



## AGENDA

### CITY OF CITRUS HEIGHTS

### CITY COUNCIL

DECEMBER 10, 2015

5:00 PM SPECIAL MEETING

7:00 PM REGULAR MEETING

Community Center

6300 Fountain Square Drive, Citrus Heights, CA

12-10-2015 City Council Agenda Packet (PDF)

Documents:

[12-10-15 COUNCIL AGENDA PACKET.PDF](#)

#### CALL SPECIAL MEETING TO ORDER

1. Roll Call: Council Members: Miller, Slowey, Turner, Bruins, Frost

#### PUBLIC COMMENT

Under Government Code Section 54954.3, members of the audience may address the Council on any item of interest to the public and within the Council's purview, or on any Agenda Item before or during the Council's consideration of the Item. If you wish to address the Council during the meeting, please fill out a Speaker Identification Sheet and give it to the City Clerk. When you are called upon to speak, step forward to the podium and state your name for the record. Normally, speakers are limited to five minutes each with 30 minutes being allowed for all comments. Any public comments beyond the initial 30 minutes may be heard at the conclusion of the agenda. The Mayor has the discretion to lengthen or shorten the allotted times.

#### CLOSED SESSION

##### 2. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION

Pursuant to Government Code Section 54956.9(d)(1)

Gast v. City of Citrus Heights, et al.

Sacramento County Superior Court Case No.: 34-2014-00160041

##### 3. PUBLIC EMPLOYEE PERFORMANCE EVALUATION

Pursuant to Government Code Section 54957

Title: City Manager

#### STUDY SESSION

4. Solid Waste Residential Collection And Recycling Services

#### ADJOURNMENT

#### CALL REGULAR MEETING TO ORDER

1. Flag Salute
2. Roll Call: Council Members: Miller, Slowey, Turner, Bruins, Frost
3. Video Statement

#### APPROVAL OF AGENDA

## SPECIAL ITEMS

4. Selection Of Mayor And Vice Mayor

## PRESENTATIONS

5. Recognition Of Wal-Mart Employees For Their Heroic Deed
6. Presentation By REACH (Resident Empowerment Association Of Citrus Heights) On Their Accomplishments
7. Community Leadership Conference Committee - Present Donation To Local Non Profits

## COMMENTS BY COUNCIL MEMBERS AND REGIONAL BOARD UPDATES

### PUBLIC COMMENT

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### CONSENT CALENDAR

It is recommended that all consent items be acted on simultaneously unless separate discussion and/or action is requested by a Council Member.

8. SUBJECT: Approval Of Minutes  
RECOMMENDATION: Approve the Minutes of the Special and Regular Meeting of November 12, 2015 and Special Council Meeting of November 17, 2015
9. SUBJECT: Second Reading – Amending Certain Sections Of The Zoning Code In Regards To Urban Greening, Water Efficient Irrigation And Landscaping  
RECOMMENDATION: Adopt Ordinance No. 2015-\_\_\_\_ An Ordinance of the City of Citrus Heights to Amend Certain Sections of the Zoning Code in Regards to Urban Greening, Water Efficient Irrigation and Landscaping
10. SUBJECT: Resolution Adopting The Amended Payrate Schedule For The City Of Citrus Heights  
STAFF REPORT: S. Neilson  
RECOMMENDATION: Adopt Resolution No. 2015- \_\_\_\_ A Resolution of the City Council of the City of Citrus Heights, California, Adopting the Amended Payrate Schedule
11. SUBJECT: Annual AB 1600 Development Fee Report  
RECOMMENDATION: Adopt Resolution No. 2015-\_\_\_\_ A Resolution of the City Council of the City of Citrus Heights, California, Accepting, Filing, and Making the Findings Identified in, the City's Annual AB 1600 Fee Report for the Fiscal Year Ending June 30, 2015

### PUBLIC HEARINGS

12. SUBJECT: Bikeway Master Plan And General Plan Bikeway Map Update GPA-15-01  
STAFF REPORT: C. Kempenaar / C. McDuffee / K. Becker / R. Sherman / D. Wheaton  
RECOMMENDATION: Adopt Resolution No. 2015 - \_\_\_\_ A Resolution of the City Council of the City of Citrus Heights Adopting the Citrus Heights Bikeway Master Plan

and the General Plan Bikeway Map Update and Adopting a Mitigated Negative Declaration

13. SUBJECT: Red Light Camera Enforcement Program – Authorization To Extend Agreement With Redflex Traffic System, Inc.

STAFF REPORT: J. Russo / C. Boyd

RECOMMENDATION: Adopt Resolution No. 2015 - \_\_\_\_ A Resolution of the City Council of the City of Citrus Heights, California, Authorizing the City to Amend the Agreement with Redflex Traffic Systems, Inc for the Red Light Enforcement Program

#### REGULAR CALENDAR

14. SUBJECT: Noise Control Regulations Update

STAFF REPORT: A. Bermudez / C. McDuffee

RECOMMENDATION: Introduce for a First Reading and Read by Title Only, Ordinance No. 2015 - \_\_\_\_ An Ordinance of the City of Citrus Heights Amending Article III of Chapter 34 of the Citrus Heights Code Relating to Noise Control

15. SUBJECT: Pacific Gas And Electric's Community Pipeline Safety Initiative

STAFF REPORT: D. Wheaton / C. Fallbeck

RECOMMENDATION: Adopt Resolution No. 2015 - \_\_\_\_ A Resolution Authorizing the City Manager to Negotiate with PG&E to Remove Up to 18 Trees in the Public Right of way to Comply with PG&E's Community Pipeline Safety Initiative

#### DEPARTMENT REPORTS

16. SUBJECT: Homelessness Response Efforts

DEPARTMENT: Community and Economic Development

#### CITY MANAGER ITEMS

#### ITEMS REQUESTED BY COUNCIL MEMBERS / FUTURE AGENDA ITEMS

#### ADJOURNMENT



**Sue Frost, Mayor**  
**Jeannie Bruins, Vice Mayor**  
**Steve Miller, Council Member**  
**Jeff Slowey, Council Member**  
**Mel Turner, Council Member**

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**CITY OF CITRUS HEIGHTS  
CITY COUNCIL  
Special/Regular Meetings of Thursday, December 10, 2015  
Citrus Heights Community Center  
6300 Fountain Square Dr., Citrus Heights, CA  
Special Meeting 5:00 p.m.  
Regular Meeting 7:00 p.m.**

**PLEASE NOTE:** The Council may take up any agenda item at any time, regardless of the order listed. Action may be taken on any item on the agenda. The City Council has established a procedure for addressing the Council. Speaker Identification Sheets are provided on the table inside the Council Chambers. If you wish to address the Council during the meeting, please complete a Speaker Identification Sheet and give it to the City Clerk. So that everyone who wishes may have an opportunity to speak, there is a five-minute maximum time limit when addressing the Council. Audio/Visual presentation material must be provided to the City Clerk's Office at least 48 hours prior to the meeting.

Any writings or documents provided to a majority of the City Council regarding any item on this agenda will be made available for public inspection at City Hall located at 7927 Auburn Blvd, Citrus Heights during normal business hours. Email subscriptions of the agenda are available online by signing up with the City's Notify Me service.

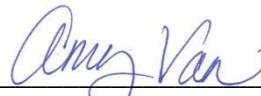
City Council meetings are televised live on Metro Cable 14, the government affairs channel on the Comcast and SureWest Cable Systems and replayed on the following Monday at 9:00 a.m. Meetings are also webcast live at [www.citrusheights.net](http://www.citrusheights.net).

The Agenda for this meeting of the City Council for the City of Citrus Heights was posted in the following listed sites before the close of business at 5:00 p.m. on the Friday preceding the meeting.

1. City of Citrus Heights, 7927 Auburn Blvd., Citrus Heights, CA
2. Rusch Park Community Center, 7801 Auburn Boulevard, Citrus Heights, CA
3. Sacramento County Library, Sylvan Oaks Branch, 6700 Auburn Blvd., Citrus Heights, CA

If you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's Office 916-725-2448, 7927 Auburn Blvd., at least 48 hours prior to the meeting. TDD (hearing impaired only) 916-725-6185.

December 4, 2015

  
\_\_\_\_\_  
Amy Van, City Clerk

*Please turn off all cellular phones and pagers while the City Council meeting is in session.*



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<b>SPECIAL MEETING</b> <b>5:00 PM</b>
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**CALL SPECIAL MEETING TO ORDER**

1. Roll Call: Council Members: Miller, Slowey, Turner, Bruins, Frost

**PUBLIC COMMENT**

**CLOSED SESSION**

2. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION  
Pursuant to Government Code Section 54956.9(d)(1)  
Gast v. City of Citrus Heights, et al.  
Sacramento County Superior Court Case No.: 34-2014-00160041
3. PUBLIC EMPLOYEE PERFORMANCE EVALUATION  
Pursuant to Government Code Section 54957  
Title: City Manager

**STUDY SESSION**

4. Solid Waste Residential Collection and Recycling Services

**ADJOURNMENT**

<b>REGULAR MEETING</b> <b>7:00 PM</b>
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**CALL REGULAR MEETING TO ORDER**

1. Flag Salute
2. Roll Call: Council Members: Miller, Slowey, Turner, Bruins, Frost
3. Video Statement

**APPROVAL OF AGENDA**

**SPECIAL ITEMS**

4. Selection of Mayor and Vice Mayor

**PRESENTATIONS**

5. Recognition of Wal-Mart Employees for their Heroic Deed
6. Presentation by REACH (Resident Empowerment Association of Citrus Heights) on their Accomplishments
7. Community Leadership Conference Committee – Present Donation to Local Non Profits

**COMMENTS BY COUNCIL MEMBERS AND REGIONAL BOARD UPDATES****PUBLIC COMMENT**

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**CONSENT CALENDAR**

It is recommended that all consent items be acted on simultaneously unless separate discussion and/or action is requested by a Council Member.

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**RECOMMENDATION:** Approve the Minutes of the Special and Regular Meeting of November 12, 2015 and Special Council Meeting of November 17, 2015
9. **SUBJECT:** Second Reading – Amending Certain Sections of the Zoning Code in Regards to Urban Greening, Water Efficient Irrigation and Landscaping  
**RECOMMENDATION:** Adopt Ordinance No. 2015-\_\_\_\_ An Ordinance of the City of Citrus Heights to Amend Certain Sections of the Zoning Code in Regards to Urban Greening, Water Efficient Irrigation and Landscaping
10. **SUBJECT:** Resolution Adopting the Amended Payrate Schedule for the City of Citrus Heights  
**STAFF REPORT:** S. Neilson  
**RECOMMENDATION:** Adopt Resolution No. 2015- \_\_\_\_ A Resolution of the City Council of the City of Citrus Heights, California, Adopting the Amended Payrate Schedule
11. **SUBJECT:** Annual AB 1600 Development Fee Report  
**STAFF REPORT:** S. Daniell  
**RECOMMENDATION:** Adopt Resolution No. 2015-\_\_\_\_ A Resolution of the City Council of the City of Citrus Heights, California, Accepting, Filing, and Making the

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Findings Identified in, the City's Annual AB 1600 Fee Report for the Fiscal Year Ending June 30, 2015

### **PUBLIC HEARINGS**

12. **SUBJECT:** Bikeway Master Plan and General Plan Bikeway Map Update GPA-15-01  
**STAFF REPORT:** C. Kempenaar / C. McDuffee / K. Becker / R. Sherman / D. Wheaton  
**RECOMMENDATION:** Adopt Resolution No. 2015 - \_\_\_\_ A Resolution of the City Council of the City of Citrus Heights Adopting the Citrus Heights Bikeway Master Plan and the General Plan Bikeway Map Update and Adopting a Mitigated Negative Declaration
13. **SUBJECT:** Red Light Camera Enforcement Program – Authorization to Extend Agreement with Redflex Traffic System, Inc.  
**STAFF REPORT:** J. Russo / C. Boyd  
**RECOMMENDATION:** Adopt Resolution No. 2015 - \_\_\_\_ A Resolution of the City Council of the City of Citrus Heights, California, Authorizing the City to Amend the Agreement with Redflex Traffic Systems, Inc for the Red Light Enforcement Program

### **REGULAR CALENDAR**

14. **SUBJECT:** Noise Control Regulations Update  
**STAFF REPORT:** A. Bermudez / C. McDuffee  
**RECOMMENDATION:** Introduce for a First Reading and Read by Title Only, Ordinance No. 2015 - \_\_\_\_ An Ordinance of the City of Citrus Heights Amending Article III of Chapter 34 of the Citrus Heights Code Relating to Noise Control
15. **SUBJECT:** Pacific Gas and Electric's Community Pipeline Safety Initiative  
**STAFF REPORT:** D. Wheaton / C. Fallbeck  
**RECOMMENDATION:** Adopt Resolution No. 2015 - \_\_\_\_ A Resolution Authorizing the City Manager to Negotiate with PG&E to Remove Up to 18 Trees in the Public Right of way to Comply with PG&E's Community Pipeline Safety Initiative

### **DEPARTMENT REPORTS**

16. **SUBJECT:** Homelessness Response Efforts  
**DEPARTMENT:** Community and Economic Development

### **CITY MANAGER ITEMS**

### **ITEMS REQUESTED BY COUNCIL MEMBERS/ FUTURE AGENDA ITEMS**

### **ADJOURNMENT**

**CITY OF CITRUS HEIGHTS  
CITY COUNCIL & SUCCESSOR AGENCY OF THE  
COMMUNITY REDEVELOPMENT AGENCY  
MINUTES**

ITEM 8

**Special/Regular Meetings of Thursday, November 12, 2015  
Citrus Heights Community Center  
6300 Fountain Square Drive, Citrus Heights, CA**

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**CALL SPECIAL MEETING TO ORDER**

The special council meeting was called to order at 6:00 p.m.

1. Roll Call: Council Members present: Miller, Slowey, Turner, Bruins and Frost  
Council Members absent: None  
Staff present: Cooley, Rodriguez, Sherman, Van, Wheaton, Ziegler and department directors.

**PUBLIC COMMENT**

None

**CLOSED SESSION**

2. Citrus Heights City Council & Successor Agency for the Community Redevelopment Agency  
CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION  
Pursuant to Government Code Section 54956.9(d)(1)
  - a. Successor Agency to the Community Redevelopment Agency of the City of Citrus Heights; City of Citrus Heights v. Matosantos  
California Court of Appeal Third Appellate District Case No. C077005
  - b. Successor Agency to the Community Redevelopment Agency of the City of Citrus Heights; City of Citrus Heights v. Cohen; California Department of Finance  
Sacramento County Superior Court Case No. 34-2014-80001944

Mayor Frost announced that there was no reportable action from closed session.

**STUDY SESSION**

3. CalHome Mobile Home Repair Program

Development Specialist Cooley led the study session regarding the CalHome Mobile Home Repair Program. She explained that \$727,218 in mobile home assistance has been provided with Community Development Block Grant funding to date. The City received a \$1,000,000 CalHome mobile home repair grant and based on CalHome regulations some adjustments would be required to the City's program. She provided an overview of the CalHome regulations and loan program. Staff is recommending 10 year forgivable loans for \$25,000 and that would address health and safety issues for the client. She stated that pre 1976 coaches are not compliant with any building code and based on this information staff is not recommending that pre 1976 coaches be repaired under this program. Options for discussion are to either make pre 1976 coaches ineligible for the repair program or make them eligible for a replacement unit which would be more than the \$25,000 loan amount.

The City Council directed staff to move forward with the recommended loan parameters, making pre 1976 coaches ineligible for the repair program, process the wait list on a first come first serve basis, and pursue a park owner agreement as recommended.

### **ADJOURNMENT**

Mayor Frost adjourned the special meeting at 7:00 p.m.

### **CALL REGULAR MEETING TO ORDER**

The regular council meeting was called to order at 7:05 p.m. by Mayor Frost.

1. The flag salute was led by Council Member Slowey.
2. Roll Call: Council Members present: Miller, Slowey, Turner, Bruins and Frost  
Council Members absent: None  
Staff present: Anderson, Boyd, Cooley, Fallbeck, Kempenaar, Kinnan, McDuffee, Van, Wheaton, Ziegler and department directors.
3. The video statement was read by City Clerk Van.

### **APPROVAL OF AGENDA**

On a motion by Council Member Council Member Slowey, seconded by Vice Mayor Bruins, the City Council approved the agenda.

AYES: Miller, Slowey, Turner, Bruins and Frost  
NOES: None  
ABSENT: None

### **PRESENTATIONS**

None

### **COMMENTS BY COUNCIL MEMBERS AND REGIONAL BOARD UPDATES**

Council Member Turner commented on the Veteran's Day event at the Sylvan Cemetery.

Council Member Slowey attended the Pedestrian and Bike Safety Improvements and Auburn Boulevard Specific Plan community meetings. He commented on the Veteran's Day event at the Sylvan Cemetery.

Council Member Miller provided a report from the Sacramento Regional Transit Board meeting. He commented on the Veteran's Day event at the Sylvan Cemetery.

Vice Mayor Bruins provided a report from the Sacramento Regional County Sanitation District and Sacramento Area Sewer District Board meeting. She also provided a report from the Sunrise MarketPlace Board meeting.



Mayor Frost provided a report from the Local Agency Formation Commission meeting. She announced that the City Council Strategic Planning Retreat will be held on November 17<sup>th</sup>. She also announced the annual Christmas Tree Lighting event will be held on December 3<sup>rd</sup>.

### **PUBLIC COMMENT**

Amalia Griego announced that the Holy Family Catholic School 13<sup>th</sup> Annual Crab Feed and Auction would be held on December 5<sup>th</sup>.

Rob Maxey with the Sayonara Community Center provided an updated on the activities taking place at the center and thanked the City Council for their continued support.

Brian Scallon expressed concerns regarding the growing of marijuana in a residential area.

Arthur Ketterling thanked the City for responding to his concerns regarding a bus stop location during construction.

### **CONSENT CALENDAR**

4.     **SUBJECT:** Approval of Minutes  
      **RECOMMENDATION:** Approve the Minutes of the City Council Special and Regular Meetings of October 8, 2015 and October 22, 2015
5.     **SUBJECT:** Approval of the 2015 – 2016 Office of Traffic safety STEP Grant  
      **STAFF REPORT:** J. Russo  
      **RECOMMENDATION:** Resolution No. 2015-100 A Resolution of the City Council of the City of Citrus Heights, California, Approving an Agreement, and Accepting Project Funding for Grant PT16158 – With the California Office of Traffic Safety (OTS) and Authorizing the City Manager to Execute the Agreement
6.     **SUBJECT:** Resolution Approving Memorandum of Understanding (MOU) Between City and County Environmental Management Department for Enforcement of Storm Water Ordinance at Commercial and Industrial Facilities in Citrus Heights  
      **STAFF REPORT:** D. Wheaton / C. Fallbeck  
      **RECOMMENDATION:** Resolution No. 2015-101 A Resolution Approving Memorandum of Understanding (MOU) Between City and County of Sacramento Environmental Management Department for Enforcement of Storm Water Ordinance at Commercial and Industrial Facilities in Citrus Heights
7.     Pulled for discussion.
8.     **SUBJECT:** Sunrise Boulevard Complete Streets Improvements Phase 2A – Award of Contract for Professional Services to Bennett Engineering  
      **STAFF REPORT:** D. Wheaton / S. Hodgkins  
      **RECOMMENDATION:** Resolution No. 2015-103 A Resolution of the City Council of the City of Citrus Heights, California, Authorizing the City Manager to Enter into a Contract with Bennet Engineering Services to Provide Professional Services for the Sunrise Boulevard Complete Streets Improvement Phase 2A Project

9.     **SUBJECT:** Second Reading – Cardroom Ordinance  
      **STAFF REPORT:** H. Tingle / R. Sherman  
      **RECOMMENDATION:** Ordinance No. 2015-008 An Ordinance of the City of Citrus Heights Amending Article II of Chapter 10 of the Citrus Heights Code Relating to Cardrooms

**ACTION:** On a motion by Council Member Miller, seconded by Council Member Turner, the City Council approved Consent Calendar Items 4, 5, 6, 8 and 9.

AYES:     Miller, Slowey, Turner, Bruins and Frost

NOES:     None

ABSENT: None

### **CONSENT CALENDAR ITEMS PULLED FOR DISCUSSION**

7.     **SUBJECT:** Twin Oaks Mariposa Drainage Improvement Project Budget Adjustment – City PN – 30-14-001  
      **STAFF REPORT:** D. Wheaton / C. Fallbeck  
      **RECOMMENDATION:** Resolution No. 2015-102 A Resolution of the City Council of the City of Citrus Heights, California, Authorizing the Budgeting of Additional Funds for the Twin Oaks Mariposa Drainage Improvement Project and Authorizing the City Manager to Execute a Change Order

Council Member Slowey pulled Item 7 for comments regarding the increase of funds for the project.

Principal Civil Engineer Fallbeck responded to questions from Council Members and stated that as the project approached Twin Oaks Boulevard the trench was about 18 feet deep and there is some subsurface sand located about 6 feet from the surface and continues to the bottom of the trench. He said the sand is very dry and loose and as the contractor excavates the sand the walls of the trench cave in. A method of adding steel beams and lags to the trench will allow the drain pip to be installed.

**ACTION:** On a motion by Council Member Turner, seconded by Vice Mayor Bruins, the City Council approved Resolution No. 2015-102 A Resolution of the City Council of the City of Citrus Heights, California, Authorizing the Budgeting of Additional Funds for the Twin Oaks Mariposa Drainage Improvement Project and Authorizing the City Manager to Execute a Change Order.

AYES:     Miller, Turner, Bruins and Frost

NOES:     Slowey

ABSENT: None

### **PUBLIC HEARING**

10.    **SUBJECT:** Citrus Heights Urban Greenery Strategy OTA-15-04  
      **STAFF REPORT:** C. Kempenaar / C. McDuffee / C. Myers  
      **RECOMMENDATION:** The Planning Commission Recommends that the City Council:

- a. Determine That the Proposed Project is Exempt from CEQA Under Section 15061(b)(3);
- b. Introduce for a First Reading, and Read by Title Only, Ordinance No. 2015 - \_\_\_\_ Approving the Amendments as Shown in Exhibit A Modifying Various Sections of the Zoning Code, including Urban Greening and Model Water Efficient Landscape Ordinance, as Supported by the Citrus Heights Urban Greenery Strategy, and Based on the Findings Contained in the Staff Report and;
- c. Adopt Resolution No. 2015-104 Adopting the Urban Forest Master Plan Shown in Exhibit B-1 and Landscape Guidelines Shown in Exhibit B-2

Senior Planner Kempenaar introduced Tina Mckeand with Davey Resource Group who would give a brief presentation.

Tina Mckeand with Davey Resource Group explained that the Citrus Heights Urban Greenery Strategy (CHUGS) is predicated on three guiding principles provides a long range comprehensive strategy which is intended to develop a more sustainable urban forest by improving conditions for trees, and optimizing the environmental, economical, and social benefits that trees provide to the community. She provided an overview of CHUGS and highlighted some of the findings.

Mayor Frost opened the public hearing at 7:49 p.m., hearing no speakers she closed the public hearing.

**ACTION:** On a motion by Vice Mayor Bruins, seconded by Council Member Miller, the City Council:

- a. Determined that the Proposed Project is Exempt from CEQA Under Section 15061(b)(3);
- b. Introduced for a First Reading, and Read by Title Only, Ordinance No. 2015-010 Approving the Amendments as Shown in Exhibit A Modifying Various Sections of the Zoning Code, including Urban Greening and Model Water Efficient Landscape Ordinance, as Supported by the Citrus Heights Urban Greenery Strategy, and Based on the Findings Contained in the Staff Report and;
- c. Adopted Resolution No. 2015-104 Adopting the Urban Forest Master Plan Shown in Exhibit B-1 and Landscape Guidelines Shown in Exhibit B-2

AYES: Miller, Slowey, Turner, Bruins and Frost

NOES: None

ABSENT: None

11. **SUBJECT:** Allocation of Federal 2016 Community Development Block Grant (CDBG) Funds; Consideration of the Draft 2016 Action Plan Continued from October 8, 2015 City Council Meeting

**STAFF REPORT:** R. Sherman / K. Cooley / N. Piva

**RECOMMENDATION:** Resolution No. 2015-105 A Resolution of the City Council of the City of Citrus Heights, California Adopting the 2016 Action Plan and Authorizing the City Manager to Execute Contracts to Implement the Adopted 2016 Action Plan

Development Specialist Cooley provided an overview of the 2016 Community Development Block Grant funding allocations. She explained that one of the main allocations that the Council Quality of Life Committee created for Council's review is a funding swap for 2015 money and 2016 money which aligns project timelines better with funding timelines. Reallocation of 2105 CDBG Funds of \$360,000 would be used for the Housing Repair Program. The Quality of Life Committee Recommendations are as follows:

<b>Public Service Agencies</b>	<b>2016 CDBG Funding</b>
Campus Life Connections – Youth Services	\$11,000
Meals on Wheels – Senior Meals	\$16,000
Self-Help Housing – Housing Counseling Services	\$10,000
Self-Help Housing – Tennant/Landlord Services	\$15,000
Sunrise Christian Food Ministry – Emergency Food Services	\$15,000
Terra Nova – Juvenile Diversion Counseling Services	\$17,000
<b>TOTAL</b>	<b>\$84,000</b>
<b>Administrative Budget</b>	
Self-Help Housing – Fair Housing Services	\$5,000

Mayor Frost opened the public hearing at 7:57 p.m.; hearing no speakers she closed the public hearing.

**ACTION:** On a motion by Vice Mayor Bruins, seconded by Council Member Turner, the City Council adopted Resolution No. 2015-105 A Resolution of the City Council of the City of Citrus Heights, California Adopting the 2016 Action Plan and Authorizing the City Manager to Execute Contracts to Implement the Adopted 2016 Action Plan.

AYES: Miller, Slowey, Turner, Bruins and Frost

NOES: None

ABSENT: None

12. **SUBJECT:** Urgency Ordinance Extension of Massage Ordinance Moratorium

**STAFF REPORT:** R. Sherman

**RECOMMENDATION:** Ordinance No. 2015-009 An Interim Ordinance of the City of Citrus Heights Adopted as an Urgency Measure Pursuant to California Government Code Section 65858 Making Findings and Extending the Moratorium on the Establishment of New and the Relocation or Expansion of Existing Massage Establishments

Planning Manager McDuffee reported that last December the City Council imposed a 45 day moratorium on the issuance of new massage license, permits and a moratorium on the relocation or expansion of existing massage establishments. In January 2015, the Council extended the moratorium for a period of 10 months and 15 days, which is set to expire soon. Staff is requesting the Council again extend this moratorium for a maximum of one additional year, which would be the final moratorium request. She provided an update and what staff has been doing over the past year.

City Attorney Ziegler responded to comments and questions from Council Members.

Lt. Kinnan responded to questions from Council Members.

Mayor Frost opened the public hearing at p.m. 8:14 p.m.; hearing no speakers she closed the public hearing.

**ACTION:** On a motion by Council Member Slowey, seconded by Council Member Turner, the City Council adopted Ordinance No. 2015-009 An Interim Ordinance of the City of Citrus Heights Adopted as an Urgency Measure Pursuant to California Government Code Section 65858 Making Findings and Extending the Moratorium on the Establishment of New and the Relocation or Expansion of Existing Massage Establishments.

AYES: Miller, Slowey, Turner, Bruins and Frost

NOES: None

ABSENT: None

### **REGULAR CALENDAR**

None

### **DEPARTMENT REPORTS**

13.       **SUBJECT:** Update on the Women Leaders in Law Enforcement Conference  
          **DEPARTMENT:** Police Department

Chief Boyd stated the Council will receive a presentation on what is now a very notable law enforcement conference Women Leaders in Law Enforcement. He explained that it is a statewide training for law enforcement and just had its 10 year. The conference has grown over the years to over 700 attendees. He stated the Citrus Heights Police Department hosted the 2015 conference and commended the Police Department staff.

Commander Anderson stated the Women Leaders in Law Enforcement Training Symposium is one of the largest training symposiums on the west coast. She provided highlights from the conference.

### **CITY MANAGER ITEMS**

None

### **ITEMS REQUESTED BY COUNCIL MEMBERS/FUTURE AGENDA ITEMS**

None

### **ADJOURNMENT**

Mayor Frost adjourned the regular meeting at 8:29 p.m.

Respectfully submitted,

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Amy Van, City Clerk



**CITY OF CITRUS HEIGHTS  
CITY COUNCIL MINUTES  
Special Meeting of Tuesday, November 17, 2015  
Citrus Heights Community Center  
6300 Fountain Square Drive, Citrus Heights, CA  
MINUTES**

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**SPECIAL CITY COUNCIL MEETING CALLED TO ORDER**

- The special City Council meeting was called to order at 9:00 a.m.
- Roll Call: Council Members present: Miller, Slowey, Turner, Bruins and Frost  
Council Members absent: None
- Staff Present: City Manager Tingle, and department directors.

**PUBLIC COMMENT**

None

**STRATEGIC PLANNING AND TEAM BUILDING RETREAT**

The City Council held a Strategic Planning Retreat. Marilyn Snider, with Snider and Associates, facilitated the meeting and provided a record of the discussion, which is attached and incorporated into the minutes.

**ADJOURNMENT**

There being no further business to come before the City Council, the meeting was adjourned at 3:00 p.m.

Respectfully submitted,

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Amy Van, City Clerk

**CITY OF CITRUS HEIGHTS**  
**STRATEGIC PLANNING RETREAT**  
November 17, 2015 \* Citrus Heights Community Center

Marilyn Snider, Facilitator – Snider and Associates (510) 531-2904  
Michelle Snider Luna, Recorder – Snider Education & Communication (510) 610-8242

**MISSION STATEMENT**

*The City of Citrus Heights is committed to providing high quality,  
economical, responsive city services to our community.*

**VISION STATEMENT**

*Citrus Heights will be the city of choice for residents and businesses to prosper and thrive  
and a model of neighborhood engagement.*

**CORE VALUES**

not in priority order

The City of Citrus Heights values . . .

*Diversity*

*Integrity*

*Teamwork*

*Innovation*

*Respect*

*Responsive Customer Service*

*Trust*

**THREE-YEAR GOALS**

2014-2017 \* not in priority order

*Maintain long-term financial stability*

*Grow the local economy*

*Enhance quality of life*

*Enhance public safety*

*Improve overall city infrastructure with emphasis  
on neighborhood revitalization*

## **S.W.O.T. ANALYSIS**

Strengths – Weaknesses - Opportunities - Threats

### **WHAT ARE THE STRENGTHS AND ACCOMPLISHMENTS OF THE CITY OF CITRUS HEIGHTS SINCE THE APRIL 2015 STRATEGIC PLANNING RETREAT?**

Brainstormed List of Perceptions

- Cleaned up 7500 linear feet of Cripple Creek and removed 56 cubic yards of trash
- Cleaned all concrete line ditches throughout the city
- Cleaned and completed Canyon Oaks Drainage Improvement Project
- Started construction of a new City Hall
- Cleaned over 250,000 linear feet of storm drain pipe
- Celebrated the one-year anniversary of the successful Stones Casino
- Proactive communication and partnership between Police, City, community and businesses
- Started design work on Auburn Boulevard Phase 2
- Moved into the temporary City Hall
- Started design on pedestrian/bicycle overpass of the freeway
- Applied for three SACOG transportation grants
- Micro-surfaced 24 street segments
- Hosted the Veterans Art Program by the History and Arts Commission
- History and Arts Commission sponsored Hidden Treasures at Sunrise Mall for the second year
- Held the first annual Howl-oween Parade
- New developments (e.g., Applebees, Smart & Final)
- Sold the Antelope/Orange property
- Hired a management intern to support the History and Arts Commission
- Established an optional clean-up fee for events at the community center
- New modules on the website
- Added cameras to three important intersections for traffic safety (Greenback/San Juan, Greenback/Breman and Greenback/Park Oaks)
- New Police monument sign
- Approved seven nonprofits for community support funding
- Approved the Memory Care facility on Sunrise
- Opened a Texas Roadhouse restaurant
- Bid and constructed the Sylvan Road Safety and Improvement Project
- Hid and awarded design of environmental services for the Mariposa Safe Routes to School Phase 3 Project
- Launched the planning meeting for the City's 20 Year Celebration
- Completed a review of our City Boards and Commissions
- Construction of new traffic signal at Antelope and Amsterdam is 98% complete
- Established ongoing joint meetings with the Quality of Life Committee and the History and Arts Commission
- Shut down six illegal massage establishments
- Converted the Sylvan Corner silos to LED lighting
- Helped facilitate the establishment of the Auburn Boulevard Business Association
- Retimed pedestrian clearance in 12 intersections
- Surpassed 5300+ events since the Community Center was opened
- Tore down the old City Hall

- Got the Post Office to change the zip code of a neighborhood from Sacramento to Citrus Heights
- Gave raises to the employees
- Completed Neighborhood 8, 9 and 10 Master Plan
- Established HART (Homeless Assistance Resource Team) to establish local resources for the homeless
- Rolled out our first “Support our Police” campaign
- Received the CAFR award for excellence in financial reporting
- Hosted the State Women Leaders in Law Enforcement Conference
- Made significant progress on the redevelopment lawsuit
- Police Activities League hired their first employee
- Held a Business Walk with Citrus Heights Chamber of Commerce
- Reported to Council the results of a regional task force for supervised criminal offenders
- Began construction of the Twin Oaks Mariposa Drainage Improvement Project
- Sponsored the California Dream Tennis Team, bringing back tennis to Citrus Heights
- Adopted the electronic signage ordinance
- Promoted several police officers
- Installed 78 ADA curb ramps
- Successful Red, White & Blue Parade
- Hosted Sunday Fun Day
- Completed the study for Police body cameras
- Successfully transitioned to a temporary Council meeting location without any interruption to public information and access
- Met with most of the major property owners and businesses at Sunrise Marketplace
- Competing well in the Police labor market
- Completed sale of the Sunrise Mall
- Completed evaluation of the Economic Development Support Fund
- Began planning to re-launch Leadership Citrus Heights with the Chamber of Commerce
- Gave the State of the City address to the Chamber business community
- Awarded design and environmental services contract for the Sunrise Boulevard Complete Streets Improvement Phase 2A
- Launched a “City of Citrus Heights Is A Great Place to Live” campaign in advance of our 20-year anniversary
- Launched the City’s Twitter account
- Sponsored three regional conferences (Community Leadership Council, Community Leadership Conference, We Support Vets)
- Completed the Sunrise/Sungarden interchange stoplight
- Reduced crime year-to-date by about 1.5%
- Adopted the FY 2015-2016 budget on time

## **WHAT ARE THE CITY'S CURRENT INTERNAL WEAKNESSES/CHALLENGES?**

Brainstormed List of Perceptions

- Lack of funding for History & Arts Commission Art in Public Places and Art Gathering Places in Citrus Heights
- Negative impacts to businesses and neighborhoods as a result of homelessness
- Lack of funding for infrastructure improvements
- Several City employees will retire within 5 years
- Potential opening on City leadership positions (e.g., Boards, Commissions, City Council)
- Good old boy/girl network on neighborhood associations—lack of new blood—run in an autocratic manner
- Lack of succession planning for aging key executive staff
- Lack of resources and time to research, study and investigate regional solutions to infrastructure
- Lack of community input before mitigated traffic-related issues
- Lack of diversity in the workforce (i.e., age, gender, race)

## **WHAT ARE THE EXTERNAL FACTORS/TRENDS THAT WILL/MIGHT HAVE A POSITIVE IMPACT ON THE CITY IN THE COMING YEAR?**

Brainstormed List of Perceptions

- New Sylvan Middle School
- Implementation of the new State medical marijuana regulation law
- Recent home sales at Autumn Woods
- Upcoming Presidential election
- Passage of a transportation bill by Congress
- Sales tax revenue up
- Another new home development called Mariposa Creek, with 15 new homes
- It's raining!
- New Speaker in Congress
- Sandbag distribution centers
- Stable City Council
- Stable City Staff
- Sale of Sunrise Mall
- Improving economy
- Activity around the Mitchell property
- Local elections
- Sale of Birdcage
- Continued low gas prices
- Opening of Capital Nursery Center
- New regional economic development agency (Greater Sacramento Region Development Council)
- Stable property values
- 5555 Mariposa new development is beginning
- Revision of the SACOG Blueprint Master Transportation Plan
- Sanitation District, PG&E, water districts, etc. are doing major upgrades in Citrus Heights
- El Niño—end of drought
- We have younger people interested in running for City Council
- New Chamber leadership



**WHAT ARE THE EXTERNAL FACTORS/TRENDS THAT WILL/MIGHT HAVE A NEGATIVE IMPACT ON THE CITY IN THE COMING YEAR?**

Brainstormed List of Perceptions

- Terrorism
- Homeless
- Continued drought
- Prop 47 (decriminalization of theft and drug crimes)
- Internet sales
- Shoplifting
- In third phase of bull stock market
- Several major retailers not meeting their sales goals
- Higher volume of cut-through traffic
- Identity theft
- Fraud
- Domestic violence
- Presidential election
- Flooding
- Prisoner release
- State and Federal policy decisions
- Potential ballot measure to decriminalize marijuana
- Increase of STA transportation funding
- Ongoing vacancies in the Sunrise Marketplace Board
- Ongoing national discussion about police-community relations
- Lack of public transportation
- Aging City Staff
- Threatened retirements
- Lack of community engagement with our disenfranchised populations
- Irresponsible comments by politicians about certain religions and immigrant populations
- American paranoia and fear

### **NEXT STEPS/FOLLOW-UP PROCESS**

<b>WHEN</b>	<b>WHO</b>	<b>WHAT</b>
November 18, 2015	City Manager	Distribute the updated Strategic Plan to meeting invitees.
Within 48 hours	All recipients	Read the strategic planning retreat record.
November 18, 2015	HR/CI Director	Place the Strengths and Accomplishments on the city's website.
By November 30, 2015	City Manager & Department Heads	Present and review the draft updated Strategic Plan with staff.
Beginning December 1, 2015 and ongoing thereafter	HR/City Information Officer	More press invitations and releases will be sent out regarding events of interest to our community.
December 2, 2015	City Manager & Management Team	Review the "Current Internal Weaknesses/Challenges" list for possible action items.
At the December 10, 2015 City Council meeting	City Council & City Manager	Present the updated Strategic Plan to the public.
Monthly	City Council & Executive Team	Monitor progress on the Strategic Plan and revise Objectives (add, amend and/or delete), as needed.
Monthly	City Manager	Distribute the written, updated Objectives Monitoring Matrix to the City Council and Department Heads for sharing with staff.
At the January 28, 2016 City Council meeting	Community Economic Development Director & HR/City Info Director	Provide to the City Council an update on what HART is doing, including how the \$10,000 given for Navigator is being spent, and update on winter sheltering.
By March 1, 2016	CEDD (lead), City Manager & Councilmember Turner	Share suggestions for increasing diversity among employees.
May 9, 2016 8:30/9:00 am to 2:30 pm	City Council City Manager City Attorney Executive Team	Strategic Planning Retreat to: - assess progress on the Strategic Plan Goals and Objectives - develop new Six-Month Strategic Objectives for each Three-Year Goal

# **STRATEGIC PLAN ELEMENTS**

Marilyn Snider, Strategic Planning Facilitator \* Snider and Associates (510) 531-2904

## **“SWOT” ANALYSIS**

Assess the organization's:

- Internal **S**trengths      - Internal **W**eaknesses
- External **O**pportunities      - External **T**hreats

## **MISSION/PURPOSE STATEMENT**

States WHY the organization exists and WHOM it serves

## **VISION STATEMENT**

A vivid, descriptive image of the future—what the organization will BECOME

## **CORE VALUES**

What the organization values, recognizes and rewards—strongly held beliefs that are freely chosen, publicly affirmed, and acted upon with consistency and repetition

## **THREE YEAR GOALS**

WHAT the organization needs to accomplish (consistent with the Mission and moving the organization towards its Vision) – usually limited to 4 or 5 key areas

## **KEY PERFORMANCE MEASURES**

What success will look like upon achievement of the goal

## **SIX MONTH STRATEGIC OBJECTIVES**

HOW the Goals will be addressed: By when, who is accountable to do what for each of the Goals

## **FOLLOW-UP PROCESS**

Regular, timely monitoring of progress on the goals and objectives; includes setting new objectives every six months

CITY OF CITRUS HEIGHTS    ⚙    SIX-MONTH STRATEGIC OBJECTIVES  
**November 17, 2015 – May 1, 2016**

THREE-YEAR GOAL: <i>MAINTAIN LONG-TERM FINANCIAL STABILITY</i>						
WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the January 28, 2016 City Council meeting	General Services Director and City Manager	Consider the long-term status of the City's residential garbage collection franchise agreement and make a recommendation to the City Council for action.				
2. By May 1, 2016	City Manager and Finance Director	Project revenue and expenditures using the City of Citrus Heights Ten-Year Budget Model as a part of the FY 2016-2017 budget process.				
3. By May 1, 2016	City Manager and Finance Director	Hold a Community Budget Workshop on the annual budget process and the long-term projection of the City's finances.				
FUTURE: At the May 26, 2016 City Council meeting as part of the annual budget process	City Manager and Finance Director	Present to the City Council for action a resolution that commits returning the revenue generated from the Medical Office Building lease to the City's General Fund Reserves.				

THREE-YEAR GOAL: *GROW THE LOCAL ECONOMY*

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By February 1, 2016	Community and Economic Development Director	Send the Chief Building Official to PASS (Prequalified Architectural Submittal System) training and begin implementing the PASS Program to streamline the issuance of building permits.				
2. By March 1, 2016	Community and Economic Development Director	Present to the City Council in a study session a draft proposal to assist Auburn Boulevard businesses with physical and marketing improvements.				
3. By March 1, 2016	Community and Economic Development Director	Report to the City Council in a study session a proposal for modifying certain sections of the Auburn Boulevard Specific Plan to help promote redevelopment of existing and new businesses.				
4. By April 1, 2016	City Manager	Ensure that the building permits to Panattoni for the Medical Office Building are issued.				
5. By May 1, 2016	Community and Economic Development Director	Complete the online building permit application process.				
6. By May 1, 2016	Mayor (lead), City Manager and Community and Economic Development Director	Meet with the new Mall owners to familiarize them with the City's Economic Development Programs and to open discussion about the owner's plans, and report the results to the City Council.				
7. By May 1, 2016	Mayor (lead), City Manager, Police Chief and Community and Economic Development Director	Complete 5 visits with key Citrus Heights businesses to obtain their feedback regarding doing business in the Citrus Heights and their plans as a business.				



THREE-YEAR GOAL: *ENHANCE QUALITY OF LIFE*

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By April 1, 2016	Community and Economic Development Director and General Services Director	Recommend to the City Council for consideration adoption of the Pedestrian Master Plan.				
2. By April 15, 2016	City Councilmember Bruins (lead) and City Manager	Identify speakers and topics and launch the application process for Leadership Citrus Heights with the Chamber of Commerce.				
3. By April 15, 2016	HR/City Information Director	Clarify and recommend to the City Council for action the relationship of the REACH Board to the staff and an update of the funding guidelines for funds REACH receives from the City.				

THREE-YEAR GOAL: <i>ENHANCE PUBLIC SAFETY</i>						
WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. Beginning December 1, 2015 and at least monthly thereafter	Police Chief	Ensure that a DUI checkpoint or DUI saturation detail (i.e., 305 officers conducting a moving DUI checkpoint) is conducted.				
2. By March 1, 2016	Police Chief	Ensure holiday season crime (November and December 2015) committed against retail businesses and customers is reduced over November and December 2014 and report the results to the City Council.				
3. By May 1, 2016	Police Chief	Give a status report to the City Council on the Police Department's efforts to monitor illegal massage parlors.				
4. By May 1, 2016	Police Chief	Ensure that additional Domestic Violence Response Team Program training is provided to officers to improve reporting on involved children.				
5. By May 1, 2016	Police Chief	Increase membership in the Police Explorer Program by 50% (i.e., from 12 to 18).				

**THREE-YEAR GOAL: *IMPROVE OVERALL CITY INFRASTRUCTURE WITH EMPHASIS ON NEIGHBORHOOD REVITALIZATION***

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By December 15, 2015	General Services Director	Initiate design of Sunrise Boulevard Complete Streets Improvements Phase 2A (Sayonara Drive-Locher).				
2. At the February 11, 2016 City Council meeting	Community Economic Development Director (lead) and General Services Director	Present the Environmental Document of Auburn Boulevard Phase 2 to the City Council for action.				
3. At the February 11, 2016 City Council meeting	General Services Director	Present a bid to the City Council for action for the award of a construction contract for Park Oaks Creek Restoration Improvement Project.				
4. By April 1, 2016, contingent upon City Council approval of a bid	General Services Director	Begin construction of the Cripple Creek bank restoration.				
5. By April 15, 2016	General Services Director	Complete Sunrise Boulevard Complete Streets Phase 3 improvements.				



# CITY OF CITRUS HEIGHTS

## Memorandum

December 10, 2015

**TO:** Mayor and City Council Members  
Henry Tingle, City Manager

**FROM:** Amy Van, City Clerk

**SUBJECT:** **Second Reading – Amending Certain Sections of the Zoning Code in Regards to Urban Greening, Water Efficient Irrigation, and Landscaping**

Approved and Forwarded to City Council

\_\_\_\_\_ Fin.

\_\_\_\_\_ Atty.

\_\_\_\_\_  
Henry Tingle, City Manager

### **Summary and Recommendation**

On November 12, 2015, the City Council introduced, read by title only and waived the first full reading of an ordinance amending the Citrus Heights Municipal Code to amend certain sections of the Zoning Code in regards to urban greening, water efficient irrigation, and landscaping.

### **Fiscal Impact**

There is no expected fiscal impact as a result of adopting this ordinance.

### **Conclusion**

Staff recommends that the Council approve Ordinance No. 2015-010 An Ordinance of the City of Citrus Heights to Amend Certain Sections of the Zoning Code in Regards to Urban Greening, Water Efficient Irrigation, and Landscaping.

Attachments: Ordinance No. 2015-010

ORDINANCE 2015-010

AN ORDINANCE OF THE CITY OF CITRUS HEIGHTS TO AMEND CERTAIN  
SECTIONS OF THE ZONING CODE IN REGARDS TO  
URBAN GREENING, WATER EFFICIENT IRRIGATION, AND LANDSCAPING

THE CITY OF CITRUS HEIGHTS DOES ORDAIN AS FOLLOWS:

Section 1: Purpose and Authority

The purpose of this Ordinance is to amend the Citrus Heights Zoning Code as shown in the attached Exhibits A-1 through A-2.

Section 2: Findings

- The proposed amendments to add and incorporate Urban Greening Principles, Water Efficient Landscaping, and Urban Forestry is consistent with the General Plan including Goal 36 that discusses preserving, protecting, and increasing planting of trees within the City; and
- The proposed amendments associated with the proposed amendments will not be detrimental to the public, interest, health, safety, convenience, or welfare of the City.

Section 3: Action

The City Council hereby amends the Zoning Code of the City of Citrus Heights as described within Exhibits A-1 through A-2 herein.

Section 4: Severability

If any section of this Ordinance is determined to be unenforceable, invalid, or unlawful, such determination shall not affect the enforceability of the remaining provisions of this Ordinance.

Section 5: Effective Date and Publication

This Ordinance shall take effect thirty (30) days after its adoption, and within fifteen (15) days after its passage, shall be posted in three public places.

**PASSED AND ADOPTED** by the City Council of the City of Citrus Heights  
this 12<sup>th</sup> day of November, 2015 by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

\_\_\_\_\_  
Sue Frost, Mayor

**ATTEST:**

\_\_\_\_\_  
Amy Van, City Clerk

CODIFY\_\_\_\_\_

UNCODIFY\_\_\_\_\_

Exhibit A-1 – Article 3

Exhibit A-2 – Article 8

## ARTICLE 3

# Site Planning and Project Design Standards

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106.30.040 - Creekside Development and Flood Hazard Mitigation .....	<del>68</del>
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## CHAPTER 106.30 - STANDARDS FOR ALL DEVELOPMENT AND LAND USES

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### Sections:

- 106.30.010 - Purpose and Applicability
- 106.30.020 - Access
- 106.30.030 - Building and Site Security
- 106.30.040 - Creekside Development and Flood Hazard Mitigation
- 106.30.050 - Fences and Walls
- 106.30.060 - Height Limits and Exceptions
- 106.30.070 - Outdoor Lighting
- 106.30.080 - Performance Standards
- 106.30.090 - Screening
- 106.30.100 - Setback Requirements and Exceptions
- 106.30.110 - Solid Waste/Recyclable Materials Storage
- 106.30.120 - Undergrounding of Utilities

### 106.30.010 - Purpose and Applicability

- A. This Chapter expands upon the zoning district development standards of Article 2 (Zoning Districts and Allowable Land Uses) by addressing additional details of site planning, project design, and the operation of land uses. The intent of these standards is to ensure that proposed development is compatible with existing and future development on neighboring properties, and produces an environment of stable and desirable character, consistent with the General Plan and any applicable specific plan.
- B. The requirements of this Chapter shall apply to all proposed development and new land uses, except as specified in Chapter 106.70 (Nonconforming Uses, Structures, and Parcels), and shall be considered in combination with the standards for the applicable zoning district in Article 2 (Zoning Districts and Allowable Land Uses), and those in Article 4 (Standards for Specific Land Uses). If there is a conflict, the standards in Article 4 shall control.

### 106.30.020 - Access

Each parcel shall have access to a public street as follows. Driveways shall be developed in compliance with Section 106.36.080 (Parking Design and Development Standards).

- A. Except as provided in Subsection B., each lot shall have frontage on, and direct access to a public street, provided that the subdivision review authority may allow one lot in a proposed subdivision to access a public street by way of a public or private easement or recorded reciprocal (mutual) access agreement, as determined by the review authority. Private streets are not allowed within the RD-1 through RD-7 zones.
- B. Within non-residential zoning districts and residential districts of higher density than RD-7, private streets may be allowed only if a continuing maintenance and funding mechanism is first approved by the City.

**106.30.030 - Building and Site Security**

- A. Applicability.** In addition to any safety and security requirements of the City's Building Code, each residential project shall comply with the minimum standards of this Section.
- B. Standards for all residential structures.** The following requirements apply to all residential structures.
- 1. Exterior doors and windows.** All exterior perimeter doors of a dwelling unit and/or the building other than sliding glass doors shall:
    - a. Be solid core doors (windows as provided in Subsection B.1.d, below);
    - b. Have a minimum one-inch deadbolt lock with hardened, rotating tapered, external cylinder guard collar;
    - c. Have a 180-degree optical door viewer, located between 52 and 58 inches above the finished floor, except where it can be demonstrated that a lower height is appropriate (handicapped unit under CHFA);
    - d. Not have a window within 40 inches of the locking device (unless acrylic plastic, or polycarbonate sheeting is installed over the interior of the window);
    - e. Have the side jambs of the door frames nailed to the door trimmers with 16d finish nails staggered 12 inches on-center, and the door trimmers nailed to the stud with 16d nails 12 inches on center or equal.
  - 2. Street addresses.** Each structure containing a dwelling unit shall have legible street address numbers in an appropriate location that is readily visible from the street providing access to the site. Multi-unit dwelling projects shall also comply with Subsection C.1, below. Landscaping shall be maintained so as to not obscure any street address.
- C. Standards for multi-unit residential projects.** The following requirements apply to structures with two or more dwelling units.
- 1. Street addresses.** Street addresses shall be provided as follows.
    - a. Address numbers shall be of a color that contrasts with background colors.
    - b. Each address shall be illuminated at night.
    - c. Addresses shall be located so that emergency service providers do not have to enter alcoves, recessed doorways, etc., to inspect each door (i.e., displayed at each walkway entrance to individual building clusters).
    - d. Address numbers shall be at least four inches in height for individual units and six inches for the project and the range of addresses posted on each building.
    - e. Each driveway entering a multi-unit residential site shall be provided an illuminated project directory, constructed of vandal-resistant material. The lettering, numbering and diagrams shall be large enough so that the driver of a vehicle can read the directory from the driver's seat. The driveway shall also be designed with a pull-out area for viewing the directory, so that a driver viewing the directory does not obstruct traffic flow.

All street addresses and directories shall be installed prior to the occupancy of any unit within the project.

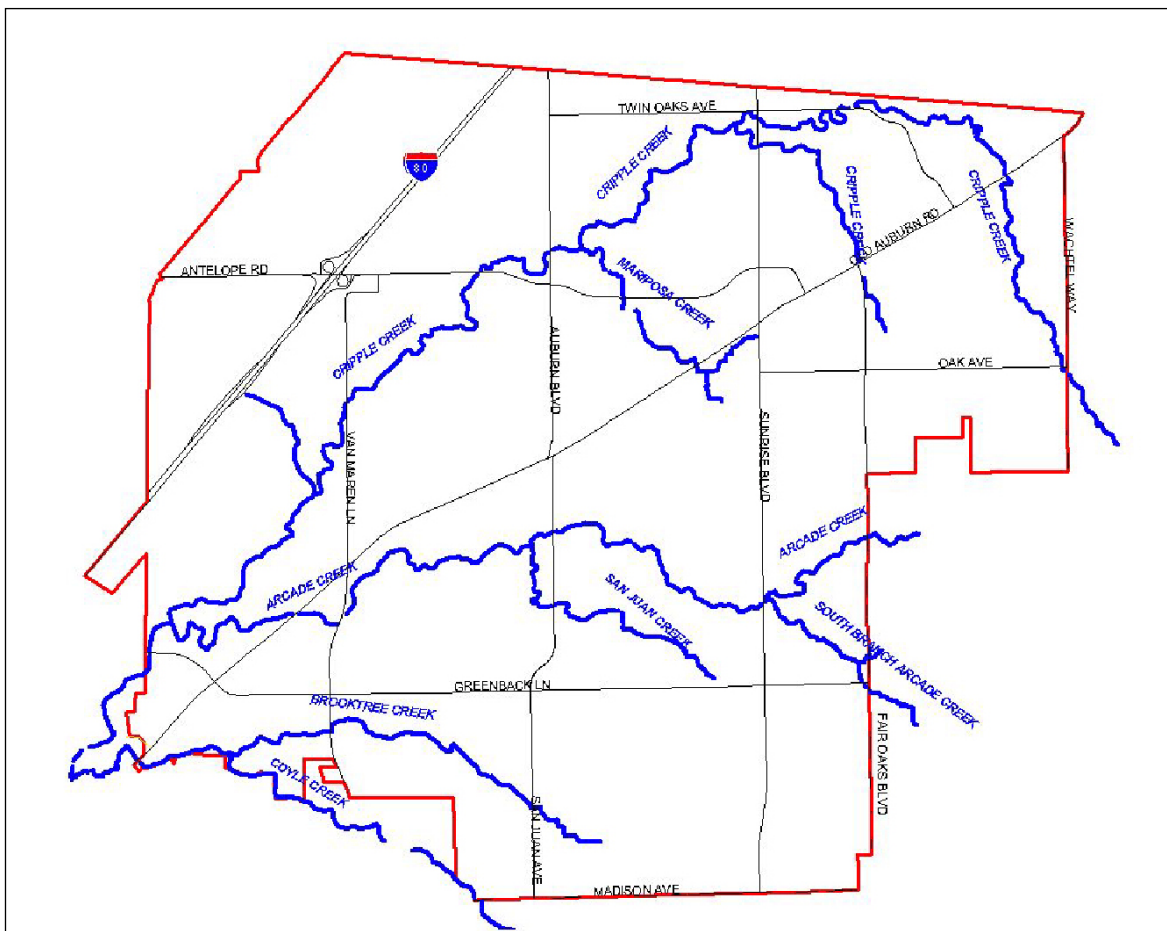
2. **Parking addresses.** Assigned parking shall not be addressed to correspond to street addresses where multiple dwellings are serviced by vehicular access to the rear through any driveway, alleyway or parking lot. Addressing shall also be displayed to be visible from the vehicle and provide adequate direction.
3. **Common facilities - Locks.** Laundry rooms, recreational buildings, other separate or common indoor facilities shall comply with the following requirements.
  - a. The facilities shall be provided with locksets as required by the Building Code.
  - b. Separate laundry rooms shall be maintained locked, with access keys provided to the tenant and shall be illuminated during hours they are open.
4. **Common facilities - Management.** Multipurpose laundry, office, restrooms and recreations rooms shall be under the control of the management, and shall:
  - a. Post the hours available for use in a conspicuous place;
  - b. Be locked when not available; and
  - c. Be illuminated during open hours and be controlled by timer or photocell, except when a management person is on duty.
5. **Lighting.** In addition to exit illumination (includes exit doors, corridors, exterior balconies, stairs exit courts and exit passage ways), which is required to be not less than one foot candlepower at the floor level by the Uniform Building Code, the following shall also apply:
  - a. Illumination shall be 0.25 foot-candles at grade level for surface areas of alcoves, walkways, and yards other than required for exits;
  - b. One foot candlepower at floor level for open parking areas and carports;
  - c. All lights shall be placed on a timer or photo electronic cell capable of turning the lights on and off one-half hour prior to dawn and one-half hour past dusk; and
  - d. Outdoor lighting shall also comply with the requirements of Section 106.30 070 (Outdoor Lighting).

**106.30.040 - Creekside Development and Flood Hazard Mitigation****A. Purpose.** This Section provides standards that are intended to:

1. Protect the natural, scenic, and recreational value of waterway and riparian resources within the City, including the provision of adequate buffer areas between creeks and adjacent development;
2. Ensure that development either avoids areas subject to inundation by a 100-year flood or more frequent flooding event, or is located and/or designed and protected so that it will not be damaged by flooding, or increase the hazard of flooding on other properties;
3. Protect new development from erosion caused by the meandering nature of the creek system; and
4. Protect the water quality of the creeks.

**B. Applicability.** The requirements of this Section apply to:

1. **Creekside properties.** Proposed development, other than public works or infrastructure, on any site adjacent to or crossed by a watercourse that is shown on the map in Figure 3-1; and

**Figure 3-1 - Creeks Where Section 106.30.040 Applies**

- 2. Properties within areas subject to flooding.** All properties shown on the Flood Insurance Rate Maps (FIRM) prepared by the Federal Emergency Management Agency (FEMA) as being partly or entirely located in an area subject to flooding by a 100-year flood or more frequent flooding event, and other areas known to the City to be subject to flooding. These areas shall be referred to in this Section as "flood hazard areas."
- C. Streambed analysis required.** A planning permit application for a project subject to this Section shall include a site-specific streambed analysis prepared by a hydrologist, civil engineer, or other qualified professional approved by the City to identify the precise boundary/top of bank of the waterway. The Director may waive this requirement if it is determined that the project, because of its size, location, or design will not have a significant impact on the waterway, or that sufficient information already exists and further analysis is not necessary. A required streambed analysis shall include all information and materials required by the Department and/or the City Engineer.
- D. Subdivision requirements.** Each new parcel proposed adjacent to a designated tributary shall be designed to provide the lot area shown in the following table for the applicable zone, located outside the 100-year floodplain of the tributary.

Zoning District	Minimum Net Lot Area
RD-1	0.50 acres
RD-2	0.25 acres
RD-3, RD-4	7,500 sf
RD-5, RD-7	Entire lot or 5,000 sf, whichever is less
RD-10 and above	Entire area except for common open space and landscape areas
Commercial and Industrial zones	Entire area except for landscaping

**E. Development standards.**

- 1. Location of proposed development.** Proposed structures and other development shall comply with the more restrictive of the following requirements.
- a. Creek setback for resource preservation.** Each proposed structure shall be set back a distance of 2.5 times the height of the stream bank plus 30 feet, or 30 feet outward from the stream bank, whichever distance is greater, as measured from the top of the stream bank outward.
- (1) The City may require additional setbacks to preserve existing vegetation or other significant environmental resources along any waterway.
  - (2) The City may require erosion protection to be placed at creek bends, drainage outfalls, and other locations that are subject to erosion, or where bank steepness indicates that severe erosion is taking, or may take place.
  - (3) A setback required by the applicable zoning district adjacent to a creekside path or open space area shall be measured from the boundary of the path or open space on the side away from the creek.
  - (4) A path or trail may be located within a creekside setback; however, no structure, road, parking access, parking space, paved area, or swimming pool shall be constructed within a creek or creekside setback area.

- b. **Limitations on development within floodplain.** All construction, except fences, shall be located outside the 100-year floodplain of the tributary. The 100-year floodplain shall be established using the most current data available and a physical survey by a registered surveyor. Current data includes the Flood Insurance Rate Map, historical data from the 1986, 1995 & 1997 flood events, and the county hydrology study. Fences within a floodplain shall be limited to wrought iron or split rail design. No fill or grading shall be allowed within a 100-year floodplain. Where the review authority determines that an existing parcel contains no feasible building site outside of a 100-year floodplain and that the site complies with an exception outlined in the City's Drainage and Development Policy, the review authority may approve construction that complies with the creek setback required by Subsection E.1.a.
2. **Standards for development allowed within floodplain.** Any development allowed within a 100-year floodplain in compliance with this Section shall comply with the following standards, as applicable.
- a. **Finished floor elevation.** Each approved structure shall be designed to provide all habitable finished floor areas at least two feet above the maximum 100-year water surface elevation. The FEMA 100-year flood elevation may be considered as a minimum level. Historical data from the 1986, 1995 & 1997 flood events, the county hydrology study and other miscellaneous studies shall be used to determine if a higher minimum elevation is required. The venting under the home and venting for a garage shall comply with the standards of the National Flood Insurance Program.
- b. **Fences, culverts, bridges, and drainage improvements.**
- (1) Fences and other structures including culverts and bridges that must be constructed within a floodway shall be designed to the requirements of the Engineering Division to prevent obstructions or diversions of flood and drainage flow, and to minimize adverse effects to natural riparian vegetation.
- (2) Where drainage improvements are required, they shall be placed in the least visible locations and naturalized through the use of river rock, earthtone concrete, and landscaping with native plant materials.
- c. **Anchorage.** All new construction and substantial improvements shall be anchored to prevent flotation, collapse or lateral movement of the structure.
- d. **Construction practices and materials.** All new construction or substantial improvements shall be constructed with materials and utility equipment resistant to flood damage using methods and practices that minimize flood damage.
- e. **Water and sewer systems.** New and replacement water and sanitary sewage systems shall be designed to minimize or eliminate infiltration of floodwaters into the systems and discharges from the systems into floodwaters.
- f. **Floodproofing.** Each structure requiring floodproofing shall be designed in compliance with National Flood Insurance Program standards. A FEMA elevation certificate shall be obtained and filed with the City prior to occupancy. A registered professional engineer or architect shall certify compliance with the standards of this Section, and the Building Official shall be provided a copy of the certification.
3. **Alteration of natural features.** No construction, grading or filling, planting of exotic/non-native or non-riparian plant species, or removal of native vegetation shall occur within a creek or creekside setback area, except where:

- a. Approved by the review authority in conjunction with an application for rezoning, and/or a planning permit, or through Use Permit approval if no other application has been filed; and
  - b. Authorized for flood control purposes by the proper permits issued by the California State Department of Fish and Game, and all other applicable State and Federal agencies having authority over the creek.
- 4. **Use of permeable surfaces.** Proposed development should incorporate permeable surfaces (for example, wood decks, sand-joined bricks, and stone walkways) where feasible, to minimize off-site flows and facilitate the absorption of water into the ground.
- 5. **Creek bank stabilization.** Development or land use changes that increase impervious surfaces or sedimentation may result in channel erosion. This may require measures to stabilize creek banks.
  - a. Creek rehabilitation is the preferred method of stabilization, with the objective of maintaining the natural character of the creek and riparian area. Rehabilitation may include enlarging the channel at points of obstruction, clearing obstructions at points of constriction, limiting uses in areas of excessive erosion, and restoring riparian vegetation.
  - b. Concrete channels are not allowed. Other mechanical stabilization measures shall not be allowed unless no other alternative exists.
  - c. If bank stabilization requires other than rehabilitation or vegetative methods, hand-placed stone or rock rip-rap are the preferred methods.
- 6. **Physical and visual access.**
  - a. Public access and visibility to creeks should be provided, if feasible, through the use of single-loaded frontage roads adjacent to creeks, but outside of the creek setback. Structures or lots that back-up to creeks or creek frontage roads are discouraged.
  - b. The provision of multipurpose creekside trails and public open space is encouraged. Open space areas should include planting for riparian enhancement with native shrubs and trees, paths and trails, lighting, benches, play and exercise equipment, and trash receptacles outside of the riparian habitat area, where appropriate.
  - c. Where streets are not used, frequent access to creekside trails and public open space should be provided at least every 300 feet, and may occur at the end of cul-de-sacs.
- 7. **Best management practices (BMPs) for storm water quality.** Development along creekside areas shall be designed to minimize impacts to storm water quality.
  - a. Drainage swales and runoff should be filtered through grassy swales or other BMPs acceptable to the City Engineer to remove street oils, sediments and other site specific storm water environmental hazards.
  - b. Fertilizer or pesticide usage is discouraged. Plants and trees for landscape areas should be selected that can survive without fertilizers or pesticides. Long-term ponding of water from landscape irrigation shall be avoided.
  - c. Retention/detention basins will require mosquito abatement.
- F. **Warning – Liability denied.** The degree of flood protection required by this Section is considered reasonable for regulatory purposes and is based on scientific and engineering considerations. Larger floods can and will occur on rare occasions. Flood heights may be increased by manmade or natural causes. This Section does not imply

that land outside the areas of special flood hazards or uses permitted within the areas will be free from flooding or flood damages. This Section shall not create liability on the part of the City or by any officer or employee for any flood damages that result from reliance on this Section or any administrative decision lawfully made under this Section.

### **106.30.050 - Fences and Walls**

**A. Applicability.** The requirements of this Section apply to all fences and walls unless otherwise stated.

- 1. Fences or wall in flood hazard area.** A fence or wall in an area subject to flooding identified on a Federal Flood Insurance Rate Map (FIRM) or as otherwise known to the City shall comply with all requirements of Section 106.30.040 (Creekside Development and Flood Hazard Mitigation), and the City's Drainage and Development Policy, in addition to this Section.
- 2. Exemptions.** This Section does not apply to fences or walls required by regulations of a local, State or Federal agency.

**B. Design Review.**

- 1. When required.** Design Review in compliance with Section 106.62.040 (Design Review) shall be required for a fence or wall that is visible from a public right-of-way and:
  - a. Has a height greater than six feet and a length greater than 100 feet; and
  - b. Regardless of height, has a length greater than 200 feet.
- 2. Findings required for approval.** Design Review approval of a fence or wall identified in Subsection B.1 above shall require that the review authority first find that the fence or wall:
  - a. Complies with all applicable requirements of this Section; and
  - b. Complies with the design guidelines for fences and walls in Section 106.31.070G (Fences and walls).



**C. Height limitations.** Each fence, wall, and hedge shall comply with the height limitations shown in Table 3-1.

**TABLE 3-1 - MAXIMUM HEIGHT OF FENCES, WALLS, AND HEDGES**

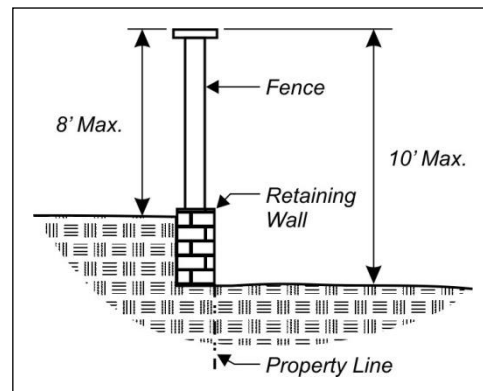
Location	Maximum Height
Within required front yard setback	3 ft (2)
Within required side and rear yard setbacks	8 ft as the fence appears from a parcel or right-of-way abutting the site, 10 ft as the fence appears on the site. See Figure 3-2. (1)
Within required street side setback	3 ft. See also Section 106.30.060.E (Height Limit at Street Corners). Fencing exceeding a height of 3 ft shall be set back a minimum of 3 ft from the property line or sidewalk to allow for the planting of landscaping to mitigate the visual impact of the fence mass; provided that this requirement shall not apply to a fence that was lawfully constructed prior to November 6, 2006, which may be replaced in the same location. (1)
At intersections of alleys, streets, and driveways within sight visibility areas. See 106.30.060.E (Height Limit at Street Corners).	2' 6"
Outside of a required setback	As determined by the height limit for structures within the applicable zoning district. A fence higher than 6 ft requires a Building Permit. (1)
Within a zone where no setback is required, and not adjacent to a street	8 ft (1)

**Notes:**

- (1) Additional height to a maximum of 10 ft (higher than 6 ft requires a Building Permit) may be authorized through Design Review approval (Section 106.62.040).
- (2) In the RD-5 – RD-15 zoning districts, the front yard fence setback shall be a minimum of 20 feet.

**D. Measurement of fence and wall height.**

1. Fence and wall height shall be measured from the top of the fence or wall to the level of the finished grade.
2. The height of fencing placed on top of a retaining wall shall be measured from the base of the wall, except as provided in Subsection D.3.
3. In cases where elevation of the finished grade within six feet of the base of the fence differs from one side of the fence to the other (as when a fence is placed at the top of a slope or on a retaining wall), the height shall be measured from the side with the lowest natural grade. See Figure 3-2.



**Figure 3-2 - Fence Height Measurement**

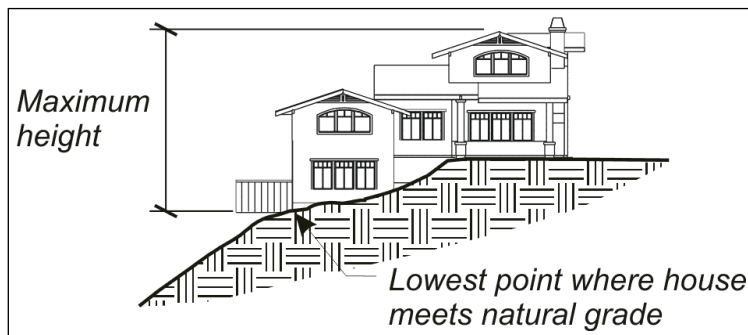
**E. Specific fence and wall requirements.**

1. **Fencing between different land uses.** Fencing between different land uses shall be provided in compliance with Section 106.30.090 (Screening).

2. **Swimming pools, spas, and similar features.** Swimming pools/spas and other similar water features shall be fenced in compliance with Building Code requirements, regardless of the other requirements of this Section.
  3. **Outdoor equipment, storage, and work areas.** Screening of non-residential outdoor uses and equipment adjacent to a residential use shall be provided in compliance with Section 106.30.090 (Screening).
  4. **Temporary fencing during construction.** Temporary fencing may be necessary to protect archaeological or historic resources, trees, or other similar sensitive features during site preparation and construction. This fencing shall be approved by the Director.
  5. **Temporary security fencing.** Temporary Security Fencing (including chain link) with a maximum height of six feet may be installed around the property lines of vacant property with the approval of the Director. The vacant property shall be maintained in a condition free from weeds and litter.
  6. **Retaining walls.** Embankments to be retained that are over 48 inches in height shall be benched so that no individual retaining wall exceeds a height of 36 inches, and each bench is a minimum width of 36 inches. Wood shall not be used for a retaining wall that is more than two feet in height.
- F. **Prohibited materials.** Sheet or corrugated iron, steel, aluminum, bamboo, or asbestos are prohibited, with the exception of ornamental fences approved by the Director. Barbed wire, concertina or razor wire, or electrified or similar fence types are not permitted.
- G. **Graffiti resistance.** Each fence and wall adjacent to a public right-of-way in a non-residential zone, or a zone that allows multi-unit residential development, shall be provided with a permanently maintained, graffiti resistant coating.

**106.30.060 - Height Limits and Exceptions**

- A. Purpose.** This Section describes the required methods for measuring the height of structures in compliance with the height limits established by this Zoning Code, and provides exceptions to those height limits under specified circumstances.
- B. Maximum height of structures.** The height of each structure shall not exceed the height limit established for the applicable zoning district by Article 2 (Zoning Districts and Allowable Land Uses), except as otherwise provided by this Section.
- C. Height measurement.** The maximum allowable height shall be measured as the vertical distance from the lowest point on the structure at the finished grade of the site to the highest point on the structure. Artificially filling a site to achieve additional height is prohibited.

**Figure 3-3 - Height Measurement**

- D. Exceptions to height limits.**
1. A chimney, cupola, building entry feature, building mounted flag pole, monument, spire, theater scenery loft, tower, vent, mechanical equipment screening, water tank, and/or similar structure, may exceed the height limit of the applicable zoning district by a maximum of eight feet, or greater height specifically authorized through Design Review.
  2. Telecommunications facilities, including antennas, poles, towers, and necessary mechanical appurtenances, may exceed the height limit established for the applicable zoning district in compliance with Chapter 106.44 (Telecommunications Facilities).
- E. Height limit at street corners.** Development proposed adjacent to any public or private street, or an alley intersection, shall be designed to provide a traffic safety visibility area for pedestrian and traffic safety. See Figure 3-4.
1. **Measurement of visibility area.** A traffic safety visibility area is a triangle measured as follows, and may include private property and/or public right-of-way.  
  
The visibility area shall be defined by measuring 20 feet from the intersection of the extension of the front and street side right-of-way lines (or 10 feet for driveways) and connecting the lines across the property.
  2. **Height limit.** No structure, sign, or landscape element shall exceed 30 inches in height within the traffic safety visibility area, unless approved by the City Engineer, except for trees with their canopy trimmed to a minimum of eight feet above grade.

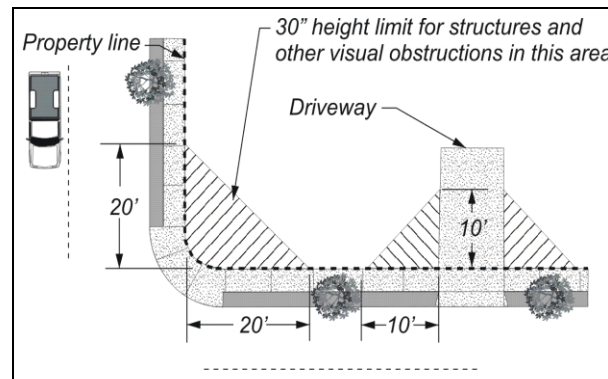


Figure 3-4 - Required Traffic Safety Visibility Area

### 106.30.070 - Outdoor Lighting

Outdoor lighting on private property shall comply with the requirements of Chapter 106.35 (Outdoor Lighting).

### 106.30.080 - Performance Standards

- A. **Purpose.** This Section provides performance standards that are designed to minimize various potential operational impacts of land uses and development within the City, and promote compatibility with adjoining areas and land uses.
- B. **Applicability.** The provisions of this Section apply to all new and existing land uses, including permanent and temporary uses in all zoning districts, unless an exemption is specifically provided. Uses existing on the effective date of this Section shall not be altered or modified thereafter to conflict with these standards.
- C. **Combustibles and explosives.** The storage of flammable and combustible liquids is limited to the volumes established by the Fire District.
- D. **Dust.** Activities that may generate dust emissions (e.g., construction, grading, commercial gardening, and similar operations) shall be conducted to limit the emissions beyond the site boundary to the maximum extent feasible. Appropriate methods of dust management shall include the following, subject to approval by the Building Official.
  1. **Scheduling.** Grading shall be designed and grading activities shall be scheduled to ensure that repeat grading will not be required, and that completion of the dust-generating activity (e.g., construction, paving or planting) will occur as soon as possible.
  2. **Operations during high winds.** Clearing, earth-moving, excavation operations or grading activities shall cease when the wind speed exceeds 25 miles per hour averaged over one hour.
  3. **Limiting the area of disturbance.** The area disturbed by clearing, demolition, earth-moving, excavation operations or grading shall be minimized at all times.
  4. **Dust control.** Fugitive dust emissions shall be controlled by regular watering, paving or other treatment of permanent on-site roads and construction roads, the covering of trucks carrying loads with dust content, and/or other dust-preventive measures (e.g., hydroseeding, etc.).
  5. **Revegetation.** Graded areas shall be revegetated as soon as possible to minimize dust and erosion. Disturbed areas of the construction site that are to remain inactive longer than three months shall be seeded with a native plant seed mix and watered until ~~grass-plant~~ cover is grown and maintained. Temporary irrigation systems shall be installed in accordance with Section 106.34.

- 6. **Fencing.** Appropriate fences or walls shall be constructed to contain dust within the site as required by the Building Official.
- E. **Ground vibration.** No ground vibration shall be generated that is perceptible without instruments by a reasonable person at the property lines of the site, except for vibrations from temporary construction or demolition activities, and motor vehicle operations.
- F. **Light and glare.** Light or glare from mechanical or chemical processes, or from reflective materials used or stored on a site, shall be shielded or modified to prevent emission of light or glare beyond the property line. Outdoor lighting shall comply with the requirements of Section 106.30.070 (Outdoor Lighting).
- G. **Liquid waste.** No liquid shall be discharged into a public or private body of water, sewage system, watercourse, or into the ground, except in compliance with applicable regulations of the Regional Water Quality Control Board.
- H. **Noise.** Noise producing activities shall comply with the City's Noise Ordinance.
- I. **Odor.** No obnoxious odor or fumes shall be emitted that are perceptible without instruments by a reasonable person at the property line of the site.
- J. **Radioactivity, electrical disturbance or electromagnetic interference.** None of the following shall be emitted:
  - 1. Radioactivity, in a manner that does not comply with all applicable State and Federal regulations; or
  - 2. Electrical disturbance or electromagnetic interference that interferes with normal radio or television reception, or with the function of other electronic equipment beyond the property line of the site; or that does not comply with all applicable Federal Communications Commission (FCC) and other applicable State and Federal regulations.

### 106.30.090 - Screening

- A. **Purpose.** This Section establishes standards for the screening and separation of adjoining residential and nonresidential land uses, equipment and outdoor storage areas, and surface parking areas.
- B. **Where required.** Screening shall be provided in the following circumstances.
  - 1. **Screening between different land uses.** A commercial or industrial land use proposed on a site adjacent to a residential zoning district shall provide screening at the parcel boundary as follows. Other nonresidential uses adjacent to a residential use may also be required by the review authority to comply with these requirements.
    - a. The screen shall consist of plant materials and a solid, decorative wall of masonry, as approved by the review authority. The screen shall be six or eight feet in height, as required by the review authority. Openings or pedestrian connections may be required at the discretion of the review authority.
    - b. The decorative wall shall be architecturally treated on both sides, subject to the approval of the review authority.
    - c. A landscaping strip with a minimum width of five feet shall be installed adjacent to a screening wall, except that 10 feet of landscaping shall be provided between a parking lot and a screening wall, in compliance with Section 106.34.040.D (Landscape Location Requirements - Parking areas).

- d. The review authority may waive or approve a substitute for the requirements of this Subsection if the review authority first determines that:
  - (1) The relationship of the proposed uses make the required screening unnecessary;
  - (2) The intent of this Section can be successfully met by means of alternative screening methods;
  - (3) Physical constraints on the site make the required screening infeasible; or
  - (4) Physical features of the site or adjoining parcels (e.g. topography, vegetation, etc.) make the required screening unnecessary.

**2. Mechanical equipment, loading docks, and refuse areas.**

- a. Roof or ground mounted mechanical equipment shall be screened from public view from adjoining public streets and rights-of-way and adjoining areas zoned for residential uses. This equipment includes air conditioning, heating, ventilation ducts, and exhaust vents, loading docks, refuse storage areas, and utility services, electrical transformers, gas meters, etc.
- b. The method of screening shall be architecturally compatible with the colors, materials, and architectural style of other on-site development.

**3. Outdoor storage and work areas.** See Section 106.42.170 (Outdoor Storage).

**4. Outdoor building materials and garden supply areas.** See Section 106.42.160 (Outdoor Displays and Sales).

- C. **Fence and wall standards.** Where screening is provided in compliance with this Section in the form of a fence or wall, the fence or wall shall comply with all applicable requirements of Section 106.30.050 (Fences and Walls).

## 106.30.100 - Setback Requirements and Exceptions

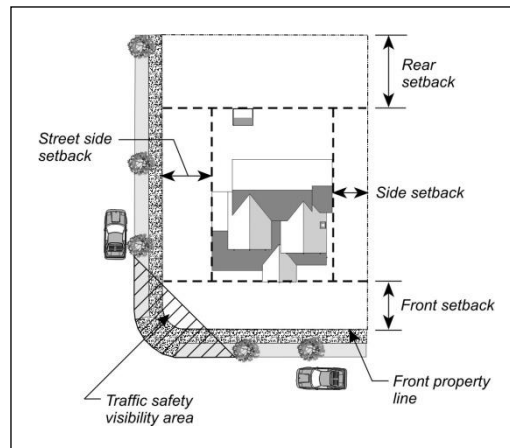
- A. **Purpose.** This Section provides standards for the use and minimum size of setbacks. Setbacks provide open areas around structures for: visibility and traffic safety; access to and around structures; access to natural light, ventilation and direct sunlight; separation between incompatible activities; and space for privacy, landscaping, and recreation.

**B. Setback requirements.**

- 1. **Minimum setbacks for all structures.** Each structure shall comply with the setback requirements of the applicable zoning district, and with any setbacks established for specific uses by Article 4 (Standards for Specific Land Uses), except as otherwise provided by this Section. No portion of any structure, including eaves or roof overhangs, shall extend beyond a property line; or into an access easement or street right-of-way.
- 2. **Infill development within previously approved projects.** Where the City has established specific setbacks for individual parcels through the approval of a specific plan, subdivision map, or other entitlement, those setbacks shall apply to continuing development within the approved project instead of the setbacks required by this Zoning Code.
- 3. **Exemptions from setback requirements.** The minimum setback requirements of this Zoning Code apply to all development and new land uses, except the following:

- a. A fence or wall to the extent allowed by Section 106.30.050 (Fences and Walls);
- b. Decks, earthworks, steps, terraces, and other site design elements that are placed directly upon grade and do not exceed a height of 18 inches above the surrounding grade at any point;
- c. A sign in compliance with Chapter 106.38 (Signs); and
- d. A retaining wall less than three feet in height above finished grade. A higher wall may be allowed within a required setback with Design Review by the Director.

**C. Measurement of setbacks.** A required setback from a street shall be measured from the edge of the abutting street/public right-of-way, and its proposed widening and extensions as indicated by the City Engineer. The width of any street or highway that does not appear in the Master Streets and Highways Plan shall be determined from the standards for street widths and improvements in the Subdivision Ordinance and/or City standards (Municipal Code Title 22).

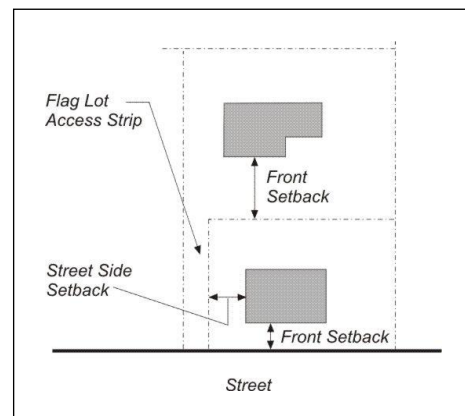


**Figure 3-5 - Location of Required Setbacks**

1. **Front yard setbacks.** The front yard setback shall be measured at right angles from the nearest point on the front property line of the parcel, to the nearest point of the wall of the structure, except as follows. The front property line is the most narrow dimension of a lot adjacent to a street.

- a. **Offer of dedication.** The front setback shall be measured at right angles from the nearest point on the edge of an Irrevocable Offer of Dedication (IOD).
- b. **Private street.** The front setback shall be measured at right angles from the nearest point on the edge of the recorded access easement of a private street, or the edge of the pavement, whichever is greater.

- c. **Flag lot.** The front setback on a flag-shaped lot shall be measured from the nearest point of the wall of the structure to the property line intersected by the access strip, establishing a setback line parallel to the property line nearest to the public street or right-of-way; except that any fencing proposed along the access strip shall comply with the setback requirements applicable to the adjacent parcels. See Figure 3-6.



**Figure 3-6 - Flag Lot Setbacks**

- d. **Corner lot.** The measurement of the front setback shall be from the nearest point of the wall of the structure to the nearest point of the most narrow street frontage property line. If the property lines on both street frontages are of the same length, the Director shall determine the property line to be used for front yard setback measurement.
  - e. **Double-frontage lot.** Proposed development on a double-frontage lot shall comply with the front yard setback requirements of the applicable zoning district on both street frontages.
2. **Side yard setbacks.** The side yard setback shall be measured at right angles from the nearest point on the side property line of the parcel to the nearest point of the wall of the structure; establishing a setback line parallel to the side property line, which extends between the front and rear yard setbacks.
  3. **Street side yard setbacks.** The side yard on the street side of a corner parcel shall be measured from the nearest point on the side property line bounding the street, or the edge of an easement for a private road, or the inside edge of the sidewalk, whichever results in the greatest setback from the roadway.
  4. **Rear yard setbacks.**
    - a. The rear yard shall be measured at right angles from the nearest point on the rear property line to the nearest line of the structure, establishing a setback line parallel to the rear property line.
    - b. Where a parcel has no rear property line because its side property lines converge to a point, an assumed line 10 feet long within the parcel, parallel to and at a maximum distance from the front property line, shall be deemed to be the rear property line for the purpose of determining the depth of the required rear yard. See Figure 3-7.

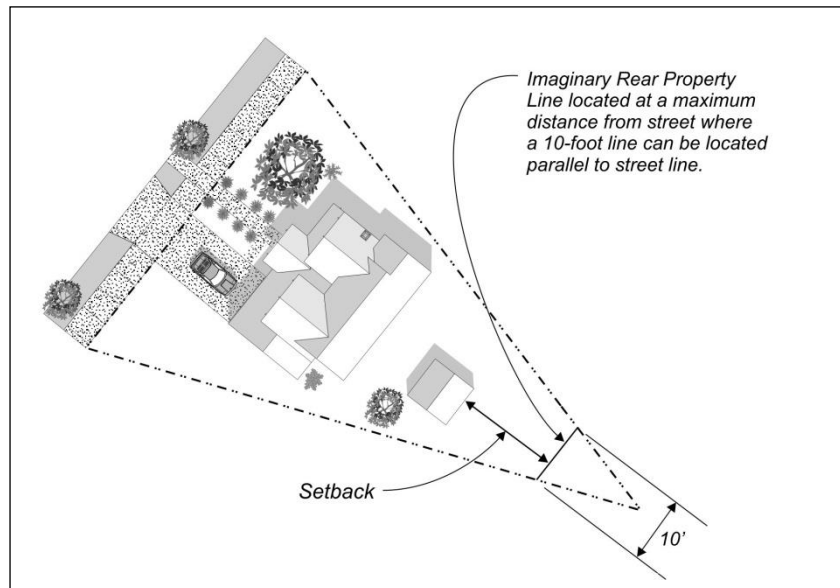


Figure 3-7 - Rear Setback on Irregular Lot

#### D. Limitations on uses of setbacks.

1. **Structures.** A required setback shall not be occupied by structures other than:
  - a. The fences and walls permitted by Section 106.30.050 (Fences and Walls);



- b. The projections into setbacks allowed by Subsection E.; and
  - c. Residential accessory structures as allowed by Section 106.42.200 (Residential Accessory Uses and Structures).
- 2. **Storage.** No front or street side setback shall be used for the accumulation, placement or storage of automobiles or other motor vehicles, building materials, scrap, junk or machinery except for:
  - a. Automobiles or other motor vehicles parked within a designated off-street parking area, and which shall be operable, registered, and licensed.
  - b. Building materials required for construction on the parcel, immediately before and during a construction project which has a valid Building Permit in force. Storm discharge Best Management Practices (BMPs) shall be used to prevent runoff from these materials into the storm drainage system.
  - c. Materials stored behind a fence that is at least six feet high and in compliance with Section 106.30.050 (Fences and Walls).
- 3. **Parking.** No required parking space shall occupy a required front setback, or a street side setback of a corner lot. No residential parking space shall occupy a side or rear setback, except within an enclosed garage that complies with the garage setback requirements of Section 106.42.200 (Residential Accessory Uses and Structures). Temporary (overnight) parking is allowed within required setback areas only on an approved, paved driveway, in compliance with Section 106.36.080 (Parking Design and Development Standards).
- 4. **Storage of habitable trailer prohibited.** No habitable trailer shall be stored or parked within a required street setback, except where limited display areas are authorized in a commercial zone through Minor Use Permit approval (Section 106.62.050).
- 5. **Pavement.** Pavement within a front setback shall be limited to a driveway the width of the garage doors, plus 12 feet abutting and parallel to the driveway. The additional 12 feet of width shall be located adjacent to the interior side property line of a corner lot. Alternate locations for the additional pavement may be approved by the Director and City Engineer. Total pavement width in the front of the lot shall not exceed 50 percent of the lot frontage. The Director and City Engineer may grant an exception for exceeding the allowed limits for lots located on a collector or arterial street, where the owner proposes a circular driveway. This Subsection does not apply to front setback areas that were paved to a greater extent than allowed by this Section, prior to October 5, 2006.

**E. Allowed projections into setbacks.**

- 1. **Primary structure into rear setback.** Within a residential zoning district, a primary structure may project into a required rear yard setback provided that an area equal to the projection is provided as a yard or court within the buildable area of the lot. In no event shall the rear yard setback be less than 10 feet for a one-story building, or 15 feet for a two-story building.
- 2. **Accessory structures.** See Section 106.42.200 (Residential Accessory Uses and Structures).
- 3. **Architectural features.** A cornice, sill, eave, canopy, chimney, window bay, media niche, or similar architectural feature may project into a required setback by a maximum of 24 inches; provided that the length of a projecting chimney, canopy or window bay along the wall from which it projects shall be limited to a maximum of 10 feet.
  - a. **Accessory structure.** An accessory structure shall maintain a minimum three-foot setback from property lines for any portion of the structure.

- b. **Front porch.** A front porch may encroach five feet into the front setback.
    - c. **Window bay.** A window bay with glass comprising at least 50 percent of the total area of its vertical surfaces, may project 24 inches into a required setback when the finished floor of the window bay is at least 15 inches above the finished floor of the room. The roof overhang above the window bay shall not project beyond 24 inches into the setback area.
  - 4. **Existing legal non-conforming setback.** Additions to structures with existing legal non-conforming side yard setbacks in RD-1,2,3, and 4 zones may maintain the non-conforming setback distance for the expansion with the Director's approval.
- F. Setback requirements for specific structures.**
- 1. **Accessory structures.** See Section 106.42.200 (Residential Accessory Uses and Structures).
  - 2. **Fences.** See Section 106.30.050 (Fences and Walls).
  - 3. **Decks or other site design element.** Detached decks, freestanding solar devices, steps, terraces, and other site design elements which are placed directly upon the grade, and which exceed a height of 18 inches above the surrounding grade at any point, shall conform to the setback requirements of this Zoning Code for detached accessory structures. (Note: a site design element less than 18 inches above grade is exempt.)
  - 4. **Swimming pool, hot tub, etc.** A swimming pool shall be set back: 20 feet from a front property line; 12½ feet from a street side property line; and three feet from a rear or interior property line as measured to the water's edge.
  - 5. **Air conditioning and mechanical equipment.** Ground-mounted air conditioning equipment shall comply with the front and street side setback requirements of the applicable zoning district. Air conditioning equipment requires no setback from a side or rear property line. Other types of mechanical equipment shall be set back a minimum of five feet from side and rear property lines. A mechanical unit on the ground shall be screened from public view with a solid wood or masonry fence.

### 106.30.110 - Solid Waste/Recyclable Materials Storage

- A. **Purpose.** This Section provides standards which recognize the City's support for and compliance with the California Solid Waste Reuse and Recycling Access Act (Public Resources Code Sections 42900 through 42911).
- B. **Applicability.** These requirements apply to new multi-unit residential, and nonresidential development, or changes to existing multi-unit residential or nonresidential development that increase gross floor area by 25 percent or more.
- C. **Extent of storage area required.** Solid waste and recyclables storage areas shall be provided in the number, dimensions, and types required by the waste hauler. Additional storage areas may be required by the Director as deemed necessary.
- D. **Enclosure requirements.** Each storage area shall be fully enclosed by a six-foot high masonry wall or other solid enclosure that is architecturally compatible with adjacent structures. See Figure 3-8.



Figure 3-8 - Storage Area Enclosure

1. **Location and access.** Adequate access for vehicle maneuvering and refuse pick-up shall be provided.
  - a. **Residential zoning district.** An enclosure shall be located in compliance with the front and street side setback requirements of the applicable zone, and 25 feet from an interior side or rear property line abutting property that is also in a residential zoning district.
  - b. **Non-residential zoning district.** An enclosure shall be located 15 feet from a front or street side property line in a non-residential zoning district, and as required by the interior side and rear setback requirements of the applicable zoning district.
2. **Gates and landscaping.** Gates shall be solid metal and continuously maintained in working order. Landscaping shall be provided to soften and screen the enclosure in compliance with Chapter 106.34 (Landscaping Standards).

### 106.30.120 - Undergrounding of Utilities

All electric and telephone facilities, fire alarm conduits, street lighting wiring, cable television and other wiring conduits, and similar facilities shall be placed underground by the developer. The Director may grant a modification, including a complete waiver of the undergrounding requirement, after considering the voltage, project size, and location of the proposed development.



## CHAPTER 106.31 - DESIGN STANDARDS

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### Sections:

- 106.31.010 - Purpose
- 106.31.020 - Applicability
- 106.31.030 - Residential Project Design
- 106.31.040 - Commercial Project Design
- 106.31.050 - Large-Scale Retail and Retail Center Design
- 106.31.060 - Design Standards for Specific Commercial Uses
- 106.31.070 - Industrial Project Design

### 106.31.010 - Purpose

The design standards provided in this Chapter are intended to assist in preserving and rehabilitating existing structures within the City. These standards are also intended to provide for infill development of high architectural quality that is compatible with existing development, to promote the conservation and reuse of existing structures, and to preserve neighborhood character.

### 106.31.020 - Applicability

These design guidelines will be used in the review of projects (additions, remodeling, relocation, new construction, or a subdivision map) that require Design Review (Section 106.62.040).

- A. The design elements of each project (including site design, architecture, landscaping, signs, and parking design) will be reviewed on a comprehensive basis.
- B. The Design Review process may include the interpretation of these design guidelines with some flexibility in their application to specific projects, as not all design criteria may be workable or appropriate for each project. In some circumstances, one guideline may be relaxed to facilitate compliance with another guideline determined by the review authority to be more important in the particular case. The overall objective is to ensure substantial compliance with the design guidelines and the intent of this Chapter.
- C. The graphics included in these guidelines are intended to be illustrative, but not prescriptive.

### 106.31.030 - Residential Project Design

- A. **Guidelines for all residential development.** The following guidelines apply to all multi-unit residential development, single dwellings developed as part of a new land division or subdivision, second story additions to existing dwellings, garages, carports, and garage conversions, and any residential accessory structure located between a front property line and a primary structure.
  - 1. **General principles.** New residential development should be compatible in scale, siting, detailing, and overall character with adjacent buildings and those in the immediate neighborhood, unless the review authority determines that proposed development represents a desirable improvement over existing character. This is crucial when a new or remodeled house is proposed to be substantially larger than others in the neighborhood. When new homes are developed adjacent to older ones, the height and bulk of the new construction can have a negative impact on adjacent, smaller scale buildings.

2. **Visual impacts from building height.** The height of new buildings should be consistent with surrounding residential structures. Where greater height is desired, a second story addition to an existing structure, and/or a new two-story structure should be designed to set back upper floors from the edge of the first story to reduce their visual impact on adjacent smaller homes, ~~and to protect solar access.~~ See Figure 3-9.

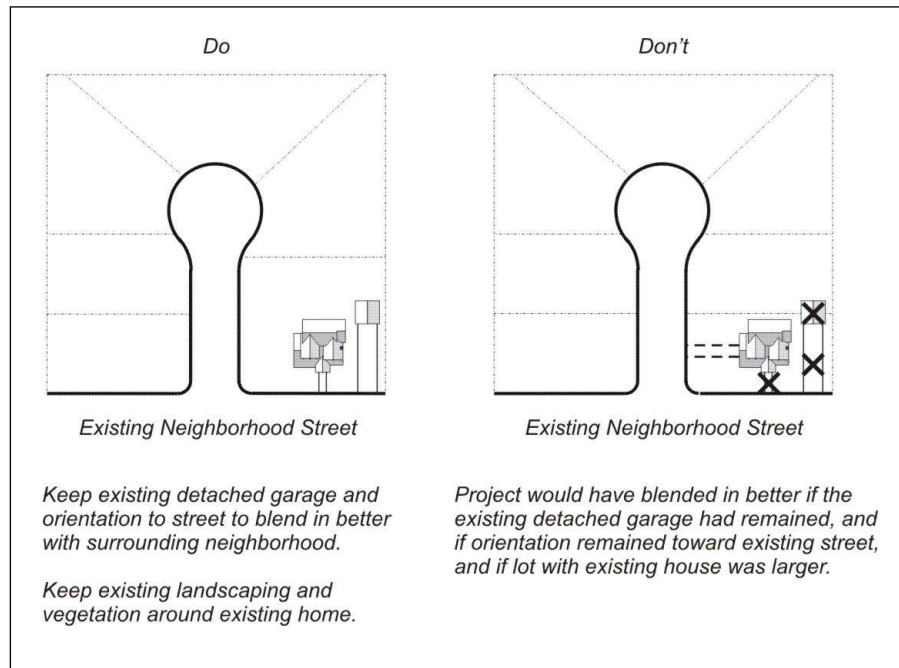


Figure 3-9 - Second Floor Addition Design to Minimize Impact on Smaller House

3. **Outdoor living areas.** New structures are encouraged to include balconies, verandas, porches, and courtyards.
4. **Exterior finish materials.** Exterior finish materials should be durable and require low maintenance. The use of combined materials (such as stucco and wood siding) can provide visual interest and texture; however, all sides of each single dwelling or multi-unit structure should employ the same materials, design details, and window treatment. A residential building should have a carefully designed and detailed facade facing the street, and at the same time should not use bland, featureless stucco or other undetailed materials on the other exterior building walls.
5. **Windows, privacy.** A new two-story residence or second story residential addition should be designed to respect the privacy of adjacent homes and apartments through appropriate building orientation, window placement, and building height, so that windows do not overlook and significantly impair the privacy of the indoor or outdoor living space of adjacent units. Where one or more windows are proposed 10 feet or less from a side property line, or within 10 feet of another dwelling, the windows should be located and/or screened to provide privacy for the residents of both structures. In some cases, glass block or translucent glass may be appropriate to provide light, but also provide privacy between buildings.
6. **Garages, carports.**
- Garages and carports should be of the same architectural style and use the same exterior materials as the primary structures on the site. When attached to a primary dwelling, the design of a garage or carport must be integrated with that of the house, and appear to have been designed together with the house, as determined by the review authority.
  - The use of detached garages is encouraged.
  - Whether attached or detached, the face of a garage shall be oriented or designed so as to not be the dominant visual element of the streetscape.
7. **Grading.** Grading for residential development should be minimized, and proposed development should be designed to accommodate and maintain the natural topography to the greatest extent feasible.
8. **Solar Access.** A new two-story residence or second story residential addition should be designed to minimize impact on solar access for adjacent units.

**B. New residential subdivisions.** The following guidelines apply to new residential subdivisions, and address how new residential subdivisions should relate to their surroundings.

1. **Neighborhood compatibility.** Each new residential project should be designed with consideration of the surrounding neighborhood. Parcels proposed at the edge of a new subdivision, which abut residential parcels in an adjoining residential neighborhood, should be of a size and orientation determined by the review authority to be compatible with the adjacent existing parcels, as shown in Figure 3-10.



**Figure 3-10 - Compatible Lot Sizes and Building Placement**

2. **Integrated open space and natural features.** New subdivisions adjacent to planned or existing parks, other public open spaces and natural features (e.g., creeks, riparian areas), or the landscaped grounds of schools or other public facilities should maximize visibility and pedestrian access to these areas. Where these facilities are not already planned, the subdivision should be designed to provide usable public open spaces in the form of parks, linear bicycle and pedestrian trails, squares, [community gardens](#) and greens, as appropriate.

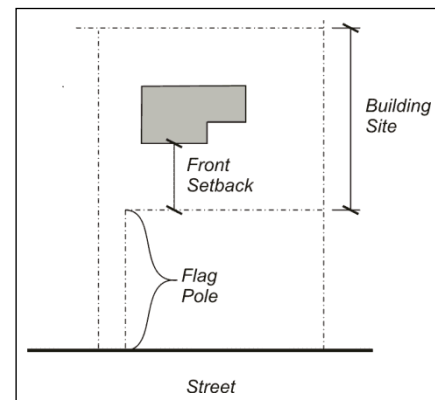
Existing significant natural features shall be incorporated into the design of a proposed subdivision, recognizing that their inclusion may require reduction in the number of residential units in the subdivision.

3. **Gated projects.** Gated residential projects, and other residential developments designed to appear as continuous walled-off areas, disconnected and isolated from the rest of the community, are discouraged. While walls and fences may be useful for security, sound attenuation and privacy, these objectives can often be met by creative design that controls the height and length of walls, develops breaks and variations in relief, and uses landscaping, along with natural topographical changes, for screening.

**4. Street layout.** New public streets and sidewalks should be aligned with, and be connected to those of adjacent developments to interconnect the community.

- a. **Pedestrian orientation.** Subdivision design should emphasize pedestrian connectivity within each project, to adjacent neighborhoods, nearby schools and parks, and to transit stops within 1/4-mile of planned residential areas. All streets and walkways should be designed to provide safe and pleasant conditions for pedestrians, including the disabled, and cyclists. Light or utility poles, guy wires, transformer or relay boxes, gate/door swing radii, bus benches or shelters, or permanent traffic or informational signals may be sited adjacent to, but shall not encroach upon, sidewalks or other marked pedestrian or bicycle pathways.
- b. **Block length.** The length of block faces between intersecting streets should be as short as possible, ideally between 400 to 800 feet, to provide pedestrian connectivity.
- c. **Street width and design speed.** Streets within neighborhoods should be no wider than needed to accommodate parking and two low-speed travel lanes. Streets in new subdivisions should be designed to accommodate traffic speeds of 25 miles per hour or less, with most streets in a subdivision designed for lower speeds.
- d. **Street frontage, parcel access.** Each proposed parcel must be designed to provide the minimum width required by the applicable zoning district at the front property line.

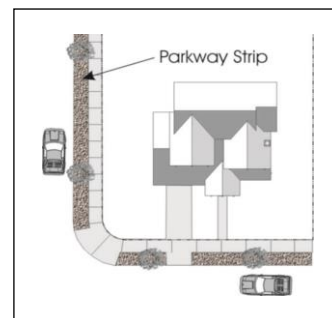
- (1) Parcels without street frontage, and accessed by easements or designed as flag lots, are not allowed unless the review authority determines that no more appropriate design is feasible.
- (2) Where the review authority determines that a flag lot or access easement is appropriate, the easement or lot "flag pole" should be no longer than 1.5 times the depth of the building site being accessed. Neither a flag pole or an easement that provides parcel access shall be counted when determining compliance with the minimum lot area requirements of the applicable zoning district.



**Figure 3-11 - Flag Lot Proportions**

- (3) If a parcel is approved with access to a public street via an easement over another parcel that fronts on the street, both parcels shall be served by a single driveway.

- e. **Parkway/planting strips.** Sidewalks should be separated from curbs by parkway strips of at least five feet in width, where feasible. Parkway strips should be planted with canopy trees at an interval appropriate to the species of the selected street tree that will produce a continuously shaded sidewalk. Parkway strips should also be planted with [non-turf](#) ground covers or other plant materials that will withstand pedestrian traffic. [Turf is not permitted in parkways.](#)



**Figure 3-12 - Parkway Strip**



- f. **Access to open areas.** Single-loaded streets (those with residential development on one side and open space on the other) should be used to provide public access to, and visibility of natural open spaces, public parks, and neighborhood schools, as well as a means for buffering homes from parks and schools.

Where single-loaded streets are not feasible or desirable, other methods that provide similar access and visibility may be used, including private streets, bike and pedestrian paths, or the placement of private common open space or recreation facilities adjacent to the public open space.

- g. **Cul-de-sac streets.** The use of cul-de-sac streets should be limited because they contribute to traffic congestion on through streets elsewhere in the neighborhood and community, and typically produce irregular lots that inefficiently use the property being subdivided.

- (1) If the review authority determines that cul-de-sacs are necessary, the end of each cul-de-sac should provide a pedestrian walkway and bikeway between private parcels to link with an adjacent cul-de-sac, street, and/or park, school, or open space area.
- (2) A pedestrian way linking cul-de-sacs shall be lined with fences or walls of durable, easily maintained materials, designed to protect the privacy and security of adjacent lots while creating attractive walking space for pedestrians.

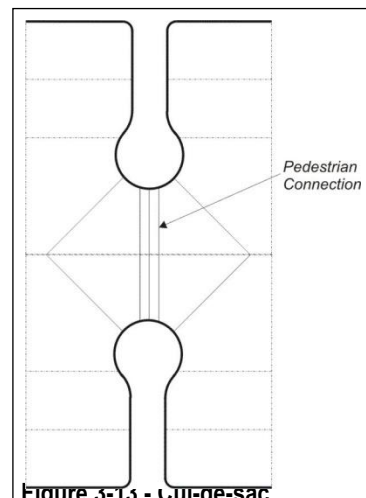


Figure 3-13 - Cul-de-sac  
Pedestrian Connection

- h. **Dwelling unit.** A proposed residential subdivision of five or more lots should be designed so that at least 20 percent of the houses are one-story, to increase buyer choices, and provide opportunities to create more compatible transitions with existing one-story adjacent development.
- i. **Solar Access.** [New residential subdivisions should be designed to maximize solar access for new homes to encourage the use of passive solar, photovoltaic solar, etc.](#)

- C. **Multi-unit housing and small lot design.** The higher densities of multi-unit housing, and other housing projects that concentrate dwellings on smaller lots tend to generate larger parking areas and provide less private open space. If not properly designed, parking can dominate a multi-unit site, and open space may only be provided as "left over," unusable areas, unrelated to other project features. New multi-unit projects that are surrounded by high walls, parking lots and/or rows of carports along a street are inappropriate in the City and should be avoided. These guidelines address the problems associated with higher density developments through appropriate site planning, parking layout, circulation patterns, building design, and landscaping.

1. **Site planning.** Site planning project should create a pleasant, comfortable, safe, and distinct place for residents, without the project "turning its back" on the surrounding neighborhood.
  - a. Lower density multi-unit projects should be designed as "walk-up" rather than "stacked" units, with each unit adjacent to a street having its primary pedestrian entrance from the street sidewalk. Higher density projects should be designed either with ground floor units having individual sidewalk entrances, or as courtyard projects with at least one significant pedestrian entrance from the street sidewalk. Where individual units have access to the street sidewalk, private "front yard" outdoor space may be differentiated from the public right-of-way by a porch, or small yard enclosed by a low fence. See Figure 3-14.



**Figure 3-14 - Clustered Units, Ground Floor Entrances Facing the Street**

- b. Residential units and activity areas not adjacent to a street should be accessible via pedestrian walkways and bikeways separate from vehicle parking areas and driveways. See Figure 3-15.



**Figure 3-15 - Walkways Separate From Vehicle Access**

- c. Residential units should be oriented to maximize solar access to encourage the use of passive solar, photovoltaic solar, etc.

## **2. Parking and driveways.**

- a. Long, monotonous parking drives and large, undivided parking lots are discouraged.
- b. The main vehicle access into a multi-unit site should be through an attractive entry drive. Colored and textured paving treatment is encouraged outside of the public street right-of-way, and within the project.

- c. Parking areas should be visible from the residential units to the extent possible.
  - d. Safe and protected bicycle parking should be located convenient to each dwelling unit.
  - e. Parking areas should be separated from each other by buildings within the project, or by landscape or natural open space areas at least 30 feet wide.
  - f. Large scale multi-unit projects (i.e., more than 20 units) with internal streets should have the streets designed as if they were pleasant public streets, with comprehensive streetscapes including sidewalks, and planting strips between curb and sidewalk with canopy trees. Planting strips shall be at least five feet in width, where feasible. Planting strips should be planted with canopy trees at an interval appropriate to the species of the selected street tree that will produce a continuously shaded sidewalk. Planting strips should also be planted with non-turf ground covers or other plant materials that will withstand pedestrian traffic. Turf is not permitted in planting strips.
3. **Multi-unit project architecture.** The exterior design, height and bulk of multi-unit projects should not negatively impact adjacent lower density residential areas.
- a. **Facade and roof articulation.** A structure with three or more attached units should incorporate wall and roof articulation to reduce apparent scale. Changes in wall planes and roof heights, and elements such as balconies, porches, arcades, dormers, and cross gables can avoid the barracks-like quality of long flat walls and roofs. Secondary hipped or gabled roofs covering the entire mass of a building are preferable to mansard roofs or segments of pitched roof applied at the structure's edge. Structures (including garages and carports) exceeding 150 feet in length are discouraged.
  - b. **Scale.** Because multi-family projects are usually taller than one story, their bulk can impose on surrounding uses. The larger scale of these projects should be considered within the context of their surroundings. Structures with greater height may require additional setbacks at the ground floor level and/or upper levels (stepped-down) along the street frontage so they do not shade adjacent properties or visually dominate the neighborhood. Large projects should be broken up into groups of structures, and large single structures should be avoided.
  - c. **Balconies, porches, and patios.** The use of balconies, porches, and patios as part of multi-family structures is encouraged for both practical and aesthetic value. These elements should be used to break up large wall masses, offset floor setbacks, and add human scale to structures. Individual unit entrances within a multi-unit project should have individual covered porches. See Figure 3-16.



Figure 3-16 – Example of Articulation, Scale, and Covered Porches for Multi-unit Units

- d. **Dwelling unit access.** The use of balconies and corridors to provide access to units should be limited. To the extent possible, main entrances to individual units should be from street sidewalks. Distinctive architectural elements and materials should be used to highlight primary entrances.

Building entrances should be located so that clear lines of sight are provided to adjacent public sidewalks, or internal walkways and parking areas, as applicable.

- e. **Exterior stairways.** A stairway that provides access to an upper level of a multi-unit structure should be integrated into the building design. Where an exterior stairway is necessary, it should provide residents and visitors protection from weather, and should be of low maintenance, durable materials, and located so as to be visible from the street and/or public areas of the site.
- f. **Accessory structures.** Accessory structures should be designed as an integral part of a project. Their materials, color, and details should be the same as the principal structures on the site.
- g. **Walls and fences.** Walls and fences should comply with the design standards in Section 106.31.070.G (Walls and fences), and shall comply with the standards in Section 106.30.050 (Fences and Walls).

**106.31.040 - Commercial Project Design**

- A. Purpose.** The city's commercial areas present special urban design challenges. The present character of these areas reflects both the architectural styles of non-residential, automobile-oriented development that were predominant when many of the structures were built, and various modernization and renovation efforts thereafter. This Section provides guidelines for new and renovated commercial structures.
- B. Applicability.** The standards in this Section apply to all retail, office, service commercial, and other commercial development within the City. Large-scale commercial development (including buildings of 50,000 square feet or larger, and retail centers with five or more shops) is also subject to the standards in Section 106.31.050 (Large Scale Retail and Retail Center Design).
- C. Overall design objectives for commercial projects.** The design of each project should work toward improving the visual character and quality of the City, and achieve the following objectives.
1. Consider residential neighborhoods adjacent to the commercial area and demonstrate sensitivity to the design context of the surrounding area.
  2. Avoid "boxy" structures with large, flat wall planes by articulating building forms and elevations to create interesting roof lines, building shapes, and patterns of shade and shadow.
  3. Incorporate pedestrian connections within and to the site that are safe, convenient, and direct for both internal and external circulation.
  4. Provide landscaping as a project amenity, and to help screen parking, equipment and storage areas.
  5. Provide logical and safe access to the site, and design parking and internal circulation areas to avoid awkward or cramped turning movements. In general, on-site access driveways should be located away from street intersections to minimize conflicts with turning movements from traffic on adjacent streets.
  6. Consider the need for signs and their appropriate scale and locations early in the design process, so that they are not an afterthought.
  7. Locate outdoor equipment, trash receptacles, storage, and loading areas in the least conspicuous part of the site.
  8. Grading for commercial development should be minimized, and proposed development should be designed to accommodate and maintain the natural topography to the greatest extent feasible.
- D. General architectural design guidelines.**
1. **Architectural style.** No particular architectural style or design theme is required in the City, but the compatibility of new projects with existing structures should be a priority, to maintain desired community character. "Canned" or "trademark" building designs used by franchised businesses in other cities are discouraged in Citrus Heights, as they collectively have the effect of making the commercial areas of the City look like anywhere in California. Corporate or franchise colors should be used as accent only.



2. **Design consistency.** Building designs should demonstrate a consistent use of colors, materials, and detailing throughout all elevations of the building. An elevation that does not directly face a street need not have the same appearance as one facing the street, but its design should relate to the other building facades. See Figure 3-17.
3. **Form and mass.** Building design should provide a sense of human scale and proportion. Horizontal and vertical wall articulation should be expressed through the use of wall offsets, recessed windows and entries, awnings, full roofs with overhangs, second floor setbacks, or covered arcades. See Figure 3-18.



Figure 3-17 - Example of Consistent Building Design

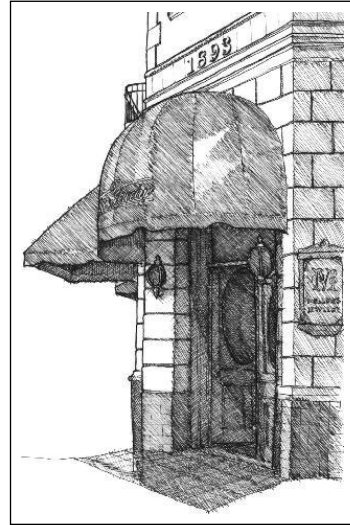


Figure 3-18 - Human Scale Expressed in Building Form and Mass

4. **Rooflines.** Roof design contributes strongly to the image of a structure as having quality and permanence.
  - a. A structure with a pitched roof, or pitched roofs over key building elements can sometimes project a more small town image and reinforce the pedestrian orientation that is prominent in many parts of Citrus Heights. Structures with flat roofs and parapets require special attention to the wall-to-parapet juncture, and cornice details.
  - b. Pitched roofs may be gable, hip, or shed-style, but should either be full pitched or should appear so from the street. Any flat portions (i.e., equipment wells) should be relatively small and not visible from streets or other public areas. On larger structures, pitched roofs should be multi-planed to avoid large, monotonous expanses.
  - c. Flat roofs should be used only with a continuous screening parapet topped with coping, or a cornice. [Green or vegetated roofs are permitted with complimentary architectural design.](#) Mansards should be used only if they maintain the same roof pitch as surrounding structures and are both high and deep enough to create the illusion of being a true roof. Steeply-pitched mansard roofs are discouraged.

**5. Awnings.** Awnings should be retained and/or incorporated where feasible and compatible with the storefront.

- a. Where a commercial building facade is divided into bays (sections defined by vertical architectural elements, such as masonry piers), awnings should be placed within the vertical elements rather than overlapping them.
- b. Awning shape should relate to the window or door opening the awning covers. Barrel-shaped awnings should be used over arched windows while square awnings should be used over rectangular windows. See Figure 3-19.
- c. Awnings shall not be internally illuminated.
- d. Canvas or standing seam metal are the preferred materials for awnings. Plastic, vinyl, or other glossy materials are not appropriate.



**Figure 3-19 - Commercial Awning**

- e. A single building face with multiple tenants should use consistent awning design and color on each building floor, unless the building architecture differentiates the separate tenant spaces.

**6. Parapets.** Parapet walls should be treated as an integral part of the building design, with architectural detailing consistent with the rest of the facade, and should not appear as unrelated elements intended only to screen the roof behind them.

**7. Entries.** Building entries should be important and obvious elements in the design of a facade. See Figure 3-20.

- a. Each entry should be protected from the elements and should create an architectural focal point for the building.
- b. Wall recesses, roof overhangs, canopies, arches, columns, signs, and similar architectural features should be integral elements of the building's entry design, and used to call attention to its importance.



**Figure 3-20 - Building Entries**

- 8. Additions to existing structures and centers.** The design of a proposed addition should follow the same general scale, proportion, massing, and detailing of the original structure, and not be in stark contrast to the original structure. Incorporating the main characteristics of the existing structure may include: extending architectural lines from the existing structure to the addition; repeating bay, window, and entrance spacing and cornice details; roof design and ground-level details; use of the same or complementary colors and materials; and including similar architectural details (such as window/door trim, lighting fixtures, tile/brick decoration). New building pads should not significantly block views of interior commercial buildings from the street, or significantly block views from interior commercial buildings to the street.
- 9. Building materials.** Building materials shall be carefully chosen to enhance the consistency of the architectural theme and design.
- Materials should be used honestly. Artificial or decorative facade treatments, where one or more unrelated materials appear "stuck-on" to a building (such as artificial columns or posts), should be avoided. While authentic materials such as brick, stone, and wood are preferred, artificial products that effectively imitate real materials may be appropriate in limited situations. If artificial stone-like materials are used, they should look like local natural materials.
  - Exterior finish materials should be chosen and applied so that they do not appear "thin" and otherwise artificial, as in the case of "brick" veneer applied to a single building face so that it is obviously only 1/4-inch thick when viewed from the side. Veneers should turn corners, avoiding exposed edges.
  - Downspouts and drain pipes should preferably be placed within building walls. If they must be placed on a building exterior, they shall be integrated with the architectural design, colors, and finish materials of the building.
  - Bulkheads should be constructed of a durable material other than stucco, such as tile, brick, rock, or pre-cast concrete.
- 10. Windows.** Existing windows should be maintained, and not "walled-in" or darkened to provide more interior wall or storage space. Ground floor windows are highly encouraged. These should ideally provide pedestrians with views into the building, but even display windows can improve the pedestrian experience of the building at the street or sidewalk level. See Figure 3-21.
- 11. Colors.** Colors should be compatible with the colors of existing buildings in the surrounding area but need not duplicate existing colors.
- Large areas of bright, intense colors should generally be avoided. While more subdued colors usually work best for large facade areas, brighter accent colors may be appropriate for trim, windows, doors, and other key architectural elements. Bold stripes of color are not a substitute for architectural detailing.
  - The transition between base and accent colors should relate to changes in building materials or the change of building surface planes. Colors should generally not meet or change without some physical change or definition to the surface plane.
- 12. Corporate identification.** Colors or logos identified with an individual company should be employed as building accent features, and not used as the main or dominant architectural feature of any wall.



**Figure 3-21 - Pedestrian-oriented Windows**



- 13. Signs.** Each structure should be designed with specific consideration for adequate signing, including provisions for sign placement, sign scale in relation to building scale, and readability. The colors, placement, and materials of all signs should be integrated with the architecture and facade details of the structure. See Figure 3-22. Sign permits (see Chapter 106.38 (Signs)) shall be required for color schemes, architectural features, and other design details that are:



**Figure 3-22 - Integrated Signage**

- a. Primarily designed to advertise or to provide information in the nature of advertising, to direct or attract attention to a person, institution, business, product, or service;
  - b. Used as the main or dominant feature of a building, building surface, or structure; and
  - c. Determined by the Director to demonstrate sensitivity to the design context of the building or surrounding area.
- 14. Equipment screening.** The attractive appearance of a building can be ruined by mechanical equipment (for example, heating, ventilation, and air conditioning) in highly visible locations on the roof, or on the ground adjacent to the structure.
- a. Mechanical and utility service equipment (e.g., compressors, air conditioners, pumps, heating and ventilating equipment, generators, solar collectors, satellite dishes, communications equipment, transformers, gas meters, etc.) and any other type of mechanical equipment should be located within the building or in an equipment room with an exterior entrance. If located outside the building, equipment should be screened from public streets and neighboring properties, and should be insulated as necessary to prevent noise generated by the equipment from being audible off the property. Screening methods may include landscaping, placing components below grade, screen walls or a combination of these methods approved by the Director.
  - b. Roof-mounted mechanical equipment and vents should be screened by a building parapet or other effective roof design.
  - c. All ground-level screening shall be provided graffiti-resistant finishes.

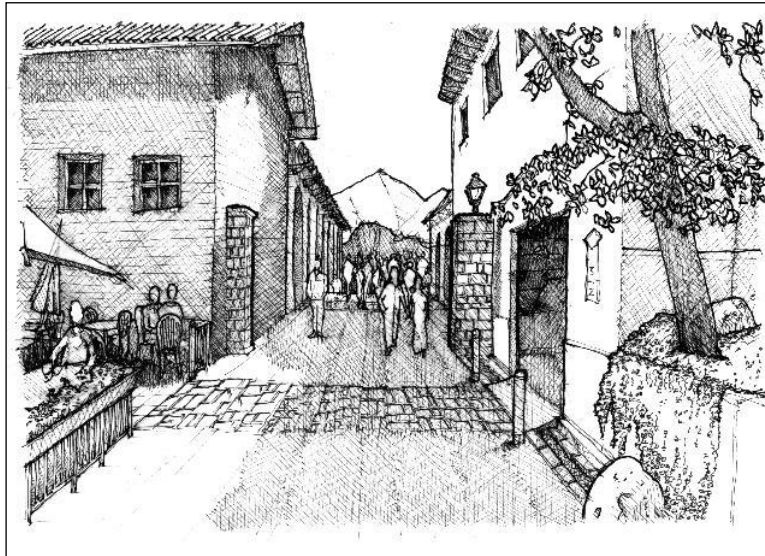
**E. Site planning.** Project site planning should comply with the following guidelines.

**1. Building and parking location.**

- a. Buildings should generally be oriented parallel to streets. A site with multiple buildings should be planned to provide adequate visibility of each building from the street.
- b. The orientation of the building and its entrances should respond to the pedestrian or vehicular nature of the street. A building with high pedestrian use, or on a street where the City is working to create a pedestrian orientation, should face and be directly accessible from the sidewalk.

A building in a part of the City that is more suburban and auto-oriented in character should not face a large parking lot located between the building and the street, but should instead face major on-site open space and streetscape elements provided for pedestrian use. In the case of new commercial structures located on major arterials, it may also be appropriate to provide landscaped setbacks between buildings and streets.

- c. The City encourages shared parking arrangements. Parking areas on adjoining parcels should be connected to allow continuous vehicle, bicycle, and pedestrian access. Pedestrian linkages between parcels should be located separately from vehicle connections where possible and, in all cases, clearly differentiated from vehicle ways. Driveways should be consolidated and shared between properties and parking areas to the greatest extent feasible.
- d. Multiple buildings in a single project should be designed to create a visual and functional relationship with one another. Whenever possible, multiple buildings should be clustered to achieve a "village" scale, with plazas and pedestrian areas, and without long rows of buildings. When clustering is impractical, a visual link should be established between buildings through the use of arcades, trellises, colonnades, landscaping and trees, or enhanced paving.



**Figure 3-23 - Cluster Buildings to Achieve a "Village Scale"**

- e. The location of open space areas should be accessible from the majority of structures, and should be oriented to take advantage of sun or shade, as appropriate.
- f. The visual impact of parking lots should be minimized by locating these facilities to a portion of the site least visible from the street and by providing adequate screening and parking lot landscaping.
- g. Driveways should be consolidated.
- h. Parking areas should be connected to building entrances by means of enhanced (patterned or stamped) paving.
- i. Handicapped access should be provided into the property from the nearest point of public transit, and enhanced paving should be used to improve accessibility.
- j. Loading facilities should not be located at the front of buildings where they will interfere with customer and employee traffic and be difficult to adequately screen. These facilities are usually more appropriate at the rear of buildings; however, loading areas should not look like an afterthought. They should be screened from street and off-site views to the maximum extent feasible, and shall be architecturally integrated with the design of the building.

Special attention must be given to the design of loading facilities adjacent to residential uses.

Techniques such as block walls, enhanced building setbacks with landscaping, and careful attention to the location and shielding of lighting can help minimize adverse impacts to residents. It is sometimes preferable to require that tenant spaces within a commercial project receive and ship products through the "front door," rather than subject adjacent residential uses to the noise and night time glare associated with loading facilities.

**2. Pedestrian and bicycle features.**

- a. Pedestrian connections.** Safe and direct pedestrian routes should be provided from public sidewalks, through parking areas, and along building facades to primary entrances.

- (1) Clearly demarcated and direct pedestrian routes should extend from peripheral public sidewalks and transit stops to the internal sidewalks that front commercial buildings, at least once in each 200 linear feet of sidewalk adjacent to the project.
- (2) Pedestrian connections should be provided to existing centers on adjoining sites.

**b. Bordering and internal sidewalks.**

- (1) Sidewalks of at least five feet are required, and eight feet in width are encouraged along all sides of the lot that abut a public street.
- (2) Sidewalks must be provided along the full length of the building along any facade with a customer entrance, and along any facade abutting a parking area.
  - (a) Sidewalks must be located at least six feet from the facade to provide area for landscaping, except where the facade incorporates pedestrian-oriented features such as pedestrian entrances or ground floor windows.
  - (b) Sidewalks should be eight feet wide, exclusive of any area planned for outdoor display or storage.
  - (c) The sidewalks should have wells for canopy trees at 30-foot intervals along the sidewalk edge adjacent to parking areas or vehicle access ways, so that the combination of building wall, sidewalk, and trees provide an enhanced pedestrian experience.
- (3) Pedestrian walkways within the site should be provided covered for weather protection within 15 feet of all customer entrances, which should also cover nearby short-term bicycle parking.
- (4) Light or utility poles, guy wires, transformer or relay boxes, gate/door swing radii, bus benches or shelters, or permanent traffic or informational signs may be sited adjacent to, but shall not encroach upon, sidewalks or other marked pedestrian or bicycle pathways.

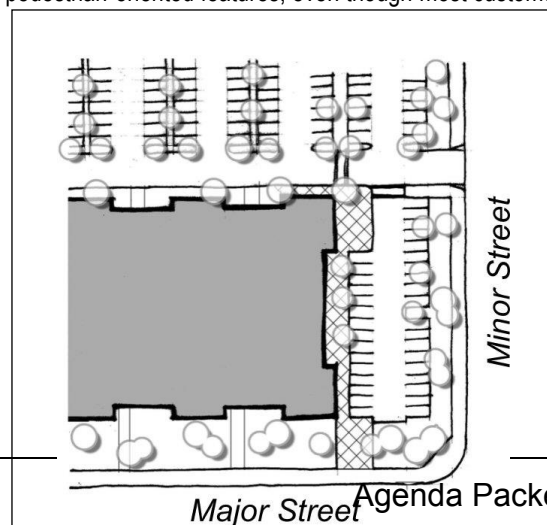
- c. Pedestrian walkway identification.** Pedestrian walkways within the site must be distinguished from driving surfaces through the use of special pavers, bricks, or colored/textured concrete to enhance pedestrian safety and the attractiveness of the walkways. Pedestrian circulation in parking areas should be parallel to traffic flow toward building entrances. Sidewalk landings should be provided and extended between parking spaces where needed to connect pedestrians to walkways.

- d. **Sitting and activity areas.** Site planning should include an outdoor use area or focal point adjacent to major building entrances as appropriate to the scale of the development. The area should provide public amenities, examples of which include water features, benches, landscaped areas, public square, etc. A project with two or more structures should group the buildings to define this space.
- 3. **Landscaping.** Landscaped areas should be planned as an integral part of the overall project and not simply located in "left over" areas of the site.
  - a. Landscaping should be used to help define outdoor spaces, soften a structure's appearance, ~~and to~~ screen parking, loading, storage, and equipment areas, manage stormwater, and recharge groundwater.
  - b. The use of on-site pedestrian amenities (such as benches, shelters, drinking fountains, lighting, and trash receptacles) is encouraged. These elements should be provided in conjunction with on-site open spaces and be integrated into the site plan as primary features.
  - c. Landscaping should be designed to minimize pollutants and improve water quality, including post-construction stormwater Best Management Practices such as grassy swales, detention basins with low flow swales, and approved underground vaults.
- F. **Outdoor lighting.** The design, size, and placement of outdoor lighting fixtures on buildings and in parking lots should be complementary to the architectural style of the buildings. More, smaller-scale parking lot lights instead of fewer, overly tall and large parking lot lights should be installed. Outdoor light fixtures mounted on building walls should relate to the height of pedestrians and not exceed eight to 10 feet. All lighting fixtures shall comply with the requirements of Chapter 106.35 (Outdoor Lighting).
- G. **Solar Access.** Commercial structures should be oriented to maximize solar access to encourage the use of passive solar, photovoltaic solar, etc.. Solar equipment shall be screened by a parapet or other building feature or incorporated into the building architectural design.

### 106.31.050 - Large-Scale Retail and Retail Center Design

- A. **Purpose.** The design guidelines in this Section are intended to produce large scale (i.e., "big box") retail stores and retail centers with more pedestrian orientation and scale than conventional projects of this type elsewhere.
- B. **Applicability.** The standards in this Section apply to large-scale commercial development (including buildings of 50,000 square feet or larger, and retail centers with five or more shops). These guidelines apply to large-scale retail projects in addition to those for commercial uses in Section 106.31.040.
- C. **Site planning.** Project site planning should emphasize pedestrian-oriented features, even though most customer trips to these facilities may be by auto.

- 1. The layout of buildings and parking on the site should emphasize a strong relationship to adjoining streets, and encourage pedestrian circulation and access between the buildings and the street. Buildings should be placed near the street frontage on streets with slower traffic speeds and a pedestrian orientation, but may be located farther from a wide street with higher traffic speeds. The placement of buildings should also consider solar



orientation, and the shading of outdoor pedestrian areas.

2. Site planning should include an outdoor use area or focal point adjacent to major building entrances. The area should provide public amenities such as a water feature, benches, landscaped areas, public square, etc. A project with two or more structures should group the buildings to define this space.

**D. Parking areas.** Parking lots should be designed to be equally pedestrian and vehicular oriented, as follows.

1. **Location and design of parking.** Parking should not be the dominant visual element of a site. Large, expansive paved areas between the building and the street are to be avoided in favor of smaller multiple lots separated by landscaping or buildings, or located to the sides and rear of buildings.
2. **Landscaping.** Parking areas should include substantial landscaping to soften the appearance of the adjacent large structures, and make walking around the site a more pleasant experience for pedestrians. [Planting sites should provide adequate "uncompacted" soil area for root growth to support the mature size of the species/size of tree selected.](#)
3. **Pedestrian routes.** Safe and direct pedestrian routes should be provided through parking areas to primary entrances, and designed as noted under Subsection E.
4. **Shopping carts.** Parking areas shall include an adequate number of shopping cart corrals where carts can be dropped-off without obstructing vehicle, bicycle, or pedestrian traffic movement, or being left in landscape planter areas. Cart corrals should be both attractive and durable, and their design will be a specific consideration in Design Review.

**E. Pedestrian circulation and amenities.** It is the nature of large retail uses that most customers arrive by car and make purchases that could not be carried home by foot or bike. Nevertheless, the large parking lots in these projects cause much of the customer's experience to be as a pedestrian, often walking long distances from car, to entrance and back. Safe accommodation for pedestrians is essential and must be an integral part of site design.

1. Sidewalks of at least five feet are required, and eight feet in width are encouraged along all sides of the lot that abut a public street.

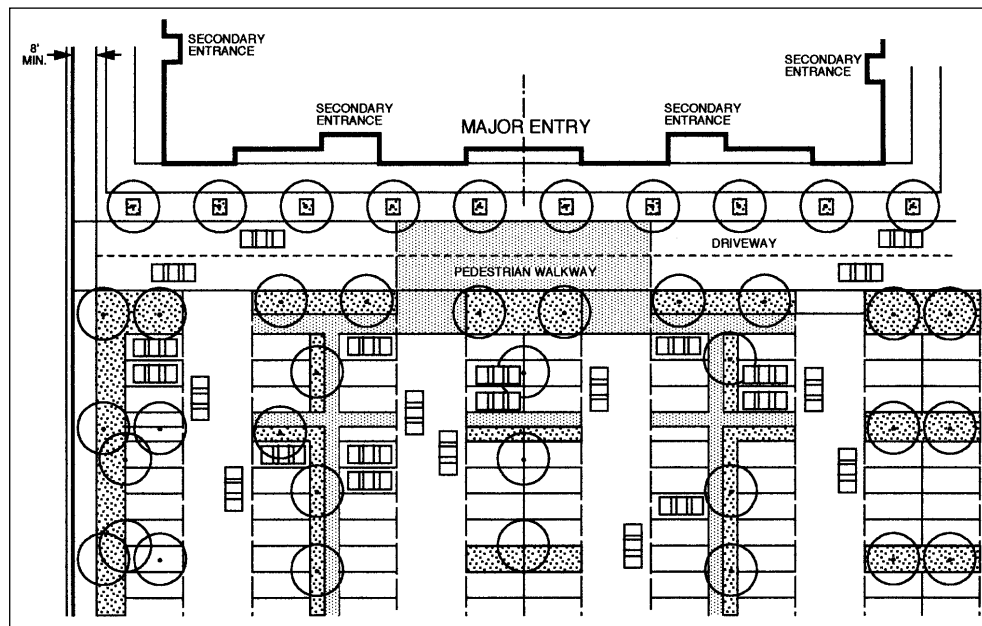
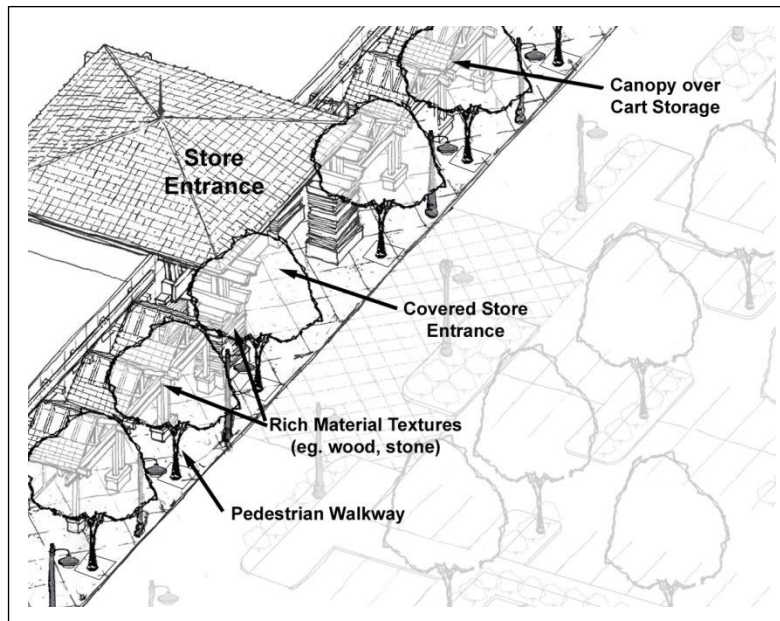


Figure 3-25 - Examples of Parking Lot and Pedestrian Circulation Features

2. Sidewalks must be provided along the full length of the building along any facade with a customer entrance, and along any facade abutting a parking area.
  - a. Sidewalks must be located at least six feet from the facade to provide area for landscaping, except where the facade incorporates pedestrian-oriented features such as pedestrian entrances or ground floor windows.
  - b. Sidewalks should be eight feet wide, exclusive of any area planned for outdoor display or storage.
  - c. The sidewalks should have wells for canopy trees at 30-foot intervals along the sidewalk edge adjacent to parking areas or vehicle access ways, so that the combination of building wall, sidewalk, and trees provide an enhanced pedestrian experience.
3. Pedestrian walkways within the site should be provided covered for weather protection within 15 feet of all customer entrances, which should also cover nearby short-term bicycle parking.
4. Pedestrian walkways within the site must be distinguished from driving surfaces through the use of special pavers, bricks, or colored/textured concrete to enhance pedestrian safety and the attractiveness of the walkways. Pedestrian circulation in parking areas should be parallel to traffic flow toward building entrances. Sidewalk landings should be provided and extended between parking spaces where needed to connect pedestrians to walkways.
5. Wheel stops shall comply with the requirements in Section 106.36.080.I.3 (Wheel stops/curbing).
6. Light or utility poles, guy wires, transformer or relay boxes, gate/door swing radii, bus benches or shelters, or permanent traffic or informational signs may be sited adjacent to, but shall not encroach upon, sidewalks or other marked pedestrian or bicycle pathways.
7. Clearly demarcated and direct pedestrian routes should extend from peripheral public sidewalks and transit stops to the sidewalks that front commercial outlets, and along driveways. Pedestrian connections to commercial development on adjoining sites should also be provided.

- F. Building design.** Building design shall be site-specific. Building details should relate to the scale of pedestrians as well as passing motorists. The tendency of many "big-box" retail chains is to replicate a corporate or generic aesthetic, often treating the building elevations much like large, scale-less billboards. The lack of human scale and absence of architectural character or local connection serve to emphasize a disconnection between the chain store and the community. The City discourages these conventional approaches to large-scale retail design.
- 1. Entrances.** Each side of a principal building facing a public street should have a customer entrance. Customer entrances must be clearly defined and highly visible, with features such as canopies or porticos, arcades, arches, wing walls, and integral planters.



**Figure 3-26 - Building Entrance and Design Features Example**

- 2. Exterior wall materials.** Predominant exterior building materials must be of high quality. Examples include brick, wood, stone, tinted/textured stucco, and tile accents.
  - a. Building walls should incorporate the same quality and level of detail of ornamentation on each elevation visible from a public right-of-way.
  - b. Building facade details and materials should be authentic, and integrated into building design, and should not be or appear as artificial "glued/tacked-on" features, such as trellises that do not support plant materials, encouraging the perception of low quality.



3. **Wall design.** All building walls should be designed to break up the appearance of a box-like structure, especially when visible from public roadways or residential areas. See Figures 3-27 and 3-28.



Figure 3-27 - Lack of Wall Design



Figure 3-28 - Good Wall Design

- a. **Facade articulation.** Include extensive facade articulation in the form of horizontal and vertical design elements to provide variations in wall plane and surface relief, including providing a variety of surface textures, recesses and projections along wall planes. Facades greater than 100 feet in length should incorporate recesses or projections at least 20 feet deep along at least 30 percent of the length of the facade. Ideally, these recesses or projections should accommodate secondary uses/liner shops, and/or reflect the different internal functions of the store.



Figure 3-29 - Examples of Wall Features

- b. **Ground floor windows.** Ground floor windows are highly encouraged. These should ideally provide pedestrians with views into the building, but even display windows can improve the pedestrian experience of the building at the street or sidewalk level.
- c. **Design details.** A variety of building and wall features should be used, in ways that avoid a cluttered appearance. These may include varying colors, reveals, an external wainscot or bulkhead at the building base to reduce apparent bulk, cornices and parapet details, and moldings. The features should employ a variety of materials as appropriate for the architectural style.

Bulkheads should be constructed of a durable material other than stucco, such as tile, brick, rock, or pre-cast concrete. Windows, awnings, and arcades must total at least 60 percent of the facade length facing a street.

4. **Vertical wall articulation.** The height of building walls facing streets or on-site pedestrian areas should be varied so that the vertical mass is divided into distinct, human-scaled elements.
- a. Except on a pedestrian-oriented public street where buildings are at the back of the sidewalk, structures over 20 feet in height (typical for structures of two stories or more) should step-back the building mass at least five feet for the portions of the structure above 14 feet (or the height where an actual second story begins) to provide visual variation.



- b. The facade of the areas stepped-back above the actual or apparent first floor should include detailed building articulation with windows, eaves, and decorative details such as tiles, wood trim, etc. as appropriate. It is also important that the facade below the step-back have a substantial structural appearance, and not simply appear as an awning "tacked-on" to the building.
  - c. Building facades that are tall for no functional reason, have little surface articulation or relief, and are simply intended to provide high, visible surfaces for tenant signage are not appropriate.
- 5. **Roof lines.** The roof lines should also be varied to break up the mass of the building. Pitched roofs with roof overhangs proportional to the scale of the adjoining building wall are encouraged. Major roof-mounted equipment shall not be visible from off the site. Parapets and decorative cornices should be utilized to conceal flat roofs and to screen any roof-mounted mechanical equipment. The height of mechanical equipment shall not exceed that of the parapets or other roof features intended to screen the equipment. Enclosures, blinds, or other architectural treatment may be necessary to screen roof equipment visible from residences or public areas. [Green roofs or vegetated rooftops are permitted.](#)
- 6. **Location of secondary uses.** Secondary uses or departments including pharmacies, photo finishing/development, snack bars, dry cleaning, offices, storage, etc., should be oriented to the outside of the building by projecting them outward or recessing them inward. This includes providing the individual uses with separate entrances and windows facing the outside of the building. The intent is to break up the appearance of the large, primary building with more human-scale elements. Food courts/bars should provide indoor and sheltered outdoor eating areas with tables, chairs, umbrellas, etc.

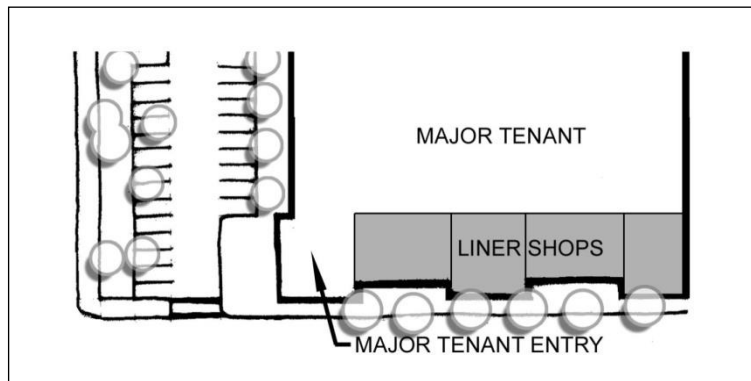


Figure 3-30 - Break-up Façade with Liner Shops

- 7. **Design continuity.** Large-scale retail projects shall incorporate elements to visually unify the buildings and signage without creating monotony. Buildings on separate pads should maintain the overall architectural character of the site; at the same time architectural variety is encouraged.
- G. **Loading areas.** Loading docks, trash collection areas, outdoor storage, and similar facilities should be incorporated into the overall design of the building and landscaped, so that the visual and acoustic impacts of these functions are fully contained, and out of view from adjacent properties and streets. Any screening materials must be of the same quality and appearance as those used on the building itself, and shall be provided graffiti-resistant finishes.
- H. **Landscaping.** Landscaping that complements and is in scale with the building should be provided adjacent to structures. Landscaping should include evergreen trees, shrubs and ornamental landscaping (and berms where appropriate) with all landscape areas having a minimum width of six feet. Landscaping should be used to create a focal point near front building entrances. Sidewalks and other walkways should also be integrated with landscape areas around building base and in parking lot areas. Trees should be planted in notable clusters within larger planting areas, and not exclusively in lines along building facades.

- I. **Outdoor lighting.** The design, size, and placement of outdoor lighting fixtures on buildings and in parking lots should be in keeping with the architectural style of the buildings. More, smaller-scale parking lot lights instead of fewer, overly tall and large parking lot lights should be installed. Outdoor light fixtures mounted on building walls should relate to the height of pedestrians and not exceed eight to 10 feet. All light fixtures should be directed downward and shielded so that the light source itself is not visible.
- J. **Signs.**
1. **Guidelines.**
- a. The signs provided in conjunction with a large-scale retail project should comply with the following guidelines.
  - b. Proposed large-scale retail projects shall include a comprehensive program that effectively integrates signage into the project design.
  - c. Signs for these projects, and the buildings themselves, should not be designed to be freeway-oriented.
  - d. Along with typical auto-oriented wall and freestanding signage, permanent, pedestrian-oriented window, awning, projecting, and suspended signs should also be provided, that do not obstruct or create a safety hazard for pedestrians or cyclists.
2. **Sign Permit requirements.** Sign permits (see Chapter 106.38 (Signs)) shall be required for color schemes, architectural features, and other design details that are:
- a. Primarily designed to advertise or to provide information in the nature of advertising, to direct or attract attention to a person, institution, business, product, or service;
  - b. Used as the main or dominant feature of a building, building surface, or structure; and
  - c. Determined by the Director to not demonstrate sensitivity to the design context of the building or surrounding area.

**106.31.060 - Specific Commercial Uses**

The following design standards apply to the specific commercial uses identified.

**A. Service stations.** A service station (with or without a car wash) is an intensive auto-oriented use with large areas of pavement that requires particular design attention to be an attractive neighbor.

**1. Site planning.** Service station site plans should incorporate the following features.

- a. The site should be designed to accommodate anticipated car and truck (including fuel delivery truck) circulation patterns and minimize paving.
- b. Driveway cuts should be limited to two per site, unless otherwise allowed by the City Engineer for valid circulation reasons.
- c. Service and wash bays should not face streets or residential properties. The visibility of service and wash bays otherwise should be minimized.
- d. Fuel pump islands and canopies should be screened by the main building structure. The retail market/office building should be placed at the street frontage with a pedestrian entrance from, and display windows along the sidewalk, to encourage pedestrian use.

**2. Building design.** Service station buildings should be designed to comply with the following guidelines.

- a. Site specific architectural design is encouraged. Corporate or franchise "stock" design solutions are discouraged.
- b. Each structure on the site should be architecturally consistent and related to an overall architectural theme.
- c. High quality building materials are encouraged. Reflective, glossy, and florescent surfaces are discouraged.
- d. The roof design of all structures, including pump canopies, should incorporate pitched roof treatments with a low to moderate pitch. Flat or mansard roofs are discouraged unless they are consistent with an established and attractive architectural theme in the site vicinity.
- e. Fuel pump canopies should not be internally illuminated. Light fixtures shall be completely recessed into the canopy so that the light source is concealed.
- f. Each pump island should include stacking for at least two vehicles (40 feet) on-site, or at least at one end of the pump island.

**106.31.070 - Industrial Project Design**

**A. General design objectives.** The following guidelines address the overall approach to industrial project design favored by the City.

1. A variety of building and parking setbacks should be provided to avoid long monotonous building facades and to create diversity within the project.

2. Building setbacks should be provided proportionate to the scale of the structure and in consideration of existing adjacent development. Larger structures require more setback area for a balance of scale and so as not to impose visually on neighboring uses.
3. The placement of structures to create plazas, courts, or gardens is encouraged. Setback areas can often be used to provide space for patio and outdoor eating areas.
4. The main elements of preferred business park/industrial site design include the following:
  - a. Easily identifiable site access;
  - b. Service areas located at the sides and rear of buildings;
  - c. Convenient access, visitor parking and on-site circulation;
  - d. Screening of outdoor storage, work areas, and equipment;
  - e. Emphasis on the main building entry and landscaping;
  - f. Placement of buildings to provide plazas and courtyards;
  - g. Landscaped open space; and
  - h. Multiple buildings on the same site clustered to create a campus-like setting that takes advantage of shared open space and pedestrian amenities.

**B. Architectural design.** The inherently utilitarian nature of industrial buildings need not prevent the design of attractive industrial areas within the city.

1. **Architectural style.** The architectural style of business park and industrial buildings should incorporate clean simple lines. Buildings should project an image of high quality through the use of appropriate durable materials and well landscaped settings. See Figure 3-31.



**Figure 3-31 - Desirable Clean Lines and Articulated Facade**

2. **Mass and scale of structures.** As a category of structure type, typically bland industrial buildings often present unattractive, unadorned, "box-like" forms. A variety of design techniques should be used to help overcome this situation and to produce a cohesive design statement.

- a. Provide articulated facades with offsets and recessed entries.
- b. Entries to structures should have a quality appearance while being architecturally tied into the overall building composition and scale.
- c. Alteration of colors, textures, and materials should be used to produce diversity and enhance architectural forms.
- d. A compatible variety of siding materials (i.e., metal, masonry, concrete texturing, cement or plaster) should be used to produce effects of texture and relief that provide architectural interest.

**3. Undesirable elements.** Undesirable design elements to be avoided include:

- a. Large blank, unarticulated wall surfaces.
- b. Exposed, untreated precision block walls;
- c. Chain link fence and barbed wire;
- d. False fronts;
- e. Steeply pitched Mansard roofs;
- f. Materials with high maintenance (such as stained wood, shingles or light gauge metal siding);
- g. Mirror window glazing;
- h. Loading bays or doors facing a street; and
- i. Exposed roof drains and downspouts, except where integrated with the colors, materials, and other details of the building architecture.

**C. Parking and vehicle circulation.** Parking lots should not be the dominant visual elements of a site. Large expansive paved areas located between the street and the building are to be avoided in favor of smaller multiple lots separated by landscaping and buildings and located to the sides and rear of buildings whenever possible.

- 1. Site access and internal circulation should be designed in a straightforward manner that emphasizes safety and efficiency. The circulation system should be designed to reduce conflicts between vehicular and pedestrian traffic.
- 2. Entrances and exits to and from parking and loading facilities should be clearly marked with appropriate directional signage where multiple access points are provided.
- 3. Parking lots adjacent to and visible from public streets must be adequately screened from view through the use of rolling earth berms, low screen walls, changes in elevation, landscaping or combinations of these features.

**D. Pedestrian circulation.**

- 1. Clearly demarcated and direct pedestrian routes should extend from peripheral public sidewalks and transit stops to the sidewalks that front on-site buildings, and along driveways.
- 2. Pedestrian walkways must be distinguished from driving surfaces through the use of special pavers, bricks, or colored/textured concrete to enhance pedestrian safety and the attractiveness of the walkways. Pedestrian circulation in parking areas should be parallel to traffic flow toward building entrances.

Sidewalk landings should be provided and extended between parking spaces where needed to connect pedestrians to walkways.

3. Wheel stops shall comply with the requirements in Section 106.36.080.I (Wheel stops/curbing).

**E. Loading facilities.** Loading bays are key elements of the function of many industrial buildings, but can be problematic in creating an overall building design that is attractive from the public view.

1. To alleviate the unsightly appearance of loading facilities, these areas should not be located at the front of buildings where it is difficult to adequately screen them from view. Loading facilities are generally more appropriate at the rear of a building where they are more functional and can be more effectively screened.
2. When site features prevent the placement of loading facilities at the rear of the building, loading docks and doors may be at the side of the building but must be screened from view by a combination of screen walls, ornamental landscaping and/or portions of the building. Gates should be located so as not to allow views from the public right-of-way into loading areas.
3. Rolling shutter doors located on the inside of the building are the preferred method for providing large loading doors while keeping a clean, uncluttered appearance from the exterior.
4. Loading areas must be designed so that trucks will not need to back-in from the public street onto the site.

**F. Landscaping.** Landscaping should be used on industrial sites to define areas such as entrances to buildings and parking lots, define the edges of various land uses, provide transition between neighboring properties (buffering), ~~and~~ provide screening for outdoor storage, loading and equipment areas, [manage stormwater, and recharge groundwater](#).

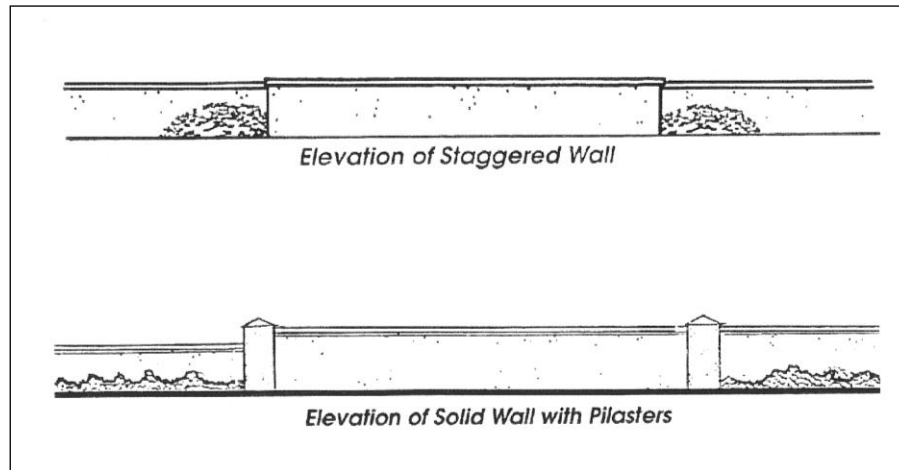
1. Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended purpose.
2. Landscaping around the entire base of buildings is recommended to soften the edge between the parking lot and the structure and the view of the structure from the public right-of-way. Landscaping should be accented at building entrances to provide a focal point.
3. Use berming at the edge of the building in conjunction with landscaping to reduce the apparent height of the structure and its mass, especially along street frontages.
4. Development in areas with native vegetation or located within riparian, viewshed or other unique natural environments are encouraged to use landscape designs and material that are sensitive to and compatible with existing vegetation.

[5. Tree planting areas must be adequate to support the mature size of the species selected.](#)

**G. Walls and fences.** The fact that industrial uses often require large outdoor areas for production activities, parking, or storage necessitates the thoughtful design of surrounding walls and fences because they can become significant visual elements on the site. Fences and walls shall also comply with the requirements of Section 106.30.050 (Fences and Walls).

1. If walls are not required for a specific screening or security purpose they should not be used. The intent is to keep walls as low as possible while still performing their screening and security functions.
2. Where walls are used at property frontages, or screen walls are used to conceal storage and equipment areas, they should be designed to blend with the site's architecture. Landscaping should be used in combination with such walls whenever possible.

3. Long expanses of fence or wall surfaces should be offset and architecturally designed to prevent



monotony. Landscape pockets should be provided along the wall. See Figure 3-32.

**Figure 3-32 - Example of Wall Articulation**

4. With taller walls over five feet in height, it may be more appropriate to have a stepped design which allows for the creation of a planter area between wall components. The use of trailing vines or groundcovers in these planters is encouraged.
  5. When security fencing is required, it should be a combination of solid columns, or short solid wall segments, and wrought iron grill work, rather than the entire fence being a single material.
- H. Screening.** The nature of some industrial uses and their sites may inevitably result in unsightly features. In these cases, screening features must be carefully designed so that their appearance is not equally unattractive.
1. Exterior storage and loading areas should be confined to portions of the site least visible to public view where screening needs are minimized.
  2. Where screening is required, a combination of elements should be used including solid masonry walls, berms, and landscaping. Chain link fencing with wood or metal slatting is an acceptable screening material only for areas not visible from a public street or parking lot.
  3. Where permanent screening is required between a manufacturing zone and a residential zone, a decorative, solid masonry screening wall is required. Evergreen landscaping should be placed adjacent to the wall.
  4. Screening that includes a fence or wall shall also comply with Section 106.30.050 (Fences and Walls).
- I. Roofs.** Roof design contributes strongly to the image of a structure as having quality and permanence.
1. Unless roofing materials are a part of the design element (for example, tiles, concrete or metal roofing elements), the ridge line elevation should not exceed the parapet elevation.
  2. Piecemeal mansard roofs (used on a portion of the building perimeter only) should be avoided. Mansard roofs should wrap around the entire perimeter of the structure.
  3. Rooftop equipment must be screened.

- J. Metal buildings.** All metal buildings should be designed to have architectural interest and articulation as is encouraged with conventionally built structures.
1. In addition to architectural metal panels, exterior surfaces should include either stucco, plaster, glass, stone, brick, or decorative masonry. Stock, "off-the-shelf" metal buildings are highly discouraged as main structures.
  2. Metal buildings should employ a variety of building forms, shapes, colors, materials and other architectural treatments to add visual interest and variety to the building. Architectural treatments should emphasize the primary entrance to the building.
  3. All exterior surfaces of metal buildings that have a risk of being struck and damaged by vehicles or machinery should be protected with landscaped areas, raised concrete curbs, and/or traffic barriers.
- K. Signs.** Every structure should be designed with a specific concept for adequate signing. Provisions for sign placement, sign scale in relation to building scale, and the readability of the sign should be considered in developing the overall project's signing concept.
1. The design of each sign should be compatible with the design of the structure and site design relative to color, material, and placement.



**Figure 3-33 - Example of a Compatible Monument Sign**

2. Monument signs are preferred for business identification. Where several tenants occupy the same site, individual wall mounted signs are appropriate in combination with a monument sign identifying the business park complex and address. See Figure 3-33.
3. The use of carved wood, or backlit individually cut letter signs is encouraged.
4. The industrial site should be appropriately signed to give directions to loading and receiving areas, visitor parking and other special areas.



## CHAPTER 106.32 - AFFORDABLE HOUSING INCENTIVES

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### Sections:

- 106.32.010 - Purpose
- 106.32.020 - Eligibility for Bonus, Incentives, or Concessions
- 106.32.030 - Allowed Density Bonuses
- 106.32.040 - Allowed Incentives or Concessions
- 106.32.050 - Parking Requirements in Density Bonus Projects
- 106.32.060 - Bonus and Incentives for Housing with Child Care Facilities
- 106.32.070 - Continued Availability
- 106.32.080 - Location and Type of Designated Units
- 106.32.090 - Processing of Bonus Requests
- 106.32.100 - Density Bonus Agreement
- 106.32.110 - Control of Resale
- 106.32.120 - Judicial Relief, Waiver of Standards

### 106.32.010 - Purpose

As required by Government Code Section 65915, this Chapter offers density bonuses, and incentives or concessions for the development of housing that is affordable to the types of households and qualifying residents identified in Section 106.32.020 (Eligibility for Bonus, Incentives, or Concessions). This Chapter is intended to implement the requirements of Government Code Section 65915, et seq., and the Housing Element of the General Plan.

### 106.32.020 - Eligibility for Bonus, Incentives, or Concessions

In order to be eligible for a density bonus and other incentives or concessions as provided by this Chapter, a proposed housing development shall comply with the following requirements, and satisfy all other applicable provisions of this Zoning Code, except as provided by Section 106.32.040 (Allowed Incentives or Concessions).

- A. Resident requirements.** A housing development proposed to qualify for a density bonus shall be designed and constructed so that it includes at least any one of the following:
1. 10 percent of the total number of proposed units are for lower income households, as defined in Health and Safety Code Section 50079.5;
  2. Five percent of the total number of proposed units are for very low income households, as defined in Health and Safety Code Section 50105;
  3. The project is a senior citizen housing development as defined in Civil Code Sections 51.3 and 51.12, or is a mobile home park that limits residency based on age requirements for housing older persons in compliance with Civil Code Sections 798.76 or 799.5; or
  4. 10 percent of the total dwelling units in a common interest development as defined in Civil Code Section 1351 are for persons and families of moderate income, as defined in Health and Safety Code Section 50093, provided that all units in the development are offered to the public for purchase.
- B. Applicant selection of basis for bonus.** For purposes of calculating the amount of the density bonus in compliance with Section 106.32.030 (Allowed Density Bonuses), below, the applicant who requests a density bonus shall elect whether the bonus shall be awarded on the basis of Subsections A.1., 2., 3., or 4., above.

- C. Bonus units shall not qualify a project.** A density bonus granted in compliance with Section 106.32.030 (Allowed Density Bonuses), below, shall not be included when determining the number of housing units that is equal to the percentages required by Subsection A.
- D. Minimum project size to qualify for density bonus.** The density bonus provided by this Chapter shall be available only to a housing development of five or more dwelling units.
- E. Condominium conversion projects.** A condominium conversion project for which a density bonus is requested shall comply with the eligibility and other requirements in Government Code Section 65915.5.

### 106.32.030 - Allowed Density Bonuses

The amount of a density bonus allowed in a housing development shall be determined by the Council in compliance with this Section. For the purposes of this Chapter, "density bonus" means a density increase over the otherwise maximum allowable residential density under the applicable zoning district and designation of the Land Use Element of the General Plan as of the date of application by the applicant to the City.

- A. Density bonus.** A housing project that complies with the eligibility requirements in Subparagraphs 106.32.020.A.1, 2., 3., or 4., shall be entitled to density bonuses as follows, unless a lesser percentage is proposed by the applicant.
- 1. Bonus for units for lower income households.** A housing development that is eligible for a bonus in compliance with the criteria in Section 106.32.020.A.1 (10 percent of units for lower income households) shall be entitled to a density bonus calculated as follows.

Percentage of Low-Income Units Proposed	Percentage of Density Bonus
10	20
11	21.5
12	23
13	24.5
14	26
15	27.5
17	30.5
18	32
19	33.5
20	35

2. **Bonus for units for very low income households.** A housing development that is eligible for a bonus in compliance with the criteria in Section 106.32.020.A.2 (five percent of units for very low income households) shall be entitled to a density bonus calculated as follows.

Percentage of Very Low-Income Units Proposed	Percentage of Density Bonus
5	20
6	22.5
7	25
8	27.5
9	30
10	32.5
11	35

3. **Bonus for senior citizen development.** A housing development that is eligible for a bonus in compliance with the criteria in Section 106.32.020.A.3 (senior citizen development or mobile home park) shall be entitled to a density bonus of 20 percent.

4. **Bonus for moderate income units in common interest development.** A housing development that is eligible for a bonus in compliance with the criteria in Section 106.32.020.A.4 (10 percent of units in a common interest development for persons and families of moderate income) shall be entitled to a density bonus calculated as follows.

Percentage of Moderate-Income Units Proposed	Percentage of Density Bonus
10	5
11	6
12	7
13	8
14	9
15	10
16	11
17	12
18	13
19	14
20	15
21	16
22	17
23	18
24	19
25	20
26	21
27	22
28	23
29	24
30	25
31	26
32	27
33	28
34	29
35	30
36	31
37	32
38	33
39	34
40	35

5. **Density bonus for land donation.** When an applicant for a tentative map, parcel map, or other residential development approval donates land to the City in compliance with this Subsection, the applicant shall be entitled to a density bonus for the entire development, as follows; provided that nothing in this Subsection shall be construed to affect the authority of the City to require a developer to donate land as a condition of development.
- a. **Basic bonus.** The applicant shall be entitled to a 15 percent increase above the otherwise maximum allowable residential density under the applicable General Plan Land Use Element designation and zoning for the entire development, and an additional increase as follows.

Percentage of Very Low-Income Units Proposed	Percentage of Density Bonus
10	15
11	16
12	17
13	18
14	19
15	20
16	21
17	22
18	23
19	24
20	25
21	26
22	27
23	28
24	29
25	30
26	31
27	32
28	33
29	34
30	35

- b. **Increased bonus.** The increase in the table above shall be in addition to any increase in density required by Subsections A.1 through A.5, up to a maximum combined mandated density increase of 35 percent if an applicant seeks both the increase required in compliance with this Subsection A.5, as well as the bonuses provided by Subsections A.1 through A.4.
    - c. **Eligibility for increased bonus.** An applicant shall be eligible for the increased density bonus provided by this Subsection if all of the following conditions are met.
      - (1) The applicant donates and transfers the land no later than the date of approval of the final subdivision map, parcel map, or residential development application.
      - (2) The developable acreage and zoning classification of the land being transferred are sufficient to permit construction of units affordable to very low income households in an amount not less than 10 percent of the number of residential units of the proposed development.
      - (3) The transferred land is at least one acre, or of sufficient size to permit development of at least 40 units, has the appropriate General Plan designation, is appropriately zoned for development as affordable housing, and is or will be served by adequate public facilities and infrastructure. The land shall have appropriate zoning and development standards to make the development of the affordable units feasible.
      - (4) No later than the date of approval of the final subdivision map, parcel map, or of the residential development, the transferred land shall have all of the permits and approvals, other than Building Permits, necessary for the development of the very low income housing units on the transferred land, except that the City may subject the proposed development to subsequent design review to the extent authorized by Government Code Section 65583.2(l) if the design is not reviewed by the City before the time of transfer.
      - (5) The transferred land and the affordable units shall be subject to a deed restriction ensuring continued affordability of the units consistent with Section 106.32.070 (Continued Availability), below, which shall be recorded on the property at the time of dedication.
      - (6) The land is transferred to the City or to a housing developer approved by the City. The City may require the applicant to identify and transfer the land to the approved housing developer.
      - (7) The transferred land shall be within the boundary of the proposed development or, if the City agrees, within one-quarter mile of the boundary of the proposed development.
- B. **Greater or lesser bonuses.** The City may choose to grant a density bonus greater than provided by this Section for a development that meets the requirements of this Section, or grant a proportionately lower density bonus than required by this Section for a development that does not comply with the requirements of this Section.
- C. **Density bonus calculations.** The calculation of a density bonus in compliance with this Section that results in fractional units shall be rounded up to the next whole number, as required by State law. For the purpose of calculating a density bonus, the residential units do not have to be based upon individual subdivision maps or parcels.
- D. **Requirements for amendments or discretionary approval.** The granting of a density bonus shall not be interpreted, in and of itself, to require a General Plan amendment, Zoning Map amendment, or other discretionary approval.
- E. **Location of bonus units.** The developer may locate density bonus units in the housing project in other than the areas where the units for the lower income households are located.

**106.32.040 - Allowed Incentives or Concessions**

**A. Applicant request and City approval.** An applicant for a density bonus in compliance with this Chapter may submit to the City a proposal for the specific incentives or concessions listed in Subsection C. (Type of incentives), below, that the applicant requests in compliance with this Section, and may request a meeting with the Director. The applicant may file their request either prior to an application for City approval of the proposed project, or concurrently with the application for project approval. The Council shall grant an incentive or concession request that complies with this Section unless the Council makes either of the following findings in writing, based upon substantial evidence:

1. The incentive or concession is not required to provide for affordable housing costs, as defined in Health and Safety Code Section 50052.5, or for rents for the targeted units to be set as specified in Section 106.32.070.B. (Unit cost requirements); or
2. The incentive or concession would have a specific adverse impact, as defined in Government Code Section 65589.5(d)(2), upon public health and safety or the physical environment, or on any real property listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low and moderate income households.

The applicant shall show that a waiver or modification of development standards is necessary to make the housing units economically feasible.

**B. Number of incentives.** The applicant shall receive the following number of incentives or concessions.

1. **One incentive or concession.** One incentive or concession for a project that includes at least 10 percent of the total units for lower income households, at least five percent for very low income households, or at least 10 percent for persons and families of moderate income in a common interest development.
2. **Two incentives or concessions.** Two incentives or concessions for a project that includes at least 20 percent of the total units for lower income households, at least 10 percent for very low income households, or at least 20 percent for persons and families of moderate income in a common interest development.
3. **Three incentives or concessions.** Three incentives or concessions for a project that includes at least 30 percent of the total units for lower income households, at least 15 percent for very low income households, or at least 30 percent for persons and families of moderate income in a common interest development.

**C. Type of incentives.** For the purposes of this Chapter, concession or incentive means any of the following:

1. A reduction in the site development standards of this Zoning Code (e.g., site coverage limitations, setbacks, reduced parcel sizes, and/or parking requirements (see also Section 106.32.050 [Parking Requirements in Density Bonus Projects]), or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission in compliance with Health and Safety Code Section 18901 et seq., that would otherwise be required, that results in identifiable, financially sufficient, and actual cost reductions;
2. Approval of mixed-use zoning not otherwise allowed by this Zoning Code in conjunction with the housing development, if nonresidential land uses will reduce the cost of the housing development, and the nonresidential land uses are compatible with the housing project and the existing or planned development in the area where the project will be located;
3. Other regulatory incentives proposed by the applicant or the City that will result in identifiable, financially sufficient, and actual cost reductions; and/or

4. In its sole and absolute discretion, a direct financial contribution granted by the Council, including writing-down land costs, subsidizing the cost of construction, or participating in the cost of infrastructure.
- D. Effect of incentive or concession.** The granting of a concession or incentive shall not be interpreted, in and of itself, to require a General Plan amendment, Zoning Map amendment, or other discretionary approval.

### **106.32.050 - Parking Requirements in Density Bonus Projects**

- A. Applicability.** This Section applies to a development that meets the requirements of Section 106.32.020 (Eligibility for Bonus, Incentives, or Concessions), above, but only at the request of the applicant. An applicant may request additional parking incentives or concessions beyond those provided in this Section in compliance with Section 106.32.040 (Allowed Incentives or Concessions), above.
- B. Number of parking spaces required.**
1. At the request of the applicant, the City shall require the following vehicular parking ratios for a project that complies with the requirements of Section 106.32.020 (Eligibility for Bonus, Incentives, or Concessions), above, inclusive of handicapped and guest parking.
    - a. Zero to one bedrooms: One on-site parking space.
    - b. Two to three bedrooms: Two on-site parking spaces.
    - c. Four and more bedrooms: Two and one-half on-site parking spaces.
  2. If the total number of parking spaces required for a development is other than a whole number, the number shall be rounded up to the next whole number.
- C. Location of parking.** For purposes of this Section, a development may provide on-site parking through uncovered parking, but not through on-street parking.

### **106.32.060 - Bonus and Incentives for Housing with Child Care Facilities**

A housing development that complies with the resident and project size requirements of Subsections 106.32.020.A., and B., above, and also includes as part of that development a child care facility other than a large or small family day care home, that will be located on the site of, as part of, or adjacent to the development, shall be subject to the following additional bonus, incentives, and requirements.

- A. Additional bonus and incentives.** The City shall grant a housing development that includes a child care facility in compliance with this Section either of the following:
1. An additional density bonus that is an amount of floor area in square feet of residential space that is equal to or greater than the floor area of the child care facility; or
  2. An additional incentive that contributes significantly to the economic feasibility of the construction of the child care facility.



**B. Requirements to qualify for additional bonus and incentives.**

1. The City shall require, as a condition of approving the housing development, that:
  - a. The child care facility shall remain in operation for a period of time that is as long as or longer than the period of time during which the density bonus units are required to remain affordable in compliance with Section 106.32.070 (Continued Availability), below; and
  - b. Of the children who attend the child care facility, the children of very low income households, lower income households, or families of moderate income shall equal a percentage that is equal to or greater than the percentage of dwelling units that are required for very low income households, lower income households, or families of moderate income in compliance with Subsection 106.32.020 A (Resident requirements), above.
2. The City shall not be required to provide a density bonus for a child care facility in compliance with this Section if it finds, based upon substantial evidence, that the community has adequate child care facilities.

**106.32.070 - Continued Availability**

The units that qualified the housing development for a density bonus and other incentives and concessions shall be continue to be available as affordable units in compliance with the following requirements, as required by Government Code Section 65915(c)). See also Section 106.32.110 (Control of Resale).

- A. Duration of affordability.** The applicant shall agree to, and the City shall ensure the continued availability of the units that qualified the housing development for a density bonus and other incentives and concessions, as follows.
  1. **Low-, and very low-income units.** The continued affordability of all low- and very low income qualifying units shall be maintained for 30 years, or a longer time if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program.
  2. **Moderate income units in common interest development.** The continued availability of moderate income units in a common interest development shall be maintained for a minimum of 10 years.
- B. Unit cost requirements.** The rents and owner-occupied costs charged for the housing units in the development that qualify the project for a density bonus and other incentives and concessions, shall not exceed the following amounts during the period of continued availability required by this Section:
  1. **Lower income units.** Rents for the lower income density bonus units shall be set at an affordable rent as defined in Health and Safety Code Section 50053; and
  2. **Owner-occupied units.** Owner-occupied units shall be available at an affordable housing cost as defined in Health and Safety Code Section 50052.5.
- C. Occupancy and resale of moderate income common interest development units.** An applicant shall agree to, and the City shall ensure that the initial occupant of moderate income units that are directly related to the receipt of the density bonus in a common interest development as defined in Civil Code Section 1351, are persons and families of moderate income, as defined in Health and Safety Code Section 50093, and that the units are offered at an affordable housing cost, as defined in Health and Safety Code Section 50052.5. The City shall enforce an equity sharing agreement unless it is in conflict with the requirements of another public funding source or law. The following requirements apply to the equity sharing agreement.
  1. Upon resale, the seller of the unit shall retain the value of any improvements, the down payment, and the seller's proportionate share of appreciation.

2. The City shall recapture any additional subsidy and its proportionate share of appreciation, which shall then be used within three years for any of the purposes described in Health and Safety Code Section 33334.2(e) that promote home ownership. For the purposes of this Section:
  - a. The City's initial subsidy shall be equal to the fair market value of the home at the time of initial sale, minus the initial sale price to the moderate-income household, plus the amount of any down payment assistance or mortgage assistance. If upon resale the market value is lower than the initial market value, then the value at the time of the resale shall be used as the initial market value; and
  - b. The City's proportionate share of appreciation shall be equal to the ratio of the initial subsidy to the fair market value of the home at the time of initial sale.

### 106.32.080 - Location and Type of Designated Units

- A. **Location/dispersal of units.** As required by the Council in compliance with Section 106.32.090 (Processing of Bonus Requests), below, designated units shall be reasonably dispersed throughout the project where feasible, shall contain on average the same number of bedrooms as the non-designated units in the project, and shall be compatible with the design or use of remaining units in terms of appearance, materials, and finished quality.
- B. **Phasing.** If a project is to be phased, the density bonus units shall be phased in the same proportion as the non-density bonus units, or phased in another sequence acceptable to the City.

### 106.32.090 - Processing of Bonus Requests

- A. **Permit requirement.** A request for a density bonus and other incentives and concessions shall be evaluated and decided through Use Permit approval in compliance with Section 106.62.050 (Use Permit and Minor Use Permit); provided, the decision of the Commission on a Use Permit application shall be a recommendation to the Council, and the density bonus and other incentives and concessions shall be approved by the Council.
- B. **Findings for approval.** In addition to the findings required by Section 106.62.050 (Use Permit and Minor Use Permit) for the approval of a Use Permit, the approval of a density bonus and other incentives and concessions shall require that the review authority first make all of the following additional findings:
  1. The residential development will be consistent with the General Plan, except as provided by this Chapter for density bonuses, and other incentives and concessions;
  2. The approved number of dwellings can be accommodated by existing and planned infrastructure capacities;
  3. Adequate evidence exists to indicate that the project will provide affordable housing in a manner consistent with the purpose and intent of this Chapter; and
  4. There are sufficient provisions to guarantee that the units will remain affordable for the required time period.

**106.32.100 - Density Bonus Agreement**

**A. Agreement required.** An applicant requesting a density bonus shall agree to enter into a density bonus agreement (referred to as the "agreement") with the City in the City's standard form of agreement.

**B. Agreement provisions.**

- 1. Project information.** The agreement shall include at least the following information about the project:
  - a. The total number of units approved for the housing development, including the number of designated dwelling units;
  - b. A description of the household income group to be accommodated by the housing development, and the standards and methodology for determining the corresponding affordable rent or affordable sales price and housing cost consistent with HUD Guidelines;
  - c. The marketing plan for the affordable units;
  - d. The location, unit sizes (square feet), and number of bedrooms of the designated dwelling units;
  - e. Tenure of the use restrictions for designated dwelling units of the time periods required by Section 106.32.070 (Continued Availability);
  - f. A schedule for completion and occupancy of the designated dwelling units;
  - g. A description of the additional incentives being provided by the City;
  - h. A description of the remedies for breach of the agreement by the owners, developers, and/or successors-in-interest of the project; and
  - i. Other provisions to ensure successful implementation and compliance with this Chapter.
- 2. Minimum requirements.** The agreement shall provide, at minimum, that:
  - a. The developer shall give the City the continuing right-of-first-refusal to lease or purchase any or all of the designated dwelling units at the appraised value;
  - b. The deeds to the designated dwelling units shall contain a covenant stating that the developer or successors-in-interest shall not assign, lease, rent, sell, sublet, or otherwise transfer any interests for designated units without the written approval of the City;
  - c. When providing the written approval, the City shall confirm that the price (rent or sale) of the designated dwelling unit is consistent with the limits established for low and very low income households, as published by HUD;
  - d. The City shall have the authority to enter into other agreements with the developer, or purchasers of the designated dwelling units, to ensure that the required dwelling units are continuously occupied by eligible households;
  - e. Applicable deed restrictions, in a form satisfactory to the City Attorney, shall contain provisions for the enforcement of owner or developer compliance. Any default or failure to comply may result in foreclosure, specific performance, or withdrawal of the Certificate of Occupancy;

- f. In any action taken to enforce compliance with the deed restrictions, the City Attorney shall, if compliance is ordered by a court of competent jurisdiction, take all action that may be allowed by law to recover all of the City's costs of action including legal services; and
  - g. Compliance with the agreement will be monitored and enforced in compliance with the measures included in the agreement.
3. **For-sale housing conditions.** In the case of for-sale housing developments, the agreement shall provide for the following conditions governing the initial sale and use of designated dwelling units during the applicable restriction period:
- a. Designated dwelling units shall be owner-occupied by eligible households, or by qualified residents in the case of senior housing; and
  - b. The initial purchaser of each designated dwelling unit shall execute an instrument or agreement approved by the City which:
    - (1) Restricts the sale of the unit in compliance with this Chapter during the applicable use restriction period;
    - (2) Contains provisions as the City may require to ensure continued compliance with this Chapter and State law; and
    - (3) Shall be recorded against the parcel containing the designated dwelling unit.
4. **Rental housing conditions.** In the case of a rental housing development, the agreement shall provide for the following conditions governing the use of designated dwelling units during the use restriction period:
- a. The rules and procedures for qualifying tenants, establishing affordable rent, filling vacancies, and maintaining the designated dwelling units for qualified tenants;
  - b. Provisions requiring owners to annually verify tenant incomes and maintain books and records to demonstrate compliance with this Chapter;
  - c. Provisions requiring owners to submit an annual report to the City, which includes the name, address, and income of each person occupying the designated dwelling units, and which identifies the bedroom size and monthly rent or cost of each unit; and
  - d. The applicable use restriction period shall comply with the time limits for continued availability in Section 106.32.070 (Continued Availability), above.

**C. Execution of agreement.**

- 1. Following Council approval of the agreement, and execution of the agreement by all parties, the City shall record the completed agreement on the parcels designated for the construction of designated dwelling units, at the County Recorder's Office.
- 2. The approval and recordation shall take place at the same time as the final map or, where a map is not being processed, before issuance of Building Permits for the designated dwelling units.
- 3. The agreement shall be binding on all future owners, developers, and/or successors-in-interest.

**106.32.110 - Control of Resale**

In order to maintain the availability of for-sale affordable housing units constructed in compliance with this Chapter, the following resale conditions shall apply.

- A. Limits on resale price.** The price received by the seller of an affordable unit shall be limited to the purchase price plus an increase based on the Sacramento metropolitan area consumer price index, an amount consistent with the increase in the median income since the date of purchase, or the fair market value, whichever is less. Before offering an affordable housing unit for sale, the seller shall provide written notice to the City of their intent to sell. The notice shall be provided by certified mail to the Director.
- B. Units to be offered to the City.** Home ownership affordable units constructed, offered for sale, or sold under the requirements of this Section shall be offered to the City or its assignee for a period of at least 90 days from the date of the notice of intent to sell is delivered to the City by the first purchaser or subsequent purchasers. Home ownership affordable units shall be sold and resold from the date of the original sale only to households as determined to be eligible for affordable units by the City in compliance with this Section. The seller shall not levy or charge any additional fees nor shall any "finders fee" or other monetary consideration be allowed other than customary real estate commissions and closing costs.
- C. Declaration of restrictions.** The owners of any affordable unit shall attach and legally reference in the grant deed conveying title of the affordable ownership unit a declaration of restrictions provided by the City, stating the restrictions imposed in compliance with this Section. The grant deed shall afford the grantor and the City the right to enforce the declaration of restrictions. The declaration of restrictions shall include all applicable resale controls, occupancy restrictions, and prohibitions required by this Section.
- D. City to monitor resale of units.** The City shall monitor the resale of ownership affordable units. The City or its designee shall have a 90-day option to commence purchase of ownership affordable units after the owner gives notification of intent to sell. Any abuse in the resale provisions shall be referred to the City for appropriate action.

**106.32.120 - Judicial Relief, Waiver of Standards**

- A. Judicial relief.** As provided by Government Code Section 65915(d)(3), the applicant may initiate judicial proceedings if the City refuses to grant a requested density bonus, incentive, or concession.
- B. Waiver of standards preventing the use of bonuses, incentives, or concessions.**
  - 1. As required by Government Code Section 65915(e), the City will not apply a development standard that will have the effect of precluding the construction of a development meeting the criteria of Subsection 106.32.020 A (Resident requirements), above, at the densities or with the concessions or incentives allowed by this Chapter.
  - 2. An applicant may submit to the City a proposal for the waiver or reduction of development and zoning standards that would otherwise inhibit the utilization of a density bonus on a specific site, including minimum parcel size, side setbacks, and placement of public works improvements.
  - 3. The applicant shall show that the waiver or modification is necessary to make the housing units economically feasible.

- C. City exemption.** Notwithstanding the provisions of Subsections A. and B., above, nothing in this Section shall be interpreted to require the City to:
1. Grant a density bonus, incentive, or concession, or waive or reduce development standards, if the bonus, incentive, concession, waiver, or reduction, would have a specific, adverse impact, as defined in Government Code Section 65589.5(d)(2), upon health, safety, or the physical environment, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact; or
  2. Grant a density bonus, incentive or concession, or waive or reduce development standards, that would have an adverse impact on any real property that is listed in the California Register of Historical Resources.

## CHAPTER 106.34 - LANDSCAPING STANDARDS

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### Sections:

- 106.34.010 - Purpose
- 106.34.020 - Applicability
- 106.34.030 - Landscape and Irrigation Plans
- 106.34.040 - Landscape Location Requirements
- 106.34.050 - Landscape Standards
- 106.34.060 - Water Efficient Landscaping
- 106.34.070 - Maintenance of Landscape Areas

### 106.34.010 - Purpose

This Chapter establishes requirements for landscaping to enhance the appearance of development, provide shade, reduce heat and glare, control soil erosion, conserve water, screen potentially incompatible land uses, enhance the quality of neighborhoods, improve air quality, and improve pedestrian and vehicular traffic and safety.

### 106.34.020 - Applicability

The provisions of this Chapter apply to all development and land uses as follows:

- A. New projects.** Each new nonresidential and multi-unit residential project shall provide landscaping in compliance with this Chapter. Each single dwelling subdivision of five or more parcels shall provide street trees in compliance with Section 106.34.050.B.2.d(2).
- B. Existing development.** The approval of a Minor Use Permit, Use Permit, Minor Variance, Variance, or application for Design Review for physical alterations and/or a change in use within an existing development may include one or more conditions of approval requiring compliance with specific landscaping and irrigation requirements of this Chapter to the extent determined by the review authority to be feasible. Changes to existing development that require only Zoning Clearance are not required to comply with this Chapter unless the Director determines that existing landscaping is not being properly maintained.
- C. Timing of installation.** Required landscape and irrigation improvements shall be installed prior to final building inspection. The installation of landscaping may be deferred for a maximum of 90 days in compliance with Section 106.64.060 (Performance Guarantees).
- D. Alternatives to requirements.** The review authority may modify the standards of this Chapter to accommodate alternatives to required landscape materials or methods, where the review authority first determines that the proposed alternative will be equally effective in achieving the purposes of this Chapter.

### 106.34.030 - Landscape and Irrigation Plans

- A. Preliminary Landscape Plan.** A Preliminary Landscape Plan shall be submitted as part of each application for new development, or the significant expansion (i.e., a total of 25 percent or more of floor area over a two-year period), or redevelopment of an existing use, as determined by the Director.
- B. Final Landscape Plan.** After land use approval, a Final Landscape Plan shall be submitted as part of the application for a Building Permit. A Final Landscape Plan shall be approved by the Director prior to the start of grading or other construction, and prior to the issuance of a Building Permit.

- C. **Content and preparation.** Preliminary Landscape Plans and Final Landscape Plans shall contain the information required for landscape plans by the Department. Each landscape plan shall be prepared by a California licensed landscape architect, licensed landscape contractor, certified nurseryman, or other professional determined by the Director to be qualified, based on the requirements of State law.
- D. **Review and approval.** After initial application, the Director shall review each Preliminary Landscape Plan and Final Landscape Plan to verify its compliance with the provisions of this Chapter. The Director may approve the submittal in compliance with this Chapter, or may disapprove or require changes to a submittal if it is not in compliance.
- E. **Statement of surety.** When required by the Director, security in the form of cash, performance bond, letter of credit, or certificate of deposit, in an amount equal to 150 percent of the total value of all plant materials, irrigation, installation, and maintenance shall be posted with the City for a two-year period. The Director may require statements of surety for phased development projects, a legitimate delay in landscape installation due to seasonal requirements (including adverse weather conditions) and similar circumstances where it may not be advisable or desirable to install all approved landscaping before occupancy of the site.
- F. **Minor changes to standards.** Landscape plan approval may include the Director authorizing minor changes from the requirements of this Chapter.

#### 106.34.040 - Landscape Location Requirements

Landscaping shall be provided in all areas of a site subject to development with structures, grading, or the removal of natural vegetation, as follows.

- A. **Setbacks.** The setback and open space areas required by this Zoning Code, and easements for utilities and drainage courses shall be landscaped, except where:
  - 1. Occupied by approved structures or paving;
  - 2. A required single dwelling residential setback is screened from public view; or
  - 3. They are retained in their natural state, and the review authority determines that landscaping is not necessary to achieve the purposes of this Chapter.
- B. **Unused areas.** Any area of a project site not intended for a specific use, including a commercial pad site intended for future development, shall be landscaped unless retained in its natural state, and the review authority determines that landscaping is not necessary to achieve the purposes of this Chapter.

1. Unused areas that are temporarily revegetated shall use a low-water use native plant seed mix.



- C. **Requirements by land use type.** The minimum area of each site to be landscaped with materials permeable to water shall comply with Table 3-6:

TABLE 3-6 - AMOUNT OF LANDSCAPING REQUIRED

Land Use Type	Minimum Area of Landscaping Required
Single dwelling	Front yard and all common areas. Street trees in compliance with Section 106.34.050.B.2.
Other residential (duplex and multi-unit)	All usable open areas not occupied by decks or patios Street trees in compliance with Section 106.34.050.B.2.
Commercial	20 percent of net site area, except for a reduction approved by the review authority due to parcel size or zero lot line construction. Street trees in compliance with Section 106.34.050.B.2.
Industrial	20 percent. Street trees in compliance with Section 106.34.050.B.2.
All others	At the discretion of the review authority.

- D. **Parking areas.** Parking areas shall be landscaped as follows.

1. **Landscape materials.** Landscaping shall be provided throughout the parking lot as a combination of ground cover, shrubs, and trees. [Plants shall be selected from approved list or approved by City staff.](#)
2. **Curbing.** Areas containing plant materials shall be protected in compliance with Section 106.36.080.I (Wheel stops/curbing).
3. **Stormwater management/ groundwater recharge.** [The design of parking lot landscape areas shall consider, and may, where appropriate, be required to include provisions for the on-site detention of stormwater runoff, pollutant cleansing, and groundwater recharge.](#)
4. **Perimeter parking lot landscaping.** All surface parking areas shall be screened from streets and adjoining properties, and the open areas between the property line and the public street right-of-way shall be landscaped.
  - a. **Adjacent to streets.**
    - (1) A parking area for a nonresidential use adjacent to a public street shall be designed to provide a minimum 10-foot wide landscaped planting strip between the street right-of-way and parking area.
    - (2) A parking area for a residential use, except for a single dwelling or duplex, shall be designed to provide a landscaped planting strip between the street right-of-way and parking area equal in depth to the setback required by the applicable zoning district.
    - (3) The landscaping shall be designed and maintained to screen cars from view from the street to a minimum height of 36 inches, but shall not exceed any applicable height limit for landscaping within a setback.
    - (4) Screening materials may include a combination of plant materials, earth berms, solid decorative masonry walls, raised planters, or other screening devices which meet the intent of this requirement.

- (5) Shade trees shall be provided at a minimum rate of one for every 30 linear feet of landscaped area.
- (6) Plant materials, signs, or structures within a traffic safety sight area of a driveway shall comply with Section 106.30.060.E (Height Limit at Street Corners).

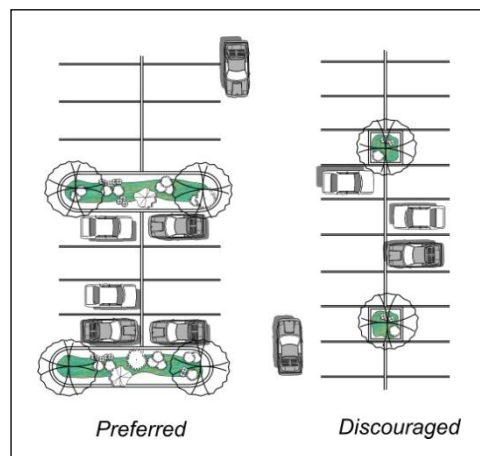
- b. **Adjacent to side or rear property lines.** A parking area for a nonresidential use or a multi-unit residential project shall provide a perimeter landscape strip at least eight feet wide (inside dimension) where the parking area adjoins a side or rear property line. The requirement for a landscape strip may be satisfied by a setback or buffer area that is otherwise required to be eight feet or greater. Trees shall be provided within the landscape strip at the rate of one for each 30 linear feet of landscaped area.
- c. **Adjacent to structures.** When a parking area is located adjacent to a nonresidential structure, a minimum eight-foot wide (inside dimension) landscape strip shall be provided adjacent to the structure, exclusive of any building entries, or areas immediately adjacent to the wall of the structure that serve as pedestrian accessways. A landscape strip of at least three feet shall be provided adjacent to a trash enclosure. The Director may modify these requirements where the Director determines that the small area of a site makes compliance infeasible.
- d. **Adjacent to residential use.** A parking area for a nonresidential use adjoining a residential use shall provide a landscaped buffer setback with a minimum 10-foot width between the parking area and the common property line bordering the residential use. A solid, continuous decorative masonry wall or fence and landscape buffer shall be provided along the property line, except for approved access points, to address land use compatibility issues (e.g., nuisance noise and light/glare), as determined by the review authority to be necessary. Trees shall be provided at the rate of one for each 30 linear feet of landscaped area. The Director may modify these requirements where the Director determines that the requirements are unnecessary because of site conditions, or that alternative designs will be equally effective in satisfying the objectives of this Section.

#### **45. Interior parking lot landscaping.**

- a. **Amount of landscaping.** Multi-unit, commercial, and industrial uses shall provide landscaping within each outdoor parking area at a minimum ratio of 10 percent of the gross area of the parking lot. Trees not less than five feet in height and 15-gallon container in size [at the time of planting](#) shall be planted throughout the parcel and along any street frontage. Trees shall be planted in parking areas so that 50 percent shading of parking lot pavement is achieved within 10 years. Street trees shall shade 30 percent of the street and sidewalk within 10 years. At a minimum, one shade tree shall be provided for every five parking spaces.

- b. **Location of landscaping.** Landscaping shall be evenly dispersed throughout the parking area, as follows.

- (1) Orchard-style planting (the placement of trees in uniformly-spaced rows) is encouraged for parking areas with more than 50 spaces. The planting of trees in landscape islands that extend the full length of parking spaces is preferred over trees in smaller planting areas between spaces. See Figure 3-34.



- (2) Parking lots with more than 50 spaces shall provide a concentration of landscape elements at primary entrances, including, at a minimum, specimen trees, flowering plants, enhanced paving, and project identification.
- (3) Landscaping shall be located so that pedestrians are not required to cross unpaved landscaped areas to reach building entrances or pedestrian walkways from parked cars. This shall be achieved through proper orientation of the landscaped fingers and islands, and by providing pedestrian access through landscaped areas that would otherwise block direct pedestrian routes.
- (4) Planting sites for trees shall provide adequate uncompacted rooting area below grade and/or pavement for shade trees. Adequate rooting area may be achieved through planter excavation, connected tree wells, linear planters, suspended pavement, pervious pavements, structural soils, and/or other approved design intended to facilitate the infiltration of water and air.

c. **Groundwater recharge.** The design of parking lot landscape areas shall consider, and may, where appropriate, be required to include provisions for the on-site detention of stormwater runoff, pollutant cleansing, and groundwater recharge.

E. **Subdivisions.** A new subdivision shall be designed and constructed to provide landscaping as follows.

- 1. **Residential subdivisions.** A residential subdivision shall provide landscaping in the form of one street tree for each 25 feet of street frontage, in the planter strip or other location approved by the review authority, landscaping with irrigation facilities for any common areas or other open space areas within the subdivision, and any additional landscaping required by the review authority. ~~The species of street trees~~Plants shall be ~~as required by the review authority, and the plantings shall comply with the City's standard specifications~~selected from the approved list or approved by City staff and planted consistent with the City's standard specifications or recommendation of a licensed arborist and/or landscape architect and approved by City staff.
- 2. **Nonresidential subdivisions.** Nonresidential subdivisions shall be provided landscaping as required by the review authority.
- 3. **Stormwater management/ groundwater recharge.** The design of subdivision landscape areas shall consider, and may, where appropriate, be required to include provisions for the on-site detention of stormwater runoff, pollutant cleansing, and groundwater recharge.

## 106.34.050 - Landscape Standards

A. **Landscape design.** The required landscape plan shall be designed to integrate all elements of the project (e.g., buildings, parking lots, and streets) to achieve their aesthetic objectives, desirable microclimates, and minimize water and energy demand.

- 1. **Plant selection and grouping.** Plant materials shall be selected for: low water demand and drought tolerance; use of appropriate native species; adaptability and relationship to the Citrus Heights environment, and the geological and topographical conditions of the site; color, form, and pattern; ability to provide shade; and soil retention capability, in compliance with Section 106.34.060 (Water Efficient Landscaping), below.
  - a. Plants having similar water use shall be grouped together in distinct hydrozones.

- b. The protection and preservation of native species and natural areas is encouraged, and may be required by conditions of approval.
- 2. **Minimum dimensions.** Each area of landscaping shall have a minimum interior width of five feet within the residential, commercial, and industrial zoning districts. Wherever this Zoning Code requires a landscaped area of a specified width, the width shall be measured inside of any bordering curb or wall.
- 3. **Height limits.** Landscape materials shall be selected, placed on a site, and maintained to not:
  - a. Exceed a maximum height of 30 inches within a required traffic safety visibility area (Section 106.30.060.E - Height limit at street corners), except for trees with the lowest portion of their canopy maintained at a minimum height of eight feet above grade; or
  - b. Interfere with the proper operation of existing solar energy equipment or passive solar design on adjacent parcels.
- 4. **Safety requirements.** Landscape materials shall be located so that at maturity they do not:
  - a. Interfere with safe sight distances for vehicular, bicycle, or pedestrian traffic;
  - b. Conflict with overhead utility lines, overhead lights, or walkway lights; or
  - c. Impede pedestrian or bicycle ways.
- B. **Plant material.** Required landscape plans shall include ground covers, shrubs, and trees, which shall be selected and installed in compliance with Section 106.34.060 (Water Efficient Landscaping), below, and as follows.
  - 1. **Size at time of planting.** Plant materials shall be sized and spaced to achieve immediate effect and shall not be less than a five-gallon container for specimen shrubs, a 15-gallon container for trees, and a one-gallon container for mass planting, unless otherwise approved by the review authority.
  - 2. **Trees.** Tree planting shall comply with the following standards. Existing trees shall be retained and preserved where feasible.
    - a. A tree shall not be planted under a structure that may interfere with normal tree growth (e.g., an eave, overhang, balcony, light standard, or other similar structure).
    - b. Trees shall be selected from approved tree list or approved by City staff. Where overhead utilities are present, tree species shall be limited to small-stature, utility-friendly species as identified in the approved tree list or approved by City staff.
    - c. Tree planting sites shall have a minimum size as follows:
      - (1) 60 cubic feet - For small stature trees, which generally mature to a maximum height under 30 feet
      - (2) 300 cubic feet - For medium stature trees, which generally mature to a maximum height between 30 and 50 feet
      - (3) 500 cubic feet - For large stature trees, which generally mature to a maximum height greater than 50 feet.
    - d. Root channels, structural soil, connected tree wells, linear planters, suspended pavement, permeable paving, and/or other approved design intended to facilitate the infiltration of water and air may be used to achieve/expand the available root space.

- e. Tree planting sites, including wells, islands, parkways, medians, etc. shall provide adequate uncompacted soil area amenable to root growth. The depth of suitable soil shall be a minimum of 24" and a maximum of 36" unless otherwise approved.
  - f. Root barriers shall be provided for trees in landscape planters less than 10 feet in width or located five feet or closer to a permanent structure. Root barrier(s) shall not interfere with minimum planting site requirements.
  - g. Trees shall be staked in compliance with International Society of Arboriculture guidelines and/or ANSI A300 standards. Planting stakes and ties shall be regularly inspected and adjusted (as necessary) to ensure that they are not causing damage to trunk cambium. Planting stakes and ties shall be removed within 12 months. After 12 months, trees that are not able to stand upright without staking shall be replaced at the discretion of the City.
  - h. All trees shall be irrigated by root watering bubblers, or equivalent drip emitters, on their own valve, regardless of whether there is additional landscape irrigation.
  - i. Number of trees:
    - (1) Parking area: refer to Section 106.34.040.D., above.
    - (2) Street trees: one per 25-foot length of right-of-way. The review authority may modify this requirement depending on the chosen tree species and its typical spread at maturity.
- 3. Groundcover and shrubs.** Landscape areas shall include the following types of plant materials:
- a. Groundcover, shrubs, turf, or other types of plants that are ~~predominantly~~ drought tolerant and selected from the approved plant list or approved by City staff.
  - b. Plants shall be grouped in planting areas by water use rating (low, medium, and high) as shown in Water Use Classification of Landscape Species (WUCOLS). Plants not evaluated in WUCOLS shall be assigned a value based on related species, reputable sources, and local experience.
  - c.
  - ~~c.~~ A minimum of two, five-gallon size shrubs shall be provided for every six feet of distance along street frontages, or as approved by the review authority.
  - d. Groundcover shall be provided throughout the landscaped area and shall be spaced to achieve full coverage within one year.
  - e. Artificial groundcover or shrubs shall not be allowed.
  - f. Redwood chips, pebbles, stone, and similar materials shall be allowed up to 15 percent of the total required landscape area.
  - g. Non-turf areas (e.g., shrub beds) shall be top dressed with bark chip, mulch, or approved alternative.

4. **Turf.** Non-native ~~Turf~~ shall be limited to ~~25 percent of the total landscaped area on the site. A corner lot, or other parcel with more than one street frontage may be approved with turf up to 35 percent of the landscaped area on the site.~~ special landscape areas or in residential landscaping of at least 8' in width.

No turf shall be allowed:

- a. In any area of ~~eight~~ six feet or less in width; or
- b. On any slope exceeding 10 percent. A level buffer zone of 18 inches shall be provided between bermed turf areas and any hardscape (e.g., any street, walkway, or similar feature).

Where allowed, all turf shall be a drought tolerant variety.

Drought tolerant native turf may be used as a low-water use groundcover on up to 25% of the total landscaped area. On sites where it is being used as a no-mow groundcover for stormwater swales or infiltration basins, the total area of turf may be increased with planning staff approval.

5. **Soil testing and preparation.**

- a. A soil test for horticultural suitability shall be required ~~prior~~ at time of ~~to~~ landscape installation in each landscaped area.

- b. Sample and analyze the soil(s) into which plantings are to be made. If all plantings will be in new imported soil, City staff may waive this requirement.

- c. At a minimum the soil analysis shall include:

- (1) Soil texture
- (2) Infiltration rate determined by laboratory test or soil texture infiltration rate table
- (3) pH
- (4) Essential nutrients
- (5) Percent organic matter
- (6) Recommendations for soil amendments or nutrient applications to ameliorate the soil limitations identified by the analysis and the amount of compost required to bring the soil organic matter content to a minimum of 3.5% by dry weight or a minimum application of at least 4 cubic yards per 1,000 square feet. The required practice of adding compost is waived if the plant palette primarily includes California native species that are adapted to soils with little or no organic matter as documented by a published plant reference or if soil tests show greater than 25% organic matter in the top 6 inches of soil.

- d. The soil report shall include the following types of recommendations:

- (1) Recommendations based on an 'organic' approach to soil and landscape management that specifies natural and non-synthetic fertilizers to rectify any soil deficiencies.
- (2) If the soils are to be irrigated with recycled water, recommendations tailored to recycled water.
- (3) Management actions to remediate limiting soil characteristics, such as ripping the soil to alleviate compaction.

(4) Organic mulch materials should take precedence over inorganic materials in instances where it is suitable, ecologically possible, and the material does not pose a fire hazard. Composted organic material, in particular that which includes post-consumer material, should be considered over more compacted products such as bark, wood chips, etc

- e. The soil shall be prepared and/or amended to be suitable for the landscape to be installed per soil test recommendations and, in compliance with Section 106.34.060.D. (Soil conditioning and mulching), below.

~~(1)~~ Prior to the installation of any plant materials, compacted soils shall be transformed to a friable condition. Compaction of planting areas should not exceed 85% in the upper 12 inches of the planting profile, unless required for slope stability.

(1)

~~(2)~~

~~(3)~~ (2) For trees, consider root-zone expanding design measures such as tree wells, linear planters, suspended pavement, pervious pavements, structural soils, and/or other approved design intended to facilitate the infiltration of water and air.

- C. **Irrigation system requirements.** All landscaped areas shall include an automatic irrigation system, designed and installed in compliance with Section 106.34.060 (Water Efficient Landscaping).

### 106.34.060 - Water Efficient Landscaping

- A. **Purpose.** The provisions of this Section are intended to ensure efficient water use by establishing standards for landscape design appropriate to Citrus Heights' climate, soils, water resources and land uses.
- B. **Applicability.** Except as provided below, this Section shall apply to all applications that are subject to Design Review in compliance with Section 106.62.040. The Director may modify the requirements of this Section where the Director determines that a specific requirement would be infeasible or ineffective.

1. This Section shall not apply to the following:

- a. Landscaping of less than 500 square feet in new single-family residential projects, other than front yard landscaping of model homes;

b. Any rehabilitated landscape project with a total landscaped area less than 2,500 square feet;

~~c.~~ Any landscaped area which is irrigated with reclaimed water;

~~d.~~ Registered historical sites;

~~e.~~ Irrigation of crops; and

~~f.~~ Ecological restoration projects that ~~do not require permanent irrigation systems~~ will be irrigated for less than 2 years.

2. Cemeteries and recreational areas (~~golf courses~~, parks, playgrounds, schools, ~~and~~ sports fields, picnic grounds, amphitheatres, and golf course trees, fairways, and greens) are exempt from the turf area limit of this Section. Turf will be allowed for these uses in all areas where the functional need for turf can be demonstrated. The other provisions of this Section shall apply to these uses.

- C. **Water features.** Decorative water features (e.g., fountains, ponds, pools) shall have recirculating water systems.

**D. Soil conditioning and mulching.**

1. A minimum ~~one-foot~~eighteen-inch depth of non-mechanically compacted soil shall be available for water absorption and root growth in planted areas.
2. ~~In areas with spray irrigation (as opposed to bubbler or drip irrigation),~~ Organic amendment shall be incorporated into the soil to a minimum depth of six inches at a minimum rate of five cubic yards for each 1,000 square feet of landscape area, or as specified by amendment recommendations from a soils laboratory report, whichever is greater.
3. A minimum of a two inch layer of porous mulch shall be applied to all exposed soil surfaces of non-turf areas within the landscaped area. Nonporous material (e.g., plastic sheeting), shall not be placed under the mulch; however, porous landscape fabric is allowed.

**E. ~~E.~~ Irrigation.**

**1. Design requirements.** All new construction projects with a landscape greater than 500 square feet and all rehabilitated landscapes with an aggregate landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check or design review shall meet the following requirements:

- a. Water-efficient systems (e.g., with drip, ~~mini~~micro-spray, multi-stream rotors, bubbler-type, or similar point application methods with a maximum precipitation rate of 1-inch per hour) shall be used unless determined to be infeasible by the review authority. Slopes greater than 25% shall not be irrigated with a precipitation rate exceeding 0.75-inches per hour. Any alternative system shall require review authority approval.
- b. No overhead spray systems shall be allowed in planters less than 10-feet in width, except in garden beds for edible plants.
- c. Overhead spray shall not be used within 24 inches of any non-permeable surface unless the surface is designed to drain entirely to a landscape area.
- d. For the purpose of determining Maximum Applied Water Allowance (MAWA), average irrigation efficiency is assumed to be 0.85 for residential and 0.92 for non-residential areas.
- e. For residential projects the MAWA is 50% (0.50) of evapotranspiration (ETo) and shall be calculated using the equation: MAWA = (ETo)(0.62)(0.5 x landscape area)
- f. For non-residential projects the MAWA is 40% (0.40) of evapotranspiration and shall be calculated using the equation: MAWA = (ETo)(0.62)/[(0.4 x landscape area)+(0.6 x special landscape areas)]. Special landscape areas include recreation areas, edible crops, and areas irrigated with recycled water.

**1. Equipment requirements.**

- a. Dedicated landscape water meters are required for all non-residential landscapes of 1,000 square feet or more and residential landscapes of 5,000 feet or greater. A landscape water meter may either be a customer service meter dedicated to landscape use provided by the water purveyor or a privately owned meter or submeter.
- b. All landscaped areas shall be irrigated with automatic controllers using site specific soil moisture or evapotranspiration data with repeat start-time potential and non-volatile memory. ~~—~~ Dual or multi-program controllers with separated valves and circuits shall be used when the project contains



more than one type of landscape treatment (e.g., turf, ground cover, shrub, tree areas), or a variety of sun exposures.

c. ~~b. — Soil moisture sensing devices and~~ Rain and wind sensors/shut-off devices shall be used on all projects.

~~larger projects (e.g., 10,000 plus square feet of landscaped area) to minimize or eliminate over-watering.~~

d. Master valves are required on all projects.

e. Manual shut-off valves (such as a gate valve, ball valve, or butterfly valve) shall be required, as close as possible to the point of connection of the water supply, to minimize water loss in case of an emergency (such as a main line break) or routine repair.

f. Flow sensors that detect high flow conditions created by system damage or malfunction are required for all non-residential projects and non-residential projects with landscape areas over 5,000 square feet.

g. Pressure regulation, such as in-line pressure regulators, booster pumps, or other devices shall be installed to effect correct operating pressure for each type of irrigation head or drip method. Static water pressure, dynamic or operating pressure and flow reading of the water supply shall be measured at the point of connection. These pressure and flow measurements shall be conducted at the design stage. If the measurements are not available at the design stage, the measurements shall be conducted at installation.

h. Check valves are required where elevation differential may cause low head drainage.

~~h. — Pressure regulation shall be installed to effect correct operating pressure for each type of irrigation head or drip method.~~

~~—~~ Low-flow sprinkler heads with precipitation rates matched within 20 percent of one another shall be used on each irrigation circuit when ~~spray-multi-stream rotors, or~~ rotor, ~~or spray-type~~ heads are specified for watering shrubs and ground cover areas. Pressure compensating bubbles may be included in circuits serving shrub areas.

~~h. — When possible, irrigation should be scheduled to occur in the early morning hours prior to sunrise~~

2. **Installation.** Irrigation delivery systems shall be installed so that water does not run off or overspray onto adjacent pavement, sidewalks, structures, or other non-landscaped areas.

3. **Scheduling of irrigation.** Watering shall be scheduled at times of minimal wind conflict and evaporation loss. When possible, irrigation should be scheduled to occur in the early morning hours prior to sunrise

4. **Temporary Irrigation:** Temporary irrigation systems are those that will be used for 2 years or less.

**F. Rain Barrels.** This section establishes standards for placement of rain barrels for irrigation purposes in residentially zoned properties.

**1. Placement.** The rain barrel shall be located in the side or rear yard. The barrel shall not be elevated more than six inches above adjacent grade and shall be placed on a level, hard surface (not wood or gravel).

**2. Size Limits.** The rain barrel shall be no more than 70 gallons or greater than five feet above grade.

**3. Design Standards.** The rain barrel shall be fed by a downspout and be located within six inches of the dwelling. The barrel shall be restrained to prevent tipping and shall have a tight fitting lid. The barrel shall also

[have a permanently fitted lid with an insect guard.](#)

**FG. Documentation for compliance.** The following documentation shall be submitted to the City as part of the requirements of this Section.

1. **Preliminary landscape statement.** The preliminary landscape statement shall contain a brief description of the planting and design actions that are intended to meet the requirements of this Section.

2. **Final Design Review.** The following shall be submitted with the Building Permit application.

a. A landscape planting design plan that accurately and clearly identifies and depicts: new and existing groundcovers, shrubs, trees, turf, and any other planting areas; plants by botanical name and common name; plant sizes and quantities; [plant water use](#); property lines, new and existing building footprints, driveways, sidewalks, streets, and other hardscape features; and water features.

b. An irrigation design plan which indicates irrigation methods, [water use zones](#), and design actions that will be employed to meet the irrigation specifications of this Section.

c. [Water Use Calculation Form.](#)

d. [Landscape maintenance recommendations.](#)

3. **Completion of installation.** Upon completion of installation of the landscape, the landscape design principal or owner shall submit to the Building Department a certificate of completion and a certificate of conformance, stating that the project has been installed as designed, or with documentation of suitable substitutions. [The City may require an irrigation audit performed by a certified irrigation auditor that is not the designer or installer or the landscape.](#)

**G. Alternative provisions.** The review authority shall:

1. Consider and may allow the substitution of design alternatives and innovations that will lead to a greater reduction in water consumption than the measures identified in this Section; and

2. Accept documentation methods, water allowance determinations, and landscape and irrigation design requirements of the State of California's Model Water Efficient Landscape Ordinance in lieu of the requirements of this Section in cases where it is demonstrated that compliance with the requirements of the State's model ordinance will lead to a greater, or equivalent reduction in water consumption than the measures identified in this Section.

## 106.34.070 - Maintenance of Landscape Areas

**A. Maintenance required.** All site landscaping shall be maintained in a healthy and thriving condition at all times. Irrigation systems and their components shall be maintained in a fully functional manner consistent with the originally approved design and the provisions of this Chapter. Regular maintenance shall include:

1. Checking, adjusting, and repairing irrigation equipment; resetting automatic controllers; [resetting irrigation heads to maintain proper depth and level; adjusting overhead irrigation spray patterns to ensure no overspray onto paving, buildings, or other non-permeable surfaces](#); aerating and dethatching turf areas; adding/replenishing mulch, fertilizer, and soil amendments; pruning; trimming; and weeding of all landscaped areas;

2. [Irrigation systems shall be maintained and managed to meet or exceed a side-wide average landscape irrigation efficiency of 0.85 for residential and 0.92 for non-residential areas](#)

3. Retrofitting irrigation systems with new technology for greater efficiency, as long as doing so does not impact existing plant materials. Any plant materials impacted by irrigation maintenance or retrofit shall be restored to its original condition.

4. The trimming of vegetation as necessary, consistent with Subsection B (Tree Pruning), to maintain the effective functioning of existing solar energy facilities and passive solar design features installed both on-site and on adjacent properties; and

5. The trimming of vegetation as necessary to keep vehicle, pedestrian, and bicycle paths clear.

~~56. —~~Planting stakes and ties shall be regularly inspected and adjusted (as necessary) to ensure that they are not causing damage to tree trunk cambium. Planting stakes and ties shall be removed within 12 months. After 12 months, trees that are not able to stand upright without staking shall be replaced at the discretion of the City.

**B. Tree pruning.** Prior to pruning any tree on other than a lot with a single dwelling or duplex, a Tree Pruning Permit shall be approved by the Director. Tree Pruning shall be performed by a California Landscape Contractor (C-27 or C-61). The licensed contractor shall also be certified by the International Society of ~~Arboriculture~~Arboriculture as a Certified Tree ~~Trimmer~~Worker or Certified Arborist ~~or other qualified tree expert.~~

**1. Limitations on allowable pruning.** Tree pruning shall be allowed only for the following purposes:

- a. Removal of dead wood and diseased, crowded, and weakly attached trunks and branches that create a hazard to private property and citizens;
- b. Providing adequate clearance and visibility for safe use of parking stalls, travel ways and walkways for the passage of persons and vehicles;
- c. Eliminating traffic sign visibility obstructions;
- d. Providing adequate visibility for security patrols;
- e. Repairing split trees and limbs in order to save a tree and its appearance;
- f. Removing or severing tree roots that are causing damage to public or private property, including curbs, gutters, sidewalk, drainage lines and parking lot surfaces;
- g. Providing visibility for merchant signs and increasing parking lot lighting only when the aesthetics of the tree and parking lot shading will not be reduced.

**2. Application requirements.** A Tree Pruning Permit application shall include the following information.

- a. A site plan indicating the type of tree, size and location of the trees to be pruned;
- b. Reasons for pruning;
- c. Evidence that the pruning will be~~shall be~~ performed and/or directly supervised by a Certified Arborist, or Certified Tree ~~Trimmer~~Worker, ~~or other qualified tree expert~~;
- d. Number of trees to be pruned.

**C. Tree Maintenance:** Tree maintenance shall be performed and/or supervised by an ISA Certified Arborist or Tree Worker. Tree care operations shall adhere to ANSI A300 and ANSI Z133.1 standards.

**D. Tree removal.** City requirements for tree removal are in Chapter 106.39 (Tree Preservation and Protection).

**D.E. Removal and replacement of landscaping.** All plant material removed from a project with an approved landscape plan shall be replaced with the following replacement sizes: shrubs - five-gallon; groundcover - flats. Trees shall be replaced as specified in Chapter 106.39 (Tree Preservation and Protection).

**E.F. Water waste prohibited.** Water waste in existing developments resulting from inefficient landscape irrigation leading to excessive runoff, low head drainage, overspray, and other similar conditions where water flows onto adjacent property, non-irrigated areas, walks, roadways, or structures is prohibited. Efficient watering practices shall be conducted in compliance with Section 106.34.060 (Water Efficient Landscaping), above.

**F.G. Enforcement.**

1. **Maintenance failure.** Failure to maintain landscape areas in compliance with this Section shall be deemed a nuisance, and shall be subject to abatement in compliance with the Municipal Code, and/or the applicable planning permit may be revoked.

a. Property owner shall maintain record of irrigation maintenance. If owner cannot provide documentation of ongoing maintenance activities, they may be liable for any damage caused by leaks, breaks, or water waste.

b. The City may require a property owner to provide the results of an irrigation audit conducted by a Certified Irrigation Auditor if irrigation systems are not being properly maintained or are the source of nuisance runoff.

2. **Unpermitted pruning or tree removal.** The pruning or removal of a tree in violation of a requirement of this Chapter shall require that the property owner replace each affected tree with substantially larger (e.g., specimen trees rather than 15 gallon) and/or more trees, as required by the review authority. If the replacement of damaged or removed tree(s) is deemed unfeasible by the Director or City approved certified tree care professional, the replacement value shall be calculated using the Replacement Cost or Trunk Value Formula outlined in the most current edition of the "Guide for Plant Appraisal" by the Council of Tree & Landscape Appraisers. Penalties shall be deposited in the City's Tree Mitigation Fund.

## CHAPTER 106.35 - OUTDOOR LIGHTING

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### Sections:

- 106.35.010 - Purpose
- 106.35.020 - Applicability
- 106.35.030 - Definitions
- 106.35.040 - General Lighting Design and Development Standards
- 106.35.050 - Outdoor Lighting Plans
- 106.35.060 - Signs
- 106.35.070 - Outdoor Performance, Sport and Recreation Facilities
- 106.35.080 - Energy Conservation Guidelines

### 106.35.010 - Purpose

This Chapter provides requirements for outdoor lighting within the City to:

- A. Promote a safe and pleasant nighttime environment for residents;
- B. Protect and improve safe travel for all modes of transportation;
- C. Prevent nuisances caused by unnecessary light intensity, direct glare, and light trespass;
- D. Protect the ability to view the night sky by restricting unnecessary upward projection of light; and
- E. To promote lighting practices and systems to conserve energy.

### 106.35.020 - Applicability

- A. **New outdoor lighting.** All outdoor lighting fixtures installed after the effective date of this Chapter on the site of a non-residential or multi-unit residential use shall comply with the requirements of this Chapter.
- B. **Exempt lighting.**
  - 1. All outdoor light fixtures existing and legally installed prior to the effective date of this Chapter are exempt from the requirements of this Chapter; provided that no replacement, structural alteration, or restoration of an outdoor light fixture shall be made unless it thereafter complies with the requirements of this Chapter. The Director may grant an exemption from this conformance standard if:
    - a. The use of a conforming outdoor light fixture would have the effect of decreasing the lighting levels to below the minimum illumination levels required by the City, and the additional cost necessary to meet the minimum illumination levels would pose an unreasonable financial burden; and/or
    - b. The use a conforming outdoor light fixture would negatively impact the aesthetic quality/architectural design of the property or immediate area by mixing substantially different styles and types of fixtures/poles.
  - 2. All outdoor light fixtures producing light directly by the combustion of fossil fuels, such as, kerosene lanterns or gas lamps, are exempt from the requirements of this Article.
  - 3. Temporary lights used for holiday decorations are exempt from the requirements of this Chapter.

4. All outdoor light fixtures which are luminous tube lighting are exempt from the requirements of this Chapter.
5. Construction or emergency lighting is exempt, provided such lighting is temporary and is discontinued immediately upon completion of the construction work or abatement of the emergency necessitating said lighting.
6. Signs of the type constructed of translucent materials and wholly illuminated from within are exempt from the shielding requirement.

**C. Prohibitions.** The installation of any new fixture not in conformance with this Chapter is prohibited after the effective date of this Chapter.

1. No outdoor lighting fixture shall be installed, aimed, or directed to produce light or glare that spills over into neighboring properties or the public right-of-way that exceeds 0.5 footcandles within two feet of the property line of the light source.
2. No outdoor lighting fixture may be operated in such a manner as to constitute a hazard or danger to persons, or to safe vehicular travel.
3. Blinking, flashing, moving, revolving, scintillating, flickering, changing intensity, and changing color lights and internally illuminated signs are prohibited, except as allowed by 106.38.080 (Nonconforming Signs).
4. The installation of new mercury vapor lamps is prohibited.
5. The use of search lights, laser source lights, or any similar high-intensity light is prohibited except for emergency use by police and fire personnel or at their direction, or for approved temporary lighting under a special event permit issued by the Director.

### 106.35.030 - Definitions

The technical terms and phrases used in this Chapter are defined in Article 8 (Glossary), under "Outdoor Lighting."

### 106.35.040 - General Lighting Design and Development Standards

The following standards apply to all non-exempt outdoor lighting fixtures.

**A. Nuisance prevention.** All outdoor lighting fixtures shall be designed, located, installed, aimed downward or toward structures, and maintained in order to prevent glare, light trespass, and light pollution.

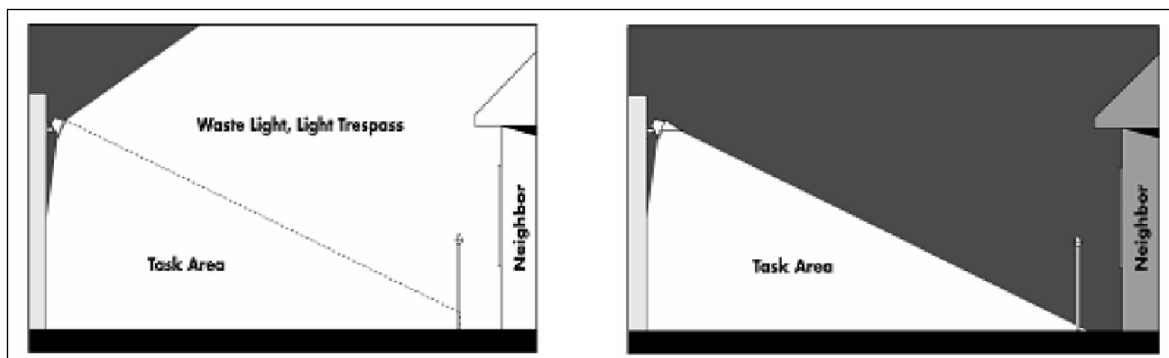


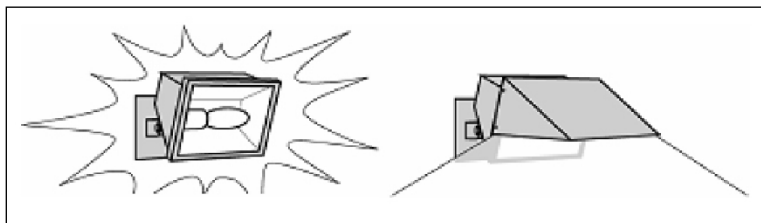
Figure 3-35 - Properly Shielded Lighting Prevents Light Trespass

**B. Maintenance.**

1. Fixtures and lighting systems shall be maintained in good working order and in a manner that serves the original design intent of the system.
2. An outdoor lighting fixture may only be aimed against a structure if the light is effectively contained by the structure and glare visible from off-site is minimized, as determined by the Director.

**C. Lighting levels.** Outdoor lighting installations shall be designed illuminate at the minimum level necessary for safety and security, and to avoid harsh contrasts in lighting levels between the project site and adjacent properties to the maximum extent feasible.**D. Lamp types.** Light-emitting diode (LED), Metal Halide or High Pressure Sodium lamps are preferred for all new commercial and industrial area lighting (parking lot and yard lights) and street lighting installed after the effective date of this Chapter due to good color rendering and good energy efficiency. Low Pressure Sodium lamps may be used for area lighting, but are not preferred due to poor color rendering. Low wattage incandescent or compact fluorescent lamps are preferred for residential lighting.**E. Fixture types.** All new outdoor lighting shall use full cut-off luminaires with the light source downcast and fully shielded with no light emitted above the horizontal plane, with the following exceptions:

1. Fixtures that have a maximum output of 400 lumens (equivalent to one 40-watt incandescent bulb) or less, regardless of the number of bulbs, may be left unshielded provided that it has an opaque top to prevent the light from shining directly up. However, partial (e.g. obscured glass) or full shielding is preferred to control light output in all situations.
2. Fixtures that have a maximum output of 1,000 lumens (equivalent to one 60-watt incandescent bulb) or less may be partially shielded using a semi-translucent barrier, provided that the lamp is not visible from off-site, no direct glare is produced, and the fixture has an opaque top to keep light from shining directly up.
3. Floodlights that do not meet the definition of "full cut-off" may be used if permanently directed downward, if no light is projected above the horizontal plane, and if and fitted with external shielding to prevent glare and off-site light trespass. Unshielded floodlights are prohibited.

**Figure 3-36 - Shielding Prevents Glare****F. Accent lighting.** Architectural features may be illuminated by uplighting, provided that the light is effectively contained by the structure, the lamps are low intensity to produce a subtle lighting effect, and no glare or light trespass is produced. For national flags, statues, public art, or other objects of interest that cannot be illuminated with down-lighting, alternate upward lighting may be used in a form acceptable to the satisfaction of the Director provided the alternative confines the illumination to the object of interest.

- G. Alternative designs, materials, and installations.** The requirements of this Chapter are not intended to prevent the use of any design, material, or method of installation or operation not specifically prescribed in this Chapter, provided that the Director has approved any alternative. An alternative proposal may be approved if it provides at least approximate equivalence to the applicable specific requirements of this Chapter, or if it is otherwise satisfactory and complies with the intent of this Chapter.

### 106.35.050 - Outdoor Lighting Plans

- A. When required.** A preliminary outdoor lighting plan shall be submitted as part of each planning permit application (e.g., for Design Review, Use Permit; subdivision approval), and a final lighting plan shall be submitted as part of an application for a building permit for a new structure, or addition of 25 percent or of gross floor area, seating capacity, or parking spaces (either with a single addition or cumulative additions). A final outdoor lighting plan is required for all new outdoor lighting installations on commercial, multi-unit residential project, industrial, and institutional properties. The Director may request outdoor lighting plans from applicants for other types of projects due to project location, size, or proposed use, as necessary.
- B. Plan content.** An outdoor lighting plan shall include at least the following:
1. Manufacturer specification sheets, cut-sheets, or other manufacturer provided information for all proposed outdoor lighting fixtures to show fixture diagrams and light output levels;
  2. The proposed location, mounting height, and aiming point of all outdoor lighting fixtures (a site plan is preferred); and
  3. If building elevations are proposed for illumination, drawings for all relevant building elevations showing the fixtures, the portions of the elevations to be illuminated, the illuminance level of the elevations, and the aiming point for any remote light fixture.
- C. Additional information.** If needed to review the proposed outdoor lighting fixture installation, the Director may require additional information following the initial outdoor lighting plan submittal, including a written narrative to demonstrate the objectives of the lighting, photometric data, and other descriptive information on the fixtures, computer generated photometric grid showing footcandle readings every 10 feet within the property or site and 10 feet beyond the property lines (An iso-footcandle contour line style plan may be acceptable), and/or landscaping information to describe potential screening.
- D. Decision on plan.** The Director may approve, deny, or require modifications to any outdoor lighting plan in order to meet the purpose of this Chapter.

### 106.35.060 - Signs

All outdoor lighting for commercial signs installed and maintained in compliance with Chapter 106.38 shall comply with this Chapter. Light bulbs or lighting tubes used for sign illumination shall not be readily visible from the vehicular travel lanes, adjacent public rights-of-way, or adjoining properties. The intensity of sign lighting shall not exceed that necessary to illuminate and make legible a sign from the approved location of view, such as pedestrian walkway, adjacent travel way or closest town street.



**106.35.070 - Outdoor Performance, Sport and Recreation Facilities**

- A. Where playing fields or other special activity areas are to be illuminated, lighting fixtures shall be mounted, aimed, and shielded so that their beams fall within the primary playing area and immediate surroundings, and so that no significant off-site light trespass is produced.
- B. The main lighting shall be turned off as soon as possible following the end of an event. Where feasible, a low level lighting system shall be used to facilitate patrons leaving the facility, cleanup, nighttime maintenance, and other closing activities.

**106.35.080 - Energy Conservation Guidelines**

Incorrect installations, poor choice of fixtures, and overlighting can result in unnecessarily high energy costs. The following recommendations are intended to encourage the efficient use of energy for lighting purposes.

- A. All non-essential outdoor commercial and residential lighting is encouraged to be turned off after business hours and/or when not in use.
- B. Where practical, outdoor lighting installations are encouraged to include timers, dimmers, sensors, or photocell controllers that turn the lights off during daylight hours to reduce overall energy consumption and eliminate unnecessary lighting. Sensor activated fixtures should not be triggered by activity off the subject property.
- C. When selecting new outdoor lighting, the full cost of operation over the life of the fixtures should be considered. Substantial annual energy savings may be realized by using quality efficient fixtures.
- D. Indiscriminate and excessive lighting should be avoided. Light should be directed only to where it is needed with appropriate intensity.

Outdoor Lighting

106.35.080

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## CHAPTER 106.36 - PARKING AND LOADING

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### Sections:

- 106.36.010 - Purpose
- 106.36.020 - Applicability
- 106.36.030 - General Parking Regulations
- 106.36.040 - Number of Parking Spaces Required
- 106.36.050 - Disabled/Handicapped Parking Requirements
- 106.36.060 - Bicycle Parking
- 106.36.070 - Motorcycle Parking
- 106.36.080 - Reduction of Parking Requirements
- 106.36.090 - Parking Design and Development Standards
- 106.36.100 - Loading Space Requirements
- 106.36.110 - Trip Reduction

### 106.36.010 - Purpose

The requirements of this Chapter are intended to ensure that sufficient but not excessive off-street parking facilities are provided for all uses, and that parking facilities are properly designed, attractive, and located to be unobtrusive while meeting the needs of the specific use. The City discourages providing parking in excess of that required by this Chapter.

### 106.36.020 - Applicability

Each land use and structure shall provide off-street parking and loading areas in compliance with this Chapter. This Chapter shall also apply to changes to, or expansion of a land use or structure. A land use shall not be commenced and a structure shall not be occupied until the improvements required by this Chapter are completed and approved by the Director.

### 106.36.030 - General Parking Regulations

- A. **Timing of installation.** A new or altered structure shall not be occupied, and a new land use not requiring a structure shall not be established, until all off-street parking and loading facilities required by this Chapter are in place and approved by the City.
- B. **Permanent facilities required.** Each required parking and loading space shall be permanently available, marked, and maintained for parking or loading purposes for the use it is intended to serve. The approval of a Temporary Use Permit (Section 106.62.030) may allow the temporary use of a parking or loading space for other purposes.
- C. **Unrestricted facilities required.** An owner, lessee, tenant, or other person who controls the operation of a site with required parking or loading spaces shall not prevent, prohibit, or restrict authorized persons from using the spaces without the prior approval of the Director.
- D. **Recreational vehicle parking.** The storage (parking for any period longer than 72 hours) of a recreational vehicle and/or boat in a residential zone shall be allowed only when all portions of the vehicle or boat are located entirely within the property boundaries on a paved surface and do not extend into the public right-of-way.
- E. **Truck or Trailer Parking.** The parking of a motor vehicle used for commercial or industrial purposes and rated more than one (1) ton capacity and trailers used for commercial or industrial purposes shall not be parked or stored in any residential zone except when loading, unloading, or rendering service.

**106.36.040 - Number of Parking Spaces Required**

Each land use shall be provided the number of off-street parking spaces required by this Section. See Section 106.36.060 for off-street parking requirements for bicycles and motorcycles.

**A. Parking requirements by land use.**

1. **Minimum number required.** Each land use shall provide the number of off-street parking spaces required by Table 3-7, except where a greater number of spaces are required through Minor Use Permit or Use Permit approval. Regardless of the requirements of Table 3-7, each non-residential land use shall provide a minimum of five off-street spaces, except where the review authority determines that the number of spaces required by Table 3-7 is sufficient.
2. **Use not listed.** A land use not specifically listed by Table 3-7 shall provide parking as required by the Director. The Director shall use the requirements in Table 3-7 as a guide in determining the number of off-street parking spaces required.
3. **Measurement of floor area.** In any case where Table 3-7 establishes a parking requirement based on floor area in square feet (for example: 1 space per 1,000 sf of floor area), the floor area shall be construed to mean gross interior floor area.
4. **Use with accessory components.** The review authority may require a single use with accessory components to provide parking for each component, where the review authority determines that separate vehicle trips will likely be generated by each component. For example, a hotel with a meeting room may be required to provide the parking spaces required by Table 3-7 for a hotel (i.e., the guest rooms), and for a meeting room.
5. **Bench or bleacher seating.** Where fixed seating is provided as benches, bleachers, pews, or similar seating, a seat shall be defined as 24 inches of bench space for the purpose of calculating the number of required parking spaces as provided in Table 3-7.

**B. Expansion of structure, change in use.** When a structure is enlarged, or when a change in its use requires more off-street parking than the previous use, additional parking spaces shall be provided in compliance with this Chapter except where the number of additional spaces required is 10 percent or less of the number of existing spaces. See also Subsection E. (Nonconforming parking).

**C. Multi-tenant sites.** A site with multiple tenants shall provide the aggregate number of parking spaces required for each separate use; except where the site is developed as an integrated center with shared parking and no spaces reserved for a particular use, parking shall be provided as required by Table 3-7 for a retail complex. When a multi-tenant center includes one or more uses that will need more parking than retail uses (for example, a fitness center, restaurant, or theater) additional parking shall be required for the high parking demand use unless a parking reduction is approved in compliance with 106.36.070 (Reduction of Parking Requirements).

**D. Excessive parking.** The City discourages providing more off-street parking than required by this Chapter, to avoid the inefficient use of land, unnecessary pavement, and excessive storm water runoff from paved surfaces. An off-street parking lot that exceeds the amount required by Table 3-7 by 20 percent or more shall require Minor Use Permit approval, a determination by the review authority that information provided by the applicant documents a year round need for the additional parking, and the provision of additional landscaping and pedestrian amenities to the satisfaction of the review authority.

- E. Nonconforming parking.** A structure with nonconforming off-street parking may be physically changed or undergo a change in use subject to the following provisions.
- 1. Residential uses.** No additional parking spaces shall be required, provided the change does not increase the number of dwelling units, nor eliminate the only portion of the site that can be used for the required or existing parking or access.
  - 2. Nonresidential uses.** The number of existing parking spaces shall be maintained on the site and additional parking shall be provided in compliance with this Chapter for any additional floor area. If the use of the structure is changed to one that requires more parking than the previous use, the difference between the parking spaces required for the previous use and the new use shall be provided.

**TABLE 3-7 – PARKING REQUIREMENTS BY LAND USE**

<b>Land Use Type: Manufacturing Processing and Warehousing</b>	<b>Minimum Number of Vehicle Spaces Required</b>
All manufacturing, industrial, and processing uses, except the following:	1 space for each 250 sf of office area; 1 space for each 1,000 sf of floor area and/or outdoor area devoted to other than office.
Industrial research and development, laboratories	1 space for each 4,000 sf of floor area.
Recycling – Small collection facility	Determined by Use Permit.
Storage – Personal storage/mini-storage facilities	
Indoor units	1 space for each 4,000 sf of floor area, plus 2 spaces for manager's office
Separately accessible units	4 spaces for manager's office.
Storage – Warehouse	1 per 2,000 sf

**TABLE 3-7 – PARKING REQUIREMENTS BY LAND USE (Continued)**

<b>Land Use Type: Recreation, Education, Public Assembly</b>	<b>Minimum Number of Vehicle Spaces Required</b>
Commercial recreation facilities – Indoor, except for the following:	1 per 200 sf
Bowling alleys	5 spaces for each lane.
Card Rooms	1 per 3 seats
Pool and billiard rooms	2 spaces for each table.
Skating rinks	1 space for each 100 sf of rink area.
Commercial recreation facilities – Outdoor	Determined by Use permit or Minor Use Permit
Health/fitness facilities	1 space for each 175 sf of floor area.
Library, museum	1 space for each 300 sf of floor area.
Meeting facility, public or private	1 space for each 3 seats, or 1 space for each 40 sf of floor area if no seats are provided, whichever is greater; plus 1 space for each classroom or office.
Schools (public and private)	
Kindergarten and nursery schools	1 space for each 3 employees (including administrators and teachers) and 1 space for each 10 children.
Elementary/middle schools	1 space for each employee plus 1 space for each 8 students.
Secondary (high) schools	1 space for each employee plus 1 space for each 4 students.
College or university (including trade and business schools)	1 space for each 1.5 students
Studios (art, dance, martial arts, music, etc.)	1 space for each 200 sf of floor area.
Swimming pools ( public, private and commercial)	1 space for each 100 sf of pool deck area.
Tennis/racquetball/handball or other sport courts	2 spaces for each court, plus 1 space for each 300 sf of floor area for accessory uses.
Theater	1 space for each 3 seats for less than 8 screens; 1 space for each 6 seats for 8 or more screens.

**TABLE 3-7 – PARKING REQUIREMENTS BY LAND USE (Continued)**

<b>Land Use Type: Residential</b>	<b>Minimum Number of Vehicle Spaces Required</b>
Live/work unit	2 spaces for each unit.
Mobile home	
Individual mobile home outside of park	2 spaces for each unit
Mobile home park	2 spaces for each mobile home, plus 1 additional space per 8 mobile homes shall be provided for guest parking, which shall be dispersed throughout the park.
Multi-unit dwellings, including condominiums	Parking requirements may be modified by the review authority for affordable housing and/or mixed use projects.
Studio units and one-bedroom units	1 covered space within a garage/carport for each unit.
Two- and three-bedroom units	2 spaces for each unit; at least 1 within a garage/carport.
Four-bedroom units and above	2 spaces for each unit, or as required by the review authority. At least 1 shall be within a garage/carport.
Guest parking	1 space for each 4 units
Organizational house	1 space for each bedroom.
Residential care home	1 space per 4 beds, plus 1 space per employee on duty at same time.
Rooming or boarding house	1 space for each bedroom.
Second Unit	1 per bedroom to a maximum of 2 required spaces, in addition to the parking required for the primary dwelling.
Senior housing project	1 space for each unit, with half the spaces covered, plus 1 guest parking space for each 10 units. Reduced parking may be provided in compliance with Section 106.36.070 C. (Reduced parking for senior housing projects).
Single dwelling	2 spaces.

**TABLE 3-7 – PARKING REQUIREMENTS BY LAND USE (Continued)**

<b>Land Use Type: Retail Trade</b>	<b>Minimum Number of Vehicle Spaces Required</b>
All "Retail Trade" uses listed in Tables 2-2 or 2-5, except the following:	1 space for each 250 sf of floor area, and 1 space for each 1,000 sf of outdoor sales area.
Auto and vehicle sales and rental	1 space for each 400 sf of floor area for showroom and office; 1 space per 600 sf of area used for repairs and services; and 1 space for each 2,000 sf of outdoor display area. (All customer parking shall be clearly marked, and not used for parking vehicles for sale.)
Bar/tavern, night club	1 space for each 3 seats in a bar; 1 space for each 50 sf of seating area and waiting/lounge area exclusive of dance floor; and 1 space for each 30 sf of dance floor.
Furniture, furnishings, and appliances stores	1 space for each 500 sf of indoor display area for first 10,000 sf; 1 space for each 1,000 sf of indoor display area over 10,000; And 1 space for each 1,000 sf of outdoor display area.
Grocery store, supermarket, delicatessen	1 space for each 150sf of floor area used for display and sales, and 1 space for each 800 sf of floor area used exclusively for storage.
Restaurant	1 space for each 50 sf of dining, indoor/outdoor seating, waiting, and lounge areas.
Retail complex	1 space for each 250 sf of floor area for complex less than 30,000 sf, and 1 space for each 300 sf for complex of 30,000 sf or more.
Service (gas) station	1 space for each 250 sf of interior retail floor area, plus 3 spaces for each service bay.



**TABLE 3-7 – PARKING REQUIREMENTS BY LAND USE (Continued)**

<b>Land Use Type: Service Uses</b>	<b>Minimum Number of Vehicle Spaces Required</b>
Bank, financial services	1 space for each 250 sf of floor area, plus 1.5 spaces per exterior automated teller machine
Child day care	
Large family day care home	3 spaces minimum; may include spaces provided to fulfill residential parking requirements and on-street parking that abuts the site.
Child/adult day care center	1 space for each employee plus 1 space for each 10 children or adults being supervised.
Equipments rental	1 space for each 300 sf of floor area, plus 1 space for each 1,000 sf of outdoor storage and rental area.
Lodging	
Bed and breakfast inn	1 space for each guest room, plus 2 covered spaces for the resident family.
Hotel or motel	1 space for each guest room or rental unit, or 1 space for each two beds, whichever is greater, plus required spaces for accessory uses.
Medical services, except the following:	1 space for each 225 sf of floor area, or 4 spaces for each doctor, whichever is greater.
Clinic, laboratory, urgent care	1 space for each 225 sf of floor area, or 4 spaces for each doctor, whichever is greater.
Extended care	1 space for each 3 patient beds the facility is licensed to accommodate.
Hospital	2 spaces for each patient bed the facility is licensed to accommodate.
Mortuaries, funeral homes	1 space for each 4 seats in chapel.
Office	
Business and service, government, professional	1 space for each 250 sf of floor area.
Processing	1 space for each 150 sf of floor area.
Personal services	1 space for each 250 sf of floor area.
Vehicle services – All excepts the following	(All customer parking shall be clearly marked and not used for parking of unregistered vehicles. No damaged, inoperative or abandoned vehicle shall be stored in any exterior area for more than five days)  2 spaces for each service bay, plus spaces for retail and office as required by this Section.
Car wash – Self service	1 drying space for each stall.
Car wash – Full Service	10 spaces.
Veterinary clinic, animal hospital, kennel	1 space for each 250 sf of floor area.
Kennel separate from other facilities	1 space for each employee, plus 2 spaces.

**Table 3-7 – Parking Requirements by Land Use (Continued)**

<b>Land Use Type: Transportation, Communication, Infrastructure</b>	<b>Minimum Number of Vehicle Spaces Required</b>
Ambulance, taxi, transportation dispatch facility	1 space for each stored vehicle; 1 space for each 250 sf of office.
Broadcast studio	1 space for each 250 sf of office; 1 space for each 400 sf of studio and equipment space; 1 space for each 4 seats of audience space.
Transit station or terminal	As required by Use Permit
Utility facility	1 space for each 3 employees, plus additional spaces required by Use Permit.

**106.36.050 - Disabled/Handicapped Parking Requirements**

Parking spaces for the disabled shall be provided in compliance with the Uniform Building Code (UBC), the Federal Accessibility Guidelines, and/or California Code of Regulations Title 24, as applicable. These spaces shall count toward fulfilling the off-street parking requirements of this Chapter. See also Section 106.36.070.I (Parking lot re-striping to accommodate disabled parking).

**106.36.060 - Bicycle and Motorcycle Parking**

- A. Bicycle Parking.** Each multi-unit project and nonresidential land use shall provide bicycle parking in compliance with this Section. Each required bicycle parking space shall remain available for use by cyclists at all times.
- 1. Number of bicycle spaces required.** Multi-unit, retail commercial, and office uses shall provide bicycle parking spaces equal to a minimum of one bicycle space for every 20 motor vehicle spaces, up to 100 spaces. For each additional 100 spaces, one bicycle space shall be required.
  - 2. Bicycle parking space location.** Bicycle spaces shall be conveniently located near the primary entrance of each structure they are intended to serve.
  - 3. Bicycle parking design and devices.** Each bicycle parking space shall include a stationary parking device to adequately secure the bicycle, shall be a minimum of two feet in width and six feet in length, installed and maintained in compliance with City standards. Overhead clearance shall be a minimum of seven feet.
- B. Motorcycle parking.** A parking lot with 50 or more motor vehicle parking spaces shall provide motorcycle parking spaces conveniently located near the primary entrance of a structure, accessed by the same aisles that provide access to the motor vehicle parking spaces in the parking lot.
- 1. Number of spaces required.** A minimum of one motorcycle parking space shall be provided for each 50 motor vehicle spaces or fraction thereof. Required motorcycle spaces may be substituted for up to 10 percent of required vehicle spaces.
  - 2. Space dimensions.** A motorcycle parking space shall have minimum dimensions of four feet by seven feet.

**106.36.070 - Reduction of Parking Requirements**

- A. Shared on-site parking.** Where two or more adjacent nonresidential uses have distinct and differing peak parking usage periods, (e.g. a theater and a bank), a reduction in the required number of parking spaces may be allowed through Minor Use Permit approval. Approval shall also require a recorded covenant running with the land, recorded by the owner of the parking facility, guaranteeing that the required parking will be maintained exclusively for the use or activity served, for a time period determined by the Minor Use Permit.
- B. Reduction of parking for a use with low parking demand.** The review authority for the overall project may reduce the number of parking spaces required by Section 106.36.040 (Number of Parking Spaces Required) for the re-use of an existing building by up to 15 percent, based on quantitative information provided by the applicant that documents the need for fewer spaces (e.g., sales receipts, documentation of customer frequency, information on parking standards required for the proposed land use by other cities, etc.).
- C. Reduced parking for restricted senior housing projects.**
- 1. Extent of reduction.** The review authority may reduce the number of parking spaces required by Section 106.36.040 (Number of Parking Spaces Required) for senior housing projects, for persons aged 55 and over, based on quantitative information provided by the applicant that documents the need for fewer spaces for these types of residential development projects.
  - 2. Change of use, removal of senior restriction.**
    - a. Notification to the City.** The owner/operator of a senior housing project that was granted reduced parking on the basis of senior occupancy shall immediately notify the Director of any change of site occupancy or operations that allows other than seniors to reside on the site.
    - b. Effect of removal of senior restriction.** Upon notification that a restriction to occupancy by seniors has been removed, the Director shall determine a reasonable time in which one of the following shall occur:
      - (1) Substitute parking is provided that is acceptable to the Director; or
      - (2) The size or capacity of the use is reduced in proportion to the parking spaces lost.
- D. Reduced parking for mixed use projects.** The residential component of a horizontal mixed use project shall provide the parking required by Table 3-7 for multi-unit dwellings, minus the guest spaces required by Table 3-7. A vertical mixed use project shall require the same number of spaces as a horizontal mixed use project, reduced by 30 percent.
- E. Parking reduction based on alternative facilities or programs.** A proponent of an office, commercial or industrial project may provide alternative facilities or programs which serve to reduce parking demand in return for a reduction in vehicle parking requirements. Vehicle parking requirements may be reduced in accordance with the following provisions by the Director:
- 1. Shower/locker facilities.** A project with 100 or more employees may reduce its parking requirement by providing shower and clothing locker facilities for bicycle commuting employees. Maximum reduction: two percent of required parking.
  - 2. Secure bicycle parking.** Developments which provide secure bicycle parking facilities may reduce their parking requirement by one vehicle space for every three additional bicycle spaces provided. Maximum reduction: two percent of required parking.

3. **Preferred carpool/vanpool parking spaces.** Office or industrial developments which guarantee preferred parking spaces (e.g., covered, shaded, or near building entrance) to employees who participate regularly in a carpool or vanpool may reduce their parking requirement by one vehicle space for every one space which is marked and reserved for carpools/vanpools at a preferred location. Maximum reduction: two percent of required parking.
  4. **Transit Access.** Developments which are located within 300 feet of an operational transit stop may reduce their parking requirement by one vehicle space for every twenty spaces provided. Maximum reduction: five percent of required parking.
- F. **Parking Variances.** Parking reductions exceeding the maximums in this Section, or modifications of improvement requirements, may be authorized by Variance in compliance with Subsection 106.62.060.F.2 (Findings for off-street parking Variance).
- G. **Off-site parking.** With Minor Use Permit approval, required parking may be located in a common or shared parking facility up to 300 feet away from the site of the proposed use in compliance with the following requirements.
1. **Evaluation of proposal.** In considering a request for shared off-site parking, the review authority shall consider how the distance between the parking area and the proposed use may affect whether the off-site facility will satisfy the parking needs of the proposed use.
  2. **Guarantee of continued availability.** Required parking spaces that are approved off-site shall be committed by a recordable covenant, lease, or other agreement, acceptable to the City Attorney. The parties to the covenant, lease, or agreement shall include the owners, and if applicable, the lessees of the off-site parking spaces and the owners, and if applicable, the lessees of the subject site, with covenants reflecting the conditions of approval and the approved off-site parking plan.
  3. **Loss of off-site spaces.**
    - a. **Notification to the City.** The owner/operator of a business that uses approved off-site spaces to satisfy its parking requirements shall immediately notify the Director of a change of ownership or use of the property for which the spaces are required, and of termination or default of the agreement between the parties.
    - b. **Effect of termination of agreement.** Upon notification that a lease for required off-site parking has terminated, the Director shall determine a reasonable time in which one of the following shall occur:
      - (1) Substitute parking is provided that is acceptable to the Director; or
      - (2) The size or capacity of the use is reduced in proportion to the parking spaces lost.
- H. **Valet parking.** The Commission may modify the parking configuration required by this Chapter (e.g., to allow tandem parking) in the case of a use proposed to have permanent valet parking.
- I. **Parking lot re-striping to accommodate disabled parking.** A site shall not be considered to have nonconforming parking if the number of off-street spaces provided is reduced to less than required by this Chapter solely because the lot is re-striping to comply with disabled parking requirements.

## 106.36.080 - Parking Design and Development Standards

Required parking areas shall be designed and constructed in compliance with this Section.

### A. Location of parking. Off-street parking areas shall be located as follows:

1. **Residential parking.** Residential parking shall be located on the same site as each residential unit served; except for a mixed use project developed in compliance with Section 106.42.130 (Mixed Use Projects). No required residential parking space shall occupy any required front setback, or a side or rear setback, except within an enclosed garage that complies with the garage setback requirements of Section 106.42.200 (Residential Accessory Uses and Structures).
2. **Nonresidential parking.** Nonresidential parking shall be located on the same site as the use served, or within 300 feet of the parcel when off-site parking is approved in compliance with Section 106.36.070.G (Off-site parking), with reasonable access to and from the use for which the spaces are required.

### B. Access to parking. Access to parking shall be provided as follows for all parking areas other than for individual single dwellings, and duplexes. Site design shall minimize the amount of paved surfaces and driveway lengths and widths while providing for safe and suitable access for vehicular circulation.

1. **Direction of travel.** Parking areas shall provide suitable maneuvering area so that vehicles exit to a street in a forward direction. Parking lots shall be designed to prevent access at any point other than at designated access drives. Single dwellings and duplexes are exempt from this requirement.
2. **Stacking area for non-residential parking.** A commercial or industrial use shall have access driveways that are not intersected by a parking aisle, parking space, or another access driveway for a minimum distance of 20 feet from the street right-of-way, to provide a stacking area for vehicles entering and exiting the parking area. The City Engineer may require a greater distance for uses with high traffic volumes or located along heavily traveled arterials. See Figure 3-37.
3. **Clear height above parking.** A minimum unobstructed clearance height of 14 feet shall be maintained above areas accessible to vehicles within nonresidential uses.

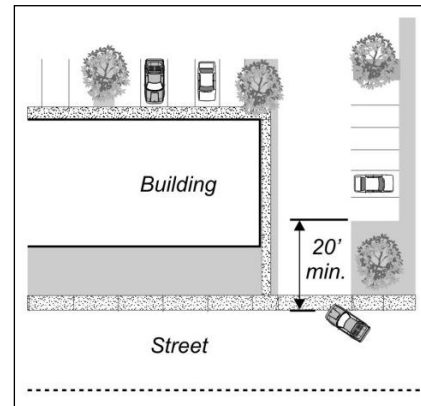


Figure 3-37 - Queuing Area

### C. Access to adjacent sites. The City may require the design of a parking area to provide vehicle and pedestrian connections to parking areas on adjacent properties or to connect with adjoining public walkways, to provide for convenience, safety, and efficient circulation. A joint access agreement running with the land shall be recorded by the owners of the abutting properties, as approved by the Director, to guarantee the continued availability of the shared access between the properties.

### D. Parking stall and aisle design.

1. **Minimum dimensions.**
  - a. **Parking spaces.** Each parking space, including each space within a residential garage, shall be a minimum of nine feet wide and 19 feet long. Compact car spaces with minimum dimensions of eight feet by 16 feet may be allowed within a parking lot interior, up to a maximum of 25 percent of the total number of spaces. Compact spaces shall be dispersed throughout the parking lot. Parallel parking spaces shall have minimum dimensions of nine feet wide and 24 feet long.

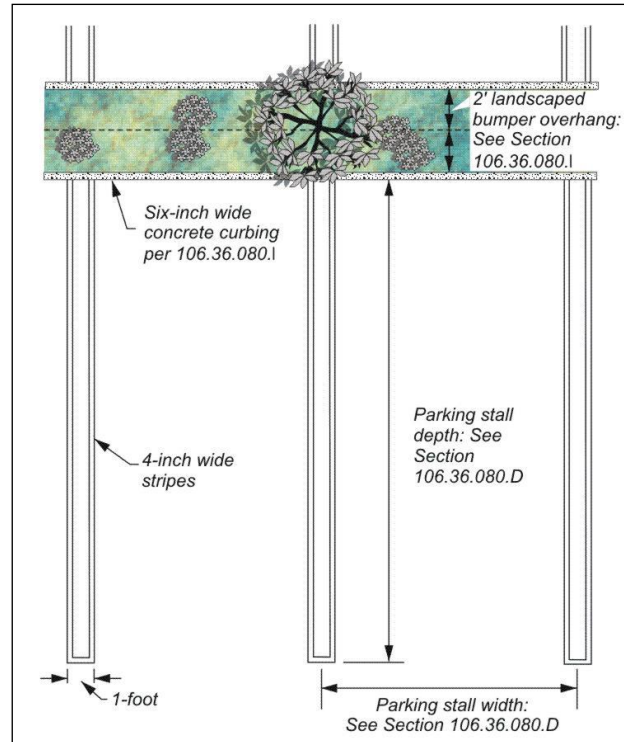
- b. **Parking lot aisles.** Each parking lot aisle shall comply with the minimum dimension requirements in Table 3-8.

TABLE 3-8 - MINIMUM PARKING LOT AISLE DIMENSIONS

Parking Angle	Aisle Width
45 degree	20 ft for a 2-way aisle 14 ft for a 1-way aisle
60 degree	20 ft for a 2-way aisle 18 ft for a 1-way aisle
90 degree	24 ft for a 2-way aisle 23 ft for a 1-way aisle
Parallel parking	24 ft for a 2-way aisle 12 ft for a 1-way aisle

2. **General configuration.** Tandem parking, or the parking of vehicles inline shall be prohibited in multi-unit residential and commercial zoning districts.
  3. **Employee parking.** Where Table 3-7 requires employee parking, the spaces shall be identified by the employer as "employee parking" and shall be located as far away as possible from the main entrance.
  4. **90-degree single-loaded parking aisles.** A parking lot aisle that provides access to parking spaces on one side only may be reduced to a width of 22 feet provided a landscaped planter at least five feet in width, or a two-foot planter with a walkway, is installed adjacent to the aisle.
  5. **Dead-end aisles.** Dead-end aisles are discouraged. When used, 90 degree angle stalls with adequate turning space are required, as approved by the Engineering Division.
- E. **Landscaping.** Landscaping shall be provided in compliance with Section 106.34
- F. **Lighting.** See Chapter 106.35 (Outdoor Lighting).

- G. Striping and identification.** Parking spaces shall be clearly outlined with double stripes painted on the parking surface (see Figure 3-38). Car pool spaces shall be clearly identified for car pool use only. The re-striping of a parking space or lot shall require the approval of a re-striping plan by the Director.



**Figure 3-38 - Parking Lot Striping**

- H. Surfacing.** Parking spaces and maneuvering areas shall be paved and permanently maintained with asphalt, concrete or other all-weather surfacing approved by the Director.
- I. Wheel stops/curbing.** Continuous concrete curbing at least four inches high and six inches wide shall be provided for parking spaces located adjacent to fences, walls, property lines, landscaped areas (except stormwater swales), and structures, and walkways that are less than six feet in width.

In addition to curbing, wheel stops shall be employed for any parking stall adjacent to a walkway that is less than six feet in width and has parking adjacent to it on one side. If parking adjoins both sides of the walkway, wheel stops shall be provided if the width of the walkway is less than 9 feet.

1. Individual wheel stops may be provided in lieu of continuous curbing when parking is adjacent to a landscaped area to which drainage is directed.
2. When provided, wheel stops shall be placed to allow for 30" of vehicle overhang area within the dimension of the parking space. Wheel stops shall be placed 30" from the curb.
3. Parking spaces may be designed to allow vehicle overhang of a landscape area only where the width of the landscape area is increased two additional feet over the width required by Section 106.34.040.D (Parking areas). The same overhang allowance shall apply where parking spaces directly abut a pedestrian walkway. The overhang allowance shall not be considered as part of the design width of the walkway.

In parking areas adjacent to vegetated stormwater swales or infiltration basins, curb stops alone may be used or cuts may be provided in the concrete curbing to allow water to enter the stormwater treatment planting area.

- J. Drainage facilities.** Drainage facilities shall be provided in all public parking areas adequate to handle the drainage requirements of the site, to alleviate the creation of flooding and drainage problems for the site or any surrounding property.
1. New parking lots and significantly redeveloped sites with existing parking shall be required to install Best Management Practices (BMPs) for their storm water discharge.
  2. Post BMPs may include ~~grassy-vegetated~~ swales, rain gardens, storm water basins with a low flow channel to cleanse the runoff, ~~or~~ an underground stormwater vault, or other Low-Impact Design solutions approved by the City. Low-Impact Design solutions are preferred to underground vaults.
  3. Stormwater vaults and basins will require an access agreement for the City to conduct periodic inspections of the post BMP system.

### 106.36.090 - Loading Space Requirements

All retail and wholesale stores, warehouses, supply houses, buildings devoted to manufacturing, hotels, hospitals or other buildings where large amounts of goods are received or shipped shall provide adequate space to handle the volume and frequency of truck traffic to the building or shopping center, as required by the review authority.

- A. Number of spaces required.** The minimum number of spaces shall be determined in compliance with the estimated volume of truck traffic and loading requirements as approved by the Director.
- B. Space design.** Each required loading space shall be not less than 10 feet wide, 35 feet long and 14 feet high, exclusive of driveways. Loading docks shall not face the public right-of-way unless adequate screening is provided as required by the review authority.



## CHAPTER 106.38 - SIGNS

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### Sections:

- 106.38.010 - Purpose
- 106.38.020 - Applicability
- 106.38.030 - Building Permit and Master Sign Plan Requirements
- 106.38.035 - Exemptions from Sign Permit Requirements
- 106.38.040 - Prohibited Signs
- 106.38.050 - General Requirements for All Signs
- 106.38.060 - Zoning District Sign Standards
- 106.38.070 - Standards for Specific Sign Types
- 106.38.080 - Nonconforming Signs
- 106.38.090 - Judicial Review

### 106.38.010 - Purpose

The regulations established by this Chapter are intended to appropriately limit the placement, type, size, and number of signs allowed within the City, and to require the proper maintenance of signs. The purposes of these limitations and requirements are to:

- A. Avoid traffic and/or safety hazards to motorists, bicyclists, and pedestrians, caused by visual distractions and obstructions, or to impede their access;
- B. Promote the aesthetic and environmental values of the community by providing for signs that do not impair the attractiveness of the City as a place to live, work, and shop;
- C. Provide for signs as an effective channel of communication, while ensuring that signs are aesthetically proportioned in relation to adjacent structures and the structures to which they are attached;
- D. Preserve the quiet, low-traffic character of residential neighborhoods; and
- E. Safeguard and protect the public health, safety, and general welfare.

### 106.38.020 - Applicability

- A. **Signs regulated.** The requirements of this Chapter shall apply to all signs in all zoning districts.
- B. **Applicability to sign content.** The provisions of this Chapter do not regulate the message content of a sign (sign copy), regardless of whether the message content is commercial or noncommercial.
- C. **Definitions.** Definitions of the specialized terms and phrases used in this Chapter may be found in Article 8 (Glossary) under "Sign."

**106.38.030 - Building Permit and Master Sign Plan Requirements**

- A. Building permit and/or master sign plan required.** No sign shall be constructed, installed, or modified, unless a building permit and, where applicable, a master sign plan approval is first obtained in compliance with this Chapter, or the sign is allowed without sign permit by Section 106.38.035 (Exemptions from Sign Permit Requirements).
- 1. Compliance with standards and permit required.** No building permit for a sign or master sign plan shall be approved for an existing or proposed sign unless the sign is in compliance with all applicable requirements of this Chapter. After approval of a sign permit and/or sign plan, each sign shall comply with the permit and plan.
  - 2. Temporary signs.** Temporary signs shall comply with Section 106.38.070.I (Temporary signs).
- B. Review authority.** The Director shall review all building permit applications for signs and master sign plan applications and approve only those that comply with the findings required in Subsection E. (Findings for approval). The Director may also refer a building permit for a sign or master sign plan application to the Commission for review and decision, either for the individual permit, or as part of a development project that is otherwise subject to Commission review. The review authority may require conditions of approval that are deemed reasonable and necessary to achieve the purposes of this Chapter.
- C. Timing.** A sign permit shall be concurrent with a building permit for the sign if a building permit is otherwise required for the sign. A stand alone sign permit may be granted if no Building Permit is required (e.g., for a frame).
- D. Master sign plan.**
- 1. When required.** A master sign plan shall be required for the types of nonresidential projects listed below. Each sign installed or replaced within the nonresidential project shall comply with the approved master sign plan.
    - a. A new nonresidential project with four or more tenants; and
    - b. Major rehabilitation work on an existing nonresidential project with four or more tenants, that involves exterior remodeling, and/or the application proposes modification to 50 percent or more of the existing signs on the site within a 12-month period. For the purposes of this Chapter, major rehabilitation means adding more than 50 percent to the gross floor area of the structures, or exterior redesign of more than 50 percent of the length of any facade within the project.
    - c. Nonresidential projects requesting an exception to sign regulations as specified in Section 106.62.080 (Exception to Sign Regulations)
  - 2. Plan content.** A master sign plan shall include the information and materials required by Subsection D., and shall provide standards for the uniform style, construction, height, size, and placement of signs within the proposed project.
  - 3. Revisions.** The Director may approve revisions to a master sign plan in compliance with Section 106.64.080 (Change to an Approved Project).
- E. Findings for approval.** The approval of a sign permit or master sign plan shall require that the review authority first make all the following findings, as applicable.
- 1.** The proposed signs comply with the standards of this Chapter unless an Exception to Sign Regulations is approved pursuant to 106.62.080 (Exception to Sign Regulations). ;

2. That the placement of each sign on the site is appropriate for the height and area of a freestanding or projecting sign;
3. That a wall sign or projecting sign is consistent with the architectural design of the structure;
4. No sign unreasonably impairs the visibility of existing signs on adjacent properties;
5. The placement and size of the sign will not impair pedestrian or vehicular safety;
6. The design, height, location, and size of the signs are visually complementary and compatible with the scale, and architectural style of the primary structures on the site, and structures on adjacent properties on the same street;
7. The proposed signs are in substantial conformance with the design criteria in Subsection 106.38.050.G (Design criteria for signs); and
8. The proposed signs are of a color, height, letter type, location, material, shape, size, and style that is appropriate for the use of the premises, enhancing to the premises, and harmonious with the surrounding neighborhood.

**F. Expiration and extension of sign permit.**

1. An approved sign permit shall expire 12 months from the date of approval unless the sign has been installed, or a different expiration date is stipulated at the time of approval. Before the expiration of a sign permit, the applicant may apply to the Director for an extension of an additional 12 months from the original date of expiration. In response to an extension request, the review authority may make minor modifications, or deny further extensions.
2. The expiration date of the sign permit shall be automatically extended to concur with the expiration date of the companion Building Permit or other applicable permits.

**G. Appeal.** The applicant may appeal the denial of a sign permit or master sign plan application in compliance with Chapter 106.72 (Appeals).

### **106.38.035 - Exemptions from Sign Permit Requirements**

The following signs are allowed without sign permit or master sign plan approval, provided that they comply with Section 106.38.050 (General Requirements for All Signs), and any required Building Permit is obtained.

**A. Nonstructural modifications and maintenance.**

1. Modifications to sign copy on conforming signs, or changes to the face or copy of a conforming changeable copy sign;
2. Nonstructural modifications of the face or copy of an existing conforming sign installed in compliance with a master sign plan; provided, the modifications are consistent with the approved master sign plan; and
3. The normal maintenance of conforming signs, except as identified in Subsection 106.38.080.B (Maintenance and changes).

**B. Identification signs.** Street identification, and house identification signs not exceeding one square foot.

**C. Hours of operation signs.** Open, closed, and hours of operation signs, not to exceed two square feet.

**D. Temporary signs.** The following temporary signs are allowed without a sign permit.

1. **Real estate signs.** Real estate signs are allowed without a sign permit in compliance with California Civil Code Section 713, and subject to the following requirements, provided that no sign shall be placed within a public or private right-of-way.

Zoning District	Maximum Sign Area (If sign is:)	Minimum Setback from Public Right-of-Way (The setback is:)
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**Sign on Developed/Improved Property**

Commercial, Industrial, Multi-family Residential, or Non-Residential SPA	16 sf	10 ft
	24 sf	15 ft
	32 sf	25 ft
Single Family Residential or Residential SPA	5 sf	10 ft

**Sign on Undeveloped/Unimproved Property**

Any zoning district	24 sf	25 ft
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2. **Construction signs.** Construction identification signs may be allowed in all zoning districts in compliance with the following standards.
  - a. Only one sign, located on-site, shall be allowed;
  - b. The area of the sign shall not exceed 32 square feet;
  - c. Sign height shall not exceed eight feet;
  - d. The sign shall not be illuminated;
  - e. A construction sign shall not be allowed if an on-site subdivision sign is approved; and
  - f. Construction signs shall be removed within 30 days after completion of construction.
3. **Noncommercial signs.** Noncommercial signs are allowed without a sign permit provided that the signs:
  - a. Are installed with the property owner's consent;
  - b. Do not exceed a maximum cumulative area of 50 square feet on any lot, do not exceed a maximum height of six feet, and are not illuminated;
  - c. If freestanding are set back a minimum of five feet from any property line, and are not placed within 15 feet of a fire hydrant, street sign, or traffic signal, and do not interfere with, confuse, obstruct, or mislead traffic;
  - d. Are not placed unlawfully. The placement of a sign in the public right-of-way in violation of this Chapter or any other provisions of the Municipal Code is a nuisance, and any sign so placed may be removed summarily and disposed of by the City; and

- e. Each sign shall be removed within 10 days after the conclusion of the political campaign or event to which they relate. A sign that is not removed may be removed by the City at the expense of the political candidate or organization involved.

**E. Governmental signs.** Signs installed by a Federal or State governmental agency, City, County, or a local agency, including the following:

- 1. Emergency and warning signs necessary for public safety or civil defense;
- 2. Traffic signs erected and maintained by an authorized public agency;
- 3. Legal notices, licenses, permits, and other signs required to be displayed by law;
- 4. Signs showing the location of public facilities (e.g., civic buildings and facilities, public telephones, restrooms, and underground utilities);
- 5. A sign, posting, public notice, or similar sign placed by or required by a governmental agency in carrying out its responsibility to protect public health, safety, and general welfare; and
- 6. A sign placed by a government agency for the purpose of announcing events and transmitting community information to the general public.

**F. Other signs.** The following signs are also allowed without a sign permit.

- 1. **Street addresses.** Street address numbers not exceeding 12 inches in height.
- 2. **Official flags.** Flags of national, State, or local governments, or nationally recognized religious, fraternal, or public service agencies; provided that:
  - a. The length of a flag shall not exceed one-fourth the height of the flag pole;
  - b. The height of the flag pole shall not exceed 20 feet within a residential zoning district except flag poles for non-residential uses within a residential zoning district may be 30 feet; and
  - c. No private flag pole shall be located within a public right-of-way or required setback.
- 3. **Ornamentation and decoration.** Symbols, pictures, patterns, and illumination approved by the City as architectural ornamentation or decoration.
- 4. **Banners.** Artistic banners without advertising, as approved by the Director.
- 5. **Historical markers.** Historical markers erected and maintained by non-profit organizations, memorials, building cornerstones, and date-constructed stones.
- 6. **Service station price signs.** Service station price signs required by State law, provided that the signs are monument signs. (The monument sign structure requires a building permit.)
- 7. **Window signs.** Window signs shall be in compliance with Section 106.38.070.L (Window signs).
- 8. **City required signs.** Traffic control signs on private property as required by the City in compliance with City standards or as approved by the City Engineer.

**106.38.040 - Prohibited Signs**

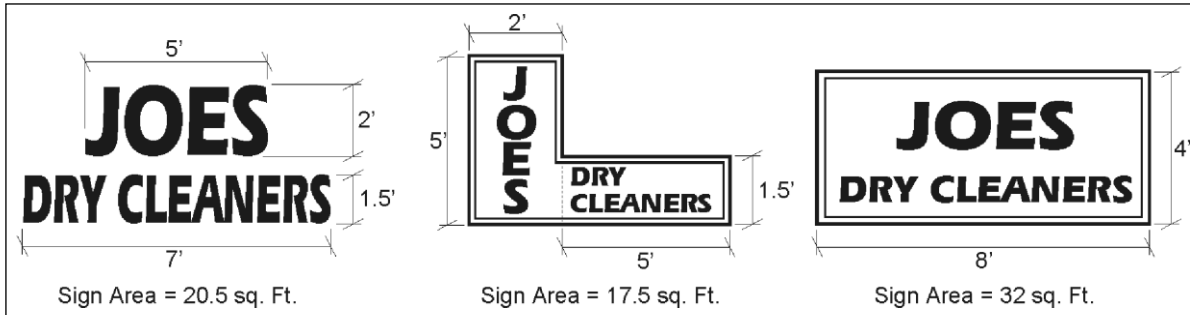
All signs not expressly allowed by this Chapter shall be prohibited unless allowed through an Exception to Sign Regulations application as specified in Section 106.62.080 (Exception to Sign Regulations). Examples of prohibited signs include, but are not limited to, the following:

- A. Abandoned signs;
- B. Animated and moving signs, including electronic message display signs, and variable intensity, blinking, or flashing signs, or signs that emit a varying intensity of light or color, except time and temperature displays (which are not considered signs), and barber poles;
- C. Off-site signs (e.g., billboards, and signs painted or mounted on a vehicle parked for longer than necessary for on-site delivery or pick-up operations), except as provided by Sections 106.38.070.G (Off-site signs), and 106.38.070.J.2 (Temporary Signs - Subdivision directional signs - Off-site);
- D. Obscene signs, as obscenity is defined by State law;
- E. Pole signs;
- F. Roof signs;
- G. Because of the City's compelling interest in ensuring traffic safety, signs that simulate in color, size, or design, any traffic control sign or signal, or that make use of words, symbols, or characters in a manner that interferes with, misleads, or confuses pedestrian or vehicular traffic;
- H. A sign in the form or shape of a directional arrow, or otherwise displaying a directional arrow, except as approved by the review authority, or as required for safety and convenience and for control of on-site vehicular and pedestrian traffic;
- I. A sign painted on, attached to, or suspended from, a car, truck, boat, other vehicle, or other movable object that is parked longer than necessary for on-site delivery or pick-up operations within a public right-of-way, or located on private property but conspicuously visible from a public right-of-way; except a sign painted directly upon, magnetically affixed to, or permanently affixed to the body or other integral part of a vehicle that is smaller than a single door panel;
- J. A sign burned, cut, or otherwise marked on or affixed to a rock, tree, or other natural feature;
- K. A sign placed within a public right-of-way, except as provided by Section 106.38.050.E (Signs within a public right-of-way);
- L. Temporary and portable signs, except as specifically allowed by Section 106.38.070.↓ ↓. (Temporary signs), including the following:
  - 1. Balloons and other inflatable devices;
  - 2. Flags, except as allowed by Section 106.38.035.F.2 (Official flags); and
  - 3. Pennants and streamers, except in conjunction with an athletic event, carnival, circus, or fair, and as allowed in Section 106.38.070.I (Temporary signs).
- M. Individual letters mounted on an exposed electrical raceway instead of mounted directly on a building wall. Exposed raceways are permitted only when the raceway is an integral design component of the sign as determined by the Director.

**106.38.050 - General Requirements for All Signs**

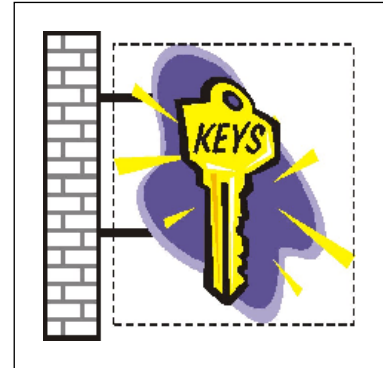
**A. Sign area measurement.** The measurement of sign area to determine compliance with the maximum sign area requirements of this Chapter shall occur as follows.

1. **Surface area.** The surface area of a sign shall be calculated by enclosing the extreme limits of all framing, emblem, logo, representation, writing, or other display within a single continuous perimeter composed of squares or rectangles with no more than eight lines. See Figure 3-39.



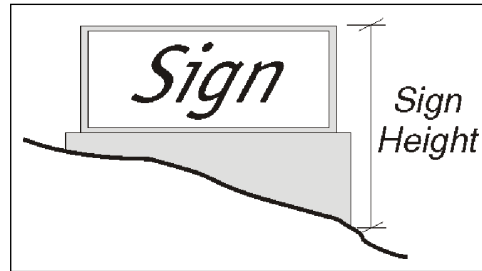
**Figure 3-39 - Sign Area Measurement**

2. **Sign structure.** Supporting bracing or framework that is clearly incidental to the display itself shall not be computed as sign area.
3. **Multi-faced signs.** The sign area for a sign with more than one face shall be computed by adding together the area of all sign faces, except that if the two sides are of equal size and within five degrees of parallel, the area of one sign face shall be considered to be the area of the sign.
4. **Three-dimensional objects.** Where a sign consists of one or more three-dimensional objects (e.g., balls, cubes, clusters of objects, sculpture, or statue-like trademarks), the sign area shall be measured as their maximum projection upon a vertical plane. See Figure 3-40.
5. **Time and/or temperature device.** The area of any time and/or temperature device incorporated into a sign shall not be included in the calculation of total sign area. The cumulative area of time and/or temperature signs shall not exceed ten (12) square feet.
6. **Sign lighting.** Permanently installed illuminated panels, visible tubing, and strings of lights outlining all or a portion of a structure, other than lighting that is primarily for indirectly illuminating architectural features, signs, or landscaping, shall be deemed "signs" subject to this Chapter and shall be counted as part of the allowed sign area. Each line of tubing or lights shall be deemed to have a minimum width of at least six inches for the purpose of area calculation.



**Figure 3-40 - 3-D Sign Measurement**

- B. Sign height measurement.** The height of a sign shall be computed as the vertical distance from the lowest point of the base of the sign at normal grade, to the top of the highest attached component of the sign. See Figure 3-41.



**Figure 3-41 - Sign Height Measurement**

1. **Normal grade.** Normal grade shall be construed to be the lower of either the:
    - a. Existing grade before construction; or
    - b. Newly established grade after construction, exclusive of any berming, filling, mounding, or excavating solely for the purpose of locating the sign.
  2. **Where normal grade cannot be determined.** In cases in which the normal grade cannot reasonably be determined, sign height shall be computed on the assumptions that the elevation of the normal grade at the base of the sign is equal to the elevation of the nearest point of the crown of a public street or the grade of the land at the principal entrance to the principal structure on the parcel, whichever is lower.
- C. Sign height limitations.** Each sign shall comply with the sign height requirements of 106.38.060 (Zoning District Sign Standards) for the applicable zoning district or 106.38.070 (Standards for Specific Sign Types) as applicable.
- D. Sign location requirements.** Each sign shall be located in compliance with the following requirements, and all other applicable provisions of this Chapter, but in no case shall any sign be located so as to impede the normal flow of pedestrian and/or bicycle traffic.
1. **On-premise signs required.** Each sign shall be located on the same site as the subject of the sign, except as otherwise allowed by this Chapter.
  2. **Setback requirements.** Each sign shall comply with the setback requirements of the applicable zoning district, except for an approved projecting sign, or a freestanding sign that is set back a minimum of 5 feet from the front and street side property lines.
  3. **Placement on a building.** No sign shall be placed so as to interfere with the operation of a door or window. Signs should not be located so that they cover prominent architectural features of the building.
- E. Signs within a public right-of-way.**
1. No sign shall be allowed in the public right-of-way except for the following:
    - a. A projecting sign in compliance with Section 106.38.070.G (Projecting and suspended signs).
    - b. Public signs erected by or on behalf of a governmental agency to convey public information, identify public property, post legal notices, or direct or regulate pedestrian or vehicular traffic;
    - c. Transit stop signs installed on behalf of a public or contracted private transit company;
    - d. Informational signs of a public utility regarding its lines, pipes, poles, or other facilities; or
    - e. Emergency warning signs erected by a governmental agency, a public utility company, or a contractor doing authorized work within the public right-of-way.
  2. Any sign installed or placed within the public right-of-way other than in compliance with this Section shall be forfeited to the public and be subject to confiscation.



3. In addition to other remedies identified in Municipal Code Chapter 50 (Neighborhood Enhancement Code), the City shall have the right to recover from the owner, or person placing the sign, the full costs related to the removal and disposal of the sign.
  4. A sign permit shall not be required for City signs placed within the public right-of-way.
- F. Sign design, construction, and maintenance.** All signs shall be designed, constructed, and continuously maintained in compliance with the following standards:
1. **Compliance with applicable provisions.** All signs shall comply with the applicable provisions of the uniform codes of the City, any other applicable City ordinances, resolutions, or regulations, and this Chapter.
  2. **Permanent materials and attachment.** Except for banners, flags, temporary signs, and window signs conforming with the requirements of this Chapter, all signs shall be constructed of permanent materials and shall be permanently attached to the ground, a building, or another structure by direct attachment to a rigid wall, frame, or structure.
- G. Design criteria for signs.** The following design criteria shall be used in reviewing the design of individual signs. Substantial conformance with each of the following design criteria shall be required before a sign permit or Building Permit can be approved.
1. **Color.** Colors on signs and structural members should be harmonious with one another and relate to the dominant colors of the other structures on the site. Contrasting colors may be utilized if the overall effect of the sign is still compatible with the structure colors and prevailing colors in the surrounding neighborhood (where a theme can be identified).
  2. **Design and construction.**
    - a. All permanent signs shall be designed by professionals (e.g., architects, building designers, landscape architects, interior designers, or those whose principal business is the design, manufacture, or sale of signs), or others who are capable of producing professional results.
    - b. All permanent signs shall be constructed by persons whose principal business is building construction or a related trade including sign manufacturing and installation businesses, or others capable of producing professional results. The intent is to ensure public safety, achieve signs of careful construction, neat and readable copy, and durability so as to reduce maintenance costs and to prevent dilapidation.
  3. **Materials and structure.**
    - a. Sign materials (including framing and supports) shall be representative of the type and scale of materials used on the site of the sign. Sign materials shall match those used on the structure and on other signs.
    - b. No sign shall include reflective material.
    - c. Materials for permanent signs shall be durable and capable of withstanding weathering over the life of the sign with reasonable maintenance.
    - d. The size of the structural members (e.g. columns, crossbeams, and braces) shall be proportional to the sign panel they are supporting. In general, fewer larger supporting members are preferable to many smaller supports.

- e. The use of individual letters incorporated into the building design is encouraged, rather than a sign with background and framing other than the structure wall.
- 4. **Street address.** The review authority may require that a sign include the street address of the site, where it determines that public safety and emergency vehicle response would be more effectively served than if the street address were displayed solely on one or more structures on the site.
- H. **Copy design guidelines.** The City does not regulate the message content (copy) of signs; however, the following are principles of copy design and layout that can enhance the readability and attractiveness of signs. Copy design and layout consistent with these principles is encouraged, but not required.
  - 1. Sign copy should relate only to the name and/or nature of the business or commercial center.
  - 2. Permanent signs that advertise continuous sales, special prices, or include phone numbers, etc. should be avoided.
  - 3. Information should be conveyed briefly or by logo, symbol, or other graphic manner. The intent should be to increase the readability of the sign and thereby enhance the identity of the business.
  - 4. The area of letters or symbols should not exceed 40 percent of the background area in commercial districts or 60 percent in residential districts.
  - 5. Freestanding signs should contain the street address of the parcel or the range of addresses for a multi-tenant center.
- I. **Sign lighting.** Sign lighting shall be designed to minimize light and glare on surrounding rights-of-way and properties.
  - 1. External light sources shall be directed and shielded so that they do not produce glare off the site, on any object other than the sign.
  - 2. Sign lighting shall not blink, flash, flutter, or change light intensity, brightness, or color.
  - 3. Colored lights shall not be used at a location or in a manner so as to be confused or construed as traffic control devices.
  - 4. Neither the direct nor reflected light from primary light sources shall create hazards for pedestrians or bicyclists, or operators of motor vehicles.
  - 5. For energy conservation, light sources shall be hard-wired florescent or compact florescent lamps, or other lighting technology that is of equal or greater energy efficiency. Incandescent lamps shall be prohibited.
  - 6. The maximum allowable level of sign illumination shall not exceed the amounts in the following table. If the lighting system consists of or includes other than florescent tubes, the luminance level produced by the system shall not exceed the luminance level produced by a fluorescent system using the above criteria. Compliance shall be confirmed by calculations that compare the allowable fluorescent luminance with the proposed alternate luminance based upon a report from a qualified electrical engineer, and approved by the Director.

Lighting Type	Maximum Power	Maximum Number
Florescent	800 milliamps	2 tubes per fixture
Neon	30 milliamps	None

**J. Sign maintenance.**

1. Each sign and supporting hardware, including temporary signs, shall be maintained in good repair and functioning properly at all times.
2. Any repair to a sign shall be of materials and design of equal or better quality as the original sign.
3. A sign that is not properly maintained and is dilapidated shall be deemed a public nuisance, and may be abated in compliance with the Municipal Code.
4. When an existing sign is removed or replaced, all brackets, poles, and other supports that are no longer required shall be removed.

**K. Sign removal.** When a business, activity, or entity that is the subject of an on-site sign leaves the site, the sign shall be removed within 10 days thereafter.

**106.38.060 - Zoning District Sign Standards**

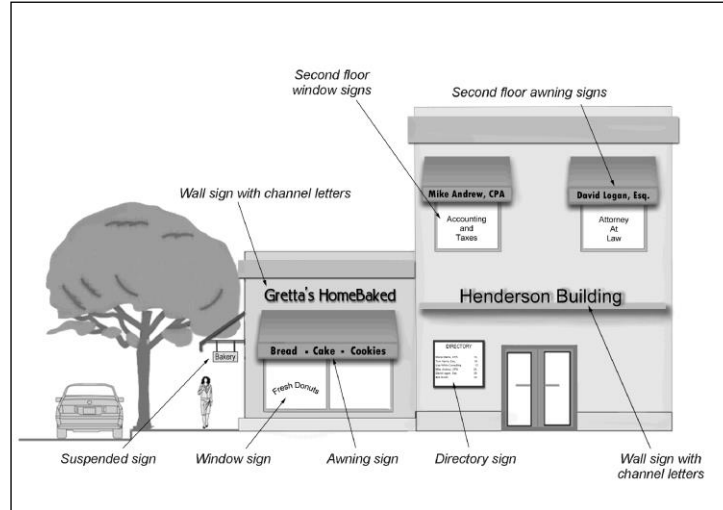
Each sign shall comply with the sign type, area, height, and other restrictions provided by this Section, in addition to the provisions of Section 106.38.070 (Standards for Specific Sign Types).

- A. Setback requirement for freestanding signs.** A freestanding sign shall be set back a minimum of 5 feet from a dedicated public right-of-way, except where this Zoning Code requires a different setback for a specific sign type.
- B. Residential zone sign standards.** Each sign in the residential zoning districts shall comply with the requirements in Table 3-11, except for signs that are allowed by standards for a specific land use in Chapter 106.42.

**TABLE 3-11 - SIGN STANDARDS FOR RESIDENTIAL ZONES**

Allowed Sign Types	Maximum Sign Height	Maximum Number of Signs Allowed per Parcel	Maximum Sign Area Allowed per Parcel
<b>Single Dwelling, Duplex, Triplex, Home Occupation</b>			
Wall	6 ft	1	1 sf
<b>Multi-Unit Residential Project or Structure</b>			
Wall or freestanding	Wall signs: below edge of roof; Freestanding: 4 ft	1 of either allowed sign type per entrance or street frontage	50 sf total for all signs
<b>Non-Residential Use</b>			
Wall or freestanding	Wall signs: below edge of roof; Freestanding: 6 ft	1 of either allowed sign type per entrance or street frontage	50 sf total for all signs

- C. Commercial and industrial zone sign standards.** Each sign in the commercial and industrial zoning districts shall comply with the requirements in Table 3-12, except for service station signs which are subject to Section 106.38.070.H (Service station signs).



**Figure 3-42 - Example of Sign Types**

**TABLE 3-12 - SIGN HEIGHT AND AREA STANDARDS FOR COMMERCIAL AND INDUSTRIAL ZONING DISTRICTS**

Allowed Sign Types	Maximum Sign Height (see Section 106.38.050.B)	Maximum Sign Area (see Section 106.38.050.A)
Ground-mounted and Ground-floor Signs		
Awning	At least one foot below the top of a parapet, the sill of a second floor window, and/or the lowest point of any cornice or roof overhang.	<b>Maximum sign area per tenant space.</b> The combined total area of signs allowed for a business shall not exceed the following requirements; provided that the allowed area for a freestanding monument sign is in addition to the maximum area allowed below.  1. 1 sf for each linear ft of primary building frontage in the BP zone; 2 sf for each linear ft of primary building frontage elsewhere.  2. Each use is allowed a total sign area of at least 25 sf regardless of frontage length.  Notwithstanding the above, a freestanding directory sign in the AC zone shall not exceed 200 sf.  <b>Site with 4 or more tenants:</b> is allowed an additional freestanding identification sign of 0.25 sf for each linear ft of total primary structure frontage, up to 100 sf maximum.
Freestanding	AC zone - 30 ft with a 10-ft setback from public right-of-way BP zone – 5 ft GC zone - 5 ft (1) LC zone – 5 ft (1) MP zone - 5 ft SC zone – 5 ft (1)	
Projecting, or Wall	At least one foot below the top of a parapet, the sill of a second floor window, and/or the lowest point of any cornice or roof overhang.	
Suspended	Below eave/canopy; at least 8 ft above a walking surface	
Temporary/Portable	See Sections 106.38.070.A and 106.38.070.I	
Window	See Section 106.38.070.L	
Second Floor Signs		
Awning, Projecting, Wall	At least one foot below the top of a parapet, the sill of a second floor window, and/or the lowest point of any cornice or roof overhang.	12 sf for each tenant. 1 directory sign not to exceed 12 sf is also allowed to identify upper floor occupants.
Window	See Section 106.38.070.K	

**Notes:**

- (1) Sign height may be increased by one foot for each foot the setback of the sign is increased, to a maximum sign height of 25 ft.

- D. Freestanding signs within Sunrise Boulevard/Greenback Lane Special Sign District.** Within the area identified in Figure 3-43, freestanding signs shall comply with the following requirements, instead of those in Subsection C.
1. **Allowable sign types and sign area.** Only monument signs are allowed with a total sign area of one square foot per foot of public street frontage with a maximum area of 100 square feet.
  2. **Setback requirements.** Monument signs shall be set back as follows:
    - a. Two feet adjoining any property zoned for any commercial or industrial zone; and
    - b. 10 feet adjoining any property in a residential, recreation, or open space zone.
  3. **Height limits.** A monument sign shall not exceed a maximum height of 10 feet, and may be increased one foot for each foot of increased sign setback, to a maximum height of 12 feet.
  4. **Landscaping.** Two feet of landscaping is required in every direction from the exterior portions of any part of the monument sign.

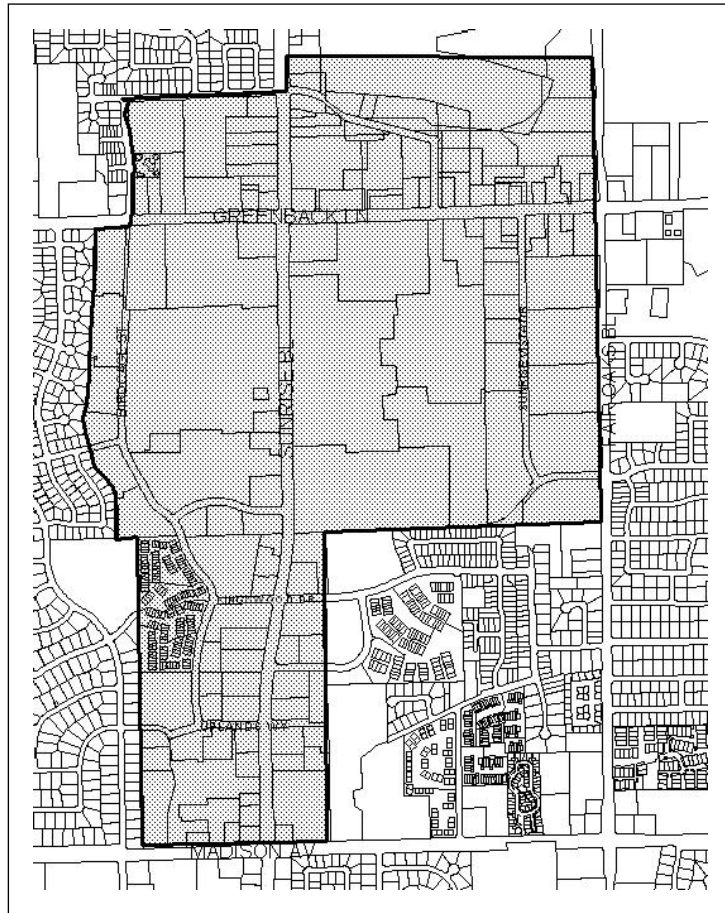
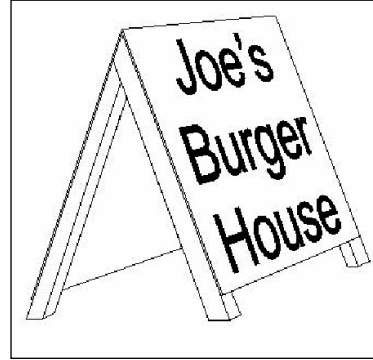


Figure 3-43 - Sunrise Boulevard/Greenback Lane Special Sign District

### 106.38.070 - Standards for Specific Sign Types

Each proposed sign shall comply with the standards of this Section applicable to the specific sign type. Each sign type listed in this Section shall be included in the calculation of the total sign area allowed on a parcel by Section 106.38.060 (Zoning District Sign Standards), unless this Section explicitly provides otherwise. Each sign shall also comply with the sign area, height, and other requirements of Section 106.38.060 (Zoning District Sign Standards), and all other applicable provisions of this Chapter.

- A. A-board and other portable sidewalk signs.** Each parcel may display one A-board or other similar portable sign in compliance with the following standards.



**Figure 3-44 - A-board Sign**

1. **Limitation on location.** An A-board sign may be approved on private property within a commercial or industrial zoning district, only on a site where:
  - a. The review authority determines that a property owner has taken advantage of all permanent signs allowed by this Chapter, and site visibility remains seriously impaired; and
  - b. The structure to which directions are being provided is located more than 150 feet from a predominant public street frontage, the site is developed with all other signs allowed by this Chapter, and the business entry and the other exterior signs allowed for the site by this Chapter are not visible from the predominant public street. The "predominant public street" is the major vehicular route that provides access to the site and surrounding area.
2. **Maximum number.** No more than one A-board sign per street frontage shall be permitted per parcel.
3. **Sign size.** Each sign shall not exceed a width of 30 inches. Sign height shall be limited to 48 inches. Sign height shall be measured perpendicular from the placement surface to the highest point of the A-board sign.
4. **Sign placement.** An A-board sign shall be placed only on private property within the boundaries of the applicable business' street frontage, and shall be positioned so that it will not:
  - a. Obstruct required ADA sidewalk clearance;
  - b. Impede any line of sight for motorists or bicyclists at public street intersections, as recommended by the City Engineer; or
  - c. Interfere with people exiting and entering parked cars.
5. **Design and construction standards.** The review authority shall approve an A-board sign only if it first determines that the design and appearance of the sign, including any graphics and/or text, will reflect attractive, professional design, and that the sign will be durable and stable when in place.
6. **Stabilization.** The sign shall be stabilized to withstand wind gusts or shall be removed during windy conditions.
7. **Daily removal.** The sign shall be removed at the close of business each day.
8. **Maintenance.** The sign shall be continuously maintained in good condition with no peeling paint or other deterioration.

- B. Awning signs.** The following standards apply to awning signs (Figure 3-45) in all zoning districts where allowed by Section 106.38.060 (Zoning District Sign Standards).

1. Signs on awnings are limited to ground level or second story occupancies only.
2. Awnings shall not be internally illuminated. Direct exterior lighting may be allowed. Translucent awning materials are prohibited.



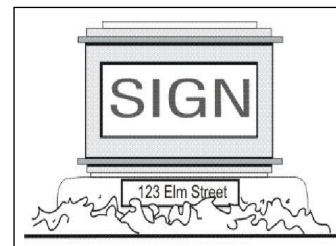
**Figure 3-45 - Awning Sign**

- C. Directional/Directory Signs On-site.** The following standards apply to directory and directional signs in all zoning districts.

1. **Maximum Sign Area.** A sign shall not exceed 10 square feet; except the Director may authorize larger signs based upon special site/project characteristics.
2. **Maximum Number.** The maximum number of freestanding directional signs shall be one per driveway and one per service entrance. The maximum number of wall mounted directory signs shall be one per building frontage. Additional signs may be permitted if a health and safety need is demonstrated to the satisfaction of the Director. Directional signs no more than 30 inches in height and 4 square feet shall not be included when calculating the total number of signs.
3. **Setback Requirements.** A directional/directory shall be set back a minimum of 5 feet from a public right-of-way, plus one additional foot per foot of sign height over 5 feet, up to a maximum setback of 25 feet.
4. **Safety Requirements.** A sign shall not project over public property, vehicular easements, or rights-of-way, and shall not obstruct traffic safety visibility area, as determined by the review authority.

- D. Freestanding signs.** The following standards apply to freestanding signs (Figure 3-46) in all zoning districts where allowed by Section 106.38.060 (Zoning District Sign Standards).

1. **Separation.** Multiple signs shall be separated by a minimum of 75 feet to ensure adequate visibility for all signs. The review authority may waive this requirement where the locations of existing signs on adjacent properties would make the 75-foot separation impractical, or there is no other alternative.
2. **Safety requirements.** A sign shall not project over public property, vehicular easements, or rights-of-way, and shall not obstruct a traffic safety sight area, as determined by the review authority.



**Figure 3-46 - Freestanding Sign**

3. **Street address.** To assist emergency response personnel in locating the site, freestanding signs should contain an illuminated street address plate. Numbers shall be a minimum of six inches in height. Street address numbers not exceeding six inches in height shall not be included in calculations of allowed sign area.
4. **Maximum number.** The maximum number of freestanding signs allowed on a site shall be limited to one per street frontage of less than 300 feet; and one additional sign for each additional 300 feet of frontage or fraction.
5. **Setback requirements.** A freestanding sign shall be set back a minimum of 5 feet from a public right-of-way, plus one additional foot per foot of sign height over 5 feet, up to a maximum setback of 25 feet; except in the AC zoning district, where no additional setback is required for the maximum allowed height of



30 feet, and in the Sunrise Boulevard/Greenback Lane Special Sign District, in compliance with Section 106.38.060.D.

6. **Landscaping.** A freestanding sign shall be designed and constructed with accent landscaping at the base of sign to the approval of the review authority. [Accent landscaping must comply with the water efficient landscape ordinance, but plants are not restricted to the approved plant list.](#)
- E. **Freeway-oriented signs.** A freeway-oriented sign may be approved in compliance with the following requirements.
1. **Permit requirement.** Use Permit approval is required for a freeway-oriented sign.
  2. **Where allowed.** A freeway-oriented sign may be approved only on a parcel abutting the Interstate 80 right-of-way within a commercial zoning district.
  3. **Required findings.** The approval of a Use Permit for a freeway-oriented sign shall require that the Commission first find that the use or site cannot be adequately identified by other signs permitted within the applicable zoning district, in addition to the other findings required for Use Permit approval by Section 106.62.050 (Use Permit and Minor Use Permit).
  4. **Height limit.** No freeway-oriented sign shall exceed a maximum height of 30 feet, unless the Use Permit allows greater height, as follows.
    - a. **Criteria for approval.** A sign with a height greater than 30 feet may be approved only if the Commission determines that the applicant has demonstrated that an overcrossing of Interstate 80, or its ramps, or trees or vegetation will significantly obstruct the visibility of the proposed sign from the eastbound or westbound lanes of Interstate 80.
    - b. **Procedure for determining allowed height.** The Commission shall approve no sign height over 30 feet more than the minimum necessary for the message area of the sign to clear the identified visual obstruction. The determination of maximum height by the Commission shall be based on the following procedure, which shall occur prior to the public hearing on the Use Permit.
      - (1) The applicant shall arrange for a boom truck with a sign target to be on the site at the location of the proposed sign, with a tape measure attached to the top of the target so that an accurate ground reading of height can be determined.
      - (2) City staff will go to the site, pick up the applicant or applicant's representative, and drive Interstate 80 east and west of the target on the site, to visually verify that the target is set at the minimum height necessary to clear the visual obstruction. Staff will then record the height to the top of the target.
      - (3) City staff will report their findings to the Commission in the staff report on the Use Permit.
- F. **Murals.** A mural placed on the wall of a structure may be allowed in any commercial or industrial zoning district subject to Design Review, and as follows.
1. A mural without text visible from a public right-of-way may be approved in addition to (not counted as part of) the sign area allowed by Section 106.38.060 (Zoning District Sign Standards); a mural with text shall comply with the sign area limitations applicable to the site.
  2. Murals that illustrate the local setting and history as sources of inspiration are encouraged.

3. The approval of a mural shall require that the review authority first find that the size, colors, and placement of the mural are visually compatible with the structure architecture, and that the mural will serve to enhance the aesthetics of the City.
  4. The mural shall be provided a graffiti-resistant coating at the time of installation.
- G. Off-site signs.** New billboards are prohibited within the City in compliance with Section 106.38.040 (Prohibited Signs), except that the City may initiate the replacement or relocation of an existing billboard, provided that the replacement or relocation shall require the approval of an agreement by the Council.

- H. Projecting and suspended signs.** The following standards apply to projecting signs (Figure 3-47) in all zoning districts where allowed by Section 106.38.060 (Zoning District Sign Standards).

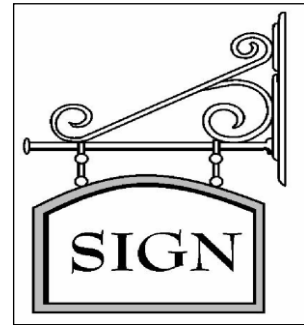


Figure 3-47 - Projecting Sign

1. The maximum projection of a sign from a structure wall over a public right-of-way shall not exceed 36 inches over a sidewalk. Larger projections from the structure wall over private property may be approved by the review authority. Any projection over a public right-of way shall require an Encroachment Permit.
2. The top of a projecting sign shall not exceed the lesser of 14 feet, eave height, parapet height, or sill height of a second floor window. No portion of the sign shall project above the eave line of a sloped roof or the top of the parapet on a flat roof.
3. A projecting sign shall maintain a minimum clearance of eight feet from the bottom of the sign to the finished grade below.
4. Icon signs using shapes or symbols uniquely suited to the business, creative shapes, and three-dimensional signs are encouraged. See Figure 3-48.
5. Each sign shall be graphically designed for pedestrians, with a maximum area of nine square feet on each sign face, regardless of the length of the building frontage.
6. Sign supports shall be well-designed and compatible with the design of the sign.

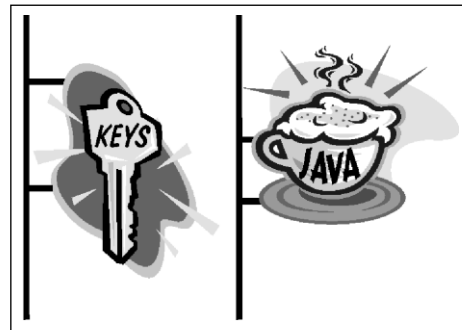


Figure 3-48 - Use of Icons/Symbols

- I. Service station signs.** The following standards apply to signs on service station sites, where service stations are allowed by Article 2 (Zoning Districts and Allowable Land Uses).
1. On-site signs, excluding exempt signs Subsection H.3 below, are limited to 125 square feet for a primary service station, and 75 square feet for a secondary service station. All signs shall be designed to be compatible with the character of the surrounding neighborhood. Ancillary food markets or other services are included in these sign limits. Freestanding directory signs are prohibited.
  2. No more than one freestanding sign is permitted on a service station site, with a maximum area of 36 square feet; except that where price signs are included on the freestanding sign, the area shall not exceed 52 square feet. The base of a freestanding sign is not included in allowable area. The maximum height of a freestanding shall be 10 feet. The height of the sign may be increased one foot for each foot of the setback of the sign is increased, provided that the maximum height of the sign does not exceed 16 feet.

3. Signs of instructive nature, information or otherwise required by other enforcement agencies are exempt from these sign area limitations. The following signs are specifically exempt, but not necessarily limited to: telephone booth, gas pump use instructions, instructions for recreational vehicle waste dump station, brake and smog certification, restroom identification, no smoking, propane tank identification, gas pump identification, air and water, drive to forward pump, price signs, special, oil price, service available, and gas pump identification cashier, odd-even sign, hours of operation, required gallon to liter conversion, approved flag identification system, full- and self-service signs at each island not exceeding four square feet, and traffic directory signs as approved by enforcement agencies for necessary traffic control and direction provided that they do not exceed four square feet each and do not exceed 30 inches in height in front or side street yard and no symbol, name, or other message is on the signs.

**J. Temporary signs.** Temporary signs are allowed within the commercial and industrial zoning districts as follows.

1. **Banners and pennants.** Temporary banners and pennants on private property may be allowed with temporary use permit approval, and shall comply with the following requirements.
  - a. The use of a banner or pennants may be allowed only for a licensed business one-time per year not to exceed 30 days each year. Each business is also allowed the additional one-time use of a banner for the first 30 days after the commencement of the business.
  - b. The application for a temporary sign permit for banners or pennants shall include the dates proposed by the applicant for scheduled banner use.
  - c. Banner must be mounted to a building. If site has visibility restrictions than alternate location can be authorized through the Temporary Use Permit.
  - d. All structures used to hold or display temporary signs must be removed when not in use.
2. **Subdivision directional signs, off-site.** Off-site signs providing directions to a new subdivision may be allowed with sign permit approval, and shall comply with the following standards:
  - a. A maximum of two off-site signs may be located on private property (not within any public right-of-way).
  - b. The total area of each sign shall not exceed 32 square feet;
  - c. The height of each sign shall not exceed eight feet;
  - d. The signs shall not be illuminated;
  - e. The signs may be displayed only during the two years following date of recordation of the final map, or until all of the units have been sold, whichever first occurs; and
  - f. The signs shall not affect pedestrian or vehicular safety.
3. **Subdivision signs, on-site.** On-site subdivision identification signs may be allowed with sign permit approval, in compliance with the following standards:
  - a. A maximum of four on-site signs may be located within the project boundaries; provided, no more than one sign for each street frontage is allowed, and multiple signs shall be separated by a minimum of 75 feet.
  - b. The area of each sign shall not exceed 24 square feet;
  - c. Sign height shall not exceed six feet;

- d. The signs shall not be illuminated; and
- e. The signs may be displayed only during the two years following date of recordation of the final map, or until all of the units have been sold, whichever first occurs.

**K. Wall signs.** The following standards apply to wall signs (see Figure 3-49) in all zoning districts where allowed by Section 106.38.060 (Zoning District Sign Standards).

- 1. **Sign location.** A wall sign may be located on any primary or secondary structure frontage.
- 2. **Projection from wall surface.** A wall sign shall not project more than 18 inches from the surface to which it is attached.

**L. Window signs.** The following standards apply to window signs (see Figure 3-50) where allowed by Section 106.38.060 (Zoning District Sign Standards).

- 1. **Sign location.** Window signs shall be allowed only on windows located on the ground level and second story of a structure frontage.
- 2. **Maximum sign area.** Window signs are allowed in addition to the total sign area allowed by Section 106.38.060 (Zoning District Sign Standards), provided that window signs shall not occupy more than 25 percent of the combined total window area. The entire part of the window that is painted shall be included in calculating the sign area.
- 3. **Sign materials.** Window signs shall consist of individual letters, logos, or symbols applied to, stenciled on, or etched into the glass surface; however, neon signs with transparent backgrounds may be hung inside the window glass.



Figure 3-49 - Wall Sign

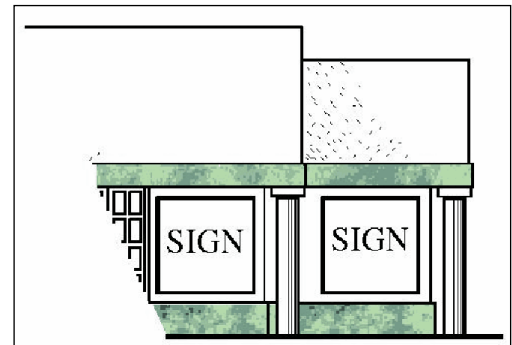


Figure 3-50 - Window Sign

### 106.38.080 - Nonconforming Signs

A nonconforming sign is any permanent or temporary sign that was legally established and maintained in compliance with the provisions of all applicable laws in effect at the time of original installation but that does not now comply with the provisions of this Zoning Code.

**A. General requirements.** A nonconforming sign shall not be:

- 1. Changed to another nonconforming sign;
- 2. Structurally altered to extend its useful life;
- 3. Enlarged;
- 4. Re-established after a business is discontinued for 12 months; or
- 5. Re-established after damage or destruction to 50 percent or more of the value of the sign, or its components, as determined by the Building Official.

- B. Maintenance and changes.** Sign copy and face changes, nonstructural modifications, and nonstructural maintenance (e.g., painting, rust removal) are allowed without a sign permit up to a maximum of 25 percent of the existing total area of the sign. Face changes not including copy, and any nonstructural modifications exceeding 25 percent of the existing total area of the sign, and any structural changes shall comply with all applicable standards of this Chapter.

### **106.38.090 - Judicial Review**

Any permit issued or denied in compliance with this Chapter shall be subject to expedited judicial review to the extent provided by the time limits identified in Code of Civil Procedure Section 1094.8 et seq.

Signs

106.38.090

## CHAPTER 106.39 - TREE PRESERVATION AND PROTECTION

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### Sections:

- 106.39.010 - Purpose
- 106.39.020 - Applicability
- 106.39.030 - Tree Permit Application Requirements
- 106.39.040 - Arborist's Report
- 106.39.050 - Standard Policies and Procedures for Approved Work
- 106.39.060 - Tree Planting and Replacement
- 106.39.070 - Tree Permit Approval or Denial
- 106.39.080 - Post Approval Procedures

### 106.39.010 - Purpose

This Chapter provides regulations for the protection, preservation, and maintenance of:

- A. Native oak trees;
- B. The habitat values of oak woodlands;
- C. Trees of historic or cultural significance;
- D. Groves and stands of mature trees; and
- E. Mature trees in general that are associated with proposals for development.

### 106.39.020 - Applicability

- A. **Applicability to protected trees.** The provisions of this Chapter shall apply in all zoning districts to the removal or relocation of any protected tree, and to any encroachment (for example, grading) within the protected zone of a protected tree. A protected tree is any of the following:
  1. A native oak tree with a diameter of six or more inches as measured 54 inches above the ground, or a multi-trunked oak tree having an aggregate diameter of 10 inches or more measured 54 inches above ground;
  2. A heritage, or landmark tree or grove identified by Council resolution
  3. Significant groves or stands of trees identified by Council resolution
  4. A mature tree other than those listed in Subsections A.1 through A.3, that is 19 inches or more in diameter as measured at 54 inches above the ground, and located on a commercial parcel, or on a residential parcel that can be further subdivided, or on a parcel in the RD-1, RD-2, or RD-3 zones, provided that the tree is not a willow (*Salix* spp.), fruit tree, eucalyptus (*Eucalyptus* spp.), alder (*Alnus* spp.), cottonwood (*Populus* spp.), pine (*Pinus* spp.), catalpa (*Catalpa* spp.), fruitless mulberry (*Morus* spp.), or palm (*Acoelorrhpe* spp.);
  5. A tree required to be planted, relocated, or preserved by a requirement of this Zoning Code, or by a condition of approval of a Tree Permit or other discretionary permit, and/or as environmental mitigation for a discretionary permit; and

6. A tree within 25 feet of a seasonal stream that is 19 inches or more in diameter as measured at 54 inches above the ground.

**B. Tree Permit required.**

1. **Activities requiring a permit.** A Tree Permit shall be required prior to:
  - a. The relocation, removal, cutting-down, or other act that causes the destruction of a protected tree;
  - b. Any grading, paving, or other ground-disturbing activity within the protected zone of a protected tree or anything that would change the soil moisture content in the protected zone; and
  - c. Any pruning of a protected tree.
2. **Permit issuance.** A Tree Permit shall not be issued for tree removal in a non-residential zoning district, except in conjunction with:
  - a. The approval of a discretionary project for the same site;
  - b. The approval of a Building Permit for the same site; or
  - c. The approval of improvement plans for a subdivision of the same property.

**C. Exceptions.** The removal or relocation of a protected tree is exempt from the provisions of this Chapter under the following circumstances.

1. **Existing tree on residential property.** The removal of a tree of the type described in Subsection A.1 and A.4 is exempt if the tree is within a residential zoning district on a parcel that contains a single dwelling, and that is 10,000 square feet or less, or that cannot be further subdivided based on the minimum lot area requirements of the applicable residential zone.
2. **Emergency situation.** Cases of emergency where the Director, General Services Director, a member of a law enforcement agency, or the Fire Department determines that a protected tree poses an imminent threat to the public safety, or general welfare.
3. **Traffic visibility obstructions.** Removal or relocation of trees necessary to maintain adequate line-of-sight distances as required by the Director, or City Engineer.
4. **Public utility damage.** Removal of trees for the protection of existing electrical power or communication lines.
5. **Street widening.** The widening of a street right-of-way approved by the City.
6. **Nursery.** Removal of trees planted, grown, or held for sale by a nursery, tree farm, or similar commercial operation.
7. **Orchards.** Removal of orchards or fruit trees grown, planted, or held for sale for cash crop or commercial purposes.
8. **Dead or dying trees.** Removal of trees determined by the Director, or an arborist approved by the Director, to be dead or dying, have become hazardous or unsightly as a result, and provide limited habitat value.



**106.39.030 - Tree Permit Application Requirements**

**A. Application contents.** Each Tree Permit application shall include the following information and materials.

- 1. General content requirements.** The application shall use the forms provided by the Department, shall include an Arborist's report in compliance with Section 106.39.040 (Arborist's Report), and shall be accompanied by the application fee required by the City fee schedule.
- 2. Site plan.** A Tree Permit application shall include a site plan with the following information, provided that the requirement for a site plan may be waived by the Director if the permit is for removal of dead trees or hazardous trees.
  - a. Physical features of the site.** The site plan shall accurately show the location of the following existing and proposed features of the site, and structures on the site:
    - (1) Property lines;
    - (2) Streets, access easements and/or public or private driveways and other paved areas;
    - (3) Existing and proposed buildings or structures, including eaves and other architectural features, and the dimensions of the setbacks of all buildings and structures from property lines;
    - (4) Parking and other paved areas;
    - (5) Land uses on the site (existing and proposed as applicable);
    - (6) Proposed grading and construction, including utility trenches;
    - (7) Existing and proposed grades; and
    - (8) Chimneys.
  - b. Tree locations and protected zones.** The site plan shall show each protected tree on the site, together with the exact location of the base and protected zone for each protected tree within areas of the site subject to grading, other construction or alteration of the ground surface. The site plan shall also show any tree on an adjacent parcel with a dripline that extends over the site property line.
    - (1) A survey of the exact horizontal and vertical locations of the protected trees trunks shall be conducted by a professional engineer or a licensed land surveyor. Each tree shall be numbered on both the site plan and grading plan. The base elevation of each protected tree shall be shown on the grading plan.
    - (2) The exact location of the protected zone of a protected tree is crucial to evaluate impacts from construction; consequently, rough approximations will not be acceptable.
      - (a) The radius of the protected zone is a circle equal to the trunk diameter in inches converted to feet. (For example, the radius of the protected zone of a tree with a trunk diameter of six inches is six feet.) Trunk diameter is measured at 54 inches above the ground.

- (b) In the case of a trunk that is divided into limbs at a point below 54 inches, the trunk diameter shall be measured at the narrowest diameter of the trunk between the base of the tree and 54 inches above the ground.

In certain cases, it may be possible to physically stake the surveyed corner of a buildings or related improvements in the field in order to assess the potential impacts upon the trees.

- B. Application filing.** An application for a Tree Permit involving a discretionary project shall be included as part of the application for the discretionary project. An application for a Tree permit not associated with a discretionary project shall be filed with the Department separately.

### 106.39.040 - Arborist's Report

A Tree Permit application involving one or more live trees shall include an Arborist's report, in compliance with the following requirements, where determined by the Director to be necessary based on the number, type, and locations of trees on the site.

- A. Minimum information.** The Arborist's report shall include the following information:

1. Botanical name of trees by tree number;
2. Common name of trees by tree number;
3. Location of trees by tree number;
4. Diameter at 54 inches above the ground, by tree number;
5. Height by tree number (optional);
6. Protected zone radius by tree number (measure longest radius);
7. Condition (structure and vigor as described below) by tree number;
8. Construction impacts; and
9. Recommendations.

- B. Determination of tree condition.** The information on tree condition in the report shall be developed as follows:

1. **Rating system.** The condition of each tree is to be considered when determining a tree's rating according to the following categories: excellent (it is rare that a tree qualifies in this category); good; fair to good; fair; fair to poor; or poor.
2. **Factors to be considered.** At least the following factors shall be considered in light of the trees life expectancy under existing and planned conditions when determining a tree's rating:
  - a. The condition and environment of the tree's root crown (also roots, if applicable);
  - b. The condition of the trunk, including decay, injury callusing or presence of fungus sporophores;
  - c. The condition of the limbs, including strength of crotches, amount of deadwood, hollow areas, and whether there is excessive weight borne by them;

- d. The condition and growth rate history of the twigs, including pest damage and diseases;
  - e. Leaf appearance, including abnormal size and density as well as pest and disease damage; and
  - f. The dripline environment, including evidence of grade changes and presence of water courses or ponding.
3. **Formulation of tree condition.** Using an averaging of the above factors together with the Arborist's best judgment, the tree shall be described using the above rating categories. It is important to rate structural condition separately from the tree's vigor condition if they are different. Root crown, trunk and limb ratings relate most to structure, while twigs and foliage, including growth rate, relate most to vigor. The structure of the root crown-trunk area is of primary importance and takes precedence over any other factor. This information should not be considered to be a formula but simply a guideline to help describe a tree's condition.
- C. **Arborist's recommendations.** The Arborist's recommendations shall be developed in compliance with the following:
- 1. **Recommendations by tree number.** Based upon the conditions and findings, recommendations should be made that logically follow the report conditions. For instance, if weak crotches are reported, cabling would be a logical recommendation to include in the report. These recommended mitigative measures should be spelled out and in some cases may even improve the tree's condition ratings.
  - 2. **Preservation measures for each tree not being removed.** The specific recommendations must consider the impacts from the activities proposed.

### 106.39.050 - Standard Policies and Procedures for Approved Work

Great care must be exercised when work is conducted upon or around protected trees. The purpose of this Section is to define procedures necessary to protect the health of affected protected trees. The policies and procedures described in this Section apply to all encroachments into the protected zone of protected trees. All Tree Permits shall be deemed to incorporate the provisions of this chapter except as the Tree Permit may otherwise specifically provide.

- A. **Trenching procedure.** Trenching within the protected zone of a protected tree, when permitted, may only be conducted with hand tools or compressed air or as otherwise directed by an arborist, in order to avoid root injury.
- 1. When a trenching machine is being used adjacent to the dripline of protected trees, and roots are encountered smaller than two inches (2"), the wall of the trench adjacent to the trees shall be hand-trimmed, making clear, clean cuts through the roots. All damaged, torn, and cut roots shall be given a clean cut to remove ragged edges, which promote decay. Trenches shall be filled within 24 hours; where this is not possible, the side of the trench adjacent to the trees shall be kept shaded with four layers of dampened, untreated burlap, wetted as frequently as necessary to keep the burlap wet. Roots two inches (2") or larger, when encountered, shall be reported immediately to the Project Arborist, who will decide whether the Contractor may cut the root as mentioned above or shall excavate by hand or with compressed air under the root. All exposed roots are to be protected with dampened burlap.
  - 2. Where possible, route pipes outside of the dripline of a protected tree to avoid conflict with roots.
  - 3. Where it is not possible to reroute pipes or trenches, the contractor shall bore or tunnel beneath the dripline of the tree. The boring shall take place not less than three feet (3') below the surface of the soil in order to avoid encountering "feeder" roots. All boring equipment must be staged outside of the dripline of protected trees.
- B. **Root, Trunk, and Crown Protection**

1. No vehicles, construction or otherwise, and no materials, construction or otherwise, shall be placed for any period of time within the protected zone other than those described in this section.
2. Staging areas for equipment shall be established far enough from existing trees to ensure adequate protection of the root zone.
3. Entry and exit routes shall be established and fenced off with chain link or construction fencing. When planning routes, avoid utility access corridors.
4. A six-inch (6") layer of coarse mulch or wood chips is to be installed within the Tree Protection Zone of protected trees. Mulch shall be kept 12 inches away from the trunk.
5. When determined necessary by an arborist, trunks of trees shall be protected with a single wrap of Geocomposite. Geocomposite shall be double sided, Geonet core with non-woven covering (such as Tenax Tendrain 770/2), or equivalent.
6. Trees that have been identified in the site inventory as posing a health or safety risk may be removed or pruned by no more than one-third, subject to approval of the required permit by the Planning Division. Pruning of existing limbs and roots shall only occur under the direction of the Project Arborist

**BC. Cutting roots.**

1. Minor roots less than one inch in diameter may be cut, but damaged roots shall be traced back and cleanly cut behind any split, cracked or damaged area.
2. Major roots over one inch in diameter may not be cut without approval of an Arborist. Depending upon the type of improvement being proposed, bridging techniques or a new site design may need to be employed to protect the root and the tree.

**CD. Ground surface fabric.** If any native ground surface fabric within the protected zone must be removed for any reason, it shall be replaced within 48 hours.

**DE. Irrigation systems.** An independent low-flow drip irrigation system may be used for establishing drought-tolerant plants within the protected zone of a protected tree. Irrigation shall be gradually reduced and discontinued after a two-year period.

**EF. Plant materials under oaks.** Planting live material under native oak trees is generally discouraged, and it will not be permitted within six feet of the trunk of a native oak tree with a diameter at breast height (DBH) of 18 inches or less, or within 10 feet of the trunk of a native oak tree with a DBH of more than 18 inches. Only ~~drought tolerant~~ low water use plants will be permitted within the protected zone of native oak trees.

**FG. Protective fencing.**

1. **Type of fencing.** A minimum five-foot high chain link or substitute fence approved by the Director shall be installed at the outermost edge of the protected zone of each protected tree or groups of protected trees. Exceptions to this policy may occur in cases where protected trees are located on slopes that will not be graded. However, approval must be obtained from the Department to omit fences in any area of the project.
2. **Fence installation.** The fences shall be installed in accordance with the approved fencing plan prior to the commencement of any grading operations or such other time as determined by the review body. The developer shall call the Department for an inspection of the fencing prior to grading operations.

3. **Signing.** Signs shall be installed on the fence in four equidistant locations around each individual protected tree. The size of each sign must be a minimum of two feet by two feet and must contain the following language:

"WARNING, THIS FENCE SHALL NOT BE REMOVED OR RELOCATED WITHOUT WRITTEN AUTHORIZATION FROM THE CITRUS HEIGHTS COMMUNITY DEVELOPMENT DEPARTMENT."

Signs placed on fencing around a grove of protected trees shall be placed at approximately 50-foot intervals.

4. **Fence removal.** Once approval has been obtained, the fences shall remain in place throughout the entire construction period and shall not be removed without obtaining written authorization from the Department.

**GH. Retaining walls and root protection.** Where a Tree Permit has been approved for construction of a retaining wall within the protected zone of a protected tree, the developer shall provide for the immediate protection of exposed roots from moisture loss during the time prior to completion of the wall. The retaining wall shall be constructed within 72 hours after completion of grading unless appropriate root protection is provided, as approved by the arborist.

**HI. Preservation devices.** If required, preservation devices such as aeration systems, oak tree wells, drains, special foundation systems, special paving and cabling systems must be installed per approved plans and certified by the Arborist.

**IJ. Grading.**

1. Every effort should be made to avoid cut and/or fill slopes within or in the vicinity of the protected zone of any protected tree.
2. No grade changes are permitted which cause water to drain to within twice the longest radius of the protected zone of any protected tree.
3. No grade changes are permitted that will lower the ground on all sides of the tree.

4. All grade changes within the dripline of a protected tree shall be supervised by the Project Arborist. Cuts or fills of soil within the dripline of a protected tree may have a retaining wall system installed as approved by the Project Arborist and City Staff.

**JK. Chimney locations.** A chimney for a wood-burning fireplace or stove shall not be located within the current or potential canopy of a tree within eight feet of any branch of a tree, or in another location where sparks from the chimney may damage a tree.

**KL. Certification letters.** Certification letters are required for all regulated activities within the protected zone of protected trees. The developer's Arborist will be required to submit a certification letter to the Department within five working days of completing any regulated activity, attesting that all work was conducted in accordance with the appropriate permits and the requirements of this Chapter.

**LM. On-site information.** The following information shall be on-site while any construction activity is on going for a project requiring a Tree Permit:

1. Arborist's Report and all future modifications;
2. Tree location map with a copy of the tree fencing plan;
3. Tree Permit and inspection card;

4. Approved construction plans;
5. Tree Preservation Guidelines; and
6. Approved planting and irrigation drawings.

**MN.** **Information on standards.** The developer shall be responsible for informing all subcontractors and individuals who will be performing work around protected trees of the requirements of this Section for working around trees and conditions of approval for the project. This information shall be provided in writing to the subcontractors and employees by the general contractor or applicant.

**NO.** **Utility trenching pathway plan.** As a condition of the Tree Permit, the developer will be required to submit a utility trenching-pathway plan for approval following approval of the project improvement or civil plans.

1. **Contents.** The trenching-pathway plan shall depict all of the following systems: storm drains, sewers, easements, water mains, area drains, and underground utilities. Except in lot sale subdivisions, the trenching-pathway plan must show all lateral lines serving buildings. To be completely effective, the trenching-pathway plan must include the surveyed locations of all protected trees on the project as well as an accurate plotting of the protected zone of each protected tree.
2. **Standards for plan.** The trenching-pathway plan should be developed considering the following general guidelines:
  - a. The trenching-pathway plan must be developed to avoid going into the protected zone of any protected tree on its path from the street to the building.
  - b. Where it is impossible to avoid encroachment, the design must minimize the extent of such encroachment. Encroachments and mitigation measures must be addressed in a supplemental Arborist's Report.

**P.** **Impact Avoidance Measures.** The following practices shall be prohibited at all times unless specifically allowed in the Arborist Report or the Tree Permit Conditions of Approval:

1. Run off or spillage of potentially damaging materials into the area below any tree canopy
2. Fires under and adjacent to trees
3. Discharge of exhaust into foliage
4. Securing of cable, chain, or rope to trees or shrubs
5. Application of soil sterilizers under pavement within driplines of existing trees

**EQ.** **Final certification of tree work.** All of the tree preservation measures required by the conditions of the discretionary project approval, the Arborist's report and the Tree Permit, as applicable, shall be completed and certified by the developer's Arborist prior to issuing an occupancy permit.

1. The Project Arborist shall provide periodic inspections during construction as necessary to monitor the effectiveness of preservation measures outlined in the Tree Permit Conditions of Approval and to provide recommendations for any additional care or treatment. Inspection frequency may be specified in the Tree Permit Conditions of Approval.

**106.39.060 - Tree Planting and Replacement**

The City's principal objective for the Tree Permit process is the preservation of protected trees. The review authority may condition any Tree Permit involving removal of a protected tree upon the replacement of trees in kind. The replacement requirement shall be calculated based upon an inch for an inch replacement of the DBH of the removed trees where a 15 gallon tree (i.e., nursery stock in a #15 container) will replace one inch DBH of the removed tree; a 24 inch box tree will replace two inches, and a 36 inch box tree will replace three inches. The replacement trees shall have a combined diameter equivalent not less than the total diameter of the trees removed. A minimum of 50 percent of the replacement requirement shall be met by native oaks. Up to 50 percent may be met by non-native species. The review authority may approve a replacement program using one of the following four methods or any combination of the four methods. The preferred alternative is on-site replacement.

- A. **Replacement trees.** Replacement trees may be planted on-site or in other areas where maintenance and irrigation are provided to ensure survival of the trees.
- B. **Relocation of trees.** In certain cases, the City may consider the relocation of native oak trees from one area in a project to another. Credit shall be given for relocation on the same basis as replacement. The guidelines and limitations for relocation are as follows:
  1. The trees being recommended for relocation must be approved by the review authority whose decision will be based upon factors relating to health, type, size, time of year and proposed location.
  2. The relocation of a tree shall be conditioned to require a secured five-year replacement agreement for the tree with security provided by the developer in a form satisfactory to the City Attorney. If at the end of five years the tree is deemed by an arborist to be in a substantially similar condition to that prior to the transplanting, the agreement will be terminated. If the tree dies during the five-year period, it shall be replaced as required by this Section.
- C. **Revegetation requirements.** The review authority may, instead of requiring replacement trees, require implementation of a revegetation plan. The applicant shall enter into a written agreement with the City obligating the applicant to comply with the requirements of the revegetation plan. A performance security or bond for 150 percent of the cost of the revegetation plan shall be required to insure that the agreement is fulfilled. The review authority shall approve the proposed plan. The revegetation program shall propagate native oak trees from seed using currently accepted methods. A revegetation program shall identify the seed source of the trees to be propagated, the location of the plots, the methods to be used to ensure success of the revegetation program, an annual reporting requirement, and the criteria to be used to measure the success of the plan. A revegetation program shall not be considered complete until the trees to be propagated have reached one-half inch in diameter or the revegetation plan demonstrates the need for alternative success criteria and achieves mitigation on an inch for inch basis as approved by the Commission.
- D. **In-lieu mitigation fee.** The review authority may determine that the remedies described above are not feasible or desirable and may require instead payment of a cash contribution based upon the cost of purchasing, planting, irrigating and maintaining the required number of 15 gallon trees. The cost of purchasing, planting, irrigating and maintaining a 15 gallon oak tree shall be set by Council resolution. The cash contribution shall be deposited into ~~one or both of the following funds as determined by the Director:~~ [the Tree Mitigation Fund](#).  
[Tree Mitigation Funds can be used as determined by the Director:](#)
  1. ~~Native Oak Tree Propagation Mitigation Fund.~~ This fund shall be used to propagate, purchase, plant, protect and maintain ~~native oak trees, including~~ ~~Uses of the fund include~~ purchasing property to plant or protect ~~native oak trees~~, propagating ~~native oak trees~~ from seed or container stock and maintaining existing and replacement ~~native oak trees~~.

~~2. **Non-Native Tree Fund.** This fund shall be used to purchase, plant, irrigate and maintain non-native trees within the City. Uses of the fund include purchasing and propagating non-native trees from seed or container stock and maintaining existing and replacement non-native trees.~~

32. To fund special projects that enhance urban forestry programming, build on existing information, and/or to develop outreach or educational materials in support of the community urban forest and tree canopy.

## 106.39.070 - Tree Permit Approval or Denial

Each Tree Permit application shall be reviewed, and approved or denied in compliance with this Section.

**A. Review authority.** A Tree Permit shall be reviewed, and approved or denied by the Director, except that the Commission shall decide upon a Tree Permit application where tree removal is part of a project that otherwise requires approval by the Commission.

**B. Application evaluation criteria.** The following criteria shall be used to support the findings required by Subsection C. for the approval of a Tree Permit.

### 1. General criteria.

- a. The gross floor area of proposed buildings in relation to the "usable" size of the site and the amount of usable space on the site that does not require the removal of protected trees;
- b. Design features in comparison with other existing or approved projects in the vicinity and in the same zone that have or had protected trees on their sites;
- c. Factors that are unique to the site, such as topographic constraints, lot configuration and other physical limitations;
- d. The overall health and structural condition of the potentially impacted protected trees;
- e. The approximate age of the each protected tree compared with the average life span for each species;
- f. The number of healthy protected trees that the site will support, with and without the proposed development;
- g. The effect of tree removal on soil stability/erosion, particularly near watercourses or on steep slopes;
- h. Whether there are any alternatives that would allow for the preservation of the protected tree; and
- i. Any other information the review authority finds pertinent to the decision, including any information obtained at a public hearing.

### 2. Criteria for removal.

- a. The age of the protected tree with regard to whether its removal would encourage healthier, more vigorous growth of younger similar trees in the area;
- b. The number of existing protected trees in the area and the effect of removal upon public health, safety and the general welfare of the area;



- c. The potential for the protected tree to be a public nuisance or interfere with utility service, as well as its proximity to existing structures; and
  - d. Present and future shade potential with regard to solar heating and cooling.
- 3. **Criteria for encroachment.** Whether the degree of encroachment is likely to result in the subsequent decline of the affected protected tree or create a future risk to public safety or pose a hazard to adjacent structures.
- C. **Required findings for approval.** The approval of a Tree Permit shall require that the review authority first make all the following findings:
  - 1. The approval of the Tree Permit will not be detrimental to the public health, safety or welfare, and approval of the Tree Permit is consistent with the provisions of this Chapter; and
  - 2. Measures have been incorporated into the project or permit to mitigate impacts to remaining trees or to replace the trees removed.
- D. **Considerations for denial of a Tree Permit.** A Tree Permit shall be denied if the review authority finds that any one of the following situations exists.
  - 1. Removal or damage of a healthy tree could be avoided by:
    - a. Reasonable redesign of the site plan prior to construction; or
    - b. Pruning, thinning, tree surgery, or other reasonable treatment, as determined by the Director.
  - 2. Adequate provisions for drainage, erosion control, land stability, windscreen, buffers along the road and between neighbors have not been made where these problems are anticipated as a result of the removal.
  - 3. The tree to be removed contains an active nest of a bird covered by the Migratory Bird Treaty Act, that has been identified through the project environmental review process or that is otherwise known to the review authority, and a qualified professional has determined that the relocation of the nest without damage to the nestlings is not possible. In this case, tree removal shall be delayed until nesting is complete.
- E. **Limitation on approved activities.** A Tree Permit shall not be issued for temporary parking, or the storage of vehicles, trailers, equipment, construction materials, or temporary structures within the protected zone of a protected tree.
- F. **Conditions of approval.** The approval of a Tree Permit shall include conditions of approval as necessary to ensure compliance with Section 106.39.060 (Tree Planting and Replacement).

### 106.39.080 - Post Approval Procedures

The following procedures apply after the approval of a Tree Permit application.

- A. **Appeals.** The decision of the Director shall be final unless an appeal is filed in compliance with Chapter 106.72 (Appeals).
- B. **Expiration/extension.** Except where otherwise provided by this Chapter, a Tree Permit shall be exercised within six months from the date of approval or other time limit established through a concurrent land use permit approval. Time extensions, for up to a total of two additional years, may be granted in compliance with Chapter 106.64 (Permit Implementation, Time Limits, and Extensions). A Tree Permit not exercised within its time limits shall expire in compliance with Chapter 106.64.

- C. Performance guarantee.** The review authority may require that a monetary security deposit, or surety bond if acceptable to the City, be posted and maintained where deemed necessary to ensure:

1. The preservation of protected trees during construction; and
2. The completion of required mitigation measures.

The deposit shall be posted in a form approved by the City Attorney prior to any grading or movement of heavy equipment onto the site or issuance of any permits. Each violation of any Tree Permit condition regarding tree preservation shall result in forfeiture of a portion or the entirety of the deposit, at the discretion of the review authority, provided that this determination may be appealed in compliance with Chapter 106.72.

- D. Construction monitoring.** Monitoring of tree protection and restoration measures specified as conditions of approval shall be performed by site inspection conducted by the Director.

- E. Revocation.** A Tree Permit may be revoked or modified after a public hearing conducted by the Commission, with any of the following findings that the tree removal, relocation, or protection activities:

1. Cannot support the original findings;
2. Resulted from misrepresentation or fraud;
3. Has not been implemented in a timely manner;
4. Has not met, or has violated any condition of approval;
5. It is in violation of any code, law, ordinance, or statute;
6. Is detrimental to public health, safety, or welfare; or
7. Constitutes a nuisance.

- F. Stop work orders.** Whenever any construction or work is being performed contrary to the provisions of this Chapter or applicable conditions of approval, the Director may issue a written notice to the responsible party to stop work on the project on which the violation has occurred or upon which the danger exists. The notice shall state the nature of the violation and the risk to the trees. No further work shall be allowed until the violation has been corrected and approved by the Department.

- G. Enforcement.** Any person who cuts, damages, or moves a protected tree in violation of this Chapter shall be subject to the enforcement provisions of the Municipal Code.

1. Violation of the tree preservation requirements of this Chapter shall be punishable as a misdemeanor or an infraction at the discretion of the City Attorney.
2. A person responsible for the damage or removal of protected trees not authorized by a permit issued in compliance with this Chapter shall be required to pay a mitigation fee equal to three times the value of each damaged or removed tree, as determined by an arborist engaged by the City.

### **106.39.090 – Fees and Penalties**

The following fees and penalties apply to all conditions applicable to Tree Preservation and Protection (106.39)

- A. Where replacement on site of tree(s) permitted for removal is deemed unfeasible, an in-lieu fee, calculated at \$298 per inch diameter measured at 52 inches above grade, shall be paid into the Tree Mitigation Fund for each tree that is removed and not replaced on site. For multi-stemmed trees, the diameter shall be calculated as the sum diameter of all stems measured at 52 inches above grade.
- B. Where replacement or restoration of an unpermitted tree that has been damaged or removed is deemed unfeasible by the Director or certified tree care professional, the replacement value shall be calculated using the Replacement Cost or Trunk Value Formula outlined in the "Guide for Plant Appraisal" by the Council of Tree & Landscape Appraisers (9th Edition or most current). Fees and penalties shall be deposited to the Tree Mitigation Fund.

**NOTE: The following Article 8 text has been abridged to only include sections where revision and/or additional text is recommended.**

CITY OF CITRUS HEIGHTS MUNICIPAL CODE - TITLE 106 - ZONING CODE

## ARTICLE 8

### Glossary

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#### A. Definitions, "A."

**Arborist.** 1) A person currently certified by the ~~Western Chapter of the~~ International Society of Arboriculture (ISA) as an expert on the care of trees; 2) a consulting arborist who satisfies the requirements of the American Society of Consulting Arborists; or 3) other qualified professionals who the Director determines have gained through experience the qualifications to identify, remove, or replace trees.

#### F. Definitions, "F."

**Friable** a soil condition that is easily crumbled or loosely compacted down to a minimum depth per planting material requirements, whereby the root structure of newly planted material will be allowed to spread unimpeded.

#### H. Definitions, "H."

**Heritage Tree.** A large, individual tree with unique value, which is considered irreplaceable due to age, size, rarity, aesthetic, botanical, ecological, and/or historic value.

#### L. Definitions, "L."

**Land Use.** The purpose for which land or a structure is designed, arranged, intended, occupied, or maintained.

**Landscape Standards.** The following terms are defined for the purposes of Chapter 106.34 (Landscape Standards).

1. **Drought resistant cool season grass.** Cool season grasses which can tolerate drought stress. These grasses usually require high water use irrigation scheduling to stay green and vital, but will survive under limited water (e.g., turf-type tall fescues, Medallion, and Rebel).
2. **Functional need (for turf).** Turf planting which serves a functional or practical need rather than purely aesthetic purpose. Examples include: athletic fields and pedestrian circulation areas.
3. **High water use plantings.** Annuals, container plantings, and plants recognized as high water use (e.g., Rhododendrons or Birch) or plants documented as having a plant factor greater than 0.6.
4. **Hydrozone.** A landscape area having plants with similar water needs. Typically, a hydrozone is served by a valve or set of valves with the same type of irrigation hardware and schedule.
5. **Irrigation circuit.** A section of an irrigation system, including the piping and sprinkler heads or emitters, operated by a single remote control valve.

**6. Landscaped area.** The parcel area less building footprints, driveway, parking areas, paved walks and patios, and undeveloped open space of designated natural areas. Project landscaped area includes all areas under irrigation, water features, and hardscape other than those noted above.

**7. Large stature tree.** A tree species that is generally expected to mature to a maximum height greater than 50 feet.

~~6-8.~~

**9. Low water use plants.** Plants which are recognized as drought resistant or low water use when established, or plants documented as having a plant factor less than or equal to 0.60.

~~7-10.~~ **Medium stature tree.** A tree species that is generally expected to mature to a maximum height between 30 and 50 feet.

~~8-11.~~ **Microclimate.** A section of a landscaped site with unique climatic conditions that affect the amount of water plants within the area use (e.g., courtyards, tree understory areas, and median islands).

~~9-12.~~ **Non-mechanically compacted soil.** Soil which has not undergone engineered compaction procedures.

~~10-13.~~ **Organic amendment.** Any fully organic material added to the soil to improve soil structure, and other physical properties of the soil (e.g., compost, composted sawdust, peat moss, and redwood soil conditioner).

~~11-14.~~ **Overspray.** Water which is discharged from an overhead irrigation system outside the desired planting area, especially water which wets adjacent hard surfaces (e.g., patios, sidewalks, and streets).

~~12-15.~~ **Plant factor.** A number which represents the portion of reference evapotranspiration used by a particular plant. For example, a shrub with a plant factor of 0.5 uses 50 percent of reference evapotranspiration; a tree with a plant factor of 1.2 uses 120 percent of reference evapotranspiration.

~~13-16.~~ **Porous mulch.** A loose material which is applied to the soil surface to reduce evaporation and retard weed growth (e.g., compost, decomposed granite, straw, wood chips).

~~14-17.~~ **Rain shut-off device.** A device which automatically shuts the irrigation system off when a measurable amount of rain occurs.

~~15-18.~~ **Reference evapotranspiration.** A standard calculation of the quantity of water transpired by a reference crop and evaporated from adjacent soil surfaces as measured by the California Irrigation Management Information System (CIMIS) of weather stations.

~~16-19.~~ **Registered historical site.** A site that is registered as historically significant through either national, state, city or county registries.

**20. Runoff.** Water which is not absorbed by the soil to which it is applied and runs off onto other areas. Runoff usually occurs when water is applied at a rate greater than the infiltration rate of the soil, and is especially problematic on slopes and on heavy clay soils.

~~17-21.~~ **Small stature tree.** A tree species that is generally expected to mature to a maximum height under 30 feet.

~~18-22.~~ **Water feature.** Ornamental or functional body of water (e.g., a fountain, pool, or pond).

~~19-23.~~ **Water saving techniques (to mitigate runoff from slopes).** Landscape design techniques which either allows irrigation to be applied at a rate close to the infiltration rate of the soil or which captures and recycles runoff.

## P. Definitions, "P."

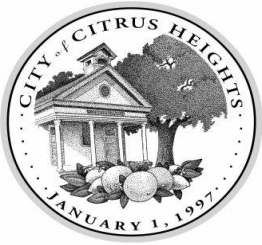
**Project Arborist.** An arborist providing consulting services for tree permit(s) as a condition of construction, development, or redevelopment project.

**R. Definitions, "R."**

**Recreational areas.** Areas, excluding private single family residential areas, dedicated to active play recreation or public assembly such as parks, sports fields, picnic grounds, amphitheaters and or golf courses tees, fairways and greens.

**S. Definitions, "S."**

**Special landscape areas (SLA).** An area of the landscape dedicated solely to edible plants, recreational areas, areas irrigated with recycled water, and water features using recycled water.



## CITY OF CITRUS HEIGHTS

## Memorandum

December 10, 2015

**TO:** Henry Tingle, City Manager**FROM:** Sharon Neilson, Senior Management Analyst**SUBJECT:** Resolution Adopting the Amended Payrate Schedule for the City of Citrus HeightsApproved and Forwarded to  
City Council

\_\_\_\_\_ Fin.

\_\_\_\_\_ Atty.

\_\_\_\_\_  
Henry Tingle, City Manager**Summary and Recommendation**

Staff recommends Council approve the attached Resolution adopting the amended Payrate Schedule for the City of Citrus Heights effective January 1, 2016. The recommended change complies with the increase in the California minimum wage from \$9.00 to \$10.00 per hour effective January 1, 2016.

**Fiscal Impact**

For Fiscal Year 2015/2016, the fiscal impact is approximately \$4,000.00.

**Background & Analysis**

California Code of Regulations, Title 2, Section 570.5 and requirements of the California Public Employees' Retirement System (CalPERS) requires that the payrate shall be listed on a schedule which

- (1) Has been duly approved and adopted by the employer's governing body in accordance with requirements of applicable public meeting laws;
- (2) Identifies the position title for every employee position;
- (3) Shows the payrate for each identified position, which may be stated as a single amount or as multiple amounts within a range;
- (4) Indicates the time base, including but not limited to, whether the time base is hourly, daily, bi-weekly, monthly, bi-monthly, or annually;
- (5) Is posted at the office of the employer or immediately accessible and available for public review from the employer during normal business hours or posted on the employer's internet website;
- (6) Indicates an effective date and date of any revisions;
- (7) Is retained by the employer and available for public inspection for not less than five years; and
- (8) Does not reference another document in lieu of disclosing the payrate.

The amended Payrate Schedule (Exhibit A) encompasses the following changes:

- Update the following positions to comply with California minimum wage statute which increases the minimum wage from \$9.00 to \$10.00 per hour effective January 1, 2016:

- Facility Aide
- Intern – Extra Help

**Conclusion**

Staff recommends that the City Council approve the attached Resolution adopting the amended Payrate Schedule for the City of Citrus Heights effective January 1, 2016.

**Attachments:**

- (1.) Resolution 2015-\_\_\_\_ Adopting the Amended Payrate Schedule for the City of Citrus Heights
- (2.) Exhibit A: Amended Payrate Schedule for the City of Citrus Heights



**RESOLUTION NO. 2015 -\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CITRUS HEIGHTS  
ADOPTING THE AMENDED PAYRATE SCHEDULE**

**WHEREAS**, the City of Citrus Heights engages in sound economic planning practices; and

**WHEREAS**, California Code of Regulations, Title 2, Section 570.5 requires governing bodies of local agencies contracting with the California Public Employees' Retirement System to approve and adopt a payrate schedule in accordance with public meeting laws; and

**WHEREAS** the State of California is increasing the minimum wage from \$9.00 per hour to \$10.00 per hour effective January 1, 2016; and

**WHEREAS**, the payrate schedule must identify each position by title, the individual payrate amount or ranges for that position, the time base upon which the amounts are based, and track all revisions.

**NOW, THEREFORE, BE IT RESOLVED**, by the City Council of the City of Citrus Heights:

Section 1.     Findings

The City Council hereby finds and determines that the above recitals are true and correct and have served as the basis, in part, for the findings and actions of the City Council as set forth below.

Section 2.

The City Council hereby adopts the amended Payrate Schedule attached as Exhibit A to this Resolution.

Section 3.

This resolution shall take effect January 1, 2016.

The City Clerk shall certify the passage and adoption of this Resolution and enter it into the book of original resolutions.

**PASSED AND ADOPTED** by the City Council of the City of Citrus Heights, California, this 10th day of December, 2015 by the following vote, to wit:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

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**Susan Frost, Mayor**

**ATTEST:**

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**Amy Van, City Clerk**



**CITY OF CITRUS HEIGHTS SALARY  
TABLE  
Effective: January 1, 2016**

POSITION TITLES	MINIMUM ANNUAL	MAXIMUM ANNUAL	MINIMUM HOURLY	MAXIMUM HOURLY
ACCOUNTANT			32.0578	41.1623
ADMINISTRATIVE ASSISTANT			23.6788	30.4036
ADMINISTRATIVE TECHNICIAN			26.0465	33.4439
ANIMAL SERVICES OFFICER I			23.6008	30.3035
ANIMAL SERVICES OFFICER II			25.9608	33.3337
ASSISTANT CITY CLERK	71,621.73	91,962.12		
ASSISTANT ENGINEER			31.6603	40.6520
ASSISTANT PLANNER			28.4899	36.5812
ASSISTANT TO THE CITY MANAGER	92,785.70	119,136.70		
ASSOCIATE CIVIL ENGINEER	79,682.71	102,312.64		
ASSOCIATE ENGINEER			34.8264	44.7170
ASSOCIATE ENGINEER - XTRA HELP			34.8264	44.7170
ASSOCIATE PLANNER	65,185.10	83,697.66		
BUILDING INSPECTOR I			26.7125	34.2989
BUILDING INSPECTOR II			29.3837	37.7287
CHIEF BUILDING OFFICIAL	100,830.79	129,466.92		
CHIEF OF POLICE	159,712.95	211,222.95		
CITY CLERK	88,568.09	113,721.42		
CITY ENGINEER	120,606.61	154,858.90		
CITY ENGINEER - XTRA			57.9839	74.4513
CITY MANAGER	266,301.06			
COMMUNITY & ECON DEV DIRECTOR	138,697.72	183,430.36		
COMMUNITY ENHANCEMENT MANAGER	100,830.79	129,466.92		
COMMUNITY SERVICES OFFICER I			19.6500	25.2306
COMMUNITY SERVICES OFFICER II			21.6150	27.7538
COMMUNITY SVCS OFFICER - XTRA			19.6500	25.2306
CONSTRUCTION / MAINT INSP I			25.1115	32.2432
CONSTRUCTION / MAINT INSP II			27.6226	35.4675
CRIME SCENE / PROP EVD SPEC I			23.7275	30.4660
CRIME SCENE / PROP EVD SPEC II			26.1002	33.5125
DATA ENTRY ASST - XTRA HELP			12.5040	16.0550
DATABASE & APPLICATION ANALYST			39.3304	50.5003
DEVELOPMENT SERVICES TECH I			22.6778	29.1182
DEVELOPMENT SERVICES TECH II			24.9456	32.0301
DEVELOPMENT SPECIALIST I	66,680.34	85,617.49		
DEVELOPMENT SPECIALIST II	73,348.45	94,179.23		
ENGINEERING AIDE			20.3244	26.0966
ENGINEERING TECHNICIAN I			22.3568	28.7061

POSITION TITLES	MINIMUM ANNUAL	MAXIMUM ANNUAL	MINIMUM HOURLY	MAXIMUM HOURLY
ENGINEERING TECHNICIAN II			24.5925	31.5767
EVENT & COMMUNITY CTR TECH			21.4552	27.5485
EVENT AND COMM OUTREACH COORD			28.6512	36.7881
EXECUTIVE ASSISTANT			28.6512	36.7881
EXECUTIVE SUPPORT SUPERVISOR	66,680.34	85,617.49		
FACILITY AIDE			10.0000	10.0000
FACILITY AND GRNDS MANAGER	100,830.79	129,466.92		
FACILITY AND GRNDS SUPERVISOR	84,350.70	108,306.16		
FACILITY ATTENDANT			11.4747	12.2779
FINANCE DIRECTOR	138,697.72	183,430.36		
FINANCE MANAGER	100,830.79	129,466.92		
FINANCIAL ASSISTANT II			18.4916	23.7432
FINANCIAL ASSOCIATE			23.6788	30.4036
GENERAL SERVICES DIRECTOR	138,697.72	183,430.36		
GRANTS & HOUSING PROG TECH I			22.6778	29.1182
GRANTS & HOUSING PROG TECH II			24.9456	32.0301
HOUSING PLANNER	65,185.10	83,697.66		
HR & CITY INFO TECHNICIAN			28.6512	36.7881
HUMAN RESOURCES & CTY INFO DIR	138,697.72	183,430.36		
HUMAN RESOURCES ANALYST I	66,680.34	85,617.49		
HUMAN RESOURCES ANALYST II	73,348.45	94,179.23		
HUMAN RESOURCES ASSOCIATE			23.6788	30.4036
HUMAN RESOURCES MANAGER	105,958.21	136,050.25		
INFORMATION TECH ANALYST I			31.0913	39.9212
INFORMATION TECH ANALYST II			34.2004	43.9133
INFORMATION TECH MANAGER	105,958.21	136,050.25		
INFORMATION TECH TECHNICIAN			27.0542	34.7376
INTERN - EXTRA HELP			10.0000	10.0000
JUNIOR ENGINEERING AIDE			14.5174	18.6404
JUNIOR PLANNER			27.1333	34.8393
MAINTENANCE WORKER I			18.5641	23.8362
MAINTENANCE WORKER II			20.4206	26.2198
MANAGEMENT AIDE			16.1985	20.7989
MANAGEMENT ANALYST I	66,680.34	85,617.49		
MANAGEMENT ANALYST II	73,348.45	94,179.23		
MANAGEMENT INTERN - EXTRA HELP			11.0334	14.1668
NEIGHBORHOOD ENHANCMNT OFCR I			23.6008	30.3035
NEIGHBORHOOD ENHANCMNT OFCR II			25.9608	33.3337
NEIGHBORHOOD ENHANCMNT TECH			21.4552	27.5485
OFFICE ASSISTANT			17.1355	22.0019
OFFICE ASSISTANT - XTRA			17.1355	22.0019
OPERATIONS & MAINT MANAGER	87,946.91	112,923.83		
OPERATIONS MANAGER	100,830.79	129,466.92		
PAYROLL TECHNICIAN			26.0465	33.4439

<b>POSITION TITLES</b>	<b>MINIMUM ANNUAL</b>	<b>MAXIMUM ANNUAL</b>	<b>MINIMUM HOURLY</b>	<b>MAXIMUM HOURLY</b>
PLANNING MANAGER	100,830.79	129,466.92		
PLANNING TECHNICIAN			23.2890	29.9031
POLICE COMMANDER	116,450.95	149,522.91		
POLICE COMMUNICATNS SUPERVISOR	67,494.82	86,663.25		
POLICE CRIME ANALYST			28.7102	36.8639
POLICE DISPATCH ASSISTANT			16.6570	21.3876
POLICE DISPATCHER I*			25.9109	33.2694
POLICE DISPATCHER II*			28.5020	36.5965
POLICE FLEET MANAGER-XTRA			48.4763	62.2437
POLICE LIEUTENANT	101,958.40	130,914.78		
POLICE OFFICER			30.4947	39.1552
POLICE OFFICER - R1 TRAINEE-XTRA			15.4467	16.5280
POLICE OFFICER - RESERVE I-XTRA			30.4947	39.1552
POLICE OFFICER - RESERVE II-XTRA			11.4747	14.7336
POLICE OFFICER - TRAINEE			21.6150	27.7538
POLICE RECORDS ASSISTANT I*			19.4505	24.9744
POLICE RECORDS ASSISTANT II*			21.3956	27.4718
POLICE RECORDS ASSISTANT II-XTRA			21.3956	27.4718
POLICE RECORDS SUPERVISOR	56,023.43	71,933.99		
POLICE SERGEANT			36.4590	46.8134
POLICE VOLUNTEER COORDINATOR-XTRA			21.6150	27.7538
PRINCIPAL ACCOUNTANT - AUDITOR	96,325.65	123,682.12		
PRINCIPAL CIVIL ENGINEER	100,798.57	129,425.36		
PRINCIPAL IT ANALYST	96,325.65	123,682.12		
PROGRAM ANALYST-XTRA			31.0913	39.9212
PROGRAM ASSISTANT			18.8490	24.2020
PROPERTY CLERK-XTRA			18.6430	23.9406
PUBLIC INFORMATION OFFICER	73,348.45	94,179.23		
RECEPTIONIST			13.7085	17.6015
SENIOR ACCOUNTANT-AUDITOR	88,568.09	113,721.42		
SENIOR BUILDING INSPECTOR			33.7913	43.3881
SENIOR CIVIL ENGINEER	91,635.14	117,659.34		
SENIOR COMMUNITY SERVICES OFCR			24.8573	31.9168
SENIOR IT TECHNICIAN			31.1123	39.9480
SENIOR MAINTENANCE WORKER			23.4836	30.1529
SENIOR MANAGEMENT ANALYST	84,350.70	108,306.16		
SENIOR OFFICE ASSISTANT			18.8490	24.2020
SENIOR PLANNER	74,962.75	96,252.31		
SENIOR PLANNING TECHNICIAN			25.6179	32.8934
SENIOR POLICE DISPATCHER*			31.3522	40.2561
SENIOR TRAFFIC TECHNICIAN			27.6226	35.4675
SR ANIMAL SERVICES OFFICER			29.8540	38.3370
SR CRIME SCENE / PROP EVID SPC			28.7102	36.8639
SR POLICE RECORDS ASSISTANT*			23.5351	30.2190

POSITION TITLES	MINIMUM ANNUAL	MAXIMUM ANNUAL	MINIMUM HOURLY	MAXIMUM HOURLY
SR POLICE RECORDS ASSISTANT-XTRA			23.5351	30.2190
STREETS & UTILITIES MAINT SUP	84,350.70	108,306.16		
SUPPORT SERVICES MANAGER	105,958.21	136,050.25		
TRAFFIC & SIGNAL OPERATION SUP	84,350.70	108,306.16		

\*(Hourly rate based on 1872 annual hours)

**CITY COUNCIL** \$600 Per month (as outlined in Government Code § 36516)

#### Revision Summary

Resolution 2013-097 passed 09-04-2013; eff. 07-01-2013  
Resolution 2013-129 passed 12-13-2013; eff. pay date of 01-17-2014  
Resolution 2014-018 passed 02-13-2014; effective 02-13-14  
Resolution 2014-049 passed 06-12-2014; eff. 06-12-2014  
Resolution 2014-118 passed 12-11-2014 Retroactive Schedule for FY 2012-2013  
Resolution 2014-122 passed 12-11-2014 eff. 12-28-2014  
Resolution 2015-007 passed 01-22-2015 eff. 01-25-2015  
Resolution 2015-077 passed 07-23-2015 Eff. pay date of 07-17-2015  
Resolution 2015-\_\_\_ passed 12-10-2015 Eff. 01-01-2016



# CITY OF CITRUS HEIGHTS

## Memorandum

December 10, 2015

**TO:** Mayor and City Council Members  
Henry Tingle, City Manager

**FROM:** Stefani Daniell, Finance Director

**SUBJECT:** Annual AB 1600 Development Fee Report

Approved and Forwarded to City Council

\_\_\_\_\_ Fin.

\_\_\_\_\_ Atty.

Henry Tingle, City Manager

### Summary and Recommendation

Staff recommends that Council adopt a resolution accepting, filing, and making the findings identified in, the attached Annual AB 1600 Development Fee Report for fiscal year ending June 30, 2015.

### Fiscal Impact

No impact to the General Fund.

### Background and Analysis

In accordance with the provisions of the State of California Government Code Section 66001 and 66006, the City is required to publish an annual report for each fund established to account for public facilities fees (also known as development impact fees). The report must include the beginning and ending balances by public facility type for the fiscal year and the amount of fees, interest, other income and expenditures for each fund.

To be in full compliance with State law, the City must:

- Spend or commit development impact fees within five years of collecting them; or
- Adopt a resolution that makes a finding that there remains a reasonable relationship between the current need for the fees and the purpose for which they were originally proposed.

Currently, the City collects four different categories of impact fees as described in this report. The Transit Impact Fee and the Park Facilities Impact Fee have not held any development fees beyond the five-year period described in AB 1600. As of June 30, 2015, \$86,417 in the Roadway Impact Fee has been held beyond the five-year period as described in AB 1600. In fiscal year 2015-2016, \$184,668 was budgeted for the Stock Ranch Reimbursement Agreement that was approved by Council in March 2003. As of June 30, 2015, \$95,894 in the Low Income Housing Impact Fee has been held beyond the five-year period as described in AB1600. In fiscal year 2015-2016, \$116,237 was budgeted for the Sayonara Redevelopment Project.

The City generally collects impact fees at the time of issuance of building permits for new residential and commercial construction. The impact fees are deposited into separate development impact fee funds.

The pace of development activity impacts the level of development fees. This source of funding is subject to considerable variation due to economic cycles.

The City annually adopts an Operating Budget and a Five-Year Capital Improvement Program, which are on file with the City Clerk.

This report includes one page for each development impact fee and, where applicable, includes certain findings with respect to the unexpended fund balance of each development impact fee pursuant to California Government Code Section 66001. The beginning and ending balances for each fund and the amount of fees, interest and expenditures for each fund are shown on each page. The schedule also describes projects funded by these development impact fees. Capital projects are included in the Five-Year Capital Improvement Program and the Capital Budget is adopted as part of the City's Annual Operating Budget.

### **Conclusion**

Staff recommends that Council adopt a resolution accepting, filing, and making the findings identified in, the attached Annual AB 1600 Development Fee Report for fiscal year ending June 30, 2015.

- Attachments:
- (1) Resolution
  - (2) Low Income Housing Impact Fee Annual AB 1600 Fee Report for FY 14-15;
  - (3) Roadway Impact Fee Annual AB 1600 Fee Report for FY 14-15;
  - (4) Park Facilities Impact Fee Annual AB 1600 Fee Report for FY 14-15;
  - (5) Transit Impact Fee Annual AB 1600 Fee Report for FY 14-15;
  - (6) Development Impact Fees September 2015



**RESOLUTION NO. \_\_\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CITRUS HEIGHTS,  
CALIFORNIA, ACCEPTING, FILING, AND MAKING THE FINDINGS IDENTIFIED  
IN, THE CITY'S ANNUAL AB 1600 FEE REPORT FOR THE FISCAL YEAR ENDING  
JUNE 30, 2015**

**WHEREAS**, the Mitigation Fee Act, Government Code §§ 66000, *et seq.* requires cities to publish an annual report for each fund established to account for development impact fees collected by each city; and

**WHEREAS**, the report must include the beginning and ending balances by public facility type for the fiscal year, and the amount of fees, interest, other income and expenditures for each fund;

**WHEREAS**, in connection with the report, cities must make certain findings describing how certain unexpended fees will be used in connection with the purpose for which they were originally proposed and collected.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE  
CITY OF CITRUS HEIGHTS as follows:**

The City Council hereby accepts, files, and makes the findings identified in, the AB 1600 Fee Report for the Fiscal Year ending June 30, 2015, attached hereto and incorporated herein by this reference.

**PASSED AND ADOPTED** by the City Council of the City of Citrus Heights, California, this \_\_\_\_ day of \_\_\_\_\_ 2015 by the following vote, to wit:

**AYES:**           **Council Members:**  
**NOES:**          **Council Members:**  
**ABSTAIN:**      **Council Members:**  
**ABSENT:**       **Council Members:**

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**Sue Frost, Mayor**

**ATTEST:**

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**Amy Van, City Clerk**

City of Citrus Heights  
AB 1600 Fee Report  
Fiscal Year Ending June 30, 2015

Low Income Housing Impact Fee (25200) - see Development Impact Fees Attachment for the fee rates.  
The purpose of this fund is to provide a trust fund for low income housing projects.

Account Description	Beginning Fund Balance - 7/1/14	FY 14-15	Ending Fund Balance 6/30/15
<b>Revenue</b>			
Developer Fees		19,444	
Interest Income		996	
<b>Total Revenue</b>		20,440	
<b>Expenditures</b>		0	
<b>Total Available</b>	114,478	20,440	134,918

**Five-Year Revenue Test Using First In First Out Method**

Revenue Collected FY 10-11	807
Revenue Collected FY 11-12	12,873
Revenue Collected FY 12-13	3,302
Revenue Collected FY 13-14	1,602
Revenue Collected FY 14-15	20,440
<b>Total Revenue for Last Five Years</b>	<b>39,024</b>

**Unexpended Fee.** \$95,894 must be committed ("Unexpended Fee").

Findings Regarding Unexpended Fee:

1. The Unexpended Fee will be used for the Sayonara Redevelopment Project. The specific use of funds is pre-development for a low-income housing project, which may include a request for proposals for an affordable housing project or site work at potential sites.
2. The City assessed the fee to mitigate the impact of new development on the need for affordable housing in the City. Consistent with this purpose, the Sayonara Redevelopment Project will mitigate such impacts by providing affordable housing units. Therefore, there exists a reasonable relationship between the Unexpended Fee and the purpose for which it was charged.
3. The current estimated total cost of the pre-development work for the Sayonara Redevelopment Project is approximately \$116,237. In fiscal year 2015-2016, the City budgeted \$116,237 of the Low Income Housing Impact Fee funds, including the entire Unexpended Fee amount.
4. All Low Income Housing Impact Fee funds for the project identified above, including the entire Unexpended Fee, have been deposited in the Low Income Housing Impact Fee account, which is the appropriate fund for this project.

Project	Project to Date Funding	% Complete	% Funded with Fee
Housing Programs Assistance	9,811	Ongoing	100%
Purchase Domestic Violence Intervention Center Shelter	347,809	100%	100%
Modernization of SHRA Units	354,015	100%	55%
<b>Total</b>	<b>711,635</b>		

City of Citrus Heights  
AB 1600 Fee Report  
Fiscal Year Ending June 30, 2015

Roadway Impact Fee (25100) - see Development Impact Fees Attachment for the fee rates.  
The purpose of this fund is to fund the design and construction of streets infrastructure improvements required to mitigate the impact of new development.

Account Description	Beginning Fund Balance - 7/1/14	FY 14-15	Ending Fund Balance 6/30/15
<b>Revenue</b>			
Developer Fees		43,772	
Interest Income		1,451	
<b>Total Revenue</b>		45,223	
<b>Expenditures</b>		7,987	
<b>Total Available</b>	224,444	37,236	261,680

**Five-Year Revenue Test Using First In First Out Method**

Revenue Collected FY 10-11	30,765
Revenue Collected FY 11-12	63,409
Revenue Collected FY 12-13	20,645
Revenue Collected FY 13-14	15,220
Revenue Collected FY 14-15	45,223
<b>Total Revenue for Last Five Years</b>	<b>175,262</b>

**Unexpended Fee.** \$86,417 must be committed ("Unexpended Fee").

Findings Regarding Unexpended Fee:

1. The Unexpended Fee will be used to provide improvements related to the Stock Ranch Reimbursement Agreement approved by the Council in March 2003. The specific use of funds includes design and construction of street infrastructure improvements identified in the Stock Ranch Reimbursement Agreement.
2. The City assessed the fee to mitigate traffic impacts of new development. Consistent with this purpose, the street infrastructure improvements identified in the Stock Ranch Reimbursement Agreement will mitigate such impacts. Therefore, there exists a reasonable relationship between the Unexpended Fee and the purpose for which it was charged.
3. The current estimated total cost of the Stock Ranch Reimbursement Agreement street infrastructure improvements is approximately \$184,668. In fiscal year 2015-2016, the City budgeted the full amount (\$184,668) for this project, and identified the Roadway Impact Fee, including the entire Unexpended Fee amount, as the sole source of funding for this project.
4. All requisite funds for the Stock Ranch Reimbursement Agreement street infrastructure improvements, including the entire Unexpended Fee, have been deposited in the Roadway Impact Fee fund, which is the appropriate fund for this project.

Project	Project to Date Funding	% Complete	% Funded with Fee
Master Transit Plan	64,403	100%	100%
Transfer to Transit Impact Fee	170,821	100%	100%
Fountain Square Drive	1,852,646	100%	76%
Auburn Blvd/Van Maren Intersection	534,332	100%	34%
Antelope/Saybrook Intersection	407,799	100%	100%
Greenback Lane Widening - Right of Way Acquisitions	853,950	100%	100%
Antelope Road Improvement Project - Design Phase	41,640	100%	6%
2007 Road Reconstruction Project	265,156	100%	19%
Fair Oaks Overlay Project	360,750	100%	46%
Auburn Blvd. Design and Right of Way Acquisition	302,001	100%	7%
Auburn Blvd. Complete Streets and Joint Trench Utility Undergrounding Project	241,111	100%	3%
<b>Total</b>	<b>5,094,610</b>		

City of Citrus Heights  
AB 1600 Fee Report  
Fiscal Year Ending June 30, 2015

Park Facilities Impact Fee (25400) - see Development Fees Attachment for the fee rates.

The purpose of this fund is to maintain existing park and recreation facility standards and mitigate the impacts caused by new and anticipated development activity to existing park and recreation facilities.

Account Description	Beginning Fund Balance - 7/1/14	FY 14-15	Ending Fund Balance 6/30/15
<b>Revenue</b>			
Developer Fees		48,764	
Interest Income		424	
<b>Total Revenue</b>		49,188	
<b>Expenditures</b>		0	
<b>Total Available</b>	18,177	49,188	67,364

**Five-Year Revenue Test Using First In First Out Method**

Revenue Collected FY 10-11	22,701
Revenue Collected FY 11-12	9,348
Revenue Collected FY 12-13	4,283
Revenue Collected FY 13-14	9,900
Revenue Collected FY 14-15	49,188
<b>Total Revenue for Last Five Years</b>	<b>95,419</b>

Findings regarding unexpended funds: five-year test met in accordance with Government Code 66001.

<b>Projects</b>	<b>Project to Date Funding</b>	<b>% Complete</b>	<b>% Funded with Fee</b>
Building Permit for Sunrise Park - Restroom Demolition	595	100%	100%
Van Maren Park	334,557	100%	100%
Contribution for Rusch Park Basketball Court	25,000	100%	100%
Park on Sayonara Drive	307,492	100%	100%
<b>Total</b>	<b>667,645</b>		

City of Citrus Heights  
AB 1600 Fee Report  
Fiscal Year Ending June 30, 2015

Transit Impact Fee (25500) - see Development Impact Fees Attachment for the fee rates.

The purpose of this fund is to maintain existing transit standards and mitigate the impacts caused by new and anticipated development activity.

Account Description	Beginning Fund Balance - 7/1/14	FY 14-15	Ending Fund Balance 6/30/15
<b>Revenue</b>			
Developer Fees		13,423	
Interest Income		12	
<b>Total Revenue</b>		13,436	
<b>Expenditures</b>		111,968	
<b>Total Available</b>	105,586	(98,533)	7,053

**Five-Year Revenue Test Using First In First Out Method**

Revenue Collected FY 10-11	10,525
Revenue Collected FY 11-12	15,839
Revenue Collected FY 12-13	82,205
Revenue Collected FY 13-14	3,689
Revenue Collected FY 14-15	13,436
<b>Total Revenue for Last Five Years</b>	<b>125,694</b>

Findings regarding unexpended funds: five-year test met in accordance with Government Code 66001.

<b>Projects</b>	<b>Project to Date Funding</b>	<b>% Complete</b>	<b>% Funded with Fee</b>
Sunrise Mall ADA Driveway Design	5,562	100%	100%
Greenback/Firestone Concrete Construction	4,379	100%	100%
Miscellaneous Concrete Construction	12,405	100%	100%
Bus Stop Rehabilitation Project 2006	120,981	100%	100%
Bus Stop Improvements	698,470	100%	100%
Purchase Konica Color Copier	1,714	100%	18%
Auburn Blvd. Design and Right of Way Acquisition	125,524	100%	3%
Sunrise Blvd. Bus Stop Improvement Project	179,608	100%	36%
<b>Total</b>	<b>1,148,644</b>		



# Development Impact Fees

## September 2015

The City of Citrus Heights collects development fees for various residential and commercial construction projects. Our goal is to assure your understanding of our processes and requirements so that you have a successful development experience. This information is intended to provide you with an overview of the development fees that may be applicable to your project.

### Why does the City require development fees?

New development and its cumulative impacts increase the demand for city services; infrastructure, and public facilities. Development fees help pay for facilities to reduce the impacts and allows the City to continue to provide a safe and livable community.

### What types of projects trigger impact fees?

- Residential construction of 500 square feet or more OR an increase of existing “living space” by 50% or more; and
- Commercial construction with any amount of increased square footage

### What are the impact fees?

The fees vary by project use type. Below is an overview of the types of development impact fees that may be collected for your project beyond the fees collected for permits and plan checking purposes.

Fee Type	Residential additions less than 500 sq. ft	Residential additions greater than 500 sq. ft. or additions greater than 50% of the existing structure	New residential dwelling	Multi-family	New/additional Commercial Construction Less than 5000 sq. ft	New/additional Commercial Construction 5000 sq. ft or greater	Facility used exclusively for religious purposes
Roadway & Transit fee			X	X	X	X	X
Affordable Housing fee					X	X	
Park Impact fee			X	X		X	X
Sacramento Countywide Transportation Mitigation Fee Program			X	X	X	X	X
Drainage fee*		X*	X	X	X	X	X
Sewer fee			X	X	X	X	X
School fee		X	X	X	X	X	
Fire fee							

X= fee may be required

This table is intended to provide an overview of fees your project may be required to pay and is not consider all inclusive.

Notes: Residential square footages are based upon “living space” (as defined by CBC)

\*This fee is a one-time fee and is not required for the addition of square footage provided that the initial construction project paid the required fee. Proof of payments will be required.

### **When will I know how much I have to pay? When are the fees due?**

Staff can provide you with estimates of your fees at any time. The closer your project is to final approval, the more accurately fees can be calculated. Fees are due prior to the issuance of a building permit.

## **Fee Information & Charts**

The following fees are collected by the City of Citrus Heights prior to the issuance of the building permit.

### **Road & Transit Fees**

The chart below includes roadway, transit, and administration fees for the most common types of construction projects. For other uses not listed here and if your project is located west of I-80 contact the General Services Department (916) 727-4770.

<b>Use Type</b>	<b>Rate</b>
Single-Family per unit	\$1,434.12
Multi-Family per unit	\$1,312.74
Commercial per sq ft	\$4.45
Office (BP zone) per sq ft	\$3.64
Religious Center per sq ft	\$1.44

### **Affordable Housing Fee**

This fee is assessed on new commercial development or additional commercial square footage to assist in the provision of affordable housing.

<b>Use Type</b>	<b>Rate</b>
Office	97¢ per square foot
Hotel	92¢
Research/Development	82¢
Commercial, includes retail	77¢
Manufacturing	61¢
Warehouse	26¢

Affordable Housing fee credit is given for the demolition of non-exempt commercial structures, based on square footage.

The following commercial uses are EXEMPT from the affordable housing impact fee:

- Agriculture
- Auto Smog Inspection Stations
- Automobile/mobile home/commercial coach storage
- Churches
- Citizens Improvement Clubs
- Non-profit membership organizations
- Labor Unions Temples
- Masonic Lodge
- Mini-storage facilities
- Parking garage/carport

### Park Impact fees

Citrus Heights collects a park impact fee on new commercial and residential construction over 5,000 square feet. The purpose of this fee is to mitigate the impacts caused by new development activity and to provide new park and recreational facilities.

Construction Type	Rate
New Commercial Construction (totaling LESS THAN 5000 square feet)	Exempt
New Commercial Construction (totaling BETWEEN 5,000 and 10,000 square feet)	
▪ Retail Use.....	9¢ per square foot
▪ Office Use.....	18.5¢ per square foot
▪ Industrial Use.....	4.5¢ per square foot
New Commercial Construction (totaling GREATER than 10,000 square feet)	
▪ Retail Use.....	18¢ per square foot
▪ Office Use.....	37¢ per square foot
▪ Industrial Use.....	9¢ per square foot
Residential Construction Types	
▪ Single-family, detached.....	\$1,078.50 per unit
▪ Single-family, attached.....	\$800.65 per unit
▪ Multi-family.....	\$665.38 per unit
▪ Mobile Homes.....	\$577.64 per unit

### Sacramento Countywide Transportation Mitigation Fee Programs

Measure A, approved by voters in November 2004, calls for the implementation of a Countywide transportation mitigation fee effective April 1, 2009.

Use Type	Rate
Single-family	\$ 1,159.00 per unit
Single-family, Senior	\$ 926.00 per unit
Multi-family	\$ 811.00 per unit
Multi-family, Senior	\$ 695.00 per unit
Retail Use	\$ 1,738 per 1,000 square feet
Office Use	\$ 1,392 per 1,000 square feet

Other uses contact General Services at 916-727-4770



## **Outside Agency Fees**

Some fees are collected by outside agencies. These agencies establish their own fee schedule and collect their own fees. Prior to the issuance of a building permit you will be required to show proof of payment.

### **Drainage Fees**

New construction or substantial improvements of single-family, multi-family, and commercial buildings require the payment of drainage impact fees. This fee is used for the construction of new storm/drain lines and the maintenance of the creeks. The fees are due prior to the issuance of the building permit and are paid directly to the County of Sacramento. Drainage fees are calculated based upon property specific information including the square footage of the lot, amount of street frontage, and the year the lot was recorded.

For a fee quote, please contact the County of Sacramento, Department of Water Resources at (916) 874-6851.

### **Sewer fees**

The City of Citrus Heights falls within the Sacramento Regional County Sanitation District (SRCSD) and the County Sanitation District (CSD-1). SRCSD collect fees for the maintenance and installation of sewer and wastewater lines. New residential and commercial projects are required to pay a connection fee. In addition, expanding a commercial use may also require the payment of additional fees. For a fee quote, please contact the SRCSD at (916) 876-6100.

In some cases the City has the ability to reduce the sewer fees. You should first discuss your project with counter staff and be prepared to provide specific information about the basis of your request. Fee reductions are approved by the Community & Economic Development Director, or the City Council depending on the size of the project.

### **School fees**

Commercial and residential construction projects greater than 500 square feet are required to pay a school impact fee as required by state law. When plans are submitted for review, the Building and Safety Division will provide the applicant a school fee impact form that indicates the square footage to be charged. The applicant will need to present the form to the San Juan Unified School District (SJUSD) and pay the required fees. The pink copy of the form will be collected by the Building Division prior to the issuance of your building permit. You can find out more information on development impact fees due to [SJUSD](#) by calling (916) 971-7073.

### **Quimby Act park fees**

Quimby act fees are required with the creation of new subdivision lots. These fees are paid directly to the Sunrise Recreation and Park District. For more information on Quimby fees, contact the Sunrise Recreation and Park District directly at (916) 725-PARK (1585).

### **Water Service Fees**

The City of Citrus Heights is provided water service by 3 different water providers. The City can assist you in determining the water provider for your project. You should discuss your project with the provider to find out their fees and requirements.

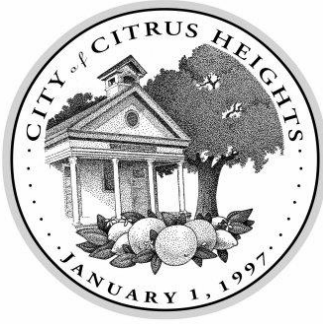
### **Fire Department Fees**

The City of Citrus Heights is serviced by Sacramento Metropolitan Fire District. A Capital Fire Facilities Fee is assessed on new commercial and residential construction to address deficiencies with existing fire stations including age and condition, and improve emergency response. This fee is collected by the City of Citrus Heights, on behalf of the Fire District.

<b>Construction Type</b>	<b>Rate</b>
New Non-Sprinklered Commercial	95¢ per square foot
New Sprinklered Commercial	75¢ per square foot
New Single-Family Units and Duplexes	56¢ per square foot

Certain development projects will also require plan submittal, review, and approval from the Fire District. To find out if your project will require Fire District approval contact Sacramento Metropolitan Fire District directly at (916) 859-4330.

*This information is intended to provide an overview of development fees within Citrus Heights. It is always advisable to verify fees prior to beginning any development project.*



## CITY OF CITRUS HEIGHTS

### Memorandum

Approved and Forwarded to City Council

\_\_\_\_\_ Fin.

\_\_\_\_\_ Atty.

**Henry Tingle, City Manager**

December 10, 2015

**TO:** Mayor and City Council Members  
Henry Tingle, City Manager

**FROM:** Casey Kempenaar, Senior Planner  
Colleen McDuffee, Planning Manager  
Kevin Becker, Principal Civil Engineer  
Rhonda Sherman, Community and Economic Development Director  
David Wheaton, General Services Director

**SUBJECT:** Bikeway Master Plan and General Plan Bikeway Map Update GPA-15-01

### Summary and Recommendation

The City has been committed toward improving Citrus Heights' "quality of place". The City's efforts to make Citrus Heights a better place to live are focused on long term sustainability and mobility throughout the community. By improving mobility residents are able to remain healthy and live in Citrus Heights longer, contributing to the Quality of Place in Citrus Heights.

The improvements identified in the Bikeway Master Plan are a key component to improve mobility in Citrus Heights. The Bikeway Master Plan includes long term goal and improvements necessary to make the City a safe and convenient area to ride for transportation and recreation.

On November 18, 2015, the Planning Commission unanimously recommended that the City Council approve the proposed update to the Bikeway Master Plan and General Plan Bikeway Map. The Planning Commission recommends the following motions:

Motion 1: ADOPT THE ATTACHED RESOLUTION ADOPTING THE MITIGATED NEGATIVE DECLARATION, ADOPTING THE MITIGATION MONITORING PLAN, AND ADOPTING THE 2015 BIKEWAY MASTER PLAN UPDATE AND ADOPTING THE GENERAL PLAN BIKEWAY MAP UPDATE.

## **Fiscal Impact**

No Impact. The Bikeway Master Plan includes goals, policies, and objectives to improve the City's bicycle network yet includes a flexible implementation approach as grant funding becomes available.

## **Background**

### ***Bikeway Master Plan***

The City's first Bikeway Master Plan was initiated in the early 2000s to enable the City to be eligible for grant funding for bikeways throughout the City. Between 2003 and 2004, the City conducted public outreach associated with the City's first Bikeway Master Plan via the City's network of Neighborhood Associations. The public outreach unveiled concern related to the Class I bikeways within the City's creek corridors including Brooktree, Cripple, and Arcade Creeks. Uncertainty of trail feasibility, costs, and exact trail location created a great deal of concern, particularly with property owners that abut the creek corridor. As a result of the uncertainty of trail placement and feasibility, the City temporarily eliminated the majority of Class I trails along creeks when it adopted the City's first Bikeway Master Plan in 2009.

In 2011, the City Council adopted minor revisions to the Bikeway Master Plan to be consistent with State Law and to fix various errors and omissions. In August 2011, the City adopted an updated General Plan, Greenhouse Gas Reduction Plan, and Environmental Impact Report that addressed sustainability topics such as climate change, water quality, mobility, and complete streets. The General Plan includes several goals and policies that encourage improved mobility across the City including several goals and policies related to the City's Creek Corridors:

**Goal 29:** Plan, design, construct, and manage a Complete Streets transportation network that accommodates the needs of all mobility types, users, and ability levels.

**Policy 29:** Support safe, complete, and well-connected neighbor street, bicycle, and pedestrian access and connection that balance circulation needs with the neighborhood context.

**Policy 29.4.F:** Update the Bikeway Master Plan (BMP) and complete the proposed bikeway network in Map 8 within 10 years and prioritize projects that close existing gaps in the network

**Goal 34:** Preserve, protect, and enhance natural habitat areas, including creek and riparian corridors, oak woodlands, and wetlands.

**Goal 38:** Establish a system of creekside trails, passive open space, and parks for public use.

**Measure 3-5.A** includes two action items, including the reevaluation of the City's Bikeway Master Plan and the development of a Pedestrian Master Plan.

### ***Creek Corridor Trail Project***

In 2013 and 2014 the City partnered with Sunrise Recreation and Park District as well as Orangevale Recreation and Park District to evaluate approximately 26 miles of creek and utility

corridors in the City of Citrus Heights and a small portion in Orangevale (Sacramento County). The Study included Brooktree, Cripple, Arcade Creek and tributaries, and the SMUD corridor.

The Project Goals include:

- Providing improved connections to key destinations such as schools, shopping areas, neighborhoods, parks and other trail networks;
- Improving access to the creek corridors for residents of all abilities;
- Increasing the number of recreational facilities to more neighborhoods; and
- Improving transportation choices in the City.

### ***Summary of Creek Corridor Trail Project***

The Creek Corridor Trail Project evaluated the City's creek and utility corridors to determine the feasibility of constructing a multi-use trail network. The Feasibility Report showed that multi-use trails are considered feasible for approximately 16-miles of these corridors out of approximately 26 miles evaluated.

The Creek Corridor Trail Project Feasibility Report did not create or adopt policy; rather it identified what trails were feasible for future policy consideration.

### ***City Council Direction for Creek Corridors***

On March 27, 2014 the City Council reviewed and accepted the Creek Corridor Trail Project. The City Council Directed staff to incorporate ONLY the Priority 1 Trail segments and Priority 3 segments (A04 – Arcade Creek Park Preserve and A02 – Tempo Park) into the City's regulatory documents including the General Plan, Bikeway Master Plan, and Pedestrian Master Plan . This direction results in over 4-miles of multi-use trails along Arcade Creek and the SMUD Corridor between Sylvan Library and Wachtel Way. (See Attachment 4- Creek Corridor Trail Project Map).

The proposed update to the General Plan Bikeway Map and Bikeway Master Plan includes only these trail segments to implement the City Council's direction.

### **Project Description**

#### ***Bikeway Master Plan***

The Bikeway Master Plan (BMP) is the City's policy document which guides the development of the City's Bicycle network. The proposed update is found in Exhibit A-3 in redline/strikeout format. Figure 4 depicts the existing and proposed bikeway infrastructure for the City. Below is a summary of the proposed changes to Figure 4:

- Update map to include Creek Corridor Trails (Sylvan Library to Wachtel Way only) as directed by the City Council

- Updating map to reflect Class II and Class III bikeways that have been installed since 2011
- Addition of Bike Lanes along various roadways
- Addition of Bike Lanes that have been striped previously but were not included in the last update
- Addition of Bike Lanes that were part of Neighborhood Safety Improvements
- Corrections of Errors and Omissions

A complete list of the proposed changes to Figure 4 is included as Attachment 3.

### ***General Plan Bikeway Map***

The update of the Bikeway Master Plan necessitates the update of the General Plan Planned Bikeway System Map (Exhibit A-3) to maintain consistency with between the City's regulatory documents.

The update to the Bikeway Master Plan and the General Plan Bikeway Map will result in the construction of nearly 24-miles of new bikeways as identified in Table 1.

<b>Table 1: Existing and Proposed Bikeway Classification (Miles)</b>			
<b><i>Bikeway Classification</i></b>	<b><i>Existing</i></b>	<b><i>Proposed</i></b>	<b><i>Total</i></b>
Class I	4.5	4.9	9.4
Class II	40.9	14.5	55.4
Class III	3.5	4.4	7.9
<b>Total</b>	<b>48.9</b>	<b>23.8</b>	<b>72.7</b>

### **Findings for General Plan Bikeway Map Update**

Section 106.74.060.A of the Zoning Code consists of findings the City Council must make to approve or disapprove an application for a General Plan Amendment, including map amendments. The findings are written below in ***bold italics*** and are followed by a review of the proposal against the findings.

#### ***1. The amendment is internally consistent with all other provisions of the General Plan***

The proposed amendment is internally consistent with all other provisions of the General Plan. In particular the proposed amendment serves to implement several General Plan goals.

#### ***2. The proposed amendment will not be detrimental to the public interest, health, safety, convenience and welfare of the City.***

The proposed amendment will provide for improved bicycle infrastructure throughout the city enabling residents and visitors to safely travel in the City. The amendment will not be detrimental to the public interest, health, safety, convenience and welfare of the City

***3. The affected sites are physically suitable for the proposed bicycle infrastructure.***

The bicycle infrastructure proposed is located throughout the City. The Mitigation Monitoring and Plan provides mitigation to ensure development of the bicycle network will be compatible with sites that are adjacent to the proposed infrastructure.

The proposed update to the General Plan Bikeway Map and the Bikeway Master Plan is consistent with the direction provided by the City Council during the development of the Creek Corridor Trail Project and implements several goals of the General Plan. Based on the above, staff recommends that the Planning Commission recommend approval to the City Council of the proposed Bikeway Master Plan Update and General Plan Bikeway Map amendment.

**Planning Commission Hearing**

The Planning Commission held a public hearing and considered the proposal at their meeting of November 18, 2015. A copy of the Planning Commission Staff Report is attached as Attachment 1. After discussion of the project the Planning Commission unanimously recommended approval of proposed amendments to the Bikeway Master Plan and the General Plan Bikeway Map.

**Environmental Determination**

A Mitigated Negative Declaration (Exhibit A-1) was prepared for this project. The Mitigated Negative Declaration was released for a 30-day review period on October 16, 2015.

The Mitigated Negative Declaration (MND) provides mitigation for the construction and development of the trails identified in the updated Bikeway Master Plan. The MND acknowledges that in addition to the mitigations provided, additional environmental review is required for each improvement. The alignments shown on the bikeway system map are conceptual in nature and as more detailed information becomes available additional environmental studies and subsequent CEQA document will be required.

The MND and associated Mitigation Monitoring Plan (MMP) include mitigation for the following environmental categories:

- Biological Resources
- Cultural Resources
- Air Quality
- Hydrology and Water Quality

As the City identifies funding and begins the design and environmental review phase of future bikeway projects, these mitigations as well as other resulting from more detailed environmental review will be incorporated into project design and implementation.

### **Conclusion**

The Planning Commission recommends that the City Council adopt the resolution adopting an update to the Bikeway Master Plan and the General Plan Bikeway Map. The Planning Commission recommends the following motions:

Motion 1: ADOPT THE ATTACHED RESOLUTION ADOPTING THE MITIGATED NEGATIVE DECLARATION, ADOPTING THE MITIGATION MONITORING PLAN, AND ADOPTING THE 2015 BIKEWAY MASTER PLAN UPDATE AND ADOPTING THE GENERAL PLAN BIKEWAY MAP UPDATE.

### **Exhibits:**

A. Resolution 2015-\_\_\_ adopting the following documents:

- A-1 – Mitigated Negative Declaration
- A-2 – Mitigation Monitoring Plan
- A-3 – Bikeway Masterplan (Redline/Strikeout)
- A-4 – General Plan Bikeway Map

### **Attachments:**

1. November 18, 2015 Planning Commission Staff Report (Without Exhibits)
2. 2011 Bikeway Masterplan Map
3. List of modified bikeways
4. Creek Corridor Trail Project Map



**RESOLUTION NO. 2015 - \_\_\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CITRUS HEIGHTS  
ADOPTING THE CITRUS HEIGHTS BIKEWAY MASTER PLAN AND THE  
GENERAL PLAN BIKEWAY MAP UPDATE AND ADOPTING A MITIGATED  
NEGATIVE DECLARATION**

**WHEREAS**, The City adopted an Updated General Plan in 2011 with a focus on complete streets and sustainability including Policy 29.4.f directing the update of a Bikeway Master Plan focused on closing existing gaps in the Bikeway Master Plan;

**WHEREAS**, The City Council accepted the Creek Corridor Trail Project Feasibility Report on March 27, 2014 and directed staff to incorporate the Priority 1 Trail segments into the City's regulatory documents including General Plan, Bikeway Master Plan, and Pedestrian Master Plan;

**WHEREAS**, The proposed update to the Bikeway Master Plan and General Plan Bikeway Map adds over 4-miles of Class I multi-use trails, 14.5 miles of Class II bike lanes and 4.4 miles of Class III Bike Routes to the Bikeway Master Plan and the General Plan Bikeway Map to close gaps and increase biking opportunities throughout the City;

**WHEREAS**, the Planning Commission held a public hearing on November 18, 2015, and the City Council held a public hearing on December 10, 2015, wherein public testimony was taken and based upon the Initial Study and comments received, potential impacts could be avoided or reduced to a level of insignificance by mitigation measures; and

**NOW, THEREFORE, BE IT RESOLVED** that the Citrus Heights City Council hereby finds as follows:

**Findings for a Mitigated Negative Declaration:**

1. An Initial Study was prepared for the Citrus Heights Bikeway Master Plan and The General Plan Bikeway Map Update project and proper notice was provided in accordance with CEQA and local guidelines.
2. That based upon the Initial Study, potential impacts resulting from the project have been identified. Mitigation measures have been proposed that will reduce potential impacts to less than significant. In addition, there is no substantial evidence that supports a fair argument that the project, as mitigated, would have a significant effect on the environment.
3. That the project does not have the potential to have a significant adverse impact on wildlife resources as defined in the State Fish and Game Code, either individually or cumulatively and is not exempt from Fish and Game filing fees.
4. That the project is not located on a site listed on any Hazardous Waste Site List compiled by the State pursuant to Section 65962.5 of the California Government Code.

5. That the Planning Commission and City Council reviewed the Initial Study and considered public comments before making a recommendation on the project.
6. That a Mitigation Monitoring Plan has been prepared to ensure compliance with the adopted mitigation measures, which Mitigation Monitoring Program was considered by the Citrus Heights Planning Commission and City Council and which Mitigation Monitoring Program is made a part of this resolution.
7. That the Mitigated Negative Declaration prepared concerning the Citrus Heights Bikeway Master Plan and The General Plan Bikeway Map Update project reflects the independent judgment and analysis of the City Council of the City of Citrus Heights.
8. The City Council hereby adopts as “final” the Citrus Heights Bikeway Master Plan and The General Plan Bikeway Map Update project Mitigated Negative Declaration comprised of: the draft Mitigated Negative Declaration (attached as Exhibit A-1) and the Mitigation Monitoring Plan (attached as Exhibit A-2)
9. That the record of proceedings of the decision on the project is available for public review at the City of Citrus Heights Community and Economic Development Department, 7927 Auburn Boulevard, Citrus Heights CA, 95610.

**BE IT FURTHER RESOLVED** that the Citrus Heights City Council, in reference to the potential impacts identified in the Initial Study, hereby adopts the Mitigated Negative Declaration prepared for the Bikeway Master Plan and The General Plan Bikeway Map Update project including the mitigation measures (contained within the attached Negative Declaration and Mitigation Monitoring Plan) and included in this resolution by reference.

**BE IT FURTHER RESOLVED** that the Citrus Heights City Council hereby adopts the Bikeway Master Plan and The General Plan Bikeway Map Update project.

**IT IS HEREBY CERTIFIED** that the foregoing Resolution No. 15-\_\_\_\_ was duly introduced and legally adopted by the City Council of the City of Citrus Heights at its regular meeting held on this 10<sup>th</sup> day of December 2015, by the following roll call vote:

<b>AYES:</b>	<b>Council Members:</b>
<b>NOES:</b>	<b>Council Members:</b>
<b>ABSTAIN:</b>	<b>Council Members:</b>
<b>ABSENT:</b>	<b>Council Members:</b>

---

**Sue Frost, Mayor**

**ATTEST:**

---

**Amy Van, City Clerk**

**Attachments:**

- A-1 – Mitigated Negative Declaration
- A-2 – Mitigation Monitoring Plan
- A-3 – General Plan Bikeway Map
- A-4 – Bikeway Master Plan



## City of Citrus Heights

### COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT

7927 Auburn Boulevard, Citrus Heights, CA 95621  
(916) 727-4740 Fax (916) 725-5799

### MITIGATED NEGATIVE DECLARATION

Pursuant to Title 14, Chapter 3, Article 6, Sections 15070 and 15071 of the California Code of Regulations the **City of Citrus Heights** does prepare, make, declare, publish, and cause to be filed with the County Clerk of Sacramento County, State of California, this Mitigated Negative Declaration for the Project, described as follows:

**PROJECT TITLE:** 2015 Bikeway Master Plan Update and General Plan Bikeway Map Update GPA-15-01

**PROJECT DESCRIPTION:** The project is the update of the Bikeway Master Plan and the General Plan Bikeway Map. The proposed project describes a network of existing and proposed Class I, II and III bikeways that are intended to serve the Citrus Heights community. The proposed bikeways are capital improvements that will be built in segments over a 30-year time frame.

For Class I trails, the plan includes just over 4 miles of trails along Arcade Creek and the SMUD Utility Corridor (Priority 1 Trails from the Creek Corridor Trail Project). Class II bike lanes will typically be constructed as part of ongoing road maintenance or roadway Complete streets projects. However, there may be several stand-alone projects for Class II bike lanes.

New bike lanes are not intended to replace existing or planned vehicle lanes. Class III bike routes may involve signs and/or striping of roadways, but will not otherwise affect the designated roads. Right-of-way acquisition may be necessary for both Class I paths and II bike lanes.

**PROJECT LOCATION:** City-wide

**NAME OF PUBLIC AGENCY APPROVING PROJECT:** City of Citrus Heights

**CONTACT PERSON:** Casey Kempenaar, Senior Planner, Planning Department, (916) 727-4740.

**NAME OF ENTITY OR AGENCY CARRYING OUT PROJECT:** City of Citrus Heights

**MITIGATED NEGATIVE DECLARATION:** The City of Citrus Heights has determined that the subject project, further defined and discussed in the attached Environmental Checklist/Initial Study could have a significant effect on the environment, however, it is hereby determined that, based on the information contained in the attached Initial Study, the project would not have a significant adverse effect on the environment as mitigation measures necessary to avoid the potentially significant effects on the environment are included in the attached Initial Study, which is hereby incorporated and fully made part of this Mitigated Negative Declaration. The City of Citrus Heights has hereby agreed to implement each of the identified mitigation measures, which would be adopted as part of the Mitigation Monitoring and Program.

The attached Environmental Checklist/Initial Study has been prepared by the City of Citrus Heights in support of this Mitigated Negative Declaration. Further information including the project file and supporting reports and studies may be reviewed at the Planning Department, 7927 Auburn Blvd. Citrus Heights, California, 95610.

Casey Kempenaar, Senior Planner  
Citrus Heights Planning Division



## INITIAL STUDY/ENVIRONMENTAL CHECKLIST

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### Citrus Heights Bikeway Master Plan and General Plan Bikeway Map Update

1. **Project Title:** Bikeway Master Plan and General Plan Update
2. **Lead Agency Name and Address:** City of Citrus Heights  
6237 Fountain Square Drive  
Citrus Heights 95621
3. **Contact Person and Phone Number:** Casey Kempenaar, Senior Planner  
(916) 727-4740
4. **Project Location:** City-wide
5. **Project Sponsor's Name and Address:** City of Citrus Heights  
7927 Auburn Blvd  
Citrus Heights 95621
6. **General Plan Designation(s):** Varies
7. **Zoning Designation(s):** Varies

#### 8. Description of Project:

##### **Summary**

The City of Citrus Heights Bikeway Master Plan is intended to guide and influence bikeway policies, programs and development standards to make bicycling in Citrus Heights more safe, comfortable, convenient and enjoyable for all bicyclists. The Bikeway Master Plan recommends physical improvements, including on-street bike lanes and bike routes, off-street bike paths, and appurtenances such as signs, bike racks and associated improvements.

##### **Background**

The City of Citrus Heights adopted its first General Plan in 2000. The General Plan included several policies related to bicycle transportation as well as Map 7: Proposed Bikeway System, largely focused on on-street bicycle facilities.

The first Citrus Heights Bikeway Master Plan (BMP) was adopted in 2009 pursuant to the State of California Bicycle Transportation Act. The 2009 BMP remained largely focused on on-street bikeways; however it also included several off-street (Class 1) bikeway additions. The BMP was updated with minor changes in 2011.

In 2013-2014, the City conducted the Creek Corridor Trail Project (CCTP). This study identified creek and utility corridors considered feasible to accommodate multi-use trail construction for future trail development. In March 2014, the City Council reviewed and accepted the CCTP and directed staff to incorporate only the Priority 1 trail segments into the City's regulatory documents including the Bikeway Master Plan, Pedestrian Master Plan, and General Plan.

### ***Project Objectives***

The 2014 BMP and General Plan update is a focused update to:

1. To include off-street multi-use trails (Class 1) identified as Priority 1 in the Creek Corridor Trail Project (CCTP)
2. Reflect changes in bikeways that have been installed since plan adoption
3. Fix errors and omissions or other minor changes
4. Ensure consistency between the General Plan Bikeway Map and the Bikeway Master Plan Map

### ***Bikeway Types***

#### **Class I Off-Street Bike Paths –**

Class I paths are located in a separate right of way, for the exclusive use of bicycles and pedestrians, with minimal cross flow by motor vehicles. Off-street bike paths are typically paved 10' wide with 2' graded shoulder on each side, for a total width of 14 feet. Class I trails are usually located within open space corridors along creeks, high voltage power line corridors and community/city-wide parks. They may also be located within developments or adjacent to streets for the purpose of providing important bicycle and pedestrian linkages between uses.

**Class II On-Street Bike Lanes –** Class II bike lanes are areas within paved streets that are identified by striping and signs for bicycle use. Vehicle cross flow is generally permitted at intersections and driveways. In Citrus Heights, bike lanes are typically 4-5 feet wide.

**Class III On-Street Bike Route -** Class III Bikeways are on-street routes where bikes share the road with cars. Class III routes are intended to provide continuity to the bikeway system and are usually established along through routes not served by Class I or II bike routes, or as an alternative to bicycling on busy streets. Bike routes are designated by signs or permanent markings and are shared by motorists.

### ***Project Description***

The proposed project describes a network of existing and proposed Class I, II and III bikeways that are intended to serve the Citrus Heights community. The proposed bikeways are capital improvements that will be built in segments over a 30-year time frame. The existing and proposed bikeway network in the Bikeway Master Plan is shown in Figure 1 and the existing and proposed bikeway network in the General Plan is shown in Figure 2.

For Class I trails, the plan includes just over 4 miles of trails along Arcade Creek and the SMUD Utility Corridor (Priority 1 Trails from the CCTP). Additional controlled and/or grade-separated crossings of other local streets and creeks may be provided. The type of crossing to be used in each location will be subject to further analysis conducted as each project is implemented.

Class II bike lanes will typically be constructed as part of ongoing road maintenance or roadway Complete streets projects. However, there may be several stand-alone projects for Class II bike lanes.

New bike lanes are not intended to replace existing or planned vehicle lanes. Class III bike routes may involve signs and/or striping of roadways, but will not otherwise affect the designated roads. Right-of-way acquisition may be necessary for both Class I paths and II bike lanes.

The total miles of existing and proposed trails are shown in Table 1:

<b>Table 1: Existing and Proposed Bikeway Classification (Miles)</b>			
<b><i>Bikeway Classification</i></b>	<b><i>Existing</i></b>	<b><i>Proposed</i></b>	<b><i>Total</i></b>
Class I	4.5	4.9	9.4
Class II	40.9	14.5	55.4
Class III	3.5	4.4	7.9
<b>Total</b>	<b>48.9</b>	<b>23.8</b>	<b>72.7</b>

Future bikeway improvement projects may involve a single segment or multiple logically connected segments bundled into a single project. The actual number of bikeway miles to be constructed in a given year is unknown and highly variable. Construction phasing will be dependent upon need, suitability, and readiness.

As discussed in the BMP, bikeway support facilities include lighting, signs, bike parking, and trailhead parking lots. Bikeway support facilities may be installed in conjunction with a bikeway project, or as a separate improvement project. Once a bikeway is constructed, it would be operated and maintained in the same way as other pavement and park assets in the City.

As noted previously, this Initial Study is intended as a program-level analysis of the bikeway program and facilities. Specific improvement plans and details are not available at this time and would be part of project level evaluation when bikeway projects are scheduled for implementation.

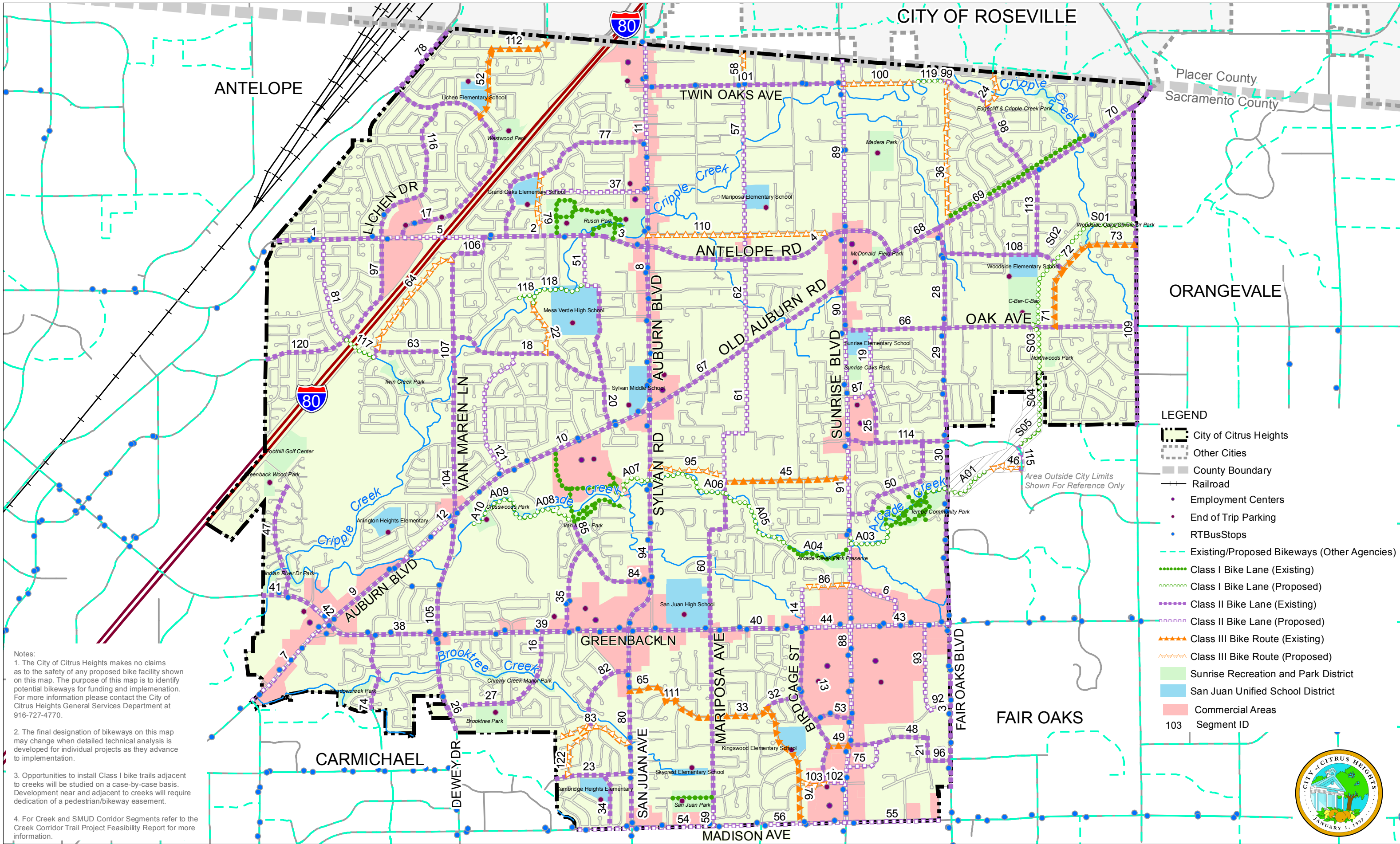
### ***Funding***

The BMP estimates that the cost of fully implementing the proposed bikeway system over the next 30 years will be \$52 million. Planning and development processes would be timed to take advantage of funding as it becomes available and to leverage the availability of grant funds.

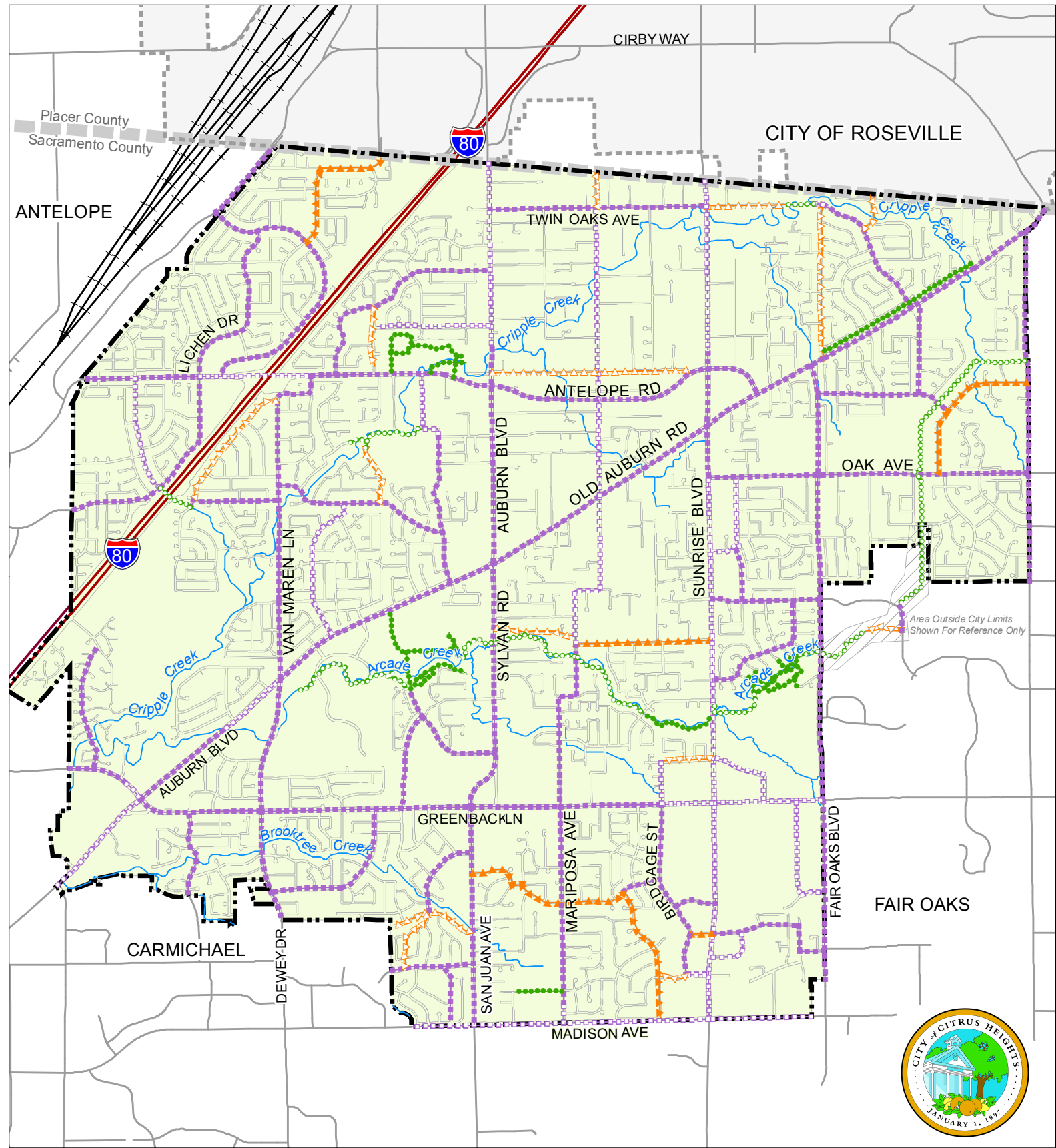
Detailed information regarding sources of federal, state and local funding is provided in the BMP Update. Funding will generally be directed to higher priority projects as identified in the BMP Update, but will occasionally be directed otherwise based upon project readiness and criteria of a particular funding source.







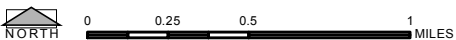
**Proposed Bikeway System**  
Agenda Packet Page 198  
**Figure 4**



**LEGEND**

- City of Citrus Heights
- Other Cities
- County Boundary
- Railroad
- Creeks
- Class I Bike Lane (Existing)
- ○ ○ ○ ○ Class I Bike Lane (Proposed)
- Class II Bike Lane (Existing)
- ○ ○ ○ ○ Class II Bike Lane (Proposed)
- ▲▲▲▲▲ Class III Bike Route (Existing)
- △△△△△ Class III Bike Route (Proposed)

Existing and Proposed Bikeway Classification (Miles)			
Bikeway Classification	Existing	Proposed	Total
Class I	4.5	4.9	9.4
Class II	40.9	14.5	55.4
Class III	3.5	4.4	7.9
<b>Total</b>	<b>48.9</b>	<b>23.8</b>	<b>72.7</b>





## Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

- |  |  |  |
|--|--|--|
| <input checked="" type="checkbox"/> Aesthetics                     | <input checked="" type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources           | <input checked="" type="checkbox"/> Cultural Resources                 | <input checked="" type="checkbox"/> Geology, Soils and Seismicity      |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions       | <input checked="" type="checkbox"/> Hazards and Hazardous Materials    | <input checked="" type="checkbox"/> Hydrology and Water Quality        |
| <input checked="" type="checkbox"/> Land Use and Land Use Planning | <input checked="" type="checkbox"/> Mineral Resources                  | <input checked="" type="checkbox"/> Noise                              |
| <input checked="" type="checkbox"/> Population and Housing         | <input checked="" type="checkbox"/> Public Services                    | <input checked="" type="checkbox"/> Recreation                         |
| <input checked="" type="checkbox"/> Transportation and Traffic     | <input checked="" type="checkbox"/> Utilities and Service Systems      | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

### DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial study:

- ☐ I find that 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 mitigation is incorporated to reduce all impacts to a less than significant level. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Signature

Casey Kempenaar, Senior Planner

Printed Name

Date

City of Citrus Heights

For

# Environmental Checklist

## Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>1. AESTHETICS — Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Impact Analysis

- a) **No Impact.** The project is not located within a recognized scenic vista.
- b) **No Impact.** The project is adjacent to Interstate 80 but this is not designated as a scenic highway. There are no scenic highways within the project vicinity.
- c) **Less than Significant.** Implementation of Class II bike lanes and Class III bike routes involves the installation of signs and/or pavement markings on existing or new streets. For several Class II projects, it may also involve nominal street widening. Street improvement projects will be conducted in accordance with City Standards. When considered in context with the entirety of the roadway and compliance with City standards would ensure continuity across the community and would mitigate this potential impact to a less than significant level.

Class I trails include paving, dirt shoulders, vegetation clearing, signs and may include bridges, undercrossings, tunnels or other structures. The trails will traverse open space and parks, and may also be located in proximity to residences and businesses. This would introduce pavement and recreational users into a previously natural aesthetic environment and has the potential to change the character of the private viewsheds enjoyed by homeowners, residents and businesses. However, the City General Plan notes that increasing public access into open space areas is a goal that benefits City residents as a whole. As a result, this impact is considered less than significant.

The City's creek corridors include waterways and their associated riparian habitat. Trails are located in consideration of a number of constraints. These include but are not limited to: Setbacks/avoidance from native oaks, riparian areas, wetlands, and special-status species; topography; setbacks from residences; public safety; compliance with adopted design standards; and availability of right-of-way. As a result, Class I bikeway projects may result in the removal of riparian habitat or other natural features.

The City's tree preservation ordinance is in place to limit impacts to trees within the creek corridors and aid in mitigation for necessary tree removal. Nonetheless, this is considered a potentially significant impact. Mitigation Measures BIO-6& BIO-7 are intended to minimize the impact on waterways and their associated riparian habitat, including avoidance where feasible reducing this impact to a less than significant level.

During construction, viewers from neighboring properties and adjacent roadways may be able to see construction activities and construction vehicles and equipment. These activities represent an intrusion into the existing visual character of an area, including

open space areas. However, the intrusion would be for a short time period (typically no more than one construction season). As a result, this impact is less than significant.

- d) **Less than Significant.** Lighting for Class II bike lanes and Class III bike routes will be provided by existing street lights, or in the case of new roads with new street lights. Street lights are present on all City streets regardless of the presence of bike facilities. Class II and III bikeways do not require increased lighting levels and will not result in new or additional lighting above what is normally required for roadways. Class I bike trails typically do not include lighting; however, lighting may be provided for Class I trails within limited locations or at undercrossings or tunnels. Lighting will be provided consistent with the Zoning Code, which include standards for shielding light to avoid excessive off-site glare. The potential impact is less than significant.

## Agricultural and Forest Resources

<i>Issues (and Supporting Information Sources):</i>		<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>2. AGRICULTURAL AND FOREST RESOURCES</b>	<b>—</b>				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.					
<b>Would the project:</b>					
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Impact Analysis

- a – e. **No Impact.** There are no areas within the City of Citrus Heights which are designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or areas which are part of Williamson Act Contracts. No lands in the City are zoned for agricultural

purposes. No additional impacts related to the project would impact agricultural resources.

## Air Quality

<i>Issues (and Supporting Information Sources):</i>		<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>3. AIR</b>	<b>QUALITY</b>				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.					
<b>Would the project:</b>					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Impact Analysis

- a. **No Impact.** Implementation of the BMP and General Plan Amendment would not conflict with or obstruct implementation of any applicable air quality plan. By design, proposed improvements include consistency with the goals and policies identified by the City's General Plan pertaining to sustainability and an overall strategy for reduction of greenhouse gas emissions and air quality improvement.

The City of Citrus Heights General Plan identifies the following goals and policies applicable to Air Quality and relevant to the Proposed Project:

**Goal 53: Protect and improve air quality in the Citrus Heights area to the maximum extent possible.**

**Policy 53.1:** Promote measures that improve air quality and help meet air quality attainment standards.

**Action B.** Support the Sacramento Metropolitan Air Quality Management District in its development of improved ambient air quality monitoring capabilities and establishment of standards, thresholds and rules to address and, where necessary, mitigate the air quality impacts of new development.

**Action C.** Enforce air pollution control measures during construction.

**Action E.** Assure that recommended inclusions into any regional transportation plan are consistent with the air quality goals and policies of this General Plan.

**Policy 53.3:** Promote use of clean alternative fuel vehicles and construction equipment.

**Action A.** *Incorporate alternative fuel vehicles into the City fleet to achieve the objective of using clean fuels in 70% of nonsafety City vehicles.*

**Action B.** *Adopt a “proactive contracting” policy that gives preference to contractors using reduced emission equipment for City construction projects as well as for City contracts for services (e.g., garbage collection).*

Construction and operation of proposed improvements would be implemented consistent with applicable regulatory standards and requirements, including consistency with all applicable Sacramento Air Quality Management District (SMAQMD) rules and thresholds. Therefore No Impact is anticipated and no mitigation is required.

- b. **Less Than Significant With Mitigation Incorporated.** The City of Citrus Heights is located within the Sacramento Valley Air Basin. Local and regional air quality management districts, including the SMAQMD, are responsible for implementing and enforcing emissions standards and other regulations pursuant to federal and State laws. The Sacramento region’s air districts work jointly with the U.S. Environmental Protection Agency (USEPA), California Air Resources Board (CARB), Sacramento Area Council of Governments (SACOG), county transportation and planning departments, cities and counties, and multiple non-governmental organizations to improve air quality through a variety of programs. These programs include the adoption of regulations and policies, as well as implementation of extensive education and public outreach programs, and emission reducing incentive programs (SMAQMD 2015).<sup>1</sup>

Sacramento County is currently designated as in “attainment” for all state and federal ambient air quality standards, except ozone, PM<sub>10</sub> and PM<sub>2.5</sub>. The current “non-attainment” status for ozone, PM<sub>10</sub> and PM<sub>2.5</sub> signifies that these pollutant concentrations have exceeded the established standard.

In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants, the SMAQMD has established significance thresholds for emissions of PM<sub>2.5</sub> and PM<sub>10</sub>, and ozone precursors – reactive organic gases (ROG) and nitrous oxides (NO<sub>x</sub>). The significance thresholds, expressed in pounds per day (lbs/day), listed in **Table 2** below are the SMAQMD’s current established thresholds of significance for use in the evaluation of air quality impacts associated with proposed development projects. The City of Citrus Heights, as Lead Agency, utilizes the SMAQMD’s recommended project-level criteria air pollutant thresholds of significance for CEQA evaluation purposes. Thus, if the Proposed Project’s emissions exceed the pollutant thresholds presented in **Table 2**, the project would have the potential to result in significant effects to air quality, and affect the attainment of federal and State Ambient Air Quality Standards.

<sup>1</sup> SMAQMD 2015. *Sacramento Metropolitan Air Quality Management District, CEQA Guide* December 2009, Revised May 2011, June 2014, November 2014, June 2015

**Table 2 — Current SMAQMD Mass Emissions Thresholds of Significance**

<b>Pollutant</b>	<b>Construction Threshold (lbs/day)</b>	<b>Operational Threshold (lbs/day)</b>
ROG	None	65
NO <sub>x</sub>	85	65
PM <sub>10</sub>	80 <sup>2</sup>	80 <sup>3</sup>
PM <sub>2.5</sub>	82 <sup>4</sup>	82 <sup>5</sup>

Source: SMAQMD 2015<sup>6</sup>

### Construction Emissions

During construction of improvements proposed by the BMP and General Plan Amendment, various standard types of equipment and vehicles would be used to implement construction activities. Construction exhaust emissions would be generated from construction equipment, earth movement activities, construction worker commutes, and construction material hauling during the construction work window. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM emissions. As construction of improvements proposed by the BMP would generate air pollutant emissions intermittently until all construction has been completed, it is not anticipated that implementation of the BMP and General Plan Amendment would result in emissions exceeding SMAQMD established thresholds. However, construction-related activities remain of potential concern due to the fact that the City is currently designated as “non-attainment” for ozone and PM.

### Operational Emissions

Operational emissions of ROG, NO<sub>x</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub> are generated by mobile and stationary sources, including day-to-day activities such as vehicle trips to and from a given site, heavy equipment operation, natural gas combustion from heating mechanisms, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, cleaning products, spray paint, etc.). Implementation of the BMP and the General Plan Update are not anticipated to result in a substantial increase in vehicle trips, nor would proposed improvements significantly modify the existing land use or operations within individual sites. Implementation of the BMP would not involve mobile, stationary, or area sources and new operational emissions would therefore not occur. Therefore, the Proposed Project would be considered to result in a less than significant impact associated with operational emissions.

<sup>2</sup> Assumes all feasible BACT/BMPs are applied.

<sup>3</sup> Assumes all feasible BACT/BMPs are applied.

<sup>4</sup> Assumes all feasible BACT/BMPs are applied.

<sup>5</sup> Assumes all feasible BACT/BMPs are applied.

<sup>6</sup> SMAQMD 2015. *Sacramento Metropolitan Air Quality Management District, CEQA Guide* December 2009, Revised May 2011, June 2014, November 2014, June 2015



## Conclusion

Implementation of the BMP and General Plan Amendment is not anticipated to exceed the current applicable thresholds of significance for air pollutant emissions operation. However, due to the fact that proposed improvements would be designed and constructed over a thirty year timeframe, it is impossible to anticipate future regulatory thresholds and analyze potential construction-related impacts for individual projects. Therefore, implementation of the BMP and General Plan Amendment would result in Less Than Significant With Mitigation Incorporated construction-related impacts related to air quality. Implementation of Mitigation Measure AQ – 1 would reduce potential impacts to less than significant levels.

- c. **Less Than Significant Impact.** The City of Citrus Heights is currently designated as “non-attainment” for ozone and PM. Projected growth and combined population, vehicle usage, and business activity within the City, in combination with other past, present, and reasonably foreseeable projects within the City and surrounding areas, could either delay attainment of established standards or require the adoption of additional controls on existing and future air pollution sources to offset emission increases.

Implementation of the BMP and General Plan Amendment would only involve emissions during construction, as proposed improvements would not require frequent maintenance and would not result in a substantial increase in long-term operational emissions. Construction emissions would be short-term in duration, and would be implemented intermittently throughout a thirty-year timeframe. Accordingly, the incremental contribution of the Proposed Project’s construction-related emissions would not be considered cumulatively considerable. Therefore, the Proposed Project would result in a Less Than Significant Impact, cumulatively. No mitigation is required.

- d. **Less Than Significant Impact.** Development of the BMP and General Plan Amendment would not involve on-site operations other than recreational use by pedestrians and bicyclists. Emissions of diesel particulate matter (DPM) resulting from construction-related equipment and vehicles would be temporary and sensitive receptors (surrounding neighborhood residents) would not be exposed to substantial long-term concentrations of DPM emissions associated with construction of proposed improvements.

Implementation of the BMP and General Plan Amendment would not introduce any sensitive receptors to the area, and, thus, would not expose new sources of sensitive receptors to any existing sources of substantial pollutant concentrations.

In conclusion, the Proposed Project would not introduce sensitive receptors to the area and would not generate substantial levels of pollutant concentrations that would affect existing sensitive receptors in the area. Therefore, impacts related to exposing sensitive receptors to substantial pollutant concentrations would be considered a Less Than Significant Impact. No mitigation is required.

- e. **Less Than Significant Impact.** While offensive odors rarely cause any physical harm, they can be unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and air districts. Project-related odor emissions would be limited to the construction period, when emissions from equipment may be evident in the immediately surrounding area. These activities would be short-term and would not result in the creation of long-term objectionable odors. This impact is therefore considered to be a Less Than Significant Impact. No mitigation is required.

## Mitigation Measures

### **Mitigation Measure AQ – 1:**

Prior to implementation of any improvements proposed by the Master Plan that require a grading permit, the City shall consult with the SMAQMD. This consultation shall determine if a project-specific air quality analysis for project construction would be required. If a project-specific air quality analysis is required, the City shall conduct the analysis using the SMAQMD's Guide to Air Quality Assessment and recommended methodology. The methodology may include, but not be limited to, the SMAQMD's screening criteria, the California Emissions Estimator Model (CalEEMod), the SMAQMD's Roadway Construction Emissions Model (appropriate for bike paths and trails), or other methodology identified by SMAQMD. Should the project-specific analysis estimate that emissions, (including GHG emissions) could exceed the SMAQMD thresholds, the project shall incorporate the appropriate level of SMAQMD mitigation measures, which may include additional fugitive dust/particulate matter control as well as the applicable standard construction mitigation measures, or other measures identified to reduce GHG emissions in accordance with the current SMAQMD CEQA Guide to Air Quality Assessment.

## Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>4. BIOLOGICAL RESOURCES — Would the project:</b>				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Impact Analysis

- a. **Less Than Significant Impact With Mitigation Incorporated.** The City of Citrus Heights Bikeway Master Plan (BMP) is proposing a conceptual planning framework for the development of existing and proposed Class I, II, and III bikeways intended to serve the community of Citrus Heights. A Biological Resources Assessment (BRA) was prepared for the Citrus Heights Bikeway Master Plan Project, City of Citrus Heights, Sacramento County, California. The Study Area for the BRA was defined as a 100-foot buffer around the proposed trail alignments (Study Area) (**Figure 3**). A table identifying regionally occurring special-status species was compiled based on the California Natural Diversity Database (CNDDDB), the U.S. Fish and Wildlife Service (USFWS) Information and Planning Conservation (IPaC), and the California Native Plant Society (CNPS) lists. Biological surveys were subsequently conducted to determine whether regionally occurring special-status species occur or have the potential to occur within the Study Area based on the presence of the species or presence of habitat required by the species. The following set of criteria has been used to determine each species potential for occurrence within the Study Area:

**Present:** Species known to occur within the Study Area based on CNDDDB records and/or observed within the Study Area during the biological surveys.

**High:** Species known to occur on or near the Study Area (based on CNDDDB records within 5 miles and/or based on professional expertise specific to the Study Area or species) and there is suitable habitat within the Study Area.

**Low:** Species known to occur in the vicinity of the Study Area and there is marginal habitat within the Study Area -**OR**- Species is not known to occur in the vicinity of the site, however, there is suitable habitat within the Study Area.

**None:** Species is not known to occur on or in the vicinity of the Study Area and there is no suitable habitat within the Study Area -**OR**- Species was surveyed for during the appropriate season with negative results -**OR**- Species is not known in Study Area.

The following biological communities occur within the Study Area: annual grassland, oak woodland, riparian woodland, and developed areas. Special-status species that are known to be present or that have a high or low potential for occurrence are discussed herein.

### Special-Status Plants

Three special-status plant species, dwarf downingia (*Downingia pusilla*), Sanford's arrowhead (*Sagittaria sanfordii*), and stinkbell (*Fritillaria agrestis*) have a *high* potential to occur within the Study Area. One special-status plant, Ahart's dwarf rush (*Juncus leiospermus* var. *ahartii*), has a *low* potential to occur within the Study Area.

#### ***Plant Species with a High Potential to Occur***

##### **Dwarf Downingia**

Dwarf downingia is an annual herb found in mesic valley, foothill grassland and vernal pools below 450 meters in elevation. This species blooms from March through May (CNPS 2015). The annual grassland within the Study Area provides habitat for this species and there are four CNDDDB records within 5 miles of the Study Area (CDFW 2015) (**Figure 4**). This species has a *high* potential to occur within the Study Area.

##### **Sanford's Arrowhead**

Sanford's arrowhead is a perennial herb found in marshes, swamps, and shallow freshwater areas below 650 meters in elevation. The blooming period is from May through November (CNPS 2015). Although not observed during the site surveys, there is potential habitat within the creek corridors in the Study Area and there are three CNDDDB records within the Study Area (CDFW 2015). There are two documented occurrences (Occurrence #46 and #49) dated 1997 and one from 1994 (Occurrence #50) (**Figure 4**). All three occurrences are considered extant (CDFW 2015). Due to the recorded occurrences in the immediate vicinity, there is *high* potential for Sanford's arrowhead to occur in the Study Area.

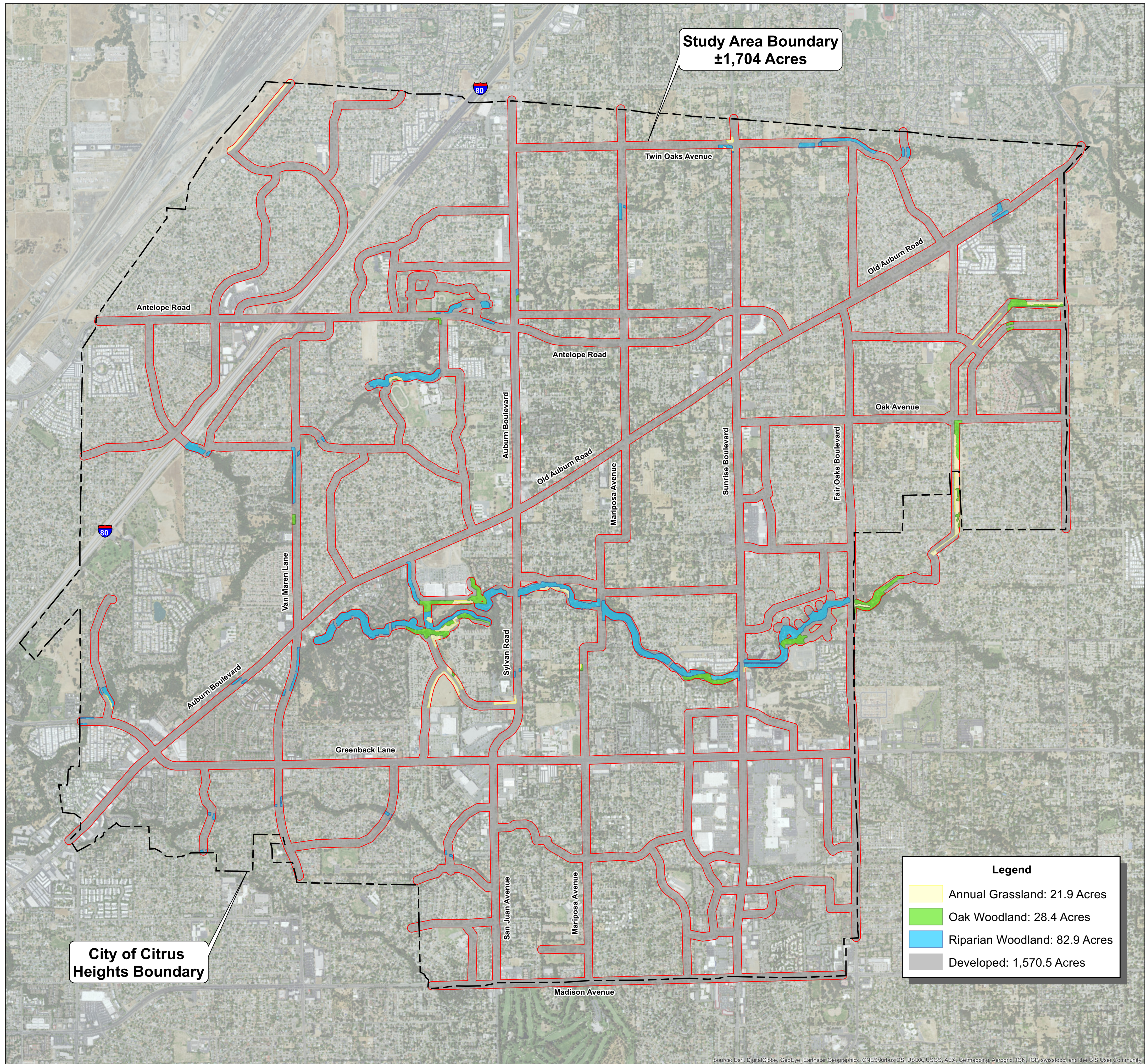
##### **Stinkbells**

Stinkbells are a perennial bulb found in clay soils in valley and foothill grasslands. The blooming period is from March through June. The oak woodland and annual grassland provide suitable habitat for this species and there are two recorded occurrences within five miles of the Study Area (**Figure 4** (CDFW 2015)). Therefore, there is a *high* potential for this species to occur in the Study Area.

***Plant Species with a Low Potential to Occur*****Ahart's Dwarf Rush**

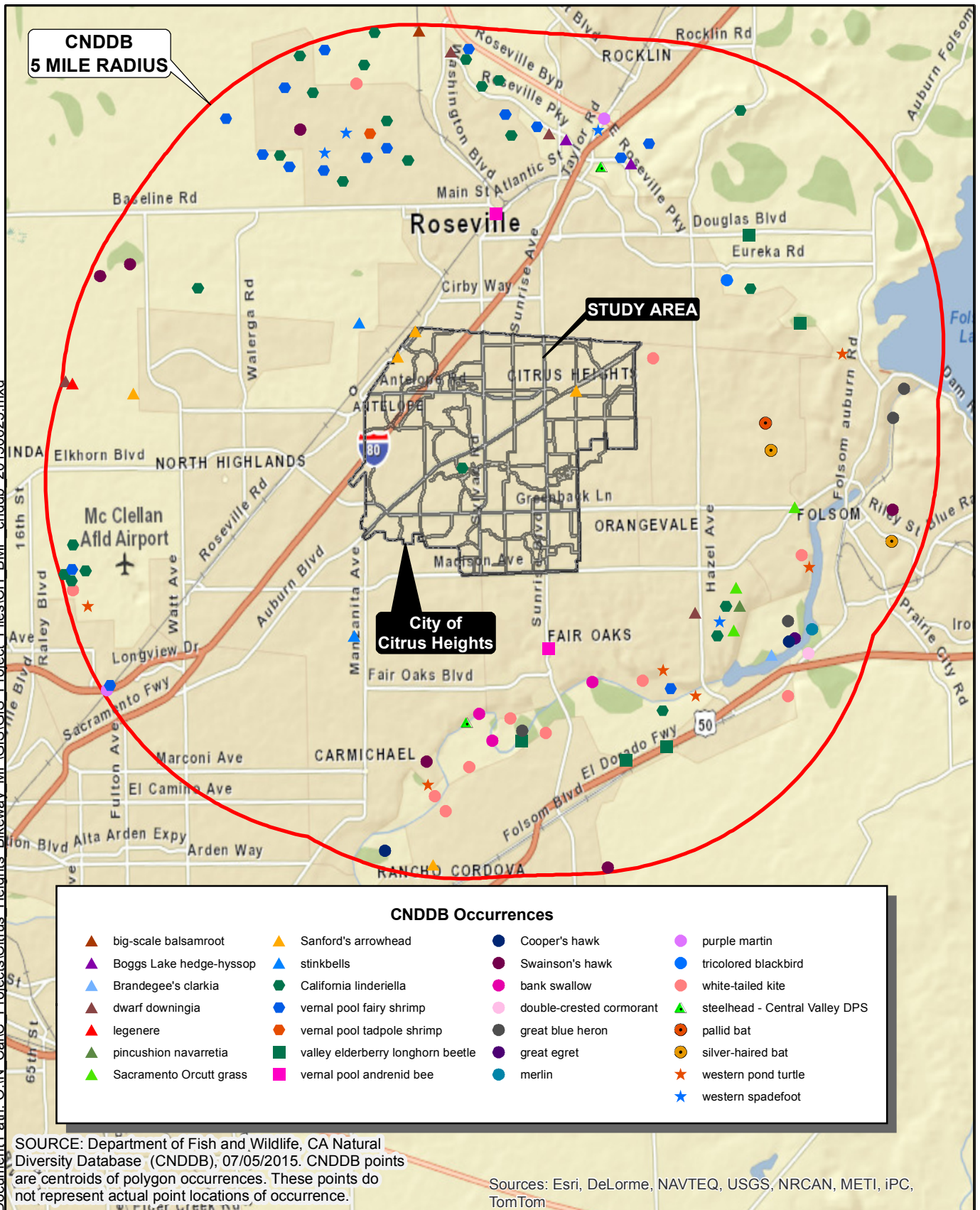
Ahart's dwarf rush is an annual herb found on moist soils in valley and foothill grasslands between 30 to 100 meters in elevation. The blooming period is from March through May (CNPS 2015). Although there are no CNDDDB records for Ahart's dwarf rush within five miles of the Study Area (CDFW 2015), the annual grassland within the Study Area provides potential habitat for this species Figure 4. Therefore, this species has a *low* potential to occur within the Study Area.







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<b>CNDDDB</b>			
 <b>FOOTHILL ASSOCIATES</b> ENVIRONMENTAL CONSULTING • PLANNING • LANDSCAPE ARCHITECTURE © 2015		0 1.125 2.25	Drawn By: AMP, MUB Date: 08/17/2015
		SCALE IN MILES	
			<b>FIGURE 4</b>

## Special-Status Wildlife

There are 14 special-status wildlife species with the potential to occur in the Study Area. Species that are considered to have a *high* potential to occur within the Study Area include: valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), western pond turtle (*Emys marmorata*), burrowing owl (*Athene cunicularia*), white-tailed kite (*Elanus leucurus*), pallid bat (*Antrozous pallidus*), and silver-haired bat (*Lasionycteris noctivagans*). Additionally, a number of migratory bird and other raptor species have a *high* potential to nest in the Study Area. Species that are considered to have a *low* potential to occur within the Study Area include: Central Valley steelhead (*Oncorhynchus mykiss*), western spadefoot (*Spea hammondi*), peregrine falcon (*Falco peregrinus*), and Swainson's hawk (*Buteo swainsoni*).

### Wildlife Species with a High Potential to Occur

#### Valley Elderberry Longhorn Beetle (VELB)

The USFWS considers the range of VELB to include the watersheds of the American, San Joaquin, and Sacramento rivers and their tributaries up to approximately 3,000 feet above MSL (USFWS 1980). VELB are completely dependent on elderberry (*Sambucus* sp.) shrubs as their host plants during their entire life cycle. VELB typically utilize stems that are greater than one inch in diameter at ground level (DGL) (USFWS 1994).

There are five CNDDDB occurrences for this species within five miles of the Study Area (CDFW 2015) (**Figure 4**). Elderberry shrubs were identified along both Arcade Creek and Cripple Creek. One of the shrubs along Cripple Creek has potential VELB exit holes. Therefore, there is a *high* potential for VELB to occur within the Study Area.

#### Western Pond Turtle

Western pond turtles require slow moving perennial aquatic habitats with suitable basking sites. Suitable aquatic habitat typically has a muddy or rocky bottom with emergent aquatic vegetation for cover (Stebbins 2003). Western pond turtles, however, occasionally inhabit irrigation ditches. Western pond turtles typically overwinter within 300 feet of aquatic habitat in areas with moderate woody vegetation. Nests are generally located in annual grasslands within 100 feet of aquatic habitat. Eggs are laid between May and August and hatch in approximately 80 days (Rathbun *et. al.* 2002). There are six CNDDDB records for this species within five miles of the Study Area (**Figure 5**) (CDFW 2015). The creek corridors and riparian habitat in the Study Area provide habitat for this species. No western pond turtles were observed within the Study Area during the biological surveys. This species has a *high* potential to occur within the Study Area.

#### Burrowing Owl

The burrowing owl is a small ground-dwelling owl that occurs in western North America from Canada to Mexico, and east to Texas and Louisiana. Although in certain areas of its range burrowing owls are migratory, these owls are predominantly non-migratory in California. The breeding season for burrowing owls occurs from March to August, peaking in April and May (Zeiner *et. al.* 1990). Burrowing owls nest in burrows in the ground, often in old ground squirrel burrows. Burrowing owls are also known to use artificial burrows, including pipes, culverts, and nest boxes and will nest in close proximity to residences. In California, the breeding season for burrowing owl is from February 1 to August 31 (Haug *et. al.* 1993). There are six CNDDDB records for this species within five miles of the Study Area (CDFW 2015) (**Figure 6**). The annual



grassland areas, particularly in the SMUD corridors, provide potential habitat for this species. This species has a *high* potential to occur within the Study Area.

### **White-Tailed Kite**

White-tailed kite (*Elanus leucurus*) is a year-long resident in California's coastal and valley lowlands. White-tailed kites breed from February to October, peaking from May to August (Zeiner *et. al.* 1990). This species nests near the top of dense oaks, willows, or other large trees. There are five CNDDDB records of white-tailed kite listed within 5 miles of the Study Area (CDFW 2015) (**Figure** ). The trees within the riparian and oak woodland in the Study Area provide nesting habitat, while the annual grassland provides foraging habitat. This species has a *high* potential to occur within the Study Area.

### **Migratory Birds and Other Birds of Prey**

Many migratory bird species and other birds of prey are protected under 50 CFR 10 of the MBTA and/or Section 3503 of the California Fish and Game Code and have the potential to nest throughout the Study Area. Federal or State Species of Concern with the potential to occur in the Study Area include: Cooper's hawk (*Accipiter cooperii*), grasshopper sparrow (*Ammodramus savannarum*), loggerhead shrike (*Lanius ludovicianus*), Nuttall's woodpecker (*Picoides nuttallii*), oak titmouse (*Baeolophus inornatus*), purple martin (*Progne subis*), song sparrow (*Melospiza melodia*), and yellow-billed magpie (*Pica nuttalli*). Migratory birds and other birds of prey have a high potential to nest within the Study Area during the nesting season. The generally accepted nesting season is from February 1 through August 31.

### **Special-Status Bat Species**

Several special-status bat species, which are State Species of Concern, may be found in the Study Area, including pallid bat and silver-haired bat. Pallid bats roost in rock crevices, caves, and occasionally hollow trees and buildings. Silver-haired bats roost in hollow trees, crevices, buildings, and under loose bark, generally near water. The riparian and oak woodlands provide suitable habitat in the Study Area for these special-status bat species. There are CNDDDB records for these species within five miles of the Study Area (CDFW 2015) (**Figure** ). Special-status bats have a *high* potential to occur within the Study Area.

### **Special-Status Species with Low Potential to Occur**

#### **Central Valley Steelhead**

Central Valley steelhead rely on streams, rivers, estuaries and marine habitat during their lifecycle. In freshwater and estuarine habitats, steelhead feed on small crustaceans, insects, and small fishes. Eggs are laid in small and medium gravel and require adequate water flow for oxygen to survive. After emerging from the redd steelhead remain in streams and rivers for 1 to 4 years before migrating through estuaries to the ocean. Unlike salmon, steelhead migrate individually rather than in schools. Steelheads spend 1 to 5 years at sea before returning to natal streams or rivers. At least two specific storages of steelhead have developed; those that enter fresh water during fall, winter and early spring -- the winter run -- and those that enter in spring, summer and early fall -- the summer run. Steelhead do not always die after spawning and will migrate downstream through estuaries to the ocean. None of the creeks within the Study Area are known to support runs of Central Valley Steelhead, but the species is known to spawn in creeks to the north of the Study Area and in the

American River to the south. Therefore, there is a *low* potential for the species to be found within the Study Area.

### **Western Spadefoot**

Western spadefoot prefer open areas with sandy or gravelly soils, in a variety of habitats including: mixed woodlands, grasslands, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, and mountains from 0 to 1,200 meters in elevation. They lay eggs in pools, ponds, or slow-moving streams and larvae require a minimum of 30 days of continuous inundation to mature. Large populations of bullfrogs, fish, or crayfish in breeding ponds impair the success of the species. There are four CNDDDB records of this species within five miles of the Study Area (CDFW 2015) (**Figure 4**). Some areas along the creek corridors, particularly in sandier soils in the western half of the Study Area, may provide breeding habitat for western spadefoot. The annual grassland and oak woodland provide upland habitat for the species, however, the majority of annual grassland areas do not contain sandy soils. No western spadefoot were observed during the biological surveys of the Study Area. This species has a *low* potential to occur within the Study Area.

### **Peregrine Falcon**

Peregrine falcons are found year-round in California. Peregrine falcons nest on high ledges on cliffs, electrical transmission towers, buildings, and other structures. They eat mostly birds and are commonly found in areas with large populations of shorebirds. There are no CNDDDB records of this species within five miles of the Study Area (CDFW 2015). The developed areas within the Study Area provide nesting habitat for the species. This species has a *low* potential to occur within the Study Area.

### **Swainson's Hawk**

Swainson's hawk (*Buteo swainsoni*) is a long-distance migrant with nesting grounds in western North America. The Swainson's hawk population that nests in the Central Valley winters primarily in Mexico, while the population that nests in the interior portions of North America winters in South America (Bradbury *et. al.* in prep.). Swainson's hawks arrive in the Central Valley between March and early April to establish breeding territories. Breeding occurs from late March to late August, peaking in late May through July (Zeiner *et. al.* 1990). In the Central Valley, Swainson's hawks nest in isolated trees, small groves, or large woodlands next to open grasslands or agricultural fields. This species typically nests near riparian areas; however, they have been known to nest in urban areas. Nest locations are usually in close proximity to suitable foraging habitats, which include fallow fields, annual grasslands, irrigated pastures, alfalfa and other hay crops, and low-growing row crops. Swainson's hawks leave their breeding grounds to return to their wintering grounds in late August or early September (Bloom and De Water 1994).

There is marginal nesting habitat for Swainson's hawk within the Study Area. While Swainson's hawk may forage occasionally in the annual grassland within the Study Area, higher quality foraging habitat occurs in the large agricultural fields and open grassland in surrounding communities. There are two CNDDDB records for this species within five miles of the Study Area (CDFW 2015) (**Figure** ). No Swainson's hawks were observed in the vicinity of the Study Area during the biological surveys. This species has a *low* potential to occur within the Study Area.

## Conclusion

**Less Than Significant With Mitigation Incorporated.** Detailed project plans have not been identified. The potential for significant impacts related to special-status species as a result of implementation of the BMP and General Plan Amendment therefore cannot be fully assessed.

All future individual projects shall implement **Mitigation Measure BIO – 2**. This mitigation measure would ensure implementation of pre-construction surveys and mitigation, as applicable, to avoid impacts to nesting bird species in compliance with the Migratory Bird Treaty Act.

In addition, for all future improvements proposed on undisturbed ground or within riparian areas **Mitigation Measures BIO – 1, – 3, and – 4** are proposed as general mitigation to be incorporated into project design relevant to mitigation for potential impacts to special-status species. **Mitigation Measure BIO – 1 and Mitigation Measure BIO – 3** would ensure the appropriate pre-construction monitoring and implementation of appropriate restrictions. **Mitigation Measure BIO – 4** would ensure that any development within riparian or other sensitive habitat types areas would not have a significant impact on special-status species through a project specific BRA. Therefore, impacts to special-status species are considered to be **Less Than Significant With Mitigation Incorporated**.

- b. **Less Than Significant Impact With Mitigation Incorporated.** The trail alignments proposed by the BMP and General Plan Amendment contains sensitive biological communities including riparian woodland habitat, oak woodland, and potential wetlands and waters of the U.S and State. The proposed off street Class III trail segments have the potential to impact these biological communities, depending on the project-specific plans.

## Conclusion

**Less Than Significant With Mitigation Incorporated.** Detailed project plans are unavailable, thus the potential for significant impacts related to sensitive habitats as a result of the Bikeway Master Plan cannot be fully assessed.

For all future individual projects within riparian areas or undisturbed ground **Mitigation Measure BIO – 4** is proposed as mitigation if the detailed individual project trail alignments impact any aquatic features. **Mitigation Measures BIO – 4 through BIO – 6** shall be implemented as general mitigation to be incorporated into project design relevant to mitigation for potential impacts on sensitive habitats. These mitigation measures would ensure project specific BRAs and the appropriate permitting and compliance with the appropriate local, State, and federal agencies. Therefore, impacts to sensitive habitats are considered to be Less Than Significant With Mitigation Incorporated.

- c. **Less Than Significant Impact With Mitigation Incorporated.** The trail alignments proposed by the BMP and General Plan Amendment may impact aquatic habitats subject to federal jurisdiction. The potential for significant impacts to any federally protected waters subject to jurisdiction under Section 404 of the Clean Water Act would be evaluated at the time of detailed project plans and **Mitigation Measure BIO – 5** shall be implemented for any proposed future improvements that would impact aquatic habitat. **Mitigation Measure BIO – 5** would require a wetland delineation to be conducted to establish the presence and extent of jurisdictional aquatic features as well as securing the appropriate permits for project implementation. Implementation of **Mitigation Measure BIO – 6** would require that the City notify CDFW for any improvements within the vicinity of aquatic habitat and enter into an Agreement with CDFW if applicable. Therefore, impacts to federally protected wetlands are considered Less Than Significant With Mitigation Incorporated.

The potential for significant impacts related to waterways, creeks, or riparian habitat would be determined at the time of detailed project plans for the trail alignments proposed by the BMP and General Plan Amendment through implementation of **Mitigation Measure BIO – 5 and BIO – 6**.

- d. **Less Than Significant Impact with Mitigation Incorporated.** Wildlife movement and migratory corridors typically occur along riparian corridors with well-developed riparian vegetation and surrounding undeveloped lands. The majority of the trail alignments proposed by the BMP for Class II and III trails are already developed within an existing urbanized setting. Therefore, no major wildlife corridors or native wildlife nursery sites would be impacted by Class II and III trail development. The proposed Class I off-street trail alignments along Arcade Creek, the SMUD utility corridor, and Cripple Creek may provide local wildlife corridors within the City of Citrus Heights and surrounding areas.

**Mitigation Measures BIO – 1 through BIO – 6** shall be implemented as mitigation for all future individually proposed Class I trail alignments and shall be incorporated into project design as mitigation relevant to potential impacts to protected biological resources. Compliance with **Mitigation Measures BIO – 1 through BIO – 6** would ensure that the City of Citrus Heights evaluates the potential presence of these resources and requires the City to coordinate with the resources agency having jurisdiction to obtain authorization under relevant federal and State regulatory requirements. Therefore, impacts to migratory wildlife and wildlife corridors are considered to be Less Than Significant With Mitigation Incorporated.

- e. **Less Than Significant With Mitigation Incorporated.** The City of Citrus Heights Tree Preservation and Protection Ordinance (Municipal Code Chapter 106.39.010) regulates the removal of and construction within the dripline of protected trees. Protected trees include native oaks with a single trunk greater than 6 inches or aggregate of trunks greater than 10 inches in diameter and other trees with trunks greater than 19-inches in diameter, excluding willow, alder, fruit, eucalyptus, cottonwood, pine, catalpa, fruitless mulberry, and palm trees. The potential for significant impacts related to conflict with the ordinance would be determined at the time of the detailed BMP. Implementation of **Mitigation Measure BIO – 7** on all trail alignments would ensure that the City of Citrus Heights evaluates the potential presence of any protected tree species the mitigation standards identified by the City's Municipal Code; therefore impacts are considered to be Less Than Significant With Mitigation Incorporated.
- f. **No Impact.** There are no approved Habitat Conservation Plans, Natural Conservation Community Plans, or other adopted plans applicable to the trail alignments proposed by the BMP. Therefore, there will be **No Impact** and no mitigation is required.

## Mitigation Measures

### Mitigation Measure BIO – 1:

For any BMP trail alignment project that would impact annual grassland, oak woodland, or riparian woodland habitat, a qualified botanist shall conduct focused botanical surveys, in accordance with 2009 CDFW and 2002 USFWS *Standard Survey Guidelines* within the bloom periods for Ahart's dwarf rush (March through May), dwarf downingia (March through May), Sanford's arrowhead (May through November), and stinkbells (March through June). A minimum of two surveys shall be conducted over the range of the bloom period, depending on the target plant species. If no special-status plants are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required.

If any non-listed special-status plants occur within the trail alignments proposed by the BMP, they shall be avoided to the greatest extent feasible. If the plants cannot be avoided, a mitigation plan shall be prepared by a qualified biologist. At minimum, the mitigation plan shall include avoidance and preservation measures, seed or plant harvesting procedures, locations where the plants will be transplanted in suitable habitat adjacent to the project footprint, success criteria, and monitoring protocols.

### Mitigation Measure BIO – 2:

Prior to implementation of any improvements proposed by the BMP and General Plan Amendment, the City will conduct pre-construction nesting avian surveys and will implement appropriate restrictions to ensure that protected species are not injured or disturbed by construction in the vicinity of nesting habitat. The following measures shall be implemented:

- a) If tree removal is proposed as part of any individual project, all tree removal shall occur between August 30 and March 15 to avoid to breeding season of any raptor species that could be using the area, and to discourage hawks from nesting in the vicinity of an proposed future construction area. This period may be modified with the authorization of the CDFW. If a legally-protected species nest is located in a tree designated for removal, the removal shall be deferred until after August 30, or until the adults and young of the year are no longer dependent on the nest site as determine by a qualified biologist.
- b) Prior to commencement of any construction activity during the period between March 15 to August 30, all trees within 350 feet of any grading or earthmoving activity shall be surveyed for active raptor nests by a qualified biologist no more that 14 days prior to the onset of construction activities. If active raptor nests are found, and the site is within 350 feet of potential construction activity, a fence shall be erected around the tree at a distance up to 350 feet, depending on the species, from the edge of the canopy to prevent construction disturbance and intrusions on the nest area. The appropriate buffer shall be determined by the City of Citrus Heights. The City may consult with CDFW regarding the appropriate buffer distance.
- c) No construction vehicles shall be permitted within restricted areas (i.e., raptor protection zone), unless directly related to the management or protection of the legally-protected species.
- d) In the event that a nest is abandoned, despite efforts to minimize disturbance, and if the nestlings are still alive, the City shall contact CDFW and, subject to CDFW approval, fund the recovery and hacking (controlled release of captive reared young) of the nestling(s).

**Mitigation Measure BIO – 3:**

The following mitigation measures for special-status species shall be followed for all proposed Class I, II, and III trail alignment projects proposed within undisturbed ground as part of the BMP.

- a) There is potential breeding and upland habitat for western spadefoot in the annual grassland, oak and riparian woodlands, as well as within relatively undisturbed residential areas. Pre-construction surveys for western spadefoot are required within 14 days prior to the start of ground disturbance in any of the habitats previously listed. If no western spadefoot are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey shall be conducted.

If western spadefoot are found, additional avoidance measures are required including having a qualified biologist conduct a pre-construction survey within 24 hours prior to commencement of construction activities, conducting a pre-construction worker awareness training, and being present to monitor construction during initial vegetation clearing and ground disturbance.

- b) There is potential habitat for burrowing owl in the annual grasslands, parks, and open areas within developed areas, such as fields and vacant lots. During the planning process, the proposed project area shall be evaluated by a qualified biologist for its suitability as burrowing owl habitat in accordance with the 2012 *California Department of Fish and Game Staff Report on Burrowing Owl Mitigation* (2012 Staff Report) (CDFG 2012). If the project area does not provide suitable habitat, then no additional mitigation is required. If suitable habitat is present on or in the immediate vicinity of the trail alignments proposed by the BMP, focused burrowing owl surveys shall be conducted by a qualified biologist prior to commencement of construction.

Currently, CDFG's 2012 Staff Report recommends conducting four surveys of the trail alignments proposed by the BMP and surrounding 500 feet, where accessible, during the breeding season: one survey between February 15 and April 15 and three between April 15 and July 15. The results of the surveys shall be documented in a letter report submitted to the City of Citrus Heights. If an active burrowing owl nest is determined to be present within 500 feet of the trail alignments proposed by the BMP during the surveys, then an avoidance plan shall be developed and approved by the CDFW. The avoidance plan shall identify measures to minimize impacts to burrowing owls, including, but not limited to, worker awareness training, buffer zones, work scheduling, and biological monitoring.

If no burrowing owls are identified during the breeding season surveys, a pre-construction survey for burrowing owls shall be conducted by a qualified biologist within 30 days prior to the start of ground disturbance in all suitable burrowing owl habitat. The survey methodology and findings shall be documented in a letter report to the City of Citrus Heights within two weeks of the survey and no additional mitigation measures are required. If burrowing owls are found during the pre-construction survey, CDFW shall be contacted to develop an avoidance plan prepared consistent with current CDFW guidelines, as described above.

- c) There is low potential for Swainson's hawks to nest near the trail alignments proposed by the BMP. While the annual grassland in the proposed project area

provides marginal foraging habitat, due to its small size and fragmented nature, mitigation for loss of foraging habitat shall not be required unless it is located within ¼-mile of an active nest (CDFG 1994). If construction activities are anticipated to commence in annual grassland during the Swainson's hawk nesting season (March 1 to September 15), a qualified biologist shall conduct a minimum of two pre-construction surveys during the recommended survey periods, in accordance with the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (Swainson's Hawk Technical Advisory Committee 2000). All potential nest trees within ¼-mile of the proposed project footprint shall be visually examined for potential Swainson's hawk nests, as accessible. If no active Swainson's hawk nests are identified on or within ¼-mile of the proposed project, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required.

If active Swainson's hawk nests are found within ¼-mile of construction activities, a survey report shall be submitted to the CDFW in addition to the City of Citrus Heights and an avoidance and minimization plan shall be developed for approval by the CDFW prior to the start of construction. The avoidance plan shall identify measures to minimize impacts to Swainson's hawk including, but not limited to, worker awareness training, buffer zones, work scheduling, and biological monitoring. Should the project biologist determine that the construction activities are disturbing the nest; the biologist shall have the authority to halt construction activities until the CDFW is consulted.

- d) Migratory birds and other birds of prey, protected under 50 CFR 10 of the MBTA and/or Section 3503 of the California Fish and Game Code, including white-tailed kite, peregrine falcon, Cooper's hawk, grasshopper sparrow, loggerhead shrike, Nuttall's woodpecker, oak titmouse, purple martin, song sparrow, and yellow-billed magpie have the potential to nest throughout the trail alignments proposed by the BMP. Vegetation clearing operations, including pruning or removal of trees and shrubs, shall be completed between September 15 and January 31, if feasible. If vegetation removal begins during the nesting season (February 1 to August 31), a qualified biologist shall conduct a pre-construction survey of the proposed project area and the surrounding 500 feet, as accessible, for active nests. The pre-construction survey shall be conducted within 14 days prior to commencement of ground-disturbing activities. If no active nests are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey shall be conducted.

If any active nests are located within the network of the trail alignments proposed by the BMP, an appropriate buffer zone shall be established around the nests, as determined by the project biologist. The biologist shall mark the buffer zone with construction tape or pin flags and maintain the buffer zone until the young have successfully fledged and the nest is no longer occupied. Monitoring shall be conducted daily during the first week of construction and weekly thereafter until the young have fledged. The size of the buffer zone may be adjusted throughout construction based on observed reaction of the nesting birds to construction activities.

- e) The trees and structures in the trail alignments proposed by the BMP provide potential roosting habitat for special-status bats. Pre-construction surveys for special-status bat species are required to be conducted by a qualified biologist within 14 days prior to the start of ground disturbance or tree removal in potential special-status bat species habitat. If no bats are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey shall be conducted.

If bats are found, an appropriate buffer zone shall be established around the nests, as determined by the project biologist and a worker avoidance training shall be conducted. If a roost tree or structure must be removed, CDFW shall be consulted to determine appropriate avoidance and mitigation measures.

- f) During the pre-project biological surveys, all elderberry shrubs within 100 feet of the proposed project footprint shall be surveyed by a qualified biologist for evidence of habitation by VELB, using 1999 *USFWS Conservation Guidelines for Valley Elderberry Longhorn Beetle* (Guidelines). Elderberry shrubs shall be protected during construction using the current Guidelines.

According to the Guidelines, encroachment within 100 feet from elderberry shrubs with stems measuring at least one inch diameter at ground level (DGL) must be approved by the USFWS and a minimum setback of 20 feet from the driplines of the elderberry shrubs must be maintained. Therefore, any proposed project shall be designed to avoid construction activities within 20 feet of the elderberry shrubs. If this is feasible, high visibility construction fencing shall be erected at the edge of the construction footprint at a minimum of 20 from the elderberry shrubs.

Project activities that would encroach into the 20-foot minimum setback area are assumed to adversely affect VELB. Therefore, if work is anticipated to occur within 20 feet of the elderberry shrubs or if elderberry shrubs with stems at least one inch DGL are proposed for removal, consultation with the USFWS shall be required. Project activities that may directly or indirectly affect elderberry shrubs with stems measuring at least one inch DGL require minimization measures including planting replacement habitat or purchasing mitigation credits from a USFWS-approved mitigation bank. The mitigation ratios vary based on whether exit holes are present and whether the shrubs occur within riparian habitat. In addition, the following mitigation measures for special-status species shall be followed for all proposed Class I, II, and III trail projects proposed within riparian areas.

- g) Pre-construction surveys for western pond turtle shall take place within 14 days prior to the start of ground disturbance within 300 feet of aquatic habitat in creek corridors, riparian areas, oak woodlands, and annual grassland, where accessible. If no western pond turtle are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey shall be conducted.

If western pond turtles are found, additional avoidance measures are required including having a qualified biologist conduct a pre-construction survey within 24 hours prior to commencement of construction activities, performing a worker awareness training to all construction workers, and being present on the project site



during grading activities within 300 ft of aquatic habitat in creek corridors, riparian areas, oak woodlands, and annual grassland, where accessible.

- h) None of the creek corridors in the network of trail alignments proposed by the BMP are known spawning habitat for Central Valley steelhead, however they drain to Steelhead Creek and the American River watersheds, which are steelhead habitat. To avoid impacts to downstream steelhead habitat, erosion control Best Management Practices (BMPs) shall be implemented during and post construction to reduce sediment loads in the creeks. No additional species-specific mitigation measures are required.

**Mitigation Measure BIO – 4:**

For improvements proposed beyond a two year timeframe from adoption of this IS/MND, site-specific biological surveys shall be completed for any future BMP improvements proposed in riparian habitats and/or on previously undisturbed ground. If applicable, the project specific Biological Resources Assessment shall identify potential impacts to special-status species beyond that evaluated in the August 27, 2015 *Biological Resource Assessment, Citrus Heights Bikeway Master Plan Project, City of Citrus Heights, Sacramento County, California*, prepared by Foothill Associates, and any additional habitats or species whose regulatory status has changed. The City shall follow any avoidance, minimization measures, and recommendations drafted in the subsequent site-specific BRAs.

**Mitigation Measure BIO – 5:**

Placement of permanent or temporary fill in waters of the U.S. is regulated by the U.S. Army Corps of Engineers (Corps) under Section 404 of the Federal Clean Water Act. The City shall coordinate with the Corps in order to obtain the applicable permits for activities resulting in temporary and/or permanent impacts to waters of the U.S. The project shall comply with the Corps “no-net-loss” policy and the conditions of a Nationwide or Individual Permit authorization by the Corps.

Any discharge into waters of the U.S. is also subject to regulation by the Central Valley Regional Water Quality Control Board (RWQCB) pursuant to Clean Water Act Section 401. The City shall also coordinate with the RWQCB in order to obtain a Water Quality Certification.

**Mitigation Measure BIO – 6:**

Pursuant to Fish and Game Code §1602, the City shall notify the California Department of Fish and Wildlife (CDFW) prior to any activity which may result in impacts to the streamzone. The City will coordinate with CDFW in order to obtain a 1600 Streambed Alteration Agreement, if applicable, for impacts to the bed, bank or channel of onsite drainages and/or any riparian areas or other areas subject to jurisdiction by CDFW.

**Mitigation Measure BIO – 7:**

If proposed plans for the trail alignment BMP would impact the dripline of any tree species or result in removal of tree species, a survey shall be conducted, in accordance with the City of Citrus Heights’ Tree Ordinance. The survey would include impacts on protected tree species including native oaks with a single trunk greater than 6 inches or aggregate of trunks greater than 10 inches in diameter and other trees with trunks greater than 19-inches in diameter, excluding willow, alder, fruit, eucalyptus, cottonwood, pine, catalpa, fruitless mulberry, and palm trees. A Tree Permit is required to remove or construct within the dripline of protected trees. A City Tree Permit is required prior to the removal of any protected tree.

## Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>5. CULTURAL RESOURCES — Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Impact Analysis

- a. **Less Than Significant With Mitigation Incorporated.** Following the Gold Rush, ranches were established by early pioneers throughout areas within the currently defined limits of the City of Citrus Heights. Based on a May 2006 Historic Resources Survey, the City of Citrus Heights General Plan identifies some of the historical structures currently present within the City limits.

The City's General Plan identifies the following goals and policies related to historical resources and relevant to implementation of the Proposed Project:

**Goal 43: Preserve and protect places that embody the City's social, architectural, and agricultural history.**

*Policy 43.3: Support preservation of historic resources, including providing for adaptive reuse where appropriate.*

Proposed activities associated with implementation of the BMP may have the potential to impact historic resources, depending on individual site locations and resources, and adjacent resources, as well as the nature of proposed improvements. Until such time as individual sites have been identified and site-specific design specifications are known, potential historic significance and/or impacts cannot be determined. Therefore, impacts are considered Less Than Significant With Mitigation Incorporated. Compliance with Mitigation Measure CR – 1 would reduce potential impacts to less than significant levels.

- b. **Less Than Significant With Mitigation Incorporated.** Areas within proximity to creek corridors throughout the City may include areas associated with pre-historic encampments or other areas subject to past use by Native Americans, or other archaeological resources.

The City's General Plan identifies the following goals and policies related to archaeological resources and relevant to implementation of the Proposed Project:

**Goal 42: Preserve and protect the City's Native American heritage.**

*Policy 42.1 Determine early in the planning process whether archaeological resources may potentially be located on a development site.*

**Action A.** *In the event that any prehistoric, historic, or paleontological resources are discovered during construction-related earth-moving activities, all work within 50 feet of the resources shall be halted and the developer shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any find is determined to be significant by the qualified archaeologist, then representatives from the City of Citrus Heights and the qualified archaeologist and/or paleontologist would meet to determine the appropriate course of action.*

**Action B.** *In the event that human remains are discovered during the implementation of the proposed project, the local coroner must be contacted immediately. Both the Native American Heritage Commission (pursuant to NAGPRA) and any identified descendants should be notified, and recommendations received, if the remains are determined to be of Native American origin (CEQA Guidelines Section 15064.5, Health and Safety Code Section 7070.5, Public Resources Code Sections 5097.94 and 5097.98).*

*Policy 42.2: Require that any development and tentative subdivision map approvals include the condition that upon discovery of any archaeological artifacts, development activity will cease immediately and a professional archaeologist will be consulted.*

Implementation of the BMP may involve construction activities including excavation, trenching, grading, and other ground-disturbing activities which would have the potential to result in adverse changes to archaeological resources. Therefore impacts are considered Less Than Significant With Mitigation Incorporated. Compliance with Mitigation Measure CR – 2 and Mitigation Measure CR – 3 would reduce potentially significant impacts to less than significant levels.

- c. **Less Than Significant With Mitigation Incorporated.** Implementation of the BMP would potentially involve construction activities including excavation, trenching, grading, and other ground-disturbing activities which would have the potential to result in adverse changes to paleontological resources. Therefore impacts are considered Less Than Significant With Mitigation Incorporated. Compliance with Mitigation Measure CR – 4 would reduce potentially significant impacts to less than significant levels.
- d. **Less Than Significant With Mitigation Incorporated.** Although unlikely, the discovery of human remains would be possible during ground disturbing activities associated with implementation of the BMP. Grading and other construction activities involving ground disturbance (i.e. trenching, excavation) associated with implementation of the BMP would have the potential to result in the inadvertent discovery of human remains. Therefore impacts are considered Less Than Significant With Mitigation Incorporated. Compliance with Mitigation Measure CR – 5 would reduce potential impacts to less than significant levels.

## Mitigation Measures

### Mitigation Measure CR – 1:

Prior to approval of any improvement associated with implementation of the BMP, the area targeted for proposed improvements shall be evaluated for the presence of historic resources.

If it is determined that on-site resources have the potential for historic significance, as indicated by age or previous inclusion on a list of designated historic resources, and proposed improvements would physically alter the resource, the City shall hire a qualified professional

architectural historian to evaluate the historical significance of on-site resources and potential adverse impacts to those resources resulting from implementation of proposed improvements. All recommendations to avoid adverse impacts to historical resources shall be incorporated into project design and construction as specified by a qualified architectural historian.

**Mitigation Measure CR – 2:**

Prior to approval of any improvements proposed by the BMP involving ground-disturbing activities, a qualified archaeologist shall, at a minimum, conduct the following activities: (1) conduct a record search at the North Central Information Center located at California State University, Sacramento and other appropriate historical repositories, (2) conduct field surveys where appropriate, and (3) prepare technical reports, where appropriate, meeting California Office of Historic preservation Standards (Archaeological Resource Management Reports). All recommendations to avoid adverse impacts to archaeological resources shall be incorporated into project design and construction as specified by a qualified archaeologist.

**Mitigation Measure CR – 3:**

Should buried archaeological deposits or artifacts be inadvertently exposed during the course of any construction activity, work shall cease in the immediate area and the City of Citrus Heights Planning Division shall be immediately notified. A qualified archaeologist will be retained to document the find, assess its significance, and recommend further treatment.

**Mitigation Measure CR – 4:**

If evidence of a paleontological site is uncovered during grading or other construction activities, work shall be halted within 100 feet of the find and the City of Citrus Heights Planning Division shall immediately be notified. A qualified paleontologist shall be retained to conduct an on-site evaluation and provide recommendations for removal and/or preservation. Work on the project site shall not resume until the paleontologist has had a reasonable time to conduct an examination and implement mitigation measures deemed appropriate and necessary by the City of Citrus Heights Planning Division to reduce impacts to a less than significant level.

**Mitigation Measure CR – 5:**

In the event that any human remains or any associated funerary objects are encountered during construction, all work will cease within the vicinity of the discovery and the City of Citrus Heights Planning Division shall be immediately notified. In accordance with CEQA (Section 1064.5) and the California Health and Safety Code (Section 7050.5), the Sacramento County coroner shall be contacted immediately. If the human remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, who will notify and appoint a Most Likely Descendent (MLD). The MLD will work with a qualified archaeologist to decide the proper treatment of the human remains and any associated funerary objects. Construction activities in the immediate vicinity will not resume until a notice-to-proceed is issued from the coroner.

## Geology, Soils, and Seismicity

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>6. GEOLOGY, SOILS, AND SEISMICITY —</b> <b>Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated 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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a. **No Impact.** The project is not within an area mapped or otherwise identified as a seismic risk (City of Citrus Heights, 2011).
- b. **Less than Significant.** Construction and grading activities associated with bikeway construction projects will result in the removal of vegetative cover and exposure of soils to wind and rain, the common mechanisms by which soil erosion occurs. The City's Construction Standards require implementation of best practices for sediment and erosion control. Implementation of the City's Design/Construction Standards mitigate this potential impact to a less than significant level.
- c –d. **No Impact.** The project is not located on a soil unit known to be unstable or expansive. There is no impact

- e. **No Impact.** The project does not propose the use of septic tanks or alternative wastewater disposal systems.

## Mitigation Measures

No mitigation measures warranted.

## Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>				<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>7. GREENHOUSE GAS EMISSIONS</b>	<b>—</b>						
<b>Would the project:</b>							
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		

## Impact Analysis

- a. **Less Than Significant.** Greenhouse gas (GHG) emissions negatively affect the environment through contributing, on a cumulative basis, to global climate change. Atmospheric concentration of GHGs determines the intensity of climate change, with current levels already leading to increases in global temperatures, sea level rise, severe weather, and other environmental impacts. From a CEQA perspective, GHG impacts to global climate change are inherently cumulative (SMAQMD 2015)<sup>7</sup>.

By design, proposed improvements include consistency with the goals and policies identified by the City's General Plan pertaining to sustainability and an overall strategy for reduction of greenhouse gas emissions.

The City of Citrus Heights General Plan identifies the following goals and policies applicable to Greenhouse Gas Emissions and relevant to the Proposed Project:

**Goal 55: Reduce Community-Wide GHG emissions 10 – 15% below 2005 levels by 2020**

*Policy 55.1 Implement a comprehensive greenhouse gas reduction plan to reduce communitywide greenhouse gasses through community engagement and leadership; land use, community design, and transportation choices; energy and water conservation techniques; solid waste reduction and building green infrastructure.*

Accordingly, the only increase in GHG emissions generated by the Proposed Project that would contribute to global climate change would occur during the construction phase, which would be temporary, and intermittently planned for implementation throughout the next twenty years. Due to the inherently cumulative nature of impacts associated with global

<sup>7</sup> SMAQMD 2015. Sacramento Metropolitan Air Quality Management District, The CEQA Guide, Greenhouse Gas Emissions, accessed online August 4, 2015 (<http://www.airquality.org/ceqa/cequguideupdate/Ch6ghgFINAL.pdf>).

climate change, a project's GHG emissions contribution is typically quantified and analyzed on an annual operational basis.

Construction-related GHG emissions are a one-time release that occurs over a short period of time; nonetheless, construction-related GHG emissions estimates have been quantified for the Proposed Project. The estimated construction-related GHG emissions attributable to the Proposed Project would be primarily associated with increases of CO<sub>2</sub> and other GHG pollutants, such as methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O), from mobile sources and construction equipment operation. The Proposed Project's short-term construction-related emissions were estimated using the Roadway Construction Emissions Model version 7.1.5.1 (Appendix A), a model developed by Jones & Stokes and TIAX LLC in partnership with the SMAQMD. The model quantifies direct GHG emissions from construction, which are expressed in tons per project of CO<sub>2</sub> equivalent units of measure (MTCO<sub>2</sub>e), based on the global warming potential of the individual pollutants. This number is then converted from English tons to metric tons by a conversion factor of 0.91. The estimated increase in GHG emissions associated with construction of improvements proposed by the BMP over the anticipated 20-year planning timeframe is summarized below in Table 1.

**Table 1 — Project Estimated Annual Construction-Related GHG Emissions**

	CO <sub>2</sub> emissions (MTCO <sub>2</sub> e)
Total Construction GHG Emissions	898

Source: Road Construction Emissions Model, Version 7.1.5.1 (Appendix A).

As presented in Table 1, total construction-related GHG emissions associated with development of improvements proposed by the BMP are estimated to be 898 MTCO<sub>2</sub>e. The SMAQMD Board of Directors adopted GHG thresholds on October 23, 2014, via resolution AQMD2014-028. The adopted annual threshold of 1,100 MTCO<sub>2</sub>e is applicable to the construction phase, as well as the operational phase for land development and construction projects in Sacramento County.

The Proposed Project's construction-related emissions are estimated below the SMAQMD thresholds of significance for construction phase GHG emissions. In addition, and by design, proposed improvements include consistency with the goals and policies identified by the City's General Plan pertaining to sustainability and an overall strategy for reduction of greenhouse gas emissions.

Therefore, the Proposed Project's construction-related GHG emissions are not expected to result in a significant impact.

In conclusion, operational GHG emissions would be minimal and implementation of the proposed BMP and General Plan Amendment would facilitate implementation of City General Plan goals and policies pertaining to sustainability and an overall GHG reduction strategy; however, construction of the Proposed Project would generate GHG emissions that would contribute to the overall GHG levels in the atmosphere. Although the Proposed Project would contribute to GHG levels during construction of the Proposed Project, the incremental contribution to cumulative GHG emissions and global climate change would be minor and well below established thresholds defined for the region. In addition, the GHG emissions resulting from construction of the Proposed Project would occur only intermittently during construction of proposed improvements over an estimated twenty year timeframe.

Therefore, the Proposed Project's contribution to global climate change through GHG emissions would be considered Less Than Significant. No mitigation is required.

- b. **No Impact.** Implementation of the BMP and General Plan Bikeway Map Update would not conflict with or obstruct implementation of any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. By design, proposed improvements include consistency with the goals and policies identified by the City's General Plan pertaining to sustainability and an overall strategy for reduction of greenhouse gas emissions. Construction and operation of proposed improvements would be implemented consistent with applicable regulatory standards and requirements, including consistency with all applicable SMAQMD rules and thresholds. Therefore No Impact is anticipated and no mitigation is required.

## Mitigation Measures

No mitigation measures warranted.

## Hazards and Hazardous Materials

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>8. HAZARDS AND HAZARDOUS MATERIALS — Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



## Impact Analysis

- a – b. **Less than Significant.** Hazardous materials such as gasoline, diesel fuel, asphalt, and other petroleum products may be used during the construction of bicycle facilities. Construction activities of the typical project would last no longer than one construction season. However, the specific types and amounts of hazardous materials that would be onsite or transported for construction of a project cannot be determined at this time. During bike path maintenance, weed control chemicals and asphalt for patching/crack sealing may also be used by City employees or contractors.

Construction workers, nearby persons or residents, and the surrounding environment could be exposed to hazards associated with accidental releases of the materials, whether through improper handling, unsound disposal methods, transportation accidents, or fires, explosions or other emergencies. Exposure could also result from unearthing existing hazardous materials on a site.

Contractors would be required to comply with applicable federal, state and local regulations for handling hazardous material. Further, the Sacramento County Emergency Operations Plan and Area Plan for Emergency Response to Hazardous Materials Plan would reduce the potential for harm from accidental release. The implementation of these uniformly applied standards would reduce this impact to a less than significant level.

Several high-voltage electrical transmission corridors have been proposed as locations for Class I bikeway routes. The relationship between electric and magnetic fields (EMF) exposure and health effects has been studied but not been scientifically substantiated. The California Public Utilities Commission policy report issued in 1993 determined studies did not show a relationship between EMFs and health effects, therefore transmission corridors are an acceptable location for low-intensity recreational uses such as bikeways. Therefore, this impact is considered less than significant.

- c. **Less than Significant.** The proposed bikeway projects will be within ¼-mile of a school(s). The construction and maintenance of bikeways is similar in nature to other activities regularly occurring adjacent to or within school grounds. The construction of bikeways does not pose an undue risk to schools and students. The implementation of federal, state and local regulations for handling, use and disposal of hazardous materials will reduce the potential for impact to a less than significant level.
- d. **Less than Significant.** Government Code Section 65962.5 requires the Department of Toxic Substances Control to compile and regularly update a list of hazardous materials sites throughout the state. This list identifies locations where extensive investigation and/or cleanup actions are planned or have been completed. This information is distributed to local agencies, including the City of Citrus Heights. There are properties within the City that are identified as hazardous materials sites.

Construction of bikeway projects on or near listed sites could expose construction workers or bikeway users to hazards. The Citrus Heights General Plan Update FEIR

included two mitigation measures applicable to all new development on Cortese-listed site:

General Plan Mitigation Measure 4.15-3a: Not projects shall be approved where there is substantial evidence of existing contamination on a Cortese-listed site that would pose an unacceptable risk to the health of construction workers.

General Plan Mitigation Measure 4.15-3b: Establish a process that identifies the steps to be taken prior to commencement of any site preparation activities on Cortese-listed sites. This may contain but not be limited to the following:

1. Retain a licensed professional to investigate the environmental status of the soils and/or groundwater contamination. Prepare a site plan that identifies and implements any remediation activities that are required to remove health risks to persons exposed to the site during construction activities.
2. Remove all contaminated soil, dispose of contaminated soil by a licensed contractor to a properly licensed facility and replace contaminated soil with clean fill dirt.
3. Consult with appropriate regulatory agencies such as the Department of Toxic Substances Control, Regional Water Quality Control Board, and the Sacramento Department of Environmental Health to determine what actions are required by the agencies to be implemented.

The mitigation measures identified in the General Plan Update FEIR would reduce impacts to a less than significant level.

- e – f. **No Impact.** The nearest airports are Sacramento International Airport, 21 miles west, Sacramento Mather Air Field, 13.5 miles south, and McClellan Airfield, seven miles southwest. The project is not within the influence area of either airport. Therefore, there is no impact.
- g. **Less than Significant.** Bikeway construction may involve the closure of traffic lanes during Class II bike lane construction and potentially when Class I bike trails intersect with streets. The Design/Construction Standards require that roadwork requiring traffic lane closure be approved by the City of Citrus Heights General Services Department. Per the Construction Standards and Specifications, the General Services Department will implement traffic control measures in accordance with local, state and federal requirements. These regulations further require that the Police and Fire Departments, ambulance services, schools and bus systems receive 48 hours notice in advance of road closures and ensure the impact is considered less than significant. It should also be noted that the construction of Class I bike paths within open space provides enhanced opportunities for Police and Fire Department personnel to respond to emergencies that may take place within open space areas.
- h. **Less than Significant.** Class I bike paths are planned through creek corridor areas where there is a risk of wildfire. The risk is greatest in the dry summer months when

drought conditions and dying trees and vegetation create the type of situation where wildfires can start. Bike path construction has the potential to increase the risk of wildfires by introducing construction vehicles and equipment such as power tools and torches that may create sparks and ignite dry vegetation. Further, the introduction of persons into open space, including construction and maintenance workers and bike path users, also has the potential to increase the risk of fire.

The City has adopted several policies that are intended to reduce the risk of wildfires within open space and to reduce the potential for harm to people or structures resulting from wildfires. These include:

Policy 58.5 - Consider public safety issues in all aspects of public facility, commercial, and residential project design, including crime prevention through environmental design.

Policy 58.7 – Continue to work with Sacramento Metropolitan Fire District to ensure coordination of fire and emergency medical services in the City and the surrounding area.

Policy 58.8 – Provide fire/emergency staffing as necessary in proportion to population and other appropriate indicators

Policy 58.10 – Provide ongoing fire prevention and public education programs

Policy 58.11 – Ensure that new development is constructed, at a minimum to the fire safety standards contained in the Citrus Heights Fire and Building Codes

Policy 58.12 – Ensure that anticipated fire response times and fire flows are taken into consideration as part of the development review process

Policy 58.13- Provide adequate access for emergency vehicles, particularly fire equipment in all new development.

Further, the City has adopted the 2011 Sacramento County Multi-hazard Mitigation Plan identifies risk reduction measures for wildfires, including clearing potential fuels, and implementing best management practices on public lands.

These measures would limit exposure to wildland fires from bikeway operation such that bikeway use is not expected to expose people or structures to significant hazards related to wildland fires. Therefore, the impact from operation and use of bikeways would be less than significant.

## **Mitigation Measures**

No mitigation measures warranted.



## Hydrology and Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>9. HYDROLOGY AND WATER QUALITY —</b> <b>Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Impact Analysis

- a,f. **Less than Significant.** Implementation of the proposed project would result in grading and paving approximately 4.9 miles of new Class I bikeways, 14.5 miles of new Class II bike lanes and 4.4 miles of new Class III bike routes. Open space uses are not expected to contribute high levels of urban contaminants to runoff because these uses would remain relatively undeveloped. The construction and operation of Class I and II bikeways would not add substantial volumes of urban contaminants to runoff because bicycles and pedestrians contribute only minimally to this problem.

Activities related to construction of Class I and II bikeways could include grading and excavation. These and other construction activities have the potential to degrade water

quality by increasing erosion and sedimentation. This in turn has the potential to impact water quality standards and waste discharge requirements. The City's Constructions Standards require implementation of best practices for sediment and erosion control and mitigate this potential impact to a less than significant level.

- b. **Less than Significant.** Groundwater supply is partially dependent on recharge by rainwater that percolates through permeable surfaces. When impermeable surfaces such as roads and bike trails are constructed, groundwater recharge can be reduced. In most areas of Citrus Heights, soils are relatively impermeable or underlain by hardpan, which limits infiltration and groundwater recharge. Areas of high groundwater recharge potential, primarily along stream channels, have been designated for open space and park uses in part to facilitate recharge potential. Constructing bikeways in these areas would reduce by a small amount the area available for recharge.

Although the reduction in the area available for recharge has not been quantified, recharge would not be substantially affected by bikeway construction. Existing soil conditions throughout the area already limit recharge potential, and the area paved for bikeway construction would be a small portion of the total surface area dedicated to open space and available for recharge. In addition, the amount of recharge contributed to the groundwater aquifer by the entire Citrus Heights area is relatively minimal compared to that contributed by the Sacramento Valley groundwater basin overall. Therefore, this impact is considered less than significant.

- c. **Less than Significant.** Construction of Class I bikeways could involve grading along creek banks and in open space areas, which may alter drainage patterns locally. The area to be graded, in most cases, would be minimal; most trails would be 14 feet wide and project-level design of trail contours is expected to minimize the need for extensive grading.

The City's Design/Construction Standards require implementation of best practices for sediment and erosion control. The City Drainage Policy and Zoning Code further regulates potential erosion impacts within floodplains. The City's Construction Standards, Drainage Policy, and Zoning Code would mitigate this potential impact to a less than significant level.

- d,e,h,i. **Less Than Significant With Mitigation Incorporated.** Constructing Class I bikeways through open space areas and along creeks would increase the amount of impervious surfaces. Assuming that Class I bikeways conform to City standards for minimum width, approximately 5 acres of open space would be paved along approximately 4.9 miles of trails. Constructing 14.5 miles of Class II bikeways could also result in an increase of 8 acres of impervious surfaces.

As increase in the amount of runoff from an area does not necessarily mean an increase in downstream flows. Generally, development in the lower portion of a watershed does not contribute to peak flows because runoff from these areas tends to pass downstream ahead of the largest concentration of runoff from the upstream watershed. The Citrus

Heights area already has substantial flooding issues. Constructing new bikeways would add to those issues. This impact is considered potentially significant.

Implementation of Measure HY-1: Hydraulic Analysis and HY-2: Flood Impact Avoidance Measures would reduce this impact to a less than significant level.

Class I bikeways would be located primarily in open space areas and riparian corridors along creeks. Many of these bikeways may be located in the 100-year floodplain of these waterways. Bikeways typically include instructional signposts informing trail users of the potential for flooding. City crews also install signs informing users when a trail is closed due to flooding.

Bikeway construction may also require the placement of rip-rap or other means of bank stabilization. These structures could obstruct the flow of water during flood events. Because this is a program-level document, it is not possible to determine which bikeway routes or which portion of routes could require structures that would affect flood flows or be located in the 100-year flood plain. This impact is considered potentially significant. Implementation of Mitigation Measures HY-1: Hydraulic Analysis and HY-2: Flood Impact Avoidance Measures would reduce this impact to a less-than-significant level.

- g) **No Impact.** The Bikeway Master Plan will not result in the creation of new housing units and will not place any new or existing housing within a 100-year flood hazard area. There is no impact.
- j) The project is not located in an area subject to hazards associated with seiche, tsunami, or mudflow. There is **no impact**.

## Mitigation Measures

### **Mitigation Measure HY-1: Hydraulic Analysis:**

Conduct a site specific hydraulic analysis for Class I and II bikeways proposed in areas of high flood risk or erosion potential, and incorporate necessary changes to ensure that the final design minimizes stormwater runoff and water quality impacts. For individual bikeway projects in areas where the risk of flooding or erosion potential is high, the City shall obtain a site-specific hydraulic analysis of the proposed bikeway design to evaluate the effects of the bikeway on flooding and water quality. If results of the analysis indicated that adverse effects would be substantial, changes to the bikeway design that would reduce those effects shall be recommended and where feasible, implemented.

### **Mitigation Measure HY-2: Flood Impact Avoidance Measures:**

Design and locate bikeways structures in 100-year floodplain areas so that no substantial increase in water surface elevation results from installation of such features. The City shall ensure that the structures associated with Class I bikeways, along with all other features associated with uses in parks and open space areas in the 100-year floodplain, are designed and located so that such features do not obstruct flood flows, create a public safety hazard, or result in any increase in water surface elevations onsite or downstream. Fences shall be sized, placed, and securely anchored to minimize the potential for floodwaters to flow toward unprotected areas or areas outside of the floodplain. Railings shall be designed to rotate parallel

to stream flow during periods of elevated flows to minimize the potential for obstruction of flood flows. During the design phase for projects in flood-prone areas, hydrologic modeling shall be conducted to demonstrate that water surface elevations would not increase substantially following construction.

## Land Use and Land Use Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>10. LAND USE AND LAND USE PLANNING — Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Impact Analysis

- a. **Less than Significant.** Implementation of the BMP update would result in construction of a system of bikeways throughout the City. Approximately 4 miles of Class I bikeways would be constructed in open space areas and parks along creek corridors; Class II-III bikeways, which are on-street facilities, would be included on new or existing roadways. The purpose of these bikeways is to link various areas of the city of pedestrians and bicyclists and to provide an alternative mode of nonpolluting transportation.

Although constructing bikeways would create linear travel corridors throughout the city, these corridors would provide linkages through, rather than divide, the community. This impact is considered less than significant.

- b. **Less than Significant.** Land use compatibility was already considered for most of the proposed class II and class III facilities during the adoption of the General Plan in 2011 and the original Bicycle Master Plan. The 2015 Bikeway Master Plan and General Plan Update proposes several new Class I bike trails that were not previously included within any of these documents, particularly along the Creek and SMUD utility corridor (Priority 1 and Trail Segments Identified by the City Council).

The designation of new trails within open space and parks and recreation areas will not result in a conflict with any adopted land use plan, policy or regulation. The addition of these off-street facilities implements the City's General Plan Policies:

*Goal 29: Plan, design, construct, and manage a Complete Streets transportation network that accommodates the needs of all mobility types, users, and ability levels.*

*Goal 34: Preserve, protect, and enhance natural habitat areas, including creek and riparian corridors, oak woodlands, and wetlands*



*Goal 38: Establish a system of creekside trails, passive open space, and parks for public use.*

*Goal 39: Create open spaces in future urban development with natural features for public use and enjoyment.*

*Goal 59: Ensure that ample and appropriate parks and recreation facilities and programs are available to all residents.*

The bikeway projects would provide a recreational amenity and improve access to open spaces areas for local residents as identified by the General Plan. This potential impact is less than significant.

There are also several proposed Class II and III bike routes that were not previously identified in the General Plan, or the original Bikeway Master Plan. The newly-proposed on-street facilities will be located on existing roadways. These roadways were previously determined to be compatible with their surrounding land uses either through the General Plan or Capital Improvement Project process.

The addition of bike lanes and signs/striping will not substantially alter the roadway as perceived by the adjacent land uses. For example, bike lane installation will not increase roadway capacity or noise. Further, roadway improvement projects, including bike lane construction, are a typical activity associated with roadways. This potential impact is less than significant.

Adjacent landowners/residents may be concerned with loss of privacy that could result from construction and operation of bikeways. Adjacent landowners may also be concerned about the potential for increased incidence of vandalism or other illegal or illicit activities in open space areas. Privacy concerns of adjacent owners will be addressed after the final alignment of bikeways has been determined during the site-specific design phase for individual projects. However, analysis of privacy impact is not required under CEQA.

The BMP Update includes the proposed adoption of an amendment to the General Plan Map 8 to ensure consistency with the BMP.

- c. **No impact.** The project site is not subject to an HCP or NCCP.

## Mitigation Measures

No mitigation measures warranted.

## Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>11. MINERAL RESOURCES — Would the project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Impact Analysis

a –b. **No Impact.** There are no known mineral resources in the vicinity of the project.

## Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>12. NOISE — Would the project:</b>				
a) Result in 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Impact Analysis

a-d. **Less than Significant.** The City of Citrus Heights Municipal Code contains Standards that apply to noise levels allowed within a residential area (City of Citrus Heights,

2008). Section 34-86 of the Municipal Code identifies noise standards of 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. and 50 dBA between the hours of 10:00 p.m. and 7:00 a.m.

### ***Construction***

Implementation of the Bikeway Master Plan Update would include the construction of Class 1 bike paths and Class II bike lanes. Construction activities will generate noise, including ground born vibration resulting from the use of heavy construction vehicles and equipment. The project is required to comply with the City of Citrus Heights Noise Ordinance that limits construction to between the hours of 6:00 a.m. and 8:00 p.m. weekdays and between the hours of 8:00 a.m. and 8:00 p.m. on weekends.

The Noise Ordinance represents the community standard for acceptable levels of noise, it follows that bikeway construction noise, although above ambient levels, is not considered to have a substantial effect upon surrounding land uses. This determination is made in consideration of the temporary nature of construction activities. Therefore, this impact is also less than significant.

### ***Bikeway Maintenance***

*Maintenance of Class II and III Bikeways* – Maintenance activities for Class II bike lanes and Class III bike routes will include street sweeping, striping repair, asphalt repair and other activities commonly associated with roadway maintenance. The designation of a roadway as a Class II or III bikeway will not substantially increase the level of maintenance activities for the road. Therefore, the impact is less than significant

*Maintenance of Class I Trails* – Maintenance activities for Class I bike paths will include weed spraying and mowing, litter pick-up, sweeping of debris, and asphalt maintenance (including crack seal/patching, slurry seal and overlays). Crack seal and patching will occur as needed, while slurry seals/overlays will occur typically 1 time every 5 to 8 years, or as necessary. The City expects that all maintenance activities will occur during daytime hours.

Noise associated with these maintenance activities will include regular vehicular noise as well as noise from mechanical mowing and sweeping equipment. Slurry seals and overlays will use vehicles similar to those described in the construction activities section. Mowers, blowers, weed cutters, and tractors can produce noise levels of up to 80 dBA at a distance of 100 feet. Newer equipment is outfitted with mufflers, which reduce the noise output to approximately 65 decibels at 50 feet. During infrequent asphalt maintenance activities, higher noise levels will be generated in association with the use of heavier vehicles.

These noise levels exceed the noise standards for the City's Noise Ordinance. As noted previously, the Noise Ordinance recognizes that typical municipal operations such as path and road maintenance may generate noise and exempts City maintenance activities from the requirements of the Noise Ordinance. Since most maintenance activities are of limited duration and infrequent in nature and given that

City operations and activities are exempt from regulation by the Noise Ordinance as noted above, the impact is less than significant.

**Utilization of Class II and III Bikeways** – Use of Class II bike lanes and Class III bike routes would include commuting and recreational bicycling. Resulting noises would primarily be normal speech by bicyclists. Normal levels of speaking produce approximately 50 dB at a distance of 15 feet. This level of noise is less than the standards established by Noise Ordinance. Further, 50 dB is much lower than typical auto noise along a roadway. Therefore, the potential noise impact resulting from normal use of Class II bike lanes and Class III bike routes is less than significant.

**Utilization of Class I Bike Trails** - Normal use of the Class I bikeways includes commuter and recreational bicycling, walking, jogging, and rollerblading. Dogs on a leash are permitted on Citrus Heights bike paths. No motorized vehicles are permitted on Class I bike trails. Given these user characteristics, the normal noises resulting from use of a trail would be speech by trail users, and occasional dog barking.

The maximum allowable exposures to transportation noise sources are 60 dB Ldn for residential areas. Normal levels of speaking produce approximately 50 dB at a distance of 15 feet. As a result, normal use of bikeways is not expected to cause significant levels of operation-related noise. Individual violations of the noise ordinance may be addressed through the City's Police Department. As a result, this impact is less than significant.

- e-f. **No Impact.** The project is not located within two miles of a public airport or private airstrip. The project would not expose people working in the area to excessive noise levels.

## Mitigation Measures

No mitigation measures warranted.

## Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>13. POPULATION AND HOUSING — Would the project:</b>				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Impact Analysis

- a. **No Impact.** Implementation of the Bikeway Master Plan will not either directly or indirectly facilitate or induce population growth. Instead, the bikeway projects planned therein are transportation and recreational facilities that will be made available to existing City residents.
- b,c. **Less than Significant.** The Class I and Class II bikeway projects contemplated by the BMP Update may in some instances require right-of-way acquisition. Right-of-way acquisitions for bikeway projects may involve the acquisition of undeveloped portions of residential, commercial and other types of properties. The actual amount of right-of-way required for each bikeway project is not known at this time and will be determined during project-specific planning and engineering. The City is not intending to and does not expect any of the bikeway projects to require displacement of existing homes, businesses or persons. Therefore, the potential impact is less than significant

## Mitigation Measures

No mitigation measures warranted.

## Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>14. PUBLIC SERVICES — Would the project:</b>				
a) Result in substantial adverse physical impacts associated with the provision of, or 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 following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Impact Analysis

- ai. **Less than Significant.** The project will not generate additional residents and would not result in the need for expanded fire facilities. The construction of Class I trails would provide people with improved access to open space areas that were previously more difficult to access. Additional use of trails could increase calls for emergency services within open space. Class I trails are designed to accommodate emergency vehicles in emergency situations and therefore this potential impact is less than significant. Designing trails to accommodate emergency vehicles would make it easier for fire personnel to respond to wildland fires. However, the presence of people will increase the risk of wildland fires. This potential impact is discussed in the Hazards section of this report.
- aii. **Less than Significant.** The Project will not generate additional residents and would not result in the need for new or expanded police facilities. Property owners and residents commonly express a concern regarding the potential for increased vandalism and illegal activities in areas where trails are constructed. Creek Corridors are currently patrolled by police officers on a routine basis. The construction of Class I trails will provide improved access for the Police Department and enable bike patrols and foot patrols of the creek corridors. As a result, the potential impact to police services is less than significant.
- aiii. **No Impact.** The BMP Update will not generate additional residents and would not result in the need for new or expanded school facilities. Bikeway projects identified in the BMP are further intended to facilitate enhanced access to schools. There is no impact.

- aiv. **Less than Significant.** The City's General Services Department will maintain any trail construction on City Property. Although the Bikeway Master Plan identifies trails located on Sunrise Recreation and Park District Properties (SRPD), the construction and maintenance of trails on those properties will be maintained by SRPD.

Maintenance activities include weed control, shrub and tree trimming, and trash removal. The City General Services Department will also provide bikeway maintenance services, including weed spraying, drainage control and asphalt repair. The project will increase the demand for bike path maintenance within the City. Although the maintenance requirements for trails will increase, the bikeway projects will not result in the need for new or expanded parks or streets maintenance facilities. As a result, this impact is considered less than significant.

- av. **Less than Significant.** The project is not expected to result in the need for new or expanded transit, library, ambulance or other services. Bikeway projects may include earthwork or other activities that have the potential to affect underground or aboveground utility services such as natural gas service, telephone service, cable television and electric service. The City's Construction standards include requirements to contact service providers that may be affected to ensure that conflicts are avoided or if conflicts cannot be avoided that measures are taken to avoid service disruptions. As a result, the impact is less than significant.

## Mitigation Measures

No mitigation measures warranted.

## Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>15. RECREATION — Would the project:</b>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Impact Analysis

- a – b. **Less than Significant.** The project would not add new residents or create new land uses that would impact existing recreation facilities. The project would likely result in additional residents and visitors utilizing existing parks because the planned bikeways are intended to provide connections to parks. However, it would be expected that many of these users would already be utilizing the park and recreation facilities and would be simply be using a non-motorized transportation alternative to reach the parks and open spaces.

The proposed project would increase the use of existing parks and recreation facilities to the extent that the expanded bikeway system will encourage park and open space use for residents who were not previously using these recreational facilities, or additional use by those already using the recreational facilities. However, this increased use would not be expected to substantially impact the parks and facilities to the extent that physical deterioration would occur nor would these facilities need to be expanded. Therefore, the project would have a less than significant impact on recreation facilities

## Mitigation Measures

No mitigation measures warranted.



## Transportation and Traffic

<i>Issues (and Supporting Information Sources):</i>				<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>16. TRANSPORTATION AND TRAFFIC</b>	<b>—</b>						
<b>Would the project:</b>							
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
b)	Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
e)	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

## Impact Analysis

- a,b. **Less than Significant.** The project will not conflict with any applicable plans, ordinances or policies. The project will implement several Goals of the General Plan. The project may result in Temporary Construction Impacts, Permanent Roadway Impacts, and increase Recreational Use.

**Temporary Construction Impacts:** Construction of Class II bike lanes and in some instances Class I bike trails may require lane closures on existing roadways. Lane closures may temporarily impede traffic flow or cause an intersection to operate outside of City LOS standards. Because the need for lane closures cannot be determined until the design phase of individual bikeway projects, this document cannot analyze traffic conditions that may result from temporary construction activities. However, the City's Design/Construction Standards require any project involving lane closures or otherwise affecting traffic on existing streets to implement a traffic control plan that includes measures to minimize the impact to local traffic and warning signs per the MUTCD. The City's implementation of the Construction Standards would result in a less than significant level.

**Permanent Roadway Impacts:** The project proposes the installation of Class II bike lanes on several existing streets. In most instances, the bike lanes will be installed during a road widening or overlay project. In some cases, the project proposes bike lane installation on an existing section of roadway that is not planned for widening. However, the BMP Update is not intending or proposing to remove travel lanes or otherwise significantly effect vehicular travel lanes during the installation of Class II bike lanes. The Class II bike lane project would be required to provide sufficient right-of-way and improvements to maintain existing and planned vehicular levels of service and be designed to comply with the City's Construction Standards for lane width and overall design. As a result, this impact is less than significant.

**Increased Recreational Use of Bikeways:** Implementation of the Bikeway Master Plan would also increase on-street and off-street recreational bicycling. Construction of bikeways would further increase walking, jogging, rollerblading and other non-cycling recreational trail use. Most recreational users will be Citrus Heights residents, with some non-residents. The City expects that a majority of bikeway users to begin and end their recreational trips at their home or worksite. However, some recreational users, including both residents and non-residents, will drive to the starting point of their recreational trip. The number of new recreational trips is not expected to be substantial. Further, the new recreational trips will typically take place on weekends and before or after work, outside peak commute hours. As a result, there will be little or no impact to traffic and no impact to levels of service resulting from increased recreational use of bikeway facilities. The potential impact is less than significant.

- c. **No Impact.** Implementation of the BMP will include the construction of structures, including bridges that span creeks or roadways. As noted in the Hazards section, there are no airports within or in close proximity to Citrus Heights. Further, BMP Update implementation will not involve aircraft operations or otherwise affect air traffic patterns. There is no impact.
- d. **Less than Significant.** Bikeway projects proposed by the BMP Update will be designed and constructed in accordance with the City Design/Construction Standards and by reference therein the Cal Trans Highway Design Manual, MUTCD, and other applicable standards. The standards include but are not limited to specifications for minimum width, clearance to obstructions, sight distance, signs, intersections with and relation to roadways, grading, structures (including bridges) and lighting. Compliance with these standards would ensure that bikeway design features do not result in significant hazards. The impact is less than significant.
- e. **Less than Significant.** As noted previously, construction of Class II bike lanes and in some instances Class I bike trails may require temporary lane closures on existing roadways. Lane closures could impede or slow emergency response vehicles. Because the need for lane closures cannot be determined until the design phase of individual bikeway projects, this document cannot analyze the specific impact to emergency response from temporary construction activities. As noted previously, the Construction Standards require any project involving lane closures or otherwise affecting traffic on

existing streets to institute a traffic control plan that includes measures to minimize the impact to local traffic and warning signs per the MUTCD.

Implementation of a traffic control plan would take emergency response into consideration. The City's Construction Standards include a determination that the requirements of the Construction Standards would mitigate this potential impact to a less than significant level.

The installation of Class II bike lanes can result in a wider roadway section. This will not affect and may benefit emergency responders. Installation of Class I bike lanes will enhance emergency vehicle access into open space areas. As a result, this potential impact is less than significant impact.

- f. **Less than Significant.** Removal of on-street parking: Vehicular parking is provided as either on-street or off-street parking. In new development, the City Zoning Ordinance requires that the demand for parking be accommodated by off-street parking lots. As a result, collector and arterial roadways typically include bike lanes and do not include on-street parking. On-street parking is typically permitted on local residential streets and on collector streets.

The project proposes new bike lanes on several existing streets. In most instances, the streets involved are: Arterial or collector roadways where parking is not currently permitted and is not planned for or local streets where adequate right-of-way is available for both parking and bike lanes. In those instances, the impact on parking capacity will be less than significant.

**Increased Demand for Vehicular and Bicycle Parking:** As noted previously, implementation of the Bikeway Master Plan and General Plan may increase on-street and off-street recreational bicycling. Construction of Class I trails would further increase walking, jogging, rollerblading and other non-cycling recreational trail use. Most recreational users will be Citrus Heights residents, with some non-residents. The City expects that a majority of bikeway users to begin and end their recreational trips at their home or worksite. However, some recreational users, including both residents and non-residents, will drive to the starting point of their recreational trip. Users will park in either: Designated municipal parking lots, such as at schools, parks, and libraries; in available on-street parking in neighborhoods; or in commercial parking lots. The number of new recreational trips is not expected to be substantial. As a result, the potential impact upon vehicle parking is less than significant.

To the extent that the BMP Update increases the journey to work mode split for bicycling, the overall demand for vehicle parking may be reduced and the demand for bicycle parking will be increased. The City of Citrus Heights Zoning Code includes bike parking requirements that are expected to sufficiently accommodate any increased demand for bicycle parking. As a result, the potential impact upon bicycle parking is less than significant.

- g. **No Impact.** Implementation of the BMP Update's bikeway projects and implementing policies would encourage the use of bicycles for commuting, recreational, and other trips. One of the primary goals of the plan is to increase the mode split for bicycling. Implementation of the BMP Update will result in long-term, beneficial impacts related to alternative transportation. There is no impact.

## Mitigation Measures

No mitigation measures warranted.

## Utilities and Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>17. UTILITIES AND SERVICE SYSTEMS —</b> <b>Would the project:</b>				
a) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Impact Analysis

- a,b,d,e. **Less than Significant.** The project would not require the construction of new water or wastewater facilities, nor would it affect wastewater treatment facilities. Support facilities for the proposed bikeways may include drinking water, restrooms, and trash receptacles. These would typically be provided at existing or planned parks and other public facilities. There may be some locations that require stand-alone drinking fountains and locations that would need separate restrooms. Minimal water supplies would be necessary beyond those needed for construction activities or limited drinking fountains. Any stand-alone rest room facilities would be relatively small and very limited in number. Therefore, the impacts to water and wastewater facilities would be less than significant.

Sacramento Area Sewer District (SASD) sewer lines are often located along creeks where Class I trails are planned. Class I trail construction and maintenance activity could temporarily interfere with the ability of SASD staff to perform routing or emergency maintenance activities on affected sewer lines. However, Class I bike trail construction projects are required to follow the City Construction Standards including early consultation with all service providers. This consultation will ensure that the potential impact related to temporary obstruction of access to sewer lines is less than significant. Since Class I trails are designed to facilitate maintenance vehicle access to open space per the Design/Construction standards, placement of bike trails in proximity to sewer lines is beneficial.

- c. **Less than Significant.** Storm water in Citrus Heights is directed via drain inlets into a series of underground pipes within roadways and other public parcels. These pipes outfall into the City creek system, at which point the water flows downstream. The amount of stormwater that enters the creek system increases as undeveloped ground is replaced by impervious surfaces such as paved trails. Class II bike lanes are proposed along existing roads. For existing roads, Class II bike lanes will typically be installed with a road widening project, but in some instances may be installed as a separate bikeway project. In either case, new or modified drain inlets and pipes may be required because there will be an increase in the amount of impervious surfaces and because existing inlets/outfalls may be located in an area proposed for widening. The need for new or modified drain inlets or pipes would be evaluated during the project-specific planning and engineering for a project.

Proposed Class I trails may also result in the need for new and in some cases modified drainage facilities. These would primarily be drainage swales with underground pipes spaced at intervals to convey surface water from the uphill side of the trail to the downhill side. There will also be instances where existing drainage facilities from roadways and other capital improvements will be modified by new Class I trails. The need for new or modified drain inlets or pipes would be evaluated during the project-specific planning and engineering for a project.

The impervious surfaces resulting from new Class I bike trails and Class II bike lanes will increase the amount of water entering the City's creek system. The City Construction Standards include Best Manage Practices intended to mitigate the environmental effects associated with storm water drainage and would mitigate this potential impact to a less than significant level.

- f,g. **Less than Significant.** Bikeway projects constructed may generate solid waste during construction. The solid waste would be disposed of at a waste handling facility, which complies with all federal, state, and local regulations. The solid waste generated during construction would be mostly roadway materials (earthwork and asphalt concrete). After construction or designation, public use of Class II bike lanes and Class III bike routes would not be expected to generate any significant amounts of solid waste.

Once constructed, Class I bike paths and support facilities may provide trash receptacles at periodic intervals, specifically at trailheads. However, the amount of solid waste generated by use of the bikeways is anticipated to be minimal; therefore, the impacts would be less than significant.

## **Mitigation Measures**

No mitigation measures warranted.

## Mandatory Findings of Significance

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>18. MANDATORY FINDINGS OF SIGNIFICANCE — Would the project:</b>				
a) 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 a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Impact Analysis

- a. Based upon the analysis, the proposed project will not: degrade the quality of the environment; substantially reduce the habitat of 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 a rare or endangered plant or animal; or eliminate important examples of major periods of California's history or prehistory.

The Biological Resources section of this initial study contains a detailed evaluation of the project's potential affect upon the environment, including vegetation, fish and wildlife, and rare, threatened, endangered or special-status plant and animal species. That analysis concludes that implementation of the project would result in a potentially significant impact upon biological resources; however, the following mitigation measures would reduce the potential effect on biological resources to a less than significant level:

BIO-1 – BIO-7

The Cultural Resources section of this initial study contains an evaluation of the project's potential impacts on historic and pre-historic cultural resources. That analysis concludes that implementation of the project could result in a potentially significant impact on cultural resources; however, the following mitigation measures would reduce the potential effect to a less than significant level:

CR-1 – CR-4

- b. All of the potentially significant impacts have been reduced to a less than significant level with the recommended mitigation measures. In addition, these impacts are primarily related to construction of bikeways and are therefore temporary. With the implementation of this mitigation measures, the impacts resulting from implementation of the project would not be cumulatively considerable when viewed in connection with the effects of past, current, or probable future projects.
- c. Potentially significant impacts that may affect humans include those related to air quality, hazards, hydrology/water quality and noise. With incorporation of mitigation measures, implementation of the project would not cause substantial adverse effects on human beings, either directly or indirectly.

## **Mitigation Measures**

No new mitigation measures are required. See Air Quality, Biology, Cultural Resources, Hydrology and Water Quality, sections for Mitigation Measures that apply to the Mandatory Findings of Significance.



## References

- City of Citrus Heights. Final Environmental Impact Report, General Plan Update. SCH# 2010072041. July 1, 2011
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- City of Citrus Heights. May 2006 Historic Resources Survey. May 2006
- City of Citrus Heights. Zoning Code. Effective April 24, 2011
- City of Citrus Heights. Creek Corridor Trail Project Feasibility Report. March 27, 2014
- Cortese List January 2013 [http://www.dtsc.ca.gov/SiteCleanup/Cortese\\_List.cfm](http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm)
- Sacramento County. *Local Multi-Hazard Mitigation Plan*. 2011
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# 2015 Bikeway Master Plan and General Plan Bikeway Map Update Mitigation Monitoring Plan

## INTRODUCTION

Section 15097 of the Guidelines for the California Environmental Quality Act (CEQA) requires that, whenever a public agency approves a project based on a Mitigated Negative Declaration (MND) or an Environmental Impact Report (EIR), the public agency shall establish a mitigation monitoring or reporting program to ensure that all adopted mitigation measures are implemented.

This mitigation monitoring plan (MMP) is intended to satisfy this requirement of the CEQA Guidelines as it relates to 2015 Bikeway Master Plan and General Plan Update project. This MMP will be used by City staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMP were developed in the Initial Study prepared for the proposed project.

As noted above, the intent of the MMP is to ensure the effective implementation and enforcement of all adopted mitigation measures. The MMP will provide for monitoring of construction activities, as necessary, and in the field identification and resolution of environmental concerns.

## PROJECT COMPONENTS

A project-specific MMP for the 2015 Bikeway Master Plan and General Plan Update project is provided in Table 1.

## MITIGATION MONITORING PLAN DESCRIPTION

The City of Citrus Heights will coordinate monitoring activities and document the implementation of mitigation measures for each project component. The project-specific MMPs in Tables 1 identifies the project mitigation measures the associated implementation, monitoring, timing and performance requirements. The tables include:

1. the full text of each applicable mitigation measure;
2. the party or parties responsible for implementation and monitoring of each measure;
3. the timing of implementation of each mitigation measure including any ongoing monitoring requirements; and
4. performance criteria by which to ensure mitigation requirements have been met.

Following completion of the monitoring and reporting process, the final monitoring results will be recorded and incorporated into the project file maintained by the City's Planning Division.

# Mitigation Monitoring Plan

**TABLE 1: BIKEWAY MASTER PLAN AND GENERAL PLAN BIKEWAY MAP UPDATE MMP**

No mitigation measures are required for the following resources:			
<ul style="list-style-type: none"> <li>▪ Aesthetics</li> <li>▪ Agriculture and Forestry Resources</li> <li>▪ Geology/Soils</li> <li>▪ Greenhouse Gas Emissions</li> <li>▪ Hazards and Hazardous Materials</li> <li>▪ Land Use/Planning</li> <li>▪ Mineral Resources</li> </ul>		<ul style="list-style-type: none"> <li>▪ Noise</li> <li>▪ Population/Housing</li> <li>▪ Public Services</li> <li>▪ Recreation</li> <li>▪ Transportation/Traffic</li> <li>▪ Utilities/Service Systems</li> </ul>	
Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
<b>AQ – 1:</b> Prior to implementation of any improvements proposed by the Master Plan that require a grading permit, the City shall consult with the SMAQMD. This consultation shall determine if a project-specific air quality analysis for project construction would be required. If a project-specific air quality analysis is required, the City shall conduct the analysis using the SMAQMD's Guide to Air Quality Assessment and recommended methodology. The methodology may include, but not be limited to, the SMAQMD's screening criteria, the California Emissions Estimator Model (CalEEMod), the SMAQMD's Roadway Construction Emissions Model (appropriate for bike paths and trails), or other methodology identified by SMAQMD. Should the project-specific analysis estimate that emissions, (including GHG emissions) could exceed the SMAQMD thresholds, the project shall incorporate the appropriate level of SMAQMD mitigation measures, which may include additional fugitive dust/particulate matter control as well as the applicable standard construction mitigation measures, or other measures identified to reduce GHG emissions in accordance with the current SMAQMD CEQA Guide to Air Quality Assessment.	City of Citrus Heights	City of Citrus Heights	Prior to implementation of any improvements proposed by the Master Plan that require a grading permit.

## Mitigation Monitoring Plan

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
<p><b>BIO – 1:</b> For any BMP trail alignment project that would impact annual grassland, oak woodland, or riparian woodland habitat, a qualified botanist shall conduct focused botanical surveys, in accordance with 2009 CDFW and 2002 USFWS <i>Standard Survey Guidelines</i> within the bloom periods for Ahart's dwarf rush (March through May), dwarf downingia (March through May), Sanford's arrowhead (May through November), and stinkbells (March through June). A minimum of two surveys shall be conducted over the range of the bloom period, depending on the target plant species. If no special-status plants are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required.</p> <p>If any non-listed special-status plants occur within the trail alignments proposed by the BMP, they shall be avoided to the greatest extent feasible. If the plants cannot be avoided, a mitigation plan shall be prepared by a qualified biologist. At minimum, the mitigation plan shall include avoidance and preservation measures, seed or plant harvesting procedures, locations where the plants will be transplanted in suitable habitat adjacent to the project footprint, success criteria, and monitoring protocols.</p>	City of Citrus Heights	City of Citrus Heights	Prior to implementation of any improvements.
<p><b>BIO – 2:</b> Prior to implementation of any improvements proposed by the BMP and General Plan Amendment, the City will conduct pre-construction nesting avian surveys and will implement appropriate restrictions to ensure that protected species are not injured or disturbed by construction in the vicinity of nesting habitat. The following measures shall be implemented:</p>	City of Citrus Heights	City of Citrus Heights	Prior to implementation of any improvements.

## Mitigation Monitoring Plan

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
<p>a) If tree removal is proposed as part of any individual project, all tree removal shall occur between August 30 and March 15 to avoid to breeding season of any raptor species that could be using the area, and to discourage hawks from nesting in the vicinity of an proposed future construction area. This period may be modified with the authorization of the CDFW. If a legally-protected species nest is located in a tree designated for removal, the removal shall be deferred until after August 30, or until the adults and young of the year are no longer dependent on the nest site as determine by a qualified biologist.</p> <p>b) Prior to commencement of any construction activity during the period between March 15 to August 30, all trees within 350 feet of any grading or earthmoving activity shall be surveyed for active raptor nests by a qualified biologist no more that 14 days prior to the onset of construction activities. If active raptor nests are found, and the site is within 350 feet of potential construction activity, a fence shall be erected around the tree at a distance up to 350 feet, depending on the species, from the edge of the canopy to prevent construction disturbance and intrusions on the nest area. The appropriate buffer shall be determined by the City of Citrus Heights. The City may consult with CDFW regarding the appropriate buffer distance.</p> <p>c) No construction vehicles shall be permitted within restricted areas (i.e., raptor protection zone), unless directly related to the management or protection of the legally-protected species.</p> <p>d) In the event that a nest is abandoned, despite efforts to</p>			

## Mitigation Monitoring Plan

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
<p>minimize disturbance, and if the nestlings are still alive, the City shall contact CDFW and, subject to CDFW approval, fund the recovery and hacking (controlled release of captive reared young) of the nestling(s).</p>			
<p><b>BIO – 3:</b> The following mitigation measures for special-status species shall be followed for all proposed Class I, II, and III trail alignment projects proposed within undisturbed ground as part of the BMP.</p> <p>a) There is potential breeding and upland habitat for western spadefoot in the annual grassland, oak and riparian woodlands, as well as within relatively undisturbed residential areas. Pre-construction surveys for western spadefoot are required within 14 days prior to the start of ground disturbance in any of the habitats previously listed. If no western spadefoot are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey shall be conducted.</p> <p>If western spadefoot are found, additional avoidance measures are required including having a qualified biologist conduct a pre-construction survey within 24 hours prior to commencement of construction activities, conducting a pre-construction worker awareness</p>	City of Citrus Heights	City of Citrus Heights	Prior to implementation of any improvements.

## Mitigation Monitoring Plan

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
<p>training, and being present to monitor construction during initial vegetation clearing and ground disturbance.</p> <p>b) There is potential habitat for burrowing owl in the annual grasslands, parks, and open areas within developed areas, such as fields and vacant lots. During the planning process, the proposed project area shall be evaluated by a qualified biologist for its suitability as burrowing owl habitat in accordance with the 2012 <i>California Department of Fish and Game Staff Report on Burrowing Owl Mitigation</i> (2012 Staff Report) (CDFG 2012). If the project area does not provide suitable habitat, then no additional mitigation is required. If suitable habitat is present on or in the immediate vicinity of the trail alignments proposed by the BMP, focused burrowing owl surveys shall be conducted by a qualified biologist prior to commencement of construction.</p> <p>Currently, CDFG's 2012 Staff Report recommends conducting four surveys of the trail alignments proposed by the BMP and surrounding 500 feet, where accessible, during the breeding season: one survey between February 15 and April 15 and three between April 15 and July 15. The results of the surveys shall be documented in a letter report submitted to the City of Citrus Heights. If an active burrowing owl nest is determined to be present within 500 feet of the trail alignments proposed by the BMP during the surveys, then an avoidance plan shall be developed and</p>			

## Mitigation Monitoring Plan

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
<p>approved by the CDFW. The avoidance plan shall identify measures to minimize impacts to burrowing owls, including, but not limited to, worker awareness training, buffer zones, work scheduling, and biological monitoring.</p> <p>If no burrowing owls are identified during the breeding season surveys, a pre-construction survey for burrowing owls shall be conducted by a qualified biologist within 30 days prior to the start of ground disturbance in all suitable burrowing owl habitat. The survey methodology and findings shall be documented in a letter report to the City of Citrus Heights within two weeks of the survey and no additional mitigation measures are required. If burrowing owls are found during the pre-construction survey, CDFW shall be contacted to develop an avoidance plan prepared consistent with current CDFW guidelines, as described above.</p> <p>c) There is low potential for Swainson's hawks to nest near the trail alignments proposed by the BMP. While the annual grassland in the proposed project area provides marginal foraging habitat, due to its small size and fragmented nature, mitigation for loss of foraging habitat shall not be required unless it is located within ¼-mile of an active nest (CDFG 1994). If construction activities are anticipated to commence in annual grassland during the Swainson's hawk nesting season (March 1 to September 15), a qualified biologist shall conduct a minimum of two pre-construction surveys</p>			



## Mitigation Monitoring Plan

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
<p>during the recommended survey periods, in accordance with the <i>Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley</i> (Swainson's Hawk Technical Advisory Committee 2000). All potential nest trees within ¼-mile of the proposed project footprint shall be visually examined for potential Swainson's hawk nests, as accessible. If no active Swainson's hawk nests are identified on or within ¼-mile of the proposed project, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required.</p> <p>If active Swainson's hawk nests are found within ¼-mile of construction activities, a survey report shall be submitted to the CDFW in addition to the City of Citrus Heights and an avoidance and minimization plan shall be developed for approval by the CDFW prior to the start of construction. The avoidance plan shall identify measures to minimize impacts to Swainson's hawk including, but not limited to, worker awareness training, buffer zones, work scheduling, and biological monitoring. Should the project biologist determine that the construction activities are disturbing the nest; the biologist shall have the authority to halt construction activities until the CDFW is consulted.</p> <p>d) Migratory birds and other birds of prey, protected under 50 CFR 10 of the MBTA and/or Section 3503 of the California Fish and Game Code, including white-tailed</p>			

## Mitigation Monitoring Plan

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
<p>kite, peregrine falcon, Cooper's hawk, grasshopper sparrow, loggerhead shrike, Nuttall's woodpecker, oak titmouse, purple martin, song sparrow, and yellow-billed magpie have the potential to nest throughout the trail alignments proposed by the BMP. Vegetation clearing operations, including pruning or removal of trees and shrubs, shall be completed between September 15 and January 31, if feasible. If vegetation removal begins during the nesting season (February 1 to August 31), a qualified biologist shall conduct a pre-construction survey of the proposed project area and the surrounding 500 feet, as accessible, for active nests. The pre-construction survey shall be conducted within 14 days prior to commencement of ground-disturbing activities. If no active nests are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey shall be conducted.</p> <p>If any active nests are located within the network of the trail alignments proposed by the BMP, an appropriate buffer zone shall be established around the nests, as determined by the project biologist. The biologist shall mark the buffer zone with construction tape or pin flags and maintain the buffer zone until the young have successfully fledged and the nest is no longer occupied. Monitoring shall be conducted daily during</p>			

## Mitigation Monitoring Plan

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
<p>the first week of construction and weekly thereafter until the young have fledged. The size of the buffer zone may be adjusted throughout construction based on observed reaction of the nesting birds to construction activities.</p> <p>e) The trees and structures in the trail alignments proposed by the BMP provide potential roosting habitat for special-status bats. Pre-construction surveys for special-status bat species are required to be conducted by a qualified biologist within 14 days prior to the start of ground disturbance or tree removal in potential special-status bat species habitat. If no bats are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey shall be conducted.</p> <p>If bats are found, an appropriate buffer zone shall be established around the nests, as determined by the project biologist and a worker avoidance training shall be conducted. If a roost tree or structure must be removed, CDFW shall be consulted to determine appropriate avoidance and mitigation measures.</p> <p>f) During the pre-project biological surveys, all elderberry shrubs within 100 feet of the proposed project footprint shall be surveyed by a qualified biologist for evidence of habitation by VELB, using 1999 <i>USFWS</i></p>			

## Mitigation Monitoring Plan

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
<p><i>Conservation Guidelines for Valley Elderberry Longhorn Beetle</i> (Guidelines). Elderberry shrubs shall be protected during construction using the current Guidelines.</p> <p>According to the Guidelines, encroachment within 100 feet from elderberry shrubs with stems measuring at least one inch diameter at ground level (DGL) must be approved by the USFWS and a minimum setback of 20 feet from the driplines of the elderberry shrubs must be maintained. Therefore, any proposed project shall be designed to avoid construction activities within 20 feet of the elderberry shrubs. If this is feasible, high visibility construction fencing shall be erected at the edge of the construction footprint at a minimum of 20 from the elderberry shrubs.</p> <p>Project activities that would encroach into the 20-foot minimum setback area are assumed to adversely affect VELB. Therefore, if work is anticipated to occur within 20 feet of the elderberry shrubs or if elderberry shrubs with stems at least one inch DGL are proposed for removal, consultation with the USFWS shall be required. Project activities that may directly or indirectly affect elderberry shrubs with stems measuring at least one inch DGL require minimization measures including planting replacement habitat or purchasing mitigation credits from a USFWS-approved mitigation bank. The mitigation ratios vary based on whether exit holes are present and whether the shrubs occur within riparian habitat. In addition, the following mitigation measures</p>			

## Mitigation Monitoring Plan

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
<p>for special-status species shall be followed for all proposed Class I, II, and III trail projects proposed within riparian areas.</p> <p>g) Pre-construction surveys for western pond turtle shall take place within 14 days prior to the start of ground disturbance within 300 feet of aquatic habitat in creek corridors, riparian areas, oak woodlands, and annual grassland, where accessible. If no western pond turtle are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey shall be conducted.</p> <p>If western pond turtles are found, additional avoidance measures are required including having a qualified biologist conduct a pre-construction survey within 24 hours prior to commencement of construction activities, performing a worker awareness training to all construction workers, and being present on the project site during grading activities within 300 ft of aquatic habitat in creek corridors, riparian areas, oak woodlands, and annual grassland, where accessible.</p> <p>h) None of the creek corridors in the network of trail alignments proposed by the BMP are known spawning habitat for Central Valley steelhead, however they drain to Steelhead Creek and the American River watersheds, which are steelhead habitat. To avoid</p>			

## Mitigation Monitoring Plan

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
impacts to downstream steelhead habitat, erosion control Best Management Practices (BMPs) shall be implemented during and post construction to reduce sediment loads in the creeks. No additional species-specific mitigation measures are required.			
<b>BIO – 4:</b> For improvements proposed beyond a two year timeframe from adoption of this IS/MND, site-specific biological surveys shall be completed for any future BMP improvements proposed in riparian habitats and/or on previously undisturbed ground. If applicable, the project specific Biological Resources Assessment shall identify potential impacts to special-status species beyond that evaluated in the August 27, 2015 <i>Biological Resource Assessment, Citrus Heights Bikeway Master Plan Project, City of Citrus Heights, Sacramento County, California</i> , prepared by Foothill Associates, and any additional habitats or species whose regulatory status has changed. The City shall follow any avoidance, minimization measures, and recommendations drafted in the subsequent site-specific BRAs.	City of Citrus Heights	City of Citrus Heights	Prior to implementation of any improvements.
<b>BIO – 5:</b> Placement of permanent or temporary fill in waters of the U.S. is regulated by the U.S. Army Corps of Engineers (Corps) under Section 404 of the Federal Clean Water Act. The City shall coordinate with the Corps in order to obtain the applicable permits for activities resulting in temporary and/or permanent impacts to waters of the U.S. The project shall comply with the Corps “no-net-loss” policy and the conditions of a Nationwide or Individual	City of Citrus Heights	City of Citrus Heights	Prior to implementation of any improvements.

## Mitigation Monitoring Plan

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
<p>Permit authorization by the Corps.</p> <p>Any discharge into waters of the U.S. is also subject to regulation by the Central Valley Regional Water Quality Control Board (RWQCB) pursuant to Clean Water Act Section 401. The City shall also coordinate with the RWQCB in order to obtain a Water Quality Certification.</p>			
<p><b>BIO – 6:</b></p> <p>Pursuant to Fish and Game Code §1602, the City shall notify the California Department of Fish and Wildlife (CDFW) prior to any activity which may result in impacts to the streamzone. The City will coordinate with CDFW in order to obtain a 1600 Streambed Alteration Agreement, if applicable, for impacts to the bed, bank or channel of onsite drainages and/or any riparian areas or other areas subject to jurisdiction by CDFW.</p>	City of Citrus Heights	City of Citrus Heights	Prior to implementation of any improvements.
<p><b>BIO – 7:</b></p> <p>If proposed plans for the trail alignment BMP would impact the dripline of any tree species or result in removal of tree species, a survey shall be conducted, in accordance with the City of Citrus Heights' Tree Ordinance. The survey would include impacts on protected tree species including native oaks with a single trunk greater than 6 inches or aggregate of trunks greater than 10 inches in diameter and other trees with trunks greater than 19-inches in diameter, excluding willow, alder, fruit, eucalyptus, cottonwood, pine, catalpa, fruitless mulberry, and palm trees. A Tree Permit is required to remove or construct within the dripline of protected trees. A City Tree Permit is required prior to the</p>	City of Citrus Heights	City of Citrus Heights	Prior to implementation of any improvements.

## Mitigation Monitoring Plan

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
removal of any protected tree.			
<p><b>CR – 1:</b> Prior to approval of any improvement associated with implementation of the BMP, the area targeted for proposed improvements shall be evaluated for the presence of historic resources.</p> <p>If it is determined that on-site resources have the potential for historic significance, as indicated by age or previous inclusion on a list of designated historic resources, and proposed improvements would physically alter the resource, the City shall hire a qualified professional architectural historian to evaluate the historical significance of on-site resources and potential adverse impacts to those resources resulting from implementation of proposed improvements. All recommendations to avoid adverse impacts to historical resources shall be incorporated into project design and construction as specified by a qualified architectural historian.</p>	City of Citrus Heights	City of Citrus Heights	Prior to approval of any improvement



## Mitigation Monitoring Plan

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
<b>CR – 2:</b> Prior to approval of any improvements proposed by the BMP involving ground-disturbing activities, a qualified archaeologist shall, at a minimum, conduct the following activities: (1) conduct a record search at the North Central Information Center located at California State University, Sacramento and other appropriate historical repositories, (2) conduct field surveys where appropriate, and (3) prepare technical reports, where appropriate, meeting California Office of Historic preservation Standards (Archaeological Resource Management Reports). All recommendations to avoid adverse impacts to archaeological resources shall be incorporated into project design and construction as specified by a qualified archaeologist.	City of Citrus Heights	City of Citrus Heights	Prior to approval of any improvement involving ground-disturbing activities.
<b>CR – 3:</b> Should buried archaeological deposits or artifacts be inadvertently exposed during the course of any construction activity, work shall cease in the immediate area and the City of Citrus Heights Planning Division shall be immediately notified. A qualified archaeologist will be retained to document the find, assess its significance, and recommend further treatment.	City of Citrus Heights	City of Citrus Heights	During Construction

## Mitigation Monitoring Plan

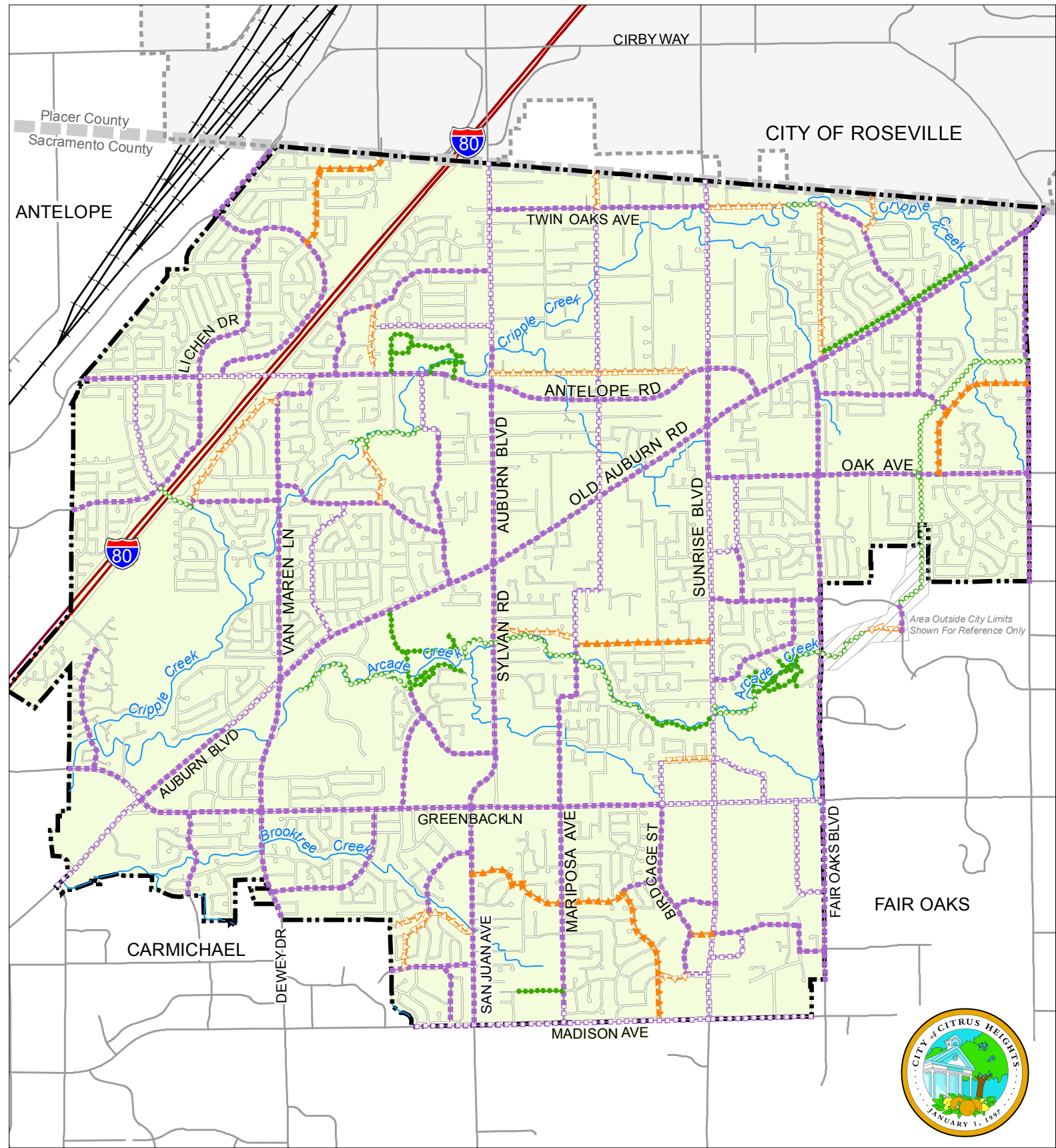
Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
<p><b>CR – 4:</b> If evidence of a paleontological site is uncovered during grading or other construction activities, work shall be halted within 100 feet of the find and the City of Citrus Heights Planning Division shall immediately be notified. A qualified paleontologist shall be retained to conduct an on-site evaluation and provide recommendations for removal and/or preservation. Work on the project site shall not resume until the paleontologist has had a reasonable time to conduct an examination and implement mitigation measures deemed appropriate and necessary by the City of Citrus Heights Planning Division to reduce impacts to a less than significant level.</p>	City of Citrus Heights	City of Citrus Heights	At such time paleontological site is uncovered during construction.
<p><b>CR – 5:</b> In the event that any human remains or any associated funerary objects are encountered during construction, all work will cease within the vicinity of the discovery and the City of Citrus Heights Planning Division shall be immediately notified. In accordance with CEQA (Section 1064.5) and the California Health and Safety Code (Section 7050.5), the Sacramento County coroner shall be contacted immediately. If the human remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, who will notify and appoint a Most Likely Descendent (MLD). The MLD will work with a qualified archaeologist to decide the proper treatment of the human remains and any associated funerary objects. Construction activities in the immediate vicinity will not resume until a notice-to-proceed is issued from the coroner.</p>	City of Citrus Heights	City of Citrus Heights	At such time human remains are uncovered during construction

## Mitigation Monitoring Plan

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
<p><b><u>HY-1:</u></b>            Conduct a site specific hydraulic analysis for Class I and II bikeways proposed in areas of high flood risk or erosion potential, and incorporate necessary changes to ensure that the final design minimizes stormwater runoff and water quality impacts. For individual bikeway projects in areas where the risk of flooding or erosion potential is high, the City shall obtain a site-specific hydraulic analysis of the proposed bikeway design to evaluate the effects of the bikeway on flooding and water quality. If results of the analysis indicated that adverse effects would be substantial, changes to the bikeway design that would reduce those effects shall be recommended and where feasible, implemented.</p>	City of Citrus Heights	City of Citrus Heights	Design Phase
<p><b><u>HY-2:</u></b>            Design and locate bikeways structures in 100-year floodplain areas so that no substantial increase in water surface elevation results from installation of such features. The City shall ensure that the structures associated with Class I bikeways, along with all other features associated with uses in parks and open space areas in the 100-year floodplain, are designed and located so that such features do not obstruct flood flows, create a public safety hazard, or result in any increase in water surface elevations onsite or downstream. Fences shall be sized, placed, and securely anchored to minimize the potential for floodwaters to flow toward unprotected areas or areas outside of the floodplain. Railings shall be designed to rotate parallel to stream flow during periods of elevated flows to minimize the potential for obstruction</p>	City of Citrus Heights	City of Citrus Heights	Design Phase

## Mitigation Monitoring Plan

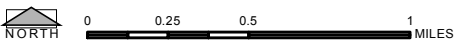
Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
of flood flows. During the design phase for projects in flood-prone areas, hydrologic modeling shall be conducted to demonstrate that water surface elevations would not increase substantially following construction.			



**LEGEND**

- City of Citrus Heights
- Other Cities
- County Boundary
- Railroad
- Creeks
- Class I Bike Lane (Existing)
- Class I Bike Lane (Proposed)
- Class II Bike Lane (Existing)
- Class II Bike Lane (Proposed)
- Class III Bike Route (Existing)
- Class III Bike Route (Proposed)

Existing and Proposed Bikeway Classification (Miles)			
Bikeway Classification	Existing	Proposed	Total
Class I	4.5	4.9	9.4
Class II	40.9	14.5	55.4
Class III	3.5	4.4	7.9
<b>Total</b>	<b>48.9</b>	<b>23.8</b>	<b>72.7</b>





# CITY OF CITRUS HEIGHTS BIKEWAY MASTER PLAN

Updated \_\_\_\_\_, 2015



CITY OF CITRUS HEIGHTS  
COMMUNITY AND ECONOMIC DEVELOPMENT  
AND  
GENERAL SERVICES DEPARTMENTS

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## INTRODUCTION

The City of Citrus Heights Bicycle Master Plan (BMP) was originally prepared by Fehr & Peers Associates, Inc. under contract to the City of Citrus Heights and later updated by City staff in 2009 and 2011. It provides a blueprint for developing a bikeway system that includes both on-street and off-street facilities throughout the City as well as support facilities and programs.

## STUDY AREA

The study area includes all of the incorporated area within the City of Citrus Heights. The major portion of the City lies between Madison Avenue to the south, Sacramento/Placer County line to the north, I-80 to the West, and Fair Oaks Boulevard and Kenneth Avenue to the east. Citrus Heights is the first new city in Sacramento County in 50 years. With a population of <sup>1</sup>~~83,301~~15,000 residents, Citrus Heights is 95 percent developed. Although it is essentially a suburb of the metropolitan Sacramento area, Citrus Heights has a strong commercial office business base within its 14.2 square-mile perimeter. Citrus Heights is home to the Sunrise Market Place, a regional shopping area containing Sunrise Mall and Marketplace at Birdcage. Other shopping centers are also located on major arterials throughout the City. Recreation programs and parks are provided by The Sunrise Recreation and Parks District maintains 22 park sites covering 410 acres in the City. In addition to serving the Citrus ~~heights~~Heights residents the district serves residents from other jurisdictions who regional service parks located in the City, such as Rusch Park. Housing is mixed and affordable with an average of 2.5 persons per household (US Census Bureau 2006 data).

## PLANNING AND DESIGN STANDARDS

Bikeway planning and design in California rely on the guidelines and design standards established by the California Department of Transportation (Caltrans) as documented in the Chapter 1000: Bikeway Planning and Design contained in the Highway Design Manual, ~~Fifth~~Sixth Edition, California Department of Transportation, ~~July 1, 2008~~2015. This chapter of the design manual was the original basis for standards of the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA).

| <sup>1</sup>Source ~~2000~~2010Census

Chapter 1000 identifies specific design standards for various conditions and the relationship of bikeways to roadways. The Caltrans standards provide for three distinct types of bikeway facilities as generally described below and show in Figure 1.

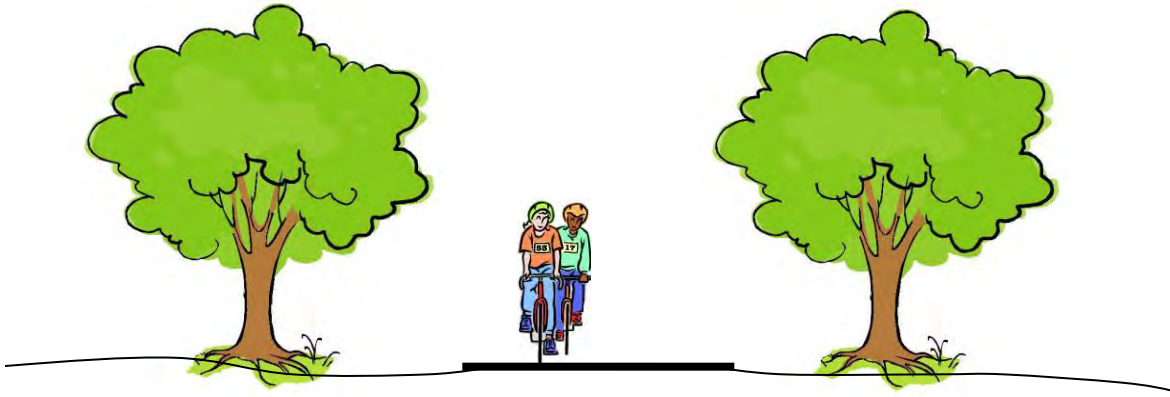
- Class I Bikeway (Bike Path) – Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross-flow minimized.
- Class II Bikeway (Bike Lane) – Provides a six inch striped lane with a 4-5 foot paved shoulder for one-way bike travel on a street or highway.
- Class III Bikeway (Bike Route) – Are signed and provide for shared use with pedestrian or motor vehicle traffic within the same right-of-way.

Other important policy documents that affect bikeway planning and design include the California Streets and Highways Code and Vehicle Code as well as the California Bicycle Transportation Act (1994). The California Bicycle Transportation Act (1994) re-codifies the Streets and Highways Code (Chapter 517) and requires Caltrans to take certain actions that further promote bicycle programs. A key component of this act is the requirement for cities and counties to complete bikeway master plans containing the following eleven elements as a condition of applying for state funding through the Bicycle Transportation Act (BTA):

- 1) The estimated number of existing and future bicycle commuters;
- 2) Land use and population density;
- 3) Existing and proposed bikeways;
- 4) Existing and proposed bicycle parking facilities;
- 5) Existing and proposed multi-modal connections;
- 6) Existing and proposed facilities for changing and storing clothes and equipment;
- 7) Bicycle safety and education programs;
- 8) Citizen and community participation;
- 9) Consistency with transportation, air quality, and energy plans;
- 10) Project descriptions and priority listings; and
- 11) Past expenditures and future financial needs.

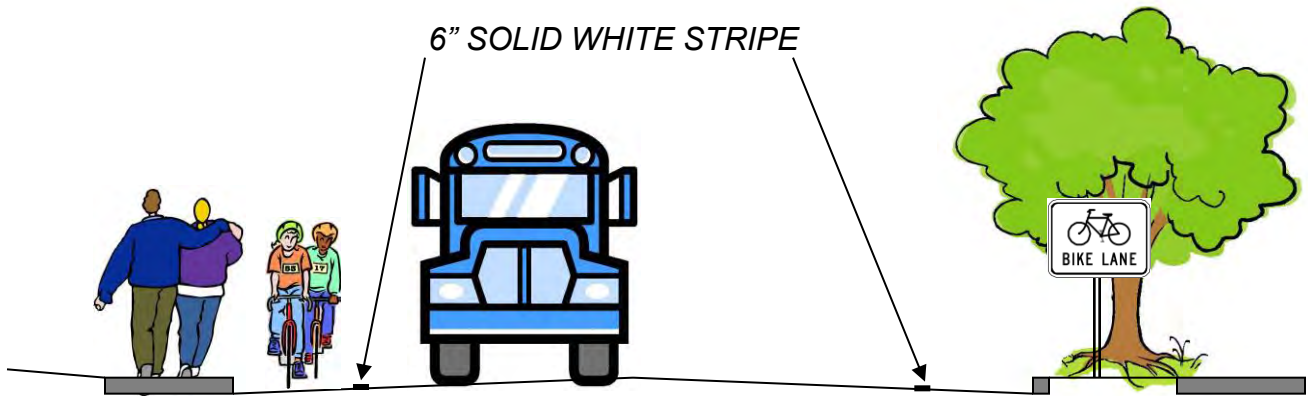
~~Appendix E provides additional planning and design references for bicycle facilities as well as maps for other local jurisdictions and website resources for bicycle planning.~~

FIGURE 1



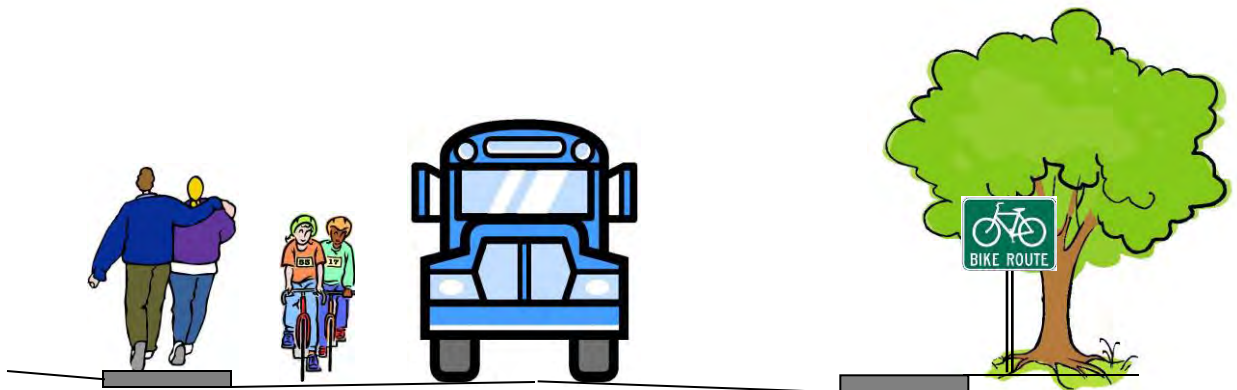
### CLASS I BIKEWAY (Bike Path)

Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross-flow minimized.



### CLASS II BIKEWAY (Bike Lane)

Provides a striped lane for one-way bike travel on a street or highway.



### CLASS III BIKEWAY (Bike Route)

Provides a shared use with pedestrian or motor vehicle traffic.

This plan addresses each of the eleven components in the remaining sections of this document, which are outlined below.

## CONSISTENCY WITH OTHER PLANS

The original Preparation of this plan update included a review of the City of Citrus Heights General Plan, adopted November 15, 2000 and the 2010 Sacramento City/County Bikeway Master Plan. Goals and policies from both of these documents were reviewed for incorporation into this plan document. The General Plan was updated in 2011 and included Goal 29: of the adopted General Plan provides for a safe, comprehensive and integrated system of facilities for non-motorized transportation. Plan, design, construct, and manage a Complete Streets transportation network that accommodates the needs of all mobility types, users, and ability levels. Policies 31.29.1 through 31.930.4 address bicycle and pedestrian development in the City of Citrus Heights. The plan includes Priority 1 Creek Corridor Trails as directed by City Council (See additional discussion below). The plan is consistent with the DRAFT Pedestrian Master Plan which is scheduled to be adopted in late 2015 or early 2016. The proposed improvement projects contained in the 2010 Sacramento City/County Bikeway Master Plan formed the basis for building the proposed system.

## COMMUNITY PARTICIPATION

Community participation was an important component of this plan update for the purpose of obtaining input on existing bicycling facilities, potential roadways for improvement to accommodate bicycles, and the type of support facilities or programs needed to improve bicycling in the City of Citrus Heights.

In October 1999, staff held a public workshop to receive input from neighborhood residents regarding the existing and proposed bicycling facilities in the City of Citrus Heights. Approximately 25 people attended the workshop including representatives from the Citrus Heights General Plan Advisory Committee. Participants provided comments concerning specific bike routes and facility improvements. Recommendations from the workshop were incorporated into the draft bicycle system map and reviewed by the Citrus Heights Bikeway Master Plan Technical Advisory Committee (TAC).

~~The TAC was comprised of representatives from the City of Citrus Heights, the San Juan School District and the Sunrise Recreation and Parks District, and local bicycle interests. The majority of the TAC members who had initially worked on the draft Bikeway Master Plan have since left the City of Citrus Heights. Of the initial 9 City staff members only Janet Ruggiero, Community Development Director, is still with the City of Citrus Heights.~~



From early Fall 2003 to Spring 2004, General Services staff made presentations of the Bikeway Master Plan to various Neighborhood Associations. Specifically, presentations were made to the following Neighborhood Association: Areas 2, 3, 5, 6, 7, 8 & 10. All neighborhoods were given an opportunity to schedule a meeting with City staff for the proposed Bikeway Master Plan.

~~At every neighborhood meeting, residents opposed the Class 1 bike trails along the creeks, particularly within single family residential neighborhoods. Residents who opposed these bike trails feared the trails by the creek would lead to increased crime near their backyards as well as potential condemnation proceedings or government taking property away and potential irreversible impacts to the creek ecosystem.~~

~~Residents who were in support of the creek trails believed the trails would promote safer bike paths for their children to travel on. Many parents and grandparents who had attended the meetings indicated that they would like a trail system along a more natural looking environment. They also wanted greater separation between vehicles and bicycles that would provide safe paths for bicyclists and could reduce exposure to vehicle exhaust.~~

~~As a compromise trails along the creek in residential areas have been removed from the plan but not from the developer's requirement to dedicate easements for possible future pedestrian/bike trail along the creek. A note on Figure 6 will require developers to dedicate easements adjacent to a creek.~~

~~More recently in October 2007, staff reported to the Residents Empowerment Association of Citrus Heights (REACH) board on the status of the Bikeway Master Plan. The Residents' Empowerment Association of Citrus Heights mission is to responsibly represent the interests of our community and its citizens and encourage participation in neighborhood associations to achieve continual improvement of our quality of life. At this meeting staff offered to the REACH representatives another round of presentations on the Bikeway Master Plan. Of the 11 neighborhood associations that comprise REACH only one requested a presentation.~~

The City's first General Plan included several goals and policies related to bicycles, including the creation of a Bikeway Master Plan and Goal 38: *Establish a system of creek side trails, passive open space, and parks for public use.*

The initial Draft Bicycle Master Plan identified potential Class 1 trails located along all City creeks; however, the feasibility, costs, design parameters, and maintenance requirements were unknown. Due to the unknowns and concerns expressed by the community associated with this approach, City Staff focused the Bikeway Master Plan towards on-street bike facilities, until such a time that the feasibility of creek trails could be explored in greater detail.

In 2011, the City adopted a General Plan Update focused on sustainability, including a Greenhouse Gas Reduction Plan (GGRP), which calls for a variety of measures to reduce greenhouse gas emissions in the community. Alternative transportation modes, such as bicycling and walking, are identified in the GGRP as a key strategy, reaffirming the important role the Bikeway Master Plan played towards improved mobility and quality of life within the City.

In order to assess the feasibility of creekside trails called for in Goal 38 and in support of the GGRP, the City determined that a comprehensive approach to evaluating potential trail locations, including a robust community outreach component, was needed.

In 2012 the City created the Creek Corridor Trail Project as the comprehensive approach necessary to determine the feasibility of creekside trails in the City in over 26 miles of creek and SMUD utility corridors. This year-long process included over 40 community meetings with community stakeholders including development of a Trail Advisory Group, two large community workshops, and the largest outreach and a significant community engagement effort.

The end product of the Creek Corridor Trail Project is the Creek Corridor Trail Project Feasibility Report. This extensive technical document identifies approximately 16 miles of feasible trail segments throughout the City including Arcade Creek, Brooktree Creek, Cripple Creek and the SMUD utility Corridor. Throughout the process, the City identified over 10 miles of corridors that are not suitable for trail development, thus focusing the City's future efforts on trail segments that are worthy of exploring in much greater detail.

In March 2014, the City Council accepted the Creek Corridor Trail Project Feasibility Report and directed staff to incorporate the Priority 1 Trail Segments into the City's General Plan, Bikeway Master Plan, and future Pedestrian Master Plan.

The 2014 Update of the Bikeway Master Plan is focused on updating the document to reflect projects that have been completed, minor technical changes, and incorporation of the Priority 1 Trail segments along portions of Arcade Creek and the SMUD Utility Corridor.

## **ORGANIZATION OF THE PLAN**

The remainder of this document includes the following components:

- Bikeway Goals and Policies;
- Existing Conditions;
- Analysis of Demand;
- Proposed System;
- Cost and Funding Analysis; and
- Implementation.

The information presented for each of these components is the result of data collection efforts by the City of Citrus Heights staff, Sunrise Parks and Recreation District staff, San Juan School District staff, Caltrans, California Highway Patrol SWITRS staff, and the consultant.

## **II. GOALS, OBJECTIVES, AND POLICIES**

The development of goals, objectives, and policies for this plan are intended to provide specific direction on the necessary actions involved in planning, designing, funding, and constructing bikeway facilities. The following information relies on an understanding of the relationship between the proposed bikeway system, key issues facing implementation of specific routes, and the requirements of local, state, and federal funding programs. To create a user-friendly document, this section is organized by topic areas that relate to specific implementation issues. These topic areas include:

- Overall System;
- Future Development
- Commuting;
- Safety Education;
- Environmental Considerations; and
- Funding.

The purpose of organizing this section by topic area is to provide users such as local agency staff, developers, decision makers, and citizens with clear and concise policy direction on how to implement the bikeway facilities proposed in this plan. In many cases, geographic location affects implementation, but in other situations, institutional arrangements or the preferences of local residents may play a greater role. Within each topic area addressed below, the reader will find an overall goal, measureable objective, and policies with specific action statements related to the development of specific facilities or programs.

### **OVERALL SYSTEM**

The following goal and policy statements express the philosophy behind this plan and the proposed system. They stem from the City's desire to provide citizens and visitors with a bikeway and path system that can accommodate all trip purposes.

**Goal I: Provide a connected bikeway system in the City of Citrus Heights to improve the quality of life for all residents and visitors.**

**Objective: Construct bikeways identified in the proposed system and provide for the maintenance of both existing and new facilities.**

#### Policies

- 1.1 Prepare and maintain a bicycle master plan that identifies existing and future needs, and provides specific recommendations for facilities and programs including adequate provisions for bicycle use and bikeways in all new developments.
- 1.2 Create a bikeway system that is cost effective to construct and maintain; respects landowners, utilities, and special district' property rights; and minimizes the potential for conflicts with other types of vehicles, pedestrians; and users.
- 1.3 Require all bikeways to conform to design standards contained in the latest version of the Highway Design Manual, Chapter 1000: Bikeway Planning and Design, Caltrans, unless otherwise established by the City of Citrus Heights.
- 1.4 Update local roadway design standards to include sufficient pavement sections to accommodate bikeway facilities.
- 1.5 Consider a proposed routes importance in providing access to regional bikeway facilities when recommending local routes for implementation.
- 1.6 Coordinate with agencies such as Caltrans, County of Sacramento, City of Roseville, Placer County, San Juan Unified School District, and Sunrise Parks and Recreation District regarding the implementation of the proposed system.
- 1.7 Emphasize the development and construction of off-street bikeways to promote safety and recreational opportunities.
- 1.8 Integrate the Bicycle Master Plan into the City's General Plan.

#### Implementation Measures

- 1.9i All bikeway construction projects should conform as applicable to the City of Citrus Heights Construction Standards and state and federal standards.
- 1.10i All City projects shall be reviewed by City staff for conformance with the goals, policies and implementation measures of the Bicycle Master Plan.
- 1.11i The General Services Department should work with other Departments to create a checklist for the evaluation of Capital Improvement Projects (CIPs) for conformity to the Bicycle Master Plan.
- 1.12i Participate in regional bicycle and pedestrian planning activities.
- 1.13i Coordinate bikeway system implementation projects internally and with adjacent jurisdictions.
- 1.14i Provide training for General Services Department, Planning Department, and Sunrise Parks & Recreation Department staff, REACH and commissions on the guiding principles of bicycle and pedestrian system transportation planning, design and maintenance.

- 1.15i Where necessary to meet the needs of users and where not provided by other public facilities, plan for the installation of bike path amenities.
- 1.16i Designated bike routes shall include signs informing motorists of the presence of bicyclists and information signs informing cyclists of upcoming destinations in accordance with California MUTCD and the Design/Construction Standards.
- 1.17i Provide destination signs, trail maps, mile markers, open space and bikeway regulation signs on bike paths where appropriate.

## **LAND DEVELOPMENT**

As new development or redevelopment occurs in the City of Citrus Heights, individual projects should be reviewed to ensure consistency with the proposed system. In addition, development projects should adhere to the policy statements below regarding access, mobility, and support facilities for bicyclists and pedestrians.

**Goal 2: Include bikeway facilities in all appropriate development projects to facilitate on-site circulation for bicycle and pedestrian travel, on-site bicycle parking, and connections to the proposed system.**

**Objective: Maximize the number of daily trips made by bicycling to and from new development projects.**

### Policies

- 2.1 Require development projects to construct bikeways included in the proposed system as a condition of development. (Dedication of bicycle easements may be required by the City due to the timing of future connectivity.)
- 2.2 Encourage commercial development to provide bicycle access to surrounding residential areas.
- 2.3 Require commercial development to place bike racks near entrances for employees and customers.
- 2.4 Consider landowner concerns when planning and acquiring off-street bikeway easements.
- 2.5 Meet the requirements of the Americans with Disabilities Act when constructing facilities contained in the proposed system, where applicable.
- 2.6 Encourage development projects to consider schools as important destinations for bicyclists when designing circulation systems within new developments.

### Implementation Measures

- 2.7i Consider updating the Municipal Code (Zoning Ordinance and TSM Ordinance) and Community Design Guidelines to enhance bike parking for new development.
- 2.8i All development projects shall be reviewed by City staff for conformance with the goals, policies and implementation measures of the Bicycle Master Plan.
- 2.9i The General Services Department should work with other Departments to create a checklist for the evaluation of development projects for conformity to the Bicycle Master Plan.

## **COMMUTING**

Commuters that bicycle to work can represent a larger percentage of total commute trips if a comprehensive network of bikeway facilities is developed. This plan proposes to implement such a system as defined by the following goal and policy statements.

**Goal 3: Develop a bikeway system that enhances safety and convenience of bicycling to and from work and school.**

**Objective: Increase bicycle trips to work and school to reduce vehicle congestion, improve air quality, and improve individual physical fitness.**

### Policies

- 3.1 Support facilities that encourage bicycling should, to the extent feasible, be made a standard component of all private and public projects.
- 3.2 Provide short term bike parking (bike racks) conveniently located at business entrances and safe, secure and covered long term bike parking (bike lockers, bike rooms, bike cages) at employment sites.
- 3.3 Promote showers and changing facilities at major employment sites.

### Implementation Measures

- 3.4i Consider increasing capacity of bike racks on Regional Transit vehicles if a need is demonstrated. Explore options with Regional Transit for allowing (if racks are full) bikes on buses under limited conditions such as off -peak hours or last bus of the day.
  - 3.5i Adopt guidelines for and encourage the installation of showers and changing facilities for employees at major employment sites.
-

- 3.6i Consider funding an annual bike parking project to install long term bicycle parking at park-and-ride facilities, commuter bus stops, transit transfer points, and short-term bike parking at existing businesses with a demonstrated need.
- 3.7i If warranted by demand, consider partnerships with public and private facilities for use of showers and changing rooms by commuting or touring bicyclists.

| ~~3.8i~~

## **SAFETY**

Safety is an important aspect of increasing bicycle use. If residents perceive the bikeway system to be unsafe, they will be discouraged from using it. Therefore, the following goal and policy statements are intended to improve the public's knowledge of how to use the bikeway system safely,

**Goal 4: Educate and inform all residents and visitors to the City of Citrus Heights about how to use bikeway facilities safely and create a climate of acceptance for bike riding.**

**Objective: Improve bicycle conditions in the City of Citrus Heights by reducing collisions and increasing the number of bikeway system users.**

### Policies

- 4.1 Incorporate standard signing and traffic controls as established by Caltrans to ensure a high level of safety for the bicyclist and motorist.
- 4.2 Use available collision data to monitor bicycle-related collision levels annually, and target a 50 percent reduction on a per capita basis over the next twenty years.
- 4.3 Encourage local law enforcement agencies and local school districts to cooperatively develop a comprehensive bicycle education program that is taught to all school children in the City of Citrus Heights.
- 4.4 Education programs targeted to adults and children should explain safe bike riding techniques and the importance of proper helmet use, and provide information on the bikeway system and support facilities.

### Implementation Measures

- 4.5i Inspect bikeways and support facilities on a regular basis.

- 4.6i Establish an on-line system for reporting, evaluating, tracking and responding to maintenance and safety concerns on bikeways.
- 4.7i Consider updating the Design/Construction Standards to include standard provisions for Traffic Control Plans per the following:
  - Construction signs should be placed outside bike lanes where feasible;
  - Where a bike lane will be closed for an extended period, advance warning signs may be provided for bicyclists; and
  - Where a bike lane is closed, if feasible, an area between the construction zone and vehicle lane may be provided for bicyclists.
- 4.8i Create a coordinated and comprehensive bicycle safety education program that provides bicycle education annually to all school-age children. As appropriate and as staffing allows, add education and encouragement components to the City's successful Safe Routes to School programs.
- 4.9i Create a coordinated and comprehensive bicycle education program targeted to adult bike riders with information regarding bike rider rights and responsibilities and proper bike riding techniques.
- 4.10i Expand and support a citywide helmet promotion program.
- 4.11i Create a public education campaign targeting motorists that provides information on the rights and responsibilities of bicyclists. Work with the Police Department to identify opportunities for incorporating bicycle safety curriculum into motorist education and training.
- 4.12i. Develop education materials (e.g. handouts, videos) for presentation to media, schools, neighborhood groups, businesses and other groups that promote bicycle safety.
- 4.13i. Develop criteria and promote trail etiquette for use of off -street bike paths by bicyclists, pedestrians, equestrians (if applicable), skaters, and persons with disabilities.
- 4.14i. Coordinate education and encouragement efforts with the Sunrise Recreation & Parks Department, public health agencies and/or other groups as opportunities arise.

## **ENFORCEMENT**

A key component to increasing safety is acting on the enforcement aspect of biking. Vehicle, pedestrian and bike traffic must see and experience the long reach of the law.



**Goal 5: Enhance enforcement programs with the goal of reducing violations and bicycle injuries and fatalities by 10% over 10 years.**

**Objective: Improve bicycle conditions in the City of Citrus Heights by reducing collisions and increasing the number of bikeway system users.**

#### Policies

- 5.1 Enforcement efforts directed at bicyclists should focus on child helmet law, failure to stop/yield, wrong way bike riding, and night riding without lights and/or reflectors.
- 5.2 Enforcement efforts directed at motorists and related to bicycle safety should address motorist failure to yield or stop for cyclists, excessive motor vehicle speed, and driving under the influence.

#### Implementation Measures

- 5.3i Assist the Police Department in their officer training efforts related to bicycle issues and laws.
- 5.4i Coordinate with the Police Department to determine enforcement strategies for bike riders.
- 5.5i Assist the ongoing efforts of the Sunrise Recreation & Park District and Police Department to provide enhanced oversight of open space areas and off - street bike paths.

### **ENVIRONMENTAL CONSIDERATIONS**

Bikeway facilities are generally considered to benefit the environment because their use reduces demand for motorized travel and promotes beneficial life style changes. Nevertheless, the construction of specific facilities may adversely affect the physical environment. The following goal and policy statements have been developed to avoid and minimize potential impacts to the environment.

**Goal 6: Avoid adverse environmental impacts associated with the implementation of the proposed system.**

**Objective: Mitigate potentially significant impacts to a level of less than significant.**

## Policies

- 6.1 Conduct site-specific environmental review consistent with the California Environmental Quality Act for individual bicycle projects as they advance to the implementation stage of development.
- 6.2 Solicit and consider community input in the design and location of bikeway facilities.
- 6.3 Consider the effect on other transportation facilities such as travel lane widths, turn lanes, on-street parking, and on-site circulation when planning and designing on-street bikeways.

## Implementation Measures

- 6.4i As appropriate, coordinate the planning, environmental review, design, construction and maintenance of open space bike trail projects with City departments, local, state and federal agencies, and local interest groups.
- 6.5i. Partner with health organizations where appropriate to promote bicycling.

## **FUNDING**

To obtain the funding required to implement the proposed system, local and regional agencies in the City of Citrus Heights must take advantage of funding sources at the state and federal level. It will also require a commitment of local funding.

**Goal 7: Acquire sufficient funding to construct the proposed system within the next ~~20~~30 years.**

**Objective: Maximize the amount of local, state, and federal sources for bikeway facilities that can be used by agencies in the City of Citrus Heights.**

## Policies

- 7.1 Maintain current information regarding regional, state, and federal funding programs for bikeway facilities along with specific funding requirements and deadlines.
- 7.2 Prepare joint grant applications with other local agencies, such as the Sunrise Parks and Recreation District and San Juan School District, for state and federal funds.
- 7.3 Under the Complete Streets Law and subsequent Caltrans Policy (State Law AB 1358 and Caltrans' Deputy Directive 64-R1) and Sacramento County

Measure A funding ordinance, transportation projects must accommodate bicycles and pedestrians.

#### Implementation Measures

- 7.4i Submit grant applications when opportunities become available.
- 7.5i Coordinate bikeway projects internally and with other agencies to determine partnering potential.
- 7.6i Where determined appropriate, adopt fee programs for bikeways.

### ENCOURAGEMENT

To significantly increase biking within the community will take more than just efforts to increase the amount of bike lanes, trails and support facilities.

**Goal 8: Increase transportation and recreation bicycle riding to work, school, play and other destinations by 50 percent by 2030, and gain acceptance of bicycle commuting as a mainstream activity through incentive and encouragement efforts.**

**Objective: Maximize participation in bicycling through coalitions, incentives, and added support facilities.**

#### Policies

- 8.1 Encourage public participation through local coordination with City staff.
- 8.2 Build coalitions with local businesses, schools, clubs, bike shops and organizations
- 8.3 Explore alternatives to provide incentives to bicycle commuters.
- 8.4. Support recreational bikeway facilities, programs and events as an important part of the effort to cultivate acceptance of bicycling among the general populace.

#### Implementation Measures

- 8.5i Support regional efforts to promote biking such as May Bike Commute Month, International Walk/Bike to School day and other local events.
- 8.6i. As feasible, enhance incentives for bicycle commuting such as Bucks for Bikes and Bike Commute Month.

- 8.7i. Sponsor in association with local bicycle organizations bicycle parking at special events.
- 8.8i. Sponsor in association with local bicycle organizations or other groups bicycle/triathlon events and races, or other similar events.
- 8.9i. Identify public and/or private locations/workplaces where a bike loan program may be successful, and obtain funding (public/private partnerships), etc.
- 8.10i. Update the Citrus Heights Bikeway Map as necessary to stay current with changes to the bikeway system.

### III. EXISTING CONDITIONS

This summary of existing conditions describes the current status of bikeway facilities and programs in the City of Citrus Heights. The discussion focuses on existing bikeway, regional and multi-modal connections, and bikeway support facilities and programs.

#### EXISTING BIKEWAYS

During the preparation of the first Bicycle Master Plan, the ~~consultant~~ City conducted field observations to identify and verify existing bicycle facilities within the City of Citrus Heights. The only existing Class I bike paths are located in Tempo Park and ~~Van Maren Park~~ (Stock Ranch). Approximately 75% of the roadways identified in the master plan ~~few major roadways within the City contain~~ include Class II bicycle lands (on-street delineated lanes with appropriate signing and striping). ~~These include Van Maren Lane, Dewey Drive, San Juan Avenue, Sylvan Road, Antelope Road, portions of Auburn Boulevard, portions of Greenback Lane, and Oak Avenue.~~ However, major gaps have been identified on several major arterials within the City including Sunrise Boulevard, Greenback Lane, Madison Avenue, Auburn Boulevard, and Mariposa Avenue, ~~Twin Oaks Boulevard, and Fair Oak Boulevard.~~ ~~Class III bike routes within the City are located on Woodmore Oaks Drive, Gary Oak Drive and Crestmont Avenue.~~ The vast majority of the Class III bikeways identified in the Bikeway Master Plan have been established. In 2013 the City installed over 11 miles of Class II and Class III bikeways funded by a Bicycle Transportation Account (BTA) grant from Caltrans.

#### REGIONAL AND MULTI-MODAL CONNECTIONS

To encourage bicycle use, a bikeway plan should contain connections to other communities outside of the City of Citrus Heights, and it should contain connections to other forms of travel such as pedestrian and public transit and transfer locations. They extent of existing regional and multi-modal connections is discussed below.

## Regional Connections

The City of Citrus Heights is bordered by the City of Roseville (Placer County) to the north, and by unincorporated Sacramento County, which includes the communities of Fair Oaks and Carmichael to the south; Orangevale to the east; and Antelope, Foothill Farms, and North Highlands to the west. Interstate 80 and Greenback Lane, Madison Avenue, Sunrise Boulevard, San Juan Avenue, and Auburn Boulevard all provide regional roadway connections to these adjacent areas. Sunrise Boulevard has the potential of providing a direct connection to the American River Parkway that parallels U.S. Highway 50 and the American River. The American River Parkway provides a seamless Class I bike path from Folsom Lake to downtown Sacramento.

The proposed Dry Creek Parkway class I bike path [in Roseville and Placer County](#) also has the potential of not only connecting the American River Parkway but also a large area west of Interstate 80 to include Antelope, Roseville, North Highlands and Natomas. The City's will have an access point just north of Old Auburn Road and Wachtel Road. Most of the proposed trails may be found in the Sacramento Area Council of Governments (SACOG) Regional Bicycle, Pedestrian and ~~Trials~~ [Trails](#) Master Plan.

## Multi-modal Connections

Multi-modal connections in the City of Citrus Heights are especially important due to barriers for continuous bicycle travel such as the lack of existing continuous bikeway facilities and sidewalks. Sacramento Regional Transit (RT) worked with the City of Citrus Heights to establish the City's Shuttle Service. ~~This service was implemented in January 1999. Route 91 (Base Shuttle) operates between Auburn Boulevard and the Sunrise Mall on Greenback with stops along Auburn Boulevard, Twin Oaks Avenue, and Sunrise Boulevard.~~

~~Route 92 (Route Deviation Schedule) operates between Auburn Boulevard and the Sunrise Mall on Greenback following a more circuitous route to bring service closer to more residents. The route serves Auburn Boulevard, Manzanita Lane, Coyle Avenue, Dewey Drive, Van Maren Lane, Antelope Road, Old Auburn Road, Sylvan Road, Greenback Lane, Fair Oaks Boulevard, and Sunrise Boulevard. In addition, RT began new service in January 2002 on Route 95 that provides shuttle service between Antelope and Sunrise Mall.~~

Sacramento RT routes 1, 23, 24, 25, ~~105~~ [and 103](#), ~~106, and 107~~ also provide fixed-route service on segments of Greenback Lane, Sunrise Boulevard, Fair Oaks Boulevard, Madison Avenue, San Juan Avenue, and Coyle Avenue. ~~Route 94 provides new service between Mercy San Juan Hospital and Roseville. This route was implemented in January 2002.~~

[In 2013 Regional Transit created a new shuttle service for travel in Citrus Heights for everyone called "City Ride." City Ride offers curb-to-curb service to any destination within the boundaries of the city of Citrus Heights and Mercy San Juan Medical Center on Coyle Avenue in Carmichael, and Kaiser Medical Offices on Riverside Avenue in Roseville.](#)

City Ride connects passengers to all destinations throughout the City of Citrus Heights including shopping centers, restaurants, movie theaters, community centers, parks, schools and medical facilities from 7 a.m. to 7 p.m., Monday through Friday. The service is open to the general public, and regular RT Basic and Discount fares apply.

Transit centers exist on ~~Greenback Lane at Sunrise Mall~~Arcadia Drive in Sunrise MarketPlace, and on Auburn Boulevard at Whyte Avenue just beyond the north City limits. The ~~Sunrise Mall~~Arcadia Drive transit center provides connections to other RT routes, while the Auburn Boulevard transit center connects with Roseville ~~Urban Shuttle~~ and Placer County Transit.

Bicyclists often rely on transit service to transfer them to destinations safely when barriers to continuous travel are present. Bicycle racks are provided on RT buses for bicycle transport.

Other potential multi-modal transfer points typically include park-and-ride lots. The City of Citrus Heights does not have any official park and ride lots. Some unofficial park and ride activity occurs at the Sunrise Mall. The extent of this activity is unknown at the present.

## **SUPPORT FACILITIES**

Bikeway support facilities include physical infrastructure designed to accommodate or promote the use of bicycles. Examples include bicycle racks, bicycle lockers, restrooms, and shower facilities. A windshield survey of major shopping centers, schools, parks, and employment centers found bike racks located at most major commercial centers in the City. However, other support facilities such as bicycle lockers, restrooms, or shower facilities dedicated for bicyclists were not observed. Support facilities are important because potential riders can be discouraged from riding if they think that their bicycle may be stolen, vandalized or if sufficient facilities are not provided to make bicycling convenient, particularly for commute purposes.

In many cities and counties the installation of secure bicycle parking is required as part of local transportation system management plans or the zoning code. As part of the City's off-street parking standards each multi-unit project and nonresidential land use must provide bicycle parking in compliance with the Citrus Heights Zoning Code. In addition each required bicycle parking space must provide a stationary parking device to secure the bicycle.

## BICYCLE SAFETY

As part of this plan update, bicycle safety was evaluated. In particular, existing and available bicycle collision data was reviewed to identify collision locations and local law enforcement agencies and school districts were contacted to determine the types of bicycle safety programs that were being conducted in the City of Citrus Heights.

### Collision Data

The City of Citrus Heights Police Department provided bicycle collision data from January 1, ~~1999-2004~~ through ~~December 31, 2007~~September 30, 2014. Table I, shown on the following page, summarizes the collision data by year, severity and the primary collision factor (PCF) that occurred most frequently.

Table 1 City of Citrus Heights <del>Nine-Year</del> Bicycle Collision Report Summary <del>January 1999 – December 2007</del> 2004-2014				
Year	Total	Injuries	Fatalities	Primary Collision Factor
<del>1999</del> 2004	<del>33</del> 36	<del>37</del> 29	<del>0</del>	Wrong side of road/improper turning
<del>2000</del> 2005	<del>35</del> 28	<del>28</del> 27	<del>1</del> 2	Wrong side of road/improper turning
<del>2001</del> 2006	<del>30</del> 35	<del>26</del> 38	<del>0</del> 1	Wrong side of road/improper turning
<del>2002</del> 2007	<del>37</del> 33	<del>33</del> 26	<del>0</del> 0	Wrong side of road/improper turning
<del>2003</del> 2008	<del>36</del> 36	<del>32</del> 29	<del>0</del> 0	Wrong side of road/improper turning
<del>2004</del> 2009	<del>31</del> 39	<del>27</del> 28	<del>0</del> 0	Wrong side of road/improper turning
<del>2005</del> 2010	<del>28</del> 35	<del>27</del> 27	<del>2</del> 0	Wrong side of road/improper turning
<del>2006</del> 2011	<del>31</del> 32	<del>27</del> 24	<del>1</del> 0	Wrong side of road/improper turning
<del>2007</del> 2012	<del>32</del> 35	<del>25</del> 30	<del>0</del> 0	Wrong side of road/improper turning
2013	32	28	0	Wrong side of road/improper turning
2014*	23	21	0	Wrong side of road/improper turning
TOTAL	<del>296</del> 361	<del>262</del> 307	<del>4</del> 3	
Per Yr Avg	<del>32.9</del> 32.8	<del>29.1</del> 27.9	<del>0.4</del> 0.3	
Source: City of Citrus Heights <del>Police Department, 2008</del> 2014 *Through 9/30/2014				

As shown in Table I, ~~296~~361 bicycle collisions were reported between January ~~1999~~2004 and ~~December 2007~~September 2014. ~~Four~~Three fatalities occurred during this period. In the majority of collisions, the primary collision factor was driving on the wrong side of the road or an illegal turning maneuver by the bicyclist. This information suggests that increased education and enforcement should be an important tool in decreasing bicycle collisions overall. Figures ~~2, 3 and 4 on the following pages~~ shows the location of each reported bicycle collision by year from Table 1. The information shown also indicates the severity of the collision.



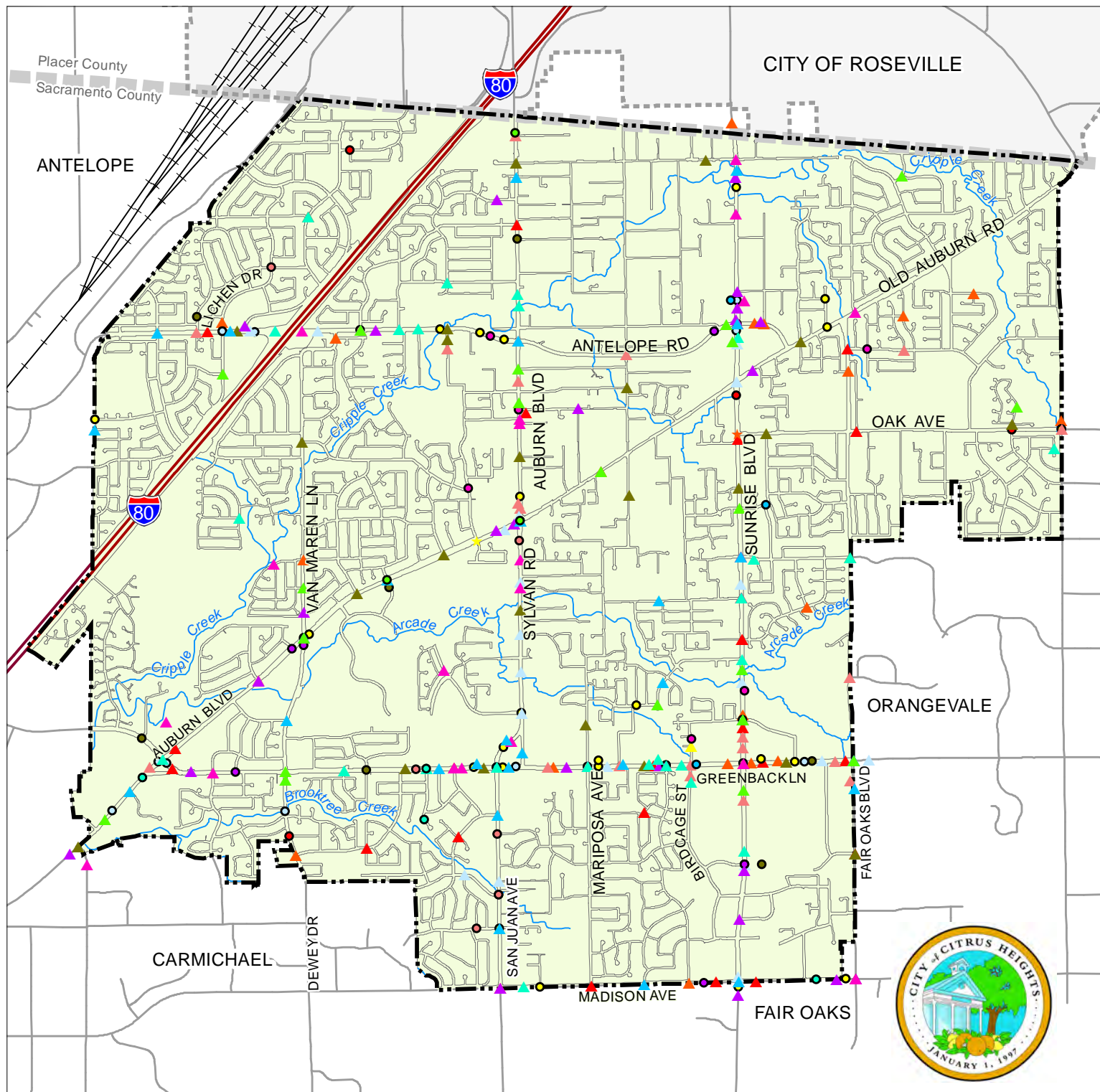
~~Table 2 compares the rate of bicycle collisions in the six county areas as a whole and does not contain sufficient data to demonstrate any statistical relationship. This information is only intended for comparison purposes of bicycle injuries and fatalities in the region only.~~

~~Table 2~~

Bicycle Injuries, 1991 to **2004** - Nonfatal Hospitalized Injuries: El Dorado, Placer, Sacramento, Sutter, Yolo, & Yuba

YEAR	AGE								Total
	<1	1-4	5-12	13-15	16-20	21-44	45-64	65+	
1991	0	8	79	46	31	132	45	16	357
1992	0	9	80	43	27	127	37	18	341
1993	0	11	77	40	26	120	44	19	337
1994	0	7	68	31	21	141	55	26	349
1995	0	6	72	41	23	157	63	21	383
1996	0	3	55	34	26	144	58	20	340
1997	0	9	88	40	38	166	77	23	441
1998	0	3	61	33	24	141	72	25	359
1999	0	11	72	30	24	146	70	18	371
2000	1	5	58	30	23	121	104	21	363
<b><u>2001</u></b>	<b><u>0</u></b>	<b><u>4</u></b>	<b><u>52</u></b>	<b><u>43</u></b>	<b><u>33</u></b>	<b><u>126</u></b>	<b><u>92</u></b>	<b><u>16</u></b>	<b><u>366</u></b>
<b><u>2002</u></b>	<b><u>0</u></b>	<b><u>6</u></b>	<b><u>49</u></b>	<b><u>30</u></b>	<b><u>27</u></b>	<b><u>107</u></b>	<b><u>73</u></b>	<b><u>26</u></b>	<b><u>318</u></b>
<b><u>2003</u></b>	<b><u>0</u></b>	<b><u>6</u></b>	<b><u>45</u></b>	<b><u>38</u></b>	<b><u>27</u></b>	<b><u>94</u></b>	<b><u>84</u></b>	<b><u>24</u></b>	<b><u>318</u></b>
<b><u>2004</u></b>	<b><u>0</u></b>	<b><u>10</u></b>	<b><u>55</u></b>	<b><u>41</u></b>	<b><u>33</u></b>	<b><u>116</u></b>	<b><u>108</u></b>	<b><u>35</u></b>	<b><u>398</u></b>
<b><u>Total</u></b>	<b><u>1</u></b>	<b><u>98</u></b>	<b><u>911</u></b>	<b><u>520</u></b>	<b><u>383</u></b>	<b><u>1838</u></b>	<b><u>982</u></b>	<b><u>308</u></b>	<b><u>5041</u></b>

~~Source: California Department of Health Services, EPICenter.~~



# LEGEND

- City of Citrus Heights
- Other Cities
- County Boundary
- Railroad

## Collision Type

- Collision without injury
- Collision with injury
- Collision with fatality

## Collision Year

- |      |  |      |  |
|------|--|------|--|
| 2004 |  | 2010 |  |
| 2005 |  | 2011 |  |
| 2006 |  | 2012 |  |
| 2007 |  | 2013 |  |
| 2008 |  | 2014 |  |
| 2009 |  |      |  |

FIGURE 2

## Bicycle Collisions 2004-2014



0 0.25 0.5 1  
MILES

|

Figure 3

|

Figure 4

## **SAFETY PROGRAM**

The review of bicycle safety programs in Citrus Heights included discussions with Detective Sergeant Jason Russo, Citrus Heights Police Department, Mary Cahill, Sunrise Park and Recreation District, Skip Amerine, Sacramento Area Bicycle Advocates (SABA), and Loni Mellerup, Principal, Grand Oaks Elementary School. All persons interviewed emphasized the need for bicycle safety and education programs for schools and for citizens. This review revealed that the California Highway Patrol and Sacramento County Sheriff's Office turned over bicycle safety functions to the Citrus Heights Police Department upon the City's incorporation in January 1997. Table 3-2 below provides a description of the bicycle safety program administered by the Citrus Heights Police Department.

**Table 3-2**

Bicycle Safety Education Program Summary		
Agency	Contact Person	Program Functions
Citrus Heights Police Department	Detective Sergeant Jason Russo Phone: (916)727-5578	The Bicycle Safety Program is comprehensive and designed for elementary schools. Bicycle safety presentations are given annually at the elementary schools by the Citrus Heights Police Department's Bicycle Team. It has been in existence since the City's incorporation in January 1997. The program includes instruction on bicycle operations including helmet instruction, rules of the road, proper hand signals, and a mock bicycle trip utilizing the bicycle safety skills learned. Student participation is encouraged in every aspect of the program. Course tools include handouts and visual displays as well as "good tickets" which are coupons for free food or ice cream. Several schools have adopted the program as part of their school assembly program.

In addition, several future "bicycle safety programs" are being implemented in the Sacramento region. These programs are designed to increase public awareness and education about bicycle safety issues. Information about these programs was

gathered from the City of Citrus Heights Police Department and from local government and school sources.

- Traffic Safety Plan - has been developed by Sacramento County as “traveling” traffic safety program aimed at reducing the number of bicycle and pedestrian collisions involving children. The program is funded through a federal grant and includes a presentation on traffic rules.
- Bicycle Rodeos – are sponsored by the Greater Sacramento Area Safe Kids Coalition, the Snell Memorial Foundation, and in the future, Mercy San Juan Hospital. Bicycle Rodeos are designed to teach the rules of the road and safe riding practices to school age bike riders.

#### **IV. ANALYSIS OF DEMAND**

The objective of analyzing bicycle travel demand is to identify existing bicycle ridership levels and travel patterns, along with projected future use and possible methods for stimulating additional ridership. This section identifies the location of existing major activity centers likely to attract bicycle trips, and provides information about population and employment trends and their influence on bicycle travel demand.

##### **EXISTING MAJOR ACTIVITY CENTERS**

One purpose of a bikeway master plan is to provide facilities that connect residential areas to employment, commercial, education, and recreational centers. These facilities support bicycle travel demand for both commuter and recreational trip purposes. Major activity centers in Citrus Heights include regional commercial areas such as Sunrise Mall and the Birdcage shopping area near Greenback and Sunrise Boulevard, various employment centers, schools, and parks as identified in [4-Figure 4.](#)

##### **POPULATION AND EMPLOYMENT TRENDS**

The following discussion contains estimates of existing and forecasts of future, population and employment levels to determine trends and how they affect demand for bikeway facilities.

## Existing Population

In 2001, the City of Citrus Heights had an estimated total population of 86,800 persons and an estimated total employment level of 18,000 persons. Table 4-3 show a comparison of population estimates for Citrus Heights and several surrounding cities.

TABLE 3: Population Trends-Surrounding Cities						
City	1980	1990	2000	2010	Change (1980 - 2010) <sup>(3)</sup>	
					Number	Percent
Sacramento	275,741	339,365	407,018	466,488	190,747	69.18%
Citrus Heights <sup>(1)</sup>	63,848	82,045	85,071	83,301	19,453	30.47%
Roseville	24,347	44,685	79,921	118,788	94,441	387.90%
Rancho Cordova	--	51,322	53,605	64,776	13,454	26.21%
Elk Grove <sup>(2)</sup>	--	33,348	72,685	153,015	119,667	358.84%
Folsom	11,003	29,802	51,884	72,203	61,200	556.21%
West Sacramento	24,482	28,898	31,615	48,744	24,262	99.10%

Source: US Census, Rancho Cordova Needs Assessment

(1) 1980 and 1990 Citrus Heights counts are based on census blocks within current incorporation limits, aggregated by SACOG 3/01

(2) Elk Grove counts are based on census blocks within current incorporation limits, aggregated by SACOG 3/01

(3) Elk Grove and Rancho Cordova change is 1990 - 2010

Table 12

City of Citrus Heights Population Estimates			
Jurisdiction	1990	2000	% Change
Citrus Heights	82,045	85,071	3.7
Folsom	29,802	51,884	74.1
Roseville	44,685	79,921	78.9
Sacramento	339,365	407,018	19.9
West Sacramento	28,898	31,615	9.4
Rancho Cordova	51,322	53,605	4.5

Source: 2000 Census.

During the ~~eleven~~<sup>thirty</sup>-year period from ~~1990-1980~~<sup>2001-1980</sup>, population in the City of Citrus Heights increased approximately ~~6-30~~<sup>6-30</sup> percent. This average ~~growth of 0.5 percent~~ has slowed ~~dramatically~~ from ~~the 2.9 percent~~<sup>growth</sup> experienced during the 1980s and is the result of the city approaching build out of planned development. ~~In contrast, the City of Sacramento showed an average annual increase of 2.0 percent for the period 1990 through 2001 and the City of Folsom experienced an eight percent average annual increase.~~

## Existing Employment

Total employment for the City of Citrus Heights has increase from 44,700 workers in 2000 to 50,200 in 2007 (a twelve percent increase).

Source: <http://sacog.org/demographics/employment/cities/sacr.cfm#citrus>

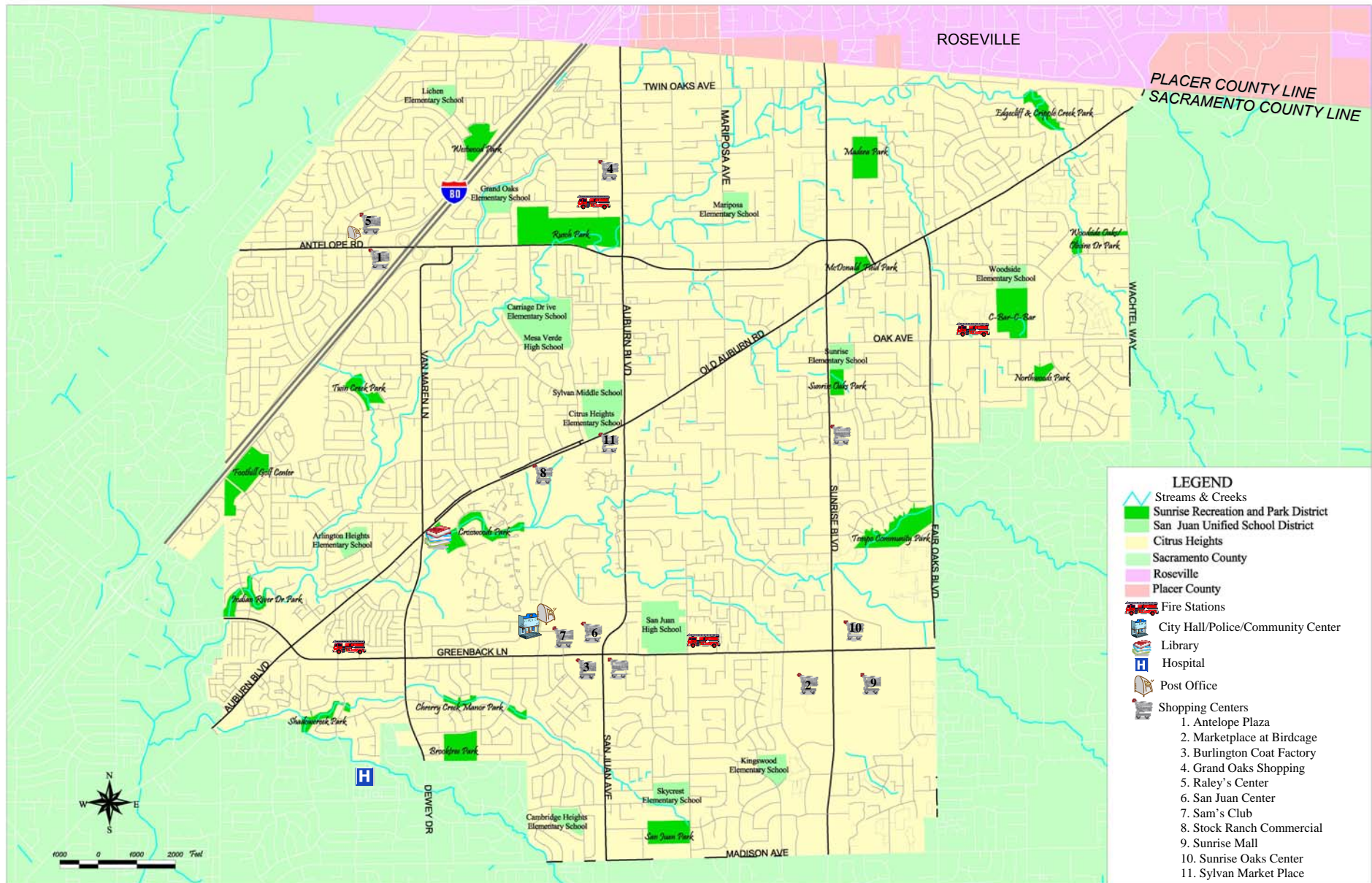
## **EXISTING BICYCLE RIDERSHIP**

Bicycle ridership levels are not easily measured or projected for an entire City without extensive data collection efforts. Existing and available data for Citrus Heights currently includes the 2000 Census data on mode split, and Department of Finance data on population and employment. With this limited amount of information, the following discussion describes both existing and future bicycle ridership levels and their relationship to the availability of a comprehensive bikeway system in the City of Citrus Heights.

According to a recent Lou Harris Public Opinion Poll, nearly 3 million adults, or about one in 60, already commute by bike. This number could rise to 35 million if more bicycle friendly transportation systems existed (USDOT, 1994). The concept of “demand” for bicycle facilities is difficult to measure. Unlike automobile use, where historical trip generation studies for different types of land uses allows an estimate of future “demand” for travel, no such methodology exists for bicycles.



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A common term used in describing travel demand is “mode split.” Mode split refers to the form of transportation a person chooses to take when making a trip, be that walking, bicycling, using public transit, or driving. Mode split is often used in evaluating commuter alternatives such as bicycling, where the objective is to increase the “split” or percentage of people selecting an alternative means of transportation. From the ~~2000~~-2013 mode split information is available for the journey-to-work. This information is presented in Table ~~5-3~~ for the City of Citrus Heights.

**Table ~~34~~**

<u><b>2013 American Community Survey 1-Year Estimates</b></u>	
<u><b>Means of Transportation to Work</b></u>	
<u><b>Mode</b></u>	<u><b>%</b></u>
<u>Drive Alone</u>	<u>82.7</u>
<u>Carpool</u>	<u>9.6</u>
<u>Public Transportation</u>	<u>2.9</u>
<u>Bicycle</u>	<u>0.4</u>
<u>Walk</u>	<u>1.1</u>
<u>Work at Home</u>	<u>2.6</u>
<u>Other</u>	<u>0.6</u>
<u>Source: 2013 American Community Survey 1-Year Estimates</u>	

As shown in Table ~~54~~, less than one-~~per~~cent of commuter work trips for City of Citrus Heights residents are made by bicycle. This is not surprising given the lack of existing bikeway facilities in the City, limited public transportation, and the fact that the Census data does not include trips from home-to-school in the journey-to-work data set. This is an important omission because home-to-school trips occur during the same morning peak hours as typical commuter trips. Since many children ride bicycles to school, the actual number of bicycle trips during the morning peak hour associated with commuters is expected to be slightly higher. Nevertheless, with just a few miles of existing bikeways in the City coupled with the lack of connectivity between existing routes, residents may be discouraged from riding due to perceptions of safety or the lack of a complete bikeway system with connections to their desired destination.

## **FUTURE POPULATION AND EMPLOYMENT**

According to the growth projections from the SACOG publication, *2035 Projections for Households and Population by Housing Type and Employment by Sector*, the population for City of Citrus Heights is projected to grow to 115,869 by 2035, an annual increase of slightly more than one percent. However, employment is forecast

to increase from approximately 16,407 to 36,621 (a 2.2 percent annual increase) during the same period.

## **FUTURE BICYCLE RIDERSHIP**

Future bicycle ridership levels will depend on a number of factors such as population and employment trends as discussed above, the availability of bikeway facilities, trip making, and the location, density, and type of future land development. The latest (September 2006) traffic counts for the City of Citrus Heights indicate that Greenback Lane, between Auburn Boulevard and the western city limits, carry 69,000 vehicles per day. Even with only modest population and employment growth, and assuming the existing mode split of 0.4 percent for bicycles does not change, bicycle commute trips to/from work in Citrus Heights will increase.

According to *The National Bicycling and Walking Study: Transportation Choices for a Changing America*, a much larger increase, upwards of two percent of all daily trips, could occur if balanced, connected systems of bikeways are implemented (Federal Highway Administration, 1994). The proposed system of bikeways for the City of Citrus Heights, as described in the following section, helps to achieve a balanced and connected system and therefore will contribute to a higher share of bicycle trips.

As individuals are influenced by the environmental issues of vehicle pollution as well as the increase in fuel prices, bicycle ridership may increase. Bicycling offers a low-cost, quiet, non-polluting, sustainable and healthy form of transportation ideal for many trips. The individual benefits of bicycling include improved health through increased physical activity, stress reduction, and lower transportation costs. The social benefits of bicycling include improved air quality through reduced vehicular emissions, improved traffic, reduced use of non-renewable fuel resources, and reduced health care costs via a healthier citizenry.

## **V. PROPOSED SYSTEM**

This section describes the proposed system of bikeways for the City of Citrus Heights that was developed for this plan. The development of the proposed system was based on an advocacy planning process involving the TAC, interested agencies, and members of the public. The planning process consisted of an extensive review of the *2010 Sacramento City/County Bikeway Master Plan*, direct input from the TAC, and a public presentation/workshop.

## PROPOSED SYSTEM DEVELOPMENT

Based on the review of the *2010 Sacramento City/County Bikeway Master Plan* by the TAC, and initial proposed system of bikeway routes was identified. This initial system was refined by the TAC according to the following bikeway planning criteria:

- Local Input – Local information should be considered in the bikeway planning process, including input from bicycle club members, bike shop owners, current riders, and the general public.
- Use – Bikeways contained in the proposed system should reflect use levels that are commensurate with the level of investment required for construction and maintenance.
- Coverage – The system should provide balanced access from all portions of the City's population centers for both commuting and recreation routes.
- Safety – The system should provide the highest level of safety possible for bicyclists and pedestrians while eliminating major safety concerns such as narrow roadways.
- Connectivity – The system should provide bikeway and pedestrian connections to major activity centers, multi-modal transfer locations, and to routes that provide access to regional connections. Activity centers include residential neighborhoods, schools, regional parks, shopping centers, employment centers, government centers, transit centers, and other recreational opportunities. Major gaps and barriers, including narrow bridges, lack of sidewalks, roadways, and sensitive environmental areas should be targeted as high priority items.
- On-Street Bikeways – Class II bike lanes should be provided as the preferred on-street bikeway facility. Where possible, sidewalks should be added for pedestrians. Class III bike routes should be used when Class II bike lanes are not feasible due to existing physical or environmental constraints. As with bike lanes, the designation of bike routes should indicate to bicyclists that there are particular advantages to using these routes as compared with alternative routes. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner consistent with the needs of bicyclists.
- Off-Street Bikeways – Where feasible, Class I bike paths on grade-separated rights-of-way should be implemented. These bikeways provide a higher degree

of safety and recreational benefit than bikeways located on streets. They can also become linear parks, adding to the range of amenities for local communities. In, many areas of the City, the cost of constructing off-street bikeways may be competitive with that for on-street facilities due to the physical characteristics of the existing roadway system.

After refining the proposed system according to the bikeway planning criteria, the proposed map was distributed to local agencies and interested individuals or groups to obtain their comments about specific routes. In addition, the proposed system map was presented to the general public, various neighborhood groups, REACH and planning commission. Based on comments received through this review process, and additional review at various community workshops, the proposed system map shown in Figure ~~6-5~~ developed.

The proposed system includes a total of about ~~54-73~~ miles (88 km) of bikeway facilities. The system is comprised of approximately ~~16-49~~ miles of existing bikeways, and an additional ~~38-23.8~~ miles of proposed bikeways. The system connects residential areas with major activity centers in Citrus Heights, and it provides regional connections to other communities adjacent to the City. Each route is classified according to standards defined in Chapter 1000: Bikeway Planning and Design contained in the Highway Design Manual, Fifth Edition, California Department of Transportation, July 1, ~~1995-2015~~ and presented earlier in Figure I.

For the purposes of this study, a minimum shoulder width of four to five feet is desirable but physical conditions in the City may dictate a narrower lane width for individual projects depending on the findings of the General Services Department.

Table ~~6-5~~ shows the number of proposed miles for each bikeway classification.

**Table ~~45~~**

Length of Proposed System by Bikeway Classification			
Bikeway Classification	Existing	Proposed	Total
Class I	<del>34.5</del> miles	<del>1.54.9</del> miles	<del>5.09.4</del> miles
Class II	<del>18.340.9</del> miles	<del>26.914.5</del> miles	<del>45.255.4</del> miles
Class III	<del>1.43.5</del>	<del>6.44.4</del> miles	<del>7.87.9</del> miles
Total	<del>23.048.9</del> miles	<del>35.023.8</del> miles	<del>58.072.7</del> miles
Note: the final designation of Class II Bike Lanes and Class III Bike Routes may change when detailed technical analysis is developed for individual projects as they advance to implementation.			

The proposed system consists of Class I, II, and III bikeway facilities. In general, Class I bike paths ~~were-are~~ designated in parks, along Old Auburn Road, across ~~the~~



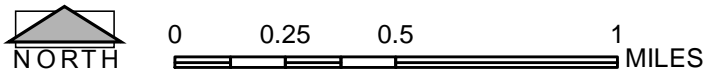
~~freeway Interstate 80, and at Mesa Verde High School, and along the Priority 1 Trail Segments identified in the Creek Corridor Trail Project Feasibility Report (Arcade Creek from Sylvan Library to Tempo Park and the SMUD corridor from Tempo Park to Wachtel Way).~~ The Class I bike path adjacent to the Crosswoods Park area connects to a proposed system of Class II bike lanes along Stock Ranch Road that provide access to Sylvan Road and to Greenback Lane. Although this is not the most direct routing to travel through the park, it does provide a perimeter system to reach destinations along major arterials in the area. Class II bike lanes were designated on major arterials and Class III bike routes were recommended on local connecting streets. The main difference in the Class II and Class III designations stems from the higher speeds and traffic volumes on arterials and the physical and cost constraints of providing Class II bike lanes on local residential streets. The proposed system contains a number of on-street bikeways that provide for local and regional bicycle travel. ~~For the purposes of this plan update, five of the highest priority routes were selected for detailed discussion and descriptions. This information is provided in Section VII on implementation.~~

## REGIONAL AND MULTI-MODEL BIKEWAY CONNECTIONS

Regional connections include those bikeway facilities that connect the City of Citrus Heights with urban areas and activity centers in surrounding counties. Multi-modal connections allow bicyclists and pedestrians to transfer to other modes such as buses. Including these components in the discussion about the proposed system is important for the development of a bikeway system that provides a high degree of both accessibility and mobility.

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## REGIONAL CONNECTIONS

In the development of the proposed bikeway routes, an effort was made to assess the potential connectivity of Citrus Heights bikeways with existing or planned bikeways in surrounding counties. The City of Citrus Heights is bordered by the City of Roseville (Placer County) to the north, Fair Oaks and Carmichael to the south (Sacramento County), Orangevale to the east (Sacramento County). Interstate 80 and Greenback Lane, Madison Avenue, Sunrise Boulevard, San Juan Avenue, and Auburn Boulevard all provide regional roadway connections to these adjacent areas. Sunrise Boulevard has the potential of providing a direct connection to the American River Parkway that parallels U.S. Highway 50 and the American River. The American River Parkway provides a seamless Class I bike path from Folsom Lake to downtown Sacramento. As discussed in the existing conditions section above, no existing bikeways fully connect Citrus Heights to these surrounding areas. The proposed system would provide Class II bike lanes on the major routes connecting to these areas, in addition to major Class I facilities along ~~Arden Creek and Cripple Creek~~ Arcade Creek and the SMUD corridor.

### **Multi-modal Connections**

The proposed bikeway system includes routes that overlap with existing Sacramento RT transit routes and stations. To facilitate use of these routes by bicyclists, all transit buses and major transit stations should be equipped with bike racks.

## SUPPORT FACILITIES AND PROGRAMS

Support facilities and education programs are an important part of the proposed bikeway system. Existing support facilities such as bicycle parking and showers are very limited in the City. However, the Citrus Heights Police Department, San Juan School District, and the Sunrise Parks and Recreation District are actively involved in bicycle education programs. Specific recommendations on how to improve the bicycle support facilities and programs are discussed below.

### **Bicycle Parking, Shower, and Locker Facilities**

Support facilities such as bicycle parking, shower and locker facilities can encourage bicycling by reducing the threat of theft and making riding more convenient. Properly designed bike racks should be available at major bicycle destinations in the city. For the most part, these facilities should be required for new developments that

are likely to experience a demand for bicycle parking such as commercial areas, parks, libraries, schools, and major employees. Existing activity centers should be encouraged to add bicycle-parking facilities. The type of parking facility (bike rack or bicycle locker) should be selected based on (a) cost, (b) ease of use, and (c) ability to prevent theft. Secure and convenient bike parking is critical in the effort to encourage bicycling. All bike parking needs to be installed with consideration of protection from weather, theft and vandalism protection, gear storage, and, where appropriate, 24-hour access. Bike parking typically comes in two basic forms:

- **Bike Racks for Short Term Bicycle Parking**

Short term bike parking is typically provided via bike racks and is usually used when cyclists are parking their bicycles for a couple of hours or less. An example is a trip to the library or store. Bike racks should be placed in close proximity to the bicyclists' destination in a highly visible location that is illuminated. Bike racks should be installed with minimum clearances from walls, landscaping and driveways per manufacturer's specifications. Quality bike racks provide at least two points of contact with the bicycle and allow both frame and wheels to be locked. For special events, short term bicycle parking may be provided by valet bicycle parking.

- **Long Term Bicycle Parking**

Long term is typically provided at major employment sites, schools and transportation terminals in the form of bike lockers, bike cages or bike rooms. These facilities provide a higher level of security so bicyclists feel comfortable leaving their bicycle for long periods of time. Long-term parking should be fully protected from the weather. Bike lockers may be placed outdoors and some may be stacked to save space. Bike cages are fully enclosed and roofed areas with bicycle racks inside the enclosure with secure (limited) access, and are commonly located in parking garages or in outdoor areas. Bike rooms are secure, limited access rooms within a building dedicated for bicycle parking.

Access to shower and locker facilities may help encourage people to commute by bicycle, particularly in the summer months. Many jobs require employees to wear specific uniforms or formal attire such as suits and ties. By having shower and locker facilities employees have the option to shower and dress at work. This is an important consideration for bicycle commuters since they cannot control their travel environment and are much more dependent on support facilities located at the workplace.

The following actions are recommended for increasing the number of locations with bicycle parking, shower, and locker facilities:

- Encourage the installation of bicycle parking, shower, and locker facilities as conditions of approval for major new developments.

- Actively pursue state and federal funding to install bicycle parking, shower, and locker facilities at existing activity and employment centers.

### **Crossing Protection**

Crossing protection improvements should be targeted for major intersections on the proposed bikeway networks, and at locations where school children cross a busy street to gain access to their school. State law has mandated bicycle detection at signals. However, Caltrans has not developed the plans and specifications to implement this new law. The following steps are recommended to build upon this effort.

- Use signing, striping, crossing guards, flashing beacons, and pedestrian actuated signals at street crossings with high levels of pedestrian and bicycle demand when warranted by engineering standards.
- Install bicycle detectors at signalized intersections along the bikeway system as intersections are upgraded. Detectors should be located within the striped bike lane either along the curb or between the right-turn lane and through lane.
- Change signal timing in coordination with installation of bicycle detectors and bicyclist actuated signals.

### **Educational Programs**

Programs to teach existing and potential bicyclists about the fundamentals of bicycle riding are important in establishing good riding habits. Currently, the City of Citrus Heights Police Department conducts bicycle riding and safety education programs for elementary age school children. In addition, future safety and education programs are planned for implementation such as bicycle rodeos and helmet safety programs. The following additional steps are recommended to build upon this effort.

Continue and expand the current bicycle education program to reach all school children in the City. This should include private schools as well.

Establish an adult bicycle education program through the parks and recreation departments or other local agency departments that teaches adults how to ride defensively and encourages people to ride to work. This program may include the use of volunteers and possibly sponsorship of bicycle tours and races.



The League of American Bicyclists offers an instructor certification program. Becoming a League Cycling Instructor (LCI) certified to teach BikeEd is a great way to help cyclists in your community. Certified instructors can teach BikeEd classes to children as well as adults. The City may be sending staff and officers to this certification program.

## VI. COST AND FUNDING ANALYSIS

Implementation of the proposed system will require funding from local, state, and federal sources and coordination with other agencies. To facilitate funding efforts, this section presents conceptual construction cost estimates for the proposed system along with a brief description of past expenditures for bikeway and pedestrian facilities.

### COST ESTIMATES

Table 7-6 contains a unit cost summary for bikeway facilities in Citrus Heights. These cost estimates are based on costs experienced in various other California communities. However, these cost estimates should be used only to develop generalized construction cost estimates. More detailed estimate shall be developed after preliminary engineering.

Table 56

Generalized Unit Cost Estimates for Bikeway Construction		
Facility Type	Estimated Cost Per	
	Mile	Kilometer
Class III Bike Route		
• Signing only	\$2,000	\$1,200
• Signing plus minor road improvement	\$80,000	\$50,000
• Signing plus moderate roadway improvement	\$300,000	\$186,000
• Signing plus major roadway improvement	\$600,000	\$376,000
Class II Bike Lane <sup>1</sup>		
• Signing and striping only	\$10,000	\$6,000
• Signing and striping plus minor roadway improvement	\$100,000	\$62,000
• Signing and striping plus moderate roadway improvement	\$600,000	\$376,000
• Signing and striping plus major roadway improvement	\$1,000,000	\$625,000

#### Class I Bike Path

- Construct asphalt path on graded right of way with drainage and new sub-base \$1,000,000 \$625,000
- Construct asphalt path on un-graded right of way with drainage and new sub-base \$2,000,000 \$1,300,000

Notes: <sup>1</sup> Minor, moderate, and major designations correspond to the designations used to classify roadways in the existing facilities inventory.

For the purposes of this plan, the use of specific unit costs depended on information from the existing conditions inventory. The inventory classified existing roadways according to the relative level of improvement (ie, cost) to add four-foot shoulders to the existing roadways. The three class types included minor, moderate, and major, which correspond to the cost designations in Table 76. This approach results in unit costs for Class III bike routes that include some roadway widening. Although Class III bike routes only require signing, many of the roadways designated for these routes should be widened to provide a minimum shoulder width of four to five feet as previously discussed.

Using the cost information in Table 76, [and costs for trails identified in the Creek Corridor Trail Project](#), conceptual construction costs were developed of the proposed system. A summary of these costs is presented in Table 8-7 by type of facility. Conceptual construction cost estimates for individual routes and segments are contained in Appendix B.

**Table 26**

Conceptual Construction Cost Estimate Summary	
Bikeway Classification	Cost
Class I Bike Path	<del>\$7,000,000</del> <u>25,394,000</u>
Class II Bike Lane	<del>\$13,181,000</del> <u>26,781,813</u>
Class III Bike Route	<del>\$35,000</del> <u>26,943</u>
Total	<del>\$20,216,000</del> <u>52,202,756</u>
Source: See cost estimates in Appendix C	

Table 8-7 shows a total cost for constructing the proposed system of approximately ~~\$20,216,000~~52-million. This total includes approximately ~~\$725.0-~~ million in new Class I facilities and ~~\$13.226-~~ million in Class II facilities.

Many funding opportunities exist at the federal, state, and local levels for constructing bikeway facilities. A general description of these sources is provided below.

## **POTENTIAL FUNDING SOURCES**

In some cases, portions of the proposed system will be completed as part of future development and road widening and construction projects. For those portions that will rely on other funding mechanisms, the following discussion provides descriptions of the more effective potential funding sources.

### **Federal Sources**

Federal funding through TEA-21 (Transportation Equity Act for the 21<sup>st</sup> Century) program could provide the bulk of non-local funding. TEA-21 consists of three major programs:

- Surface Transportation Program (STP);
- National Highway System (NHS); and
- Congestion Mitigation/Air Quality Program (CMAQ).

Other related federal programs include the following:

- Transportation Enhancement Activities (TEA);
- Hazard Elimination;
- Bridge Repair and Replacement;
- National Recreation Trail;
- Bicycle Transportation and Pedestrian Walkways;
- Transit Enhancement Activity;
- Scenic Byways; and
- Section 402 (Safety).

TEA-21 funding is administered through the state and regional governments. The City of Citrus Heights is located in the jurisdiction of the Sacramento Area Council of Governments (SACOG) agency. TEA-21 funding would be administered through SACOG. Most of the funding programs are transportation versus recreation oriented, with an emphasis on (a) reducing auto trips and (b) providing an intermodal connection. Funding criteria includes completion and adoption of a bikeway master plan, quantification of the costs and benefits of the system, proof of public involvement and support, environmental compliance, and commitment of local resources. In most cases, TEA-21 provides matching grant of 80 to 90 percent. Other federal funding sources include the Land and Water Conservation Fund Program and the Recreation and Public Purposes Act (Bureau of Land Management).



## State Sources

The following state of California sources provide funding that could be applicable for the City of Citrus Heights.

### ~~Bicycle Transportation Account~~ Active Transportation Program (ATP)

The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP administered by the Division of Local Assistance, Office of Active Transportation and Special Programs.

~~Bicycle Transportation Account (BTA) – The State Bicycle Transportation Account (BTA) is an annual program that is available for funding bicycle projects. Available as grants to local jurisdictions, the emphasis is on projects which benefit bicycling for commuting purposes. Funding for this program is typically about \$7,000,000 annually statewide.~~

### Environmental Enhancement and Mitigation Program (EEM)

Bicycle projects can qualify for EEM funds if they meet the program's requirements. Any non-profit organization can sponsor projects, which are submitted to the State Resources Agency for evaluation in June/July of each year.

### ~~Assembly Bill 1475 – Safe Routes to School Bill~~

~~This bill redefines transportation safety in California by investing \$20 million per year in bike lanes, bicycle and walking trails, new sidewalks and traffic calming projects near California schools. Several rounds of solicitation and funding have been completed. It is anticipated that this program will continue for future years.~~

## Regional Improvement Program (RIP)

This is a funding category within the State Transportation Improvement Program (STIP) that can be used for a variety of projects, including transit stations, road rehabilitation, and road improvements such as bike lanes.

### Regional Sources

[The Sacramento Area Council of Governments \(SACOG\) provides regional funding in several categories that include active transportation. Programs include Bike/Ped Funding, ATP Regional Funding, Community Design, and Regional/Local Funding. SACOG issues a call for projects bi-annually.](#)

### Local Sources

A variety of local sources may be available for funding bikeway and pedestrian improvements; however, their use is often dependent on political support.

### Local Transportation Fund

Established by the California legislature under the State Transportation Development Act of 1972, local transportation fund (LTF) revenues are derived from a one-quarter cent of the State's current 7.25% sales tax collected statewide. These funds are used for transit, special transit for disabled persons, and bicycle and pedestrian purposes. They are collected by the State Board of Equalization but are administered locally through SACOG.

### New Construction

Future road widening and construction projects are on means of providing on-street bikeways and sidewalks. To ensure that roadway construction projects provide these facilities where needed, roadway design standards need to include adequate minimum cross-sections. Further, the review process for new development should include input pertaining to consistency with the proposed system and the goals and policies included in the General Plan.

### Measure A

Measure A authorizes the imposition of a ½-cent sales tax in Sacramento County through 2009 to help fund transportation projects and programs to promote

alternative modes, improve air quality and make streets and highways safer and more efficient. The City of Citrus Heights receives approximately \$3.6 million dollars per year through this process. The fund is split at \$1.6 million in maintenance funds and \$2 million in capital funds for the current budget year. The Measure A ordinance requires routine accommodation of bicycles and pedestrians in all transportation projects.

### Assessment Districts

Different types of assessment districts can be used to fund the construction and maintenance of bikeway and pedestrian facilities. Examples include Mello-Roos Community Facility Districts, Infrastructure Financing Districts (SB 308), Open Space Districts, or Lighting and Landscape Districts. These types of districts have specific requirements relating to their establishment and use of funds.

### Other Sources

Local sales taxes, developer or public agency land dedications, private donations, and fundraising events are other local options to generate funding for bikeway and pedestrian projects. Creation of these potential sources usually requires substantial local support.

## **COST AND FUNDING SUMMARY**

Since the City's incorporation in January 1997, dedicated funds for bikeway facilities have been very limited. ~~Currently, the City has a grant to assist in designing~~ Recently, the City completed bicycle and pedestrian infrastructure along Auburn Boulevard between Sylvan Corners and Rusch Park and is currently pedestrian ~~designing pedestrian/bike facilities along Auburn Boulevard from Sylvan Corners~~ Rusch Park to the north city limits line. ~~This project is progressing into the next few years toward undergrounding the power lines and completing the design. The City is hoping to acquire future grants for actual widening of Auburn Boulevard. The first phase will widen the boulevard from Sylvan Corners to Rusch Park. The City is also conducting a feasibility study of a bicycle and pedestrian overcrossing over Interstate 80.~~

Future funding from the State and Federal government is difficult to predict due to the ever changing fiscal climate and the number of variables involved in securing funding. It is instructive to consider the total annual amount required to implement the proposed system over a ~~20-30~~ year time frame. Dividing the approximately \$~~20~~ 52 million total cost equally over ~~20-30~~ years equates to about \$~~1.7~~ million per year

in constant ~~2008~~-2015 dollars. To better prepare for future funding and grants, the following actions are recommended to complete:

- Prepare joint applications wherever possible, with other local and regional agencies for competitive funding programs at the state and federal levels;
- Actively pursue funding from the BTA and Safe Schools Program to complete priority portions of the proposed system;
- Use existing funding sources as matching funds for state and federal funding; and
- Include proposed bikeways wherever possible as part of roadway projects involving widening overlays, or other improvements.

## **VII. IMPLEMENTATION**

This section addresses the construction phasing issues related to implementation of the proposed system. It includes guidelines for establishing priorities for implementing specific routes and also provides typical design standards for each bikeway classification.

### **BIKEWAY SYSTEM PHASING**

The specific implementation of any given route, with all other things considered equal, should be based on the following criteria:

- Where an opportunity, such as a road widening or re-paving, makes implementation favorable;
- Where an eminent loss of an opportunity or land development, ~~such as the sale of a railroad right-of-way~~, makes implementation necessary;
- Where resolution of a major obstacle, such as access to flood channel right-of-way, makes implementation necessary; and
- Where the segment is not disconnected or otherwise poorly accessible from the rest of the system.

In many situations, the most needed bikeway improvement may not be implemented first. In these cases, external factors such as new road construction create opportunities to provide new bikeway facilities without consideration for need.

Therefore, the proposed system does not include a ranking of specific routes, but does include the following list of high priority routes.

### **Priority Routes**

~~Priority routes were selected based on expected use, type of route, connectivity, and potential improvements to safety. The following routes currently have the highest priority for implementation (not in priority order).~~

- ~~• I-80 Separated Grade Class I Bike Path — Two possible locations are proposed with the recommendation to construct at least one of them. One location is a Class I bicycle path connecting Lichen Drive to Rollingwood Boulevard. The second recommendation is for a Class I bicycle path connecting Saybrook Drive to Cripple Creek through the proposed Twin Creeks Park site (east of Sunburst Way).~~
- ~~• Twin Oaks Avenue Bikeway — A combination of a Class I bike path and Class II bike lanes on Twin Oaks Avenue between Sunrise Avenue and Old Auburn Road. The first segment would be a Class II bike lane on Twin Avenue between Sunrise Avenue and Cripple Creek. The second segment is a Class I bike path/bridge over Cripple Creek connecting Twin Oaks Avenue to Gary Oak Drive. A portion of this connection will be on street just east of Putice Lane, and a portion will be off street over the creek at Gary Oaks Drive. The third segment would be a Class II facility on Twin Oaks Avenue from Gary Oaks Drive to Sunrise Boulevard.~~
- ~~• Auburn Boulevard Bike Lane — A Class II bike lane on Auburn Boulevard between Sylvan Corners and Rusch Park.~~
- ~~• Fair Oaks Boulevard Bike Lane — A Class II bike lane on Fair Oaks Boulevard between Madison Avenue and Oak Avenue.~~

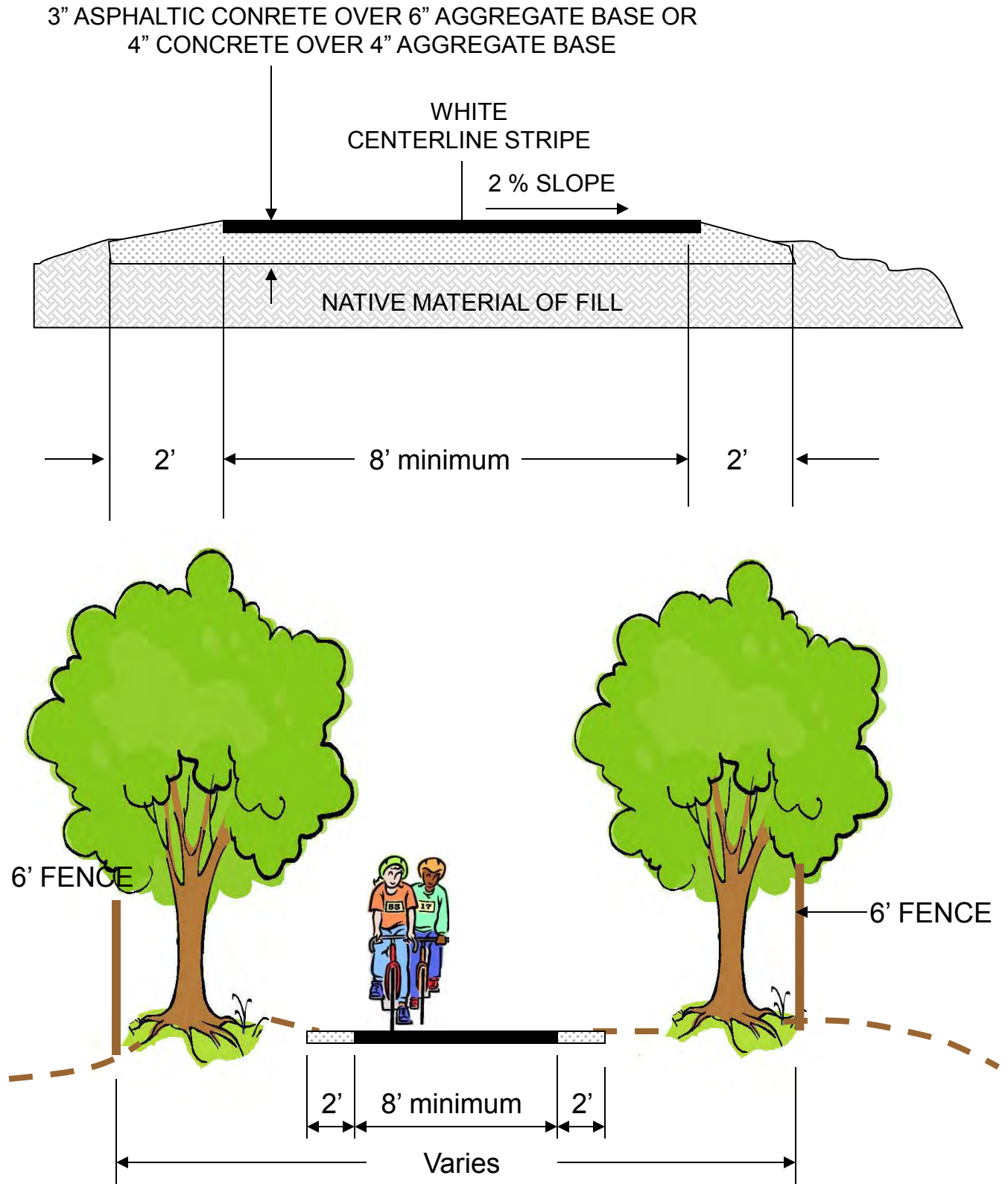
~~Detailed descriptions of each priority project are contained in Figures 9, 10 and 11.~~

### **BIKEWAY DESIGN STANDARDS**

The Caltrans Highway Design Manual gives extensive detail on the design for bikeways. The Caltrans standards provide a good framework for future implementation, but may not always be feasible due to topographic constraints. Bikeway design and planning standards are continually changing and expanding. For example, there is pressure from the bicycling public to allow bike lanes that are

narrower than Caltrans Standards to be installed on existing streets. However, local jurisdictions must be protected from liability so most agencies adopt the Caltrans guidelines a minimum standard. Examples of typical standard design treatments for Class I, Class II, and Class III bikeways are provided in Figures [7-5](#) through [96](#). This information is provided to assist local agency staff in the design and construction of future bikeway facilities. With these standards and other information contained in this update of the Citrus Heights Bicycle Master Plan, the City is positioned to take the next step in advancing bikeway projects from the planning stage to the design and construction phase.

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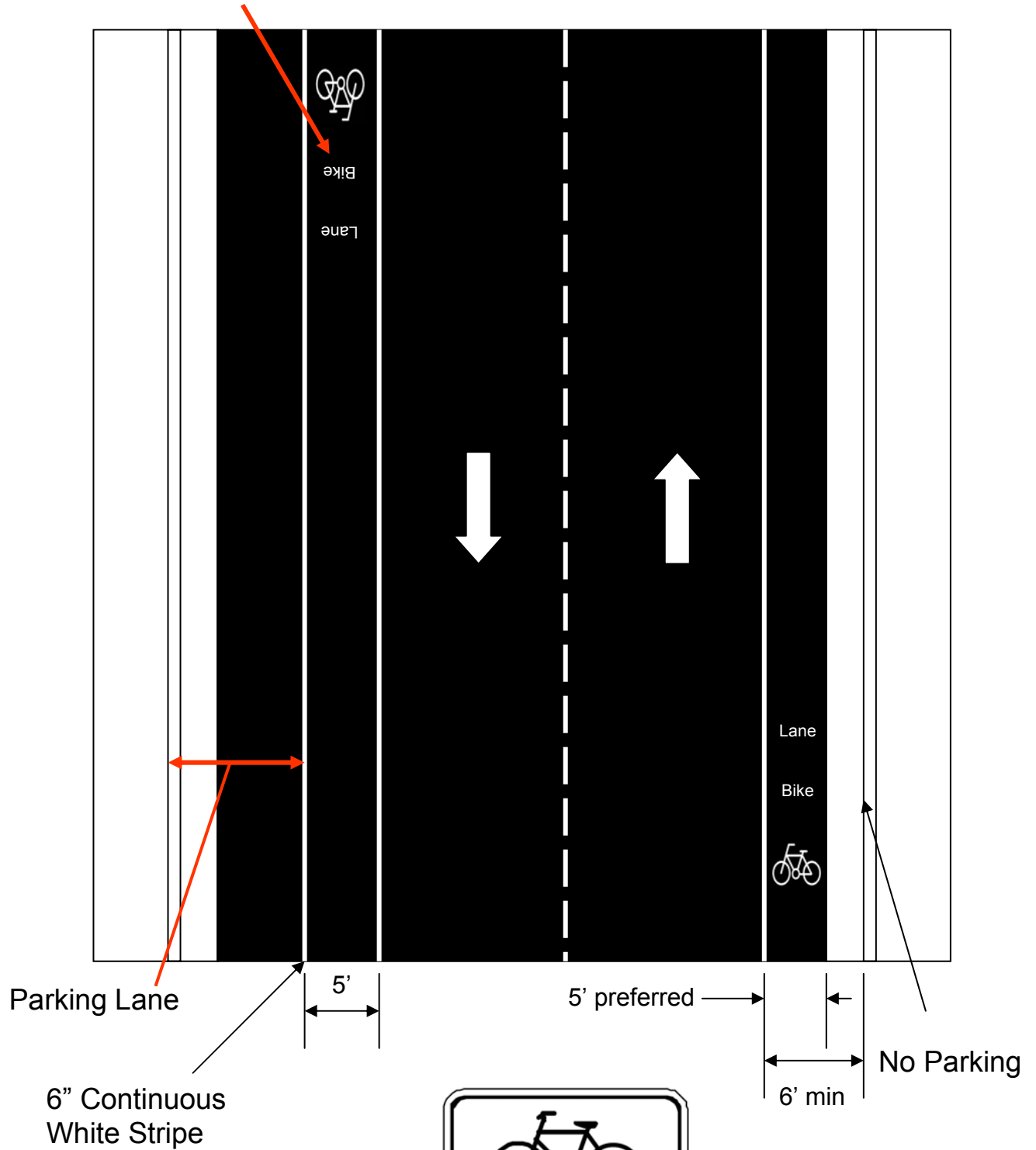


TYPICAL CLASS I BIKE PATH

FIGURE 5



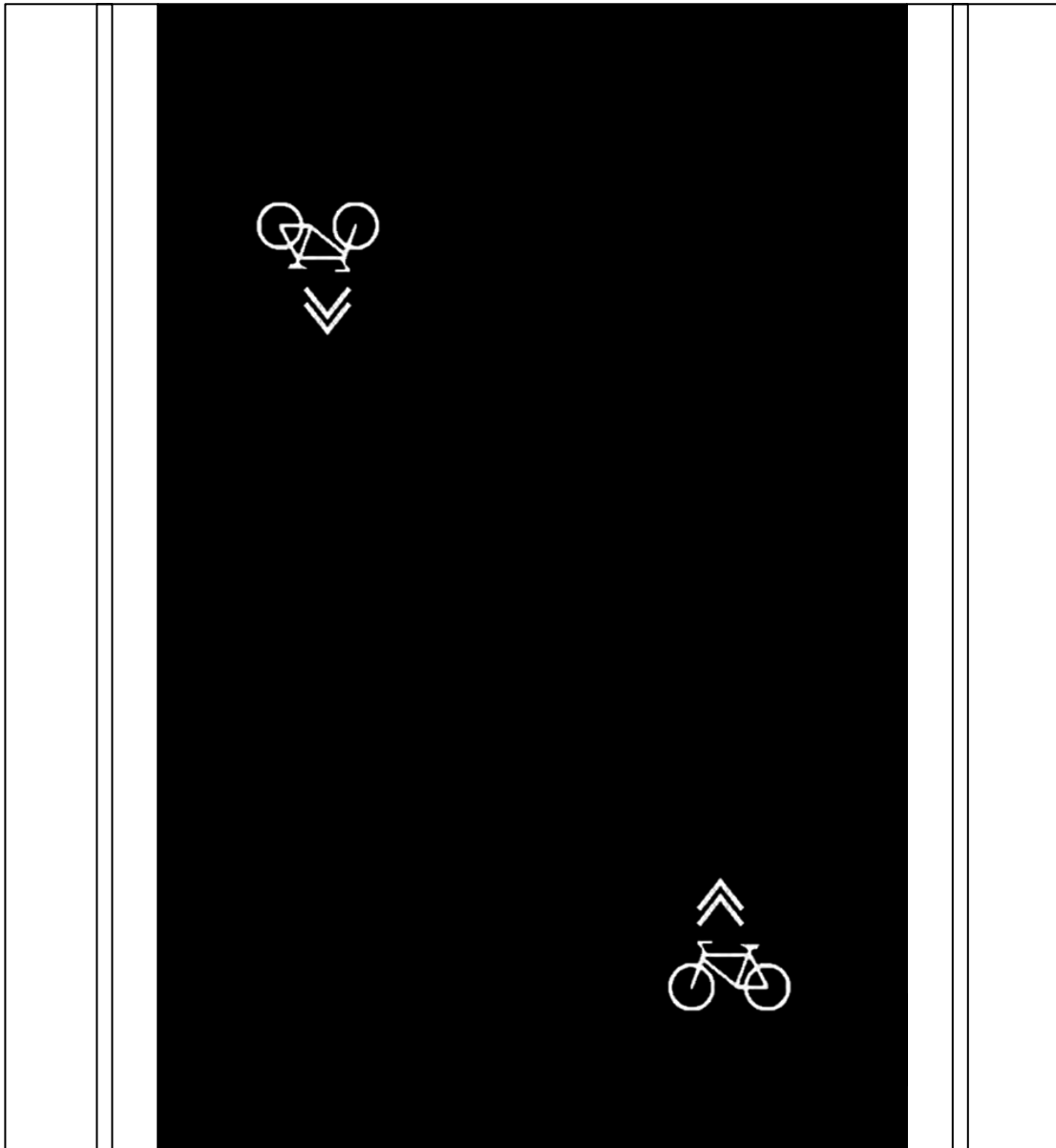
Optional Markings



TYPICAL SIGNING

TYPICAL CLASS II BIKE LANES

FIGURE 6



TYPICAL SIGNING



TYPICAL CLASS III BIKE ROUTE

FIGURE 7



APPENDIX A  
Conceptual Cost Estimates for Individual Routes

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ID	STREET/ Trail	Limits (South/East)	Limits (North/West)	Length (LF)	Cost
<b>Existing</b>					
<b>Class I (Existing)</b>					
	Rusch Park			5,340	Existing
	Stock Ranch			5,092	Existing
	San Juan Park			1,115	Existing
A04	Arcade Creek Park Preserve			2,300	Existing
	Tempo Park			5,656	Existing
	Old Auburn Trail	Robert Creek Court	Gary Oak Drive	4,261	Existing
			<b>SUBTOTAL</b>	23,764	
			<b>Miles</b>	4.50	
<b>CLASS II (Existing)</b>					
1	Antelope Road	Lichen Drive	West City Limits	2,777	Existing
2	Antelope Road	Lauppe Ln	Gardengate Drive	3,260	Existing
3	Antelope Road	Auburn Boulevard	Lauppe Lane	1,184	Existing
4	Antelope Road	Old Auburn Road	Auburn Boulevard	7,102	Existing
8	Auburn Boulevard	Sylvan Road	Rusch Park	5,286	Existing
9	Auburn Boulevard	Greenback Lane	Arcade Creek	2,703	Existing
10	Auburn Boulevard	Sylvan Road	Van Maren Lane	5,995	Existing
13	Birdcage Street	Kingswood Drive	Greenback Lane	3,396	Existing
15	Birdcage Street	Uplands Drive	Kingswood Drive	1,096	Existing
16	Brooktree Drive	Dunmore Avenue	Greenback Lane	2,144	Existing
17	Butternut Drive	Antelope Road	West City Limits	7,345	Existing
18	Calvin Drive	Van Maren Lane	Carriage Drive	4,421	Existing
20	Carriage Drive	Auburn Boulevard	Pratt Avenue	3,679	Existing
21	Celine Drive	Treecrest Avenue	Kingswood Drive	651	Existing
23	Chesline Drive	San Juan Avenue	West City Limits	1,979	Existing
25	Crux Drive	Woodmore Oaks Drive	Sungarden Drive	1,331	Existing
26	Dewey Drive	South City Limits	Greenback Lane	2,744	Existing
27	Dunmore Avenue	Dewey Drive	Brooktree Drive	1,678	Existing
28	Fair Oaks Boulevard	Oak Avenue	Old Auburn Road	2,711	Existing
29	Fair Oaks Boulevard	Woodmore Oaks Drive	Oak Avenue	3,053	Existing
30	Fair Oaks Boulevard	Greenback Lane	Woodmore Oaks Drive	4,922	Existing
31	Fair Oaks Boulevard	South City Limits	Greenback Lane	4,392	Existing
32	Farmgate Way	Birdcage Street	Primrose Drive	971	Existing
34	Fleetwood Drive	Madison Avenue	Chesline Drive	1,316	Existing

Appendix A: Conceptual Cost Estimates

ID	STREET/ Trail	Limits (South/East)	Limits (North/West)	Length (LF)	Cost
35	Fountain Square Drive	Greenback Lane	Stock Ranch Road	2,389	Existing
38	Greenback Lane	Van Maren Lane	Auburn Boulevard	3,073	Existing
39	Greenback Lane	Mariposa Avenue	Van Maren Lane	7,324	Existing
40	Greenback Lane	Birdcage Street	Mariposa Avenue	2,494	Existing
41	Greenback Lane	Auburn Boulevard	West City Limits	1,493	Existing
47	Indian River Drive	Greenback Lane	Flaming Arrow Drive	3,116	Existing
48	Kingswood Drive	Celine Drive	Sunrise Boulevard	2,133	Existing
49	Kingswood Drive	Sunrise Boulevard	Birdcage Street	559	Existing
50	Larwin Drive	Sunrise Boulevard	Woodmore Oaks Drive	3,280	Existing
53	Macy Plaza Drive	Sunrise Boulevard	Birdcage Street	1,003	Existing
60	Mariposa Avenue	Greenback Lane	Highland Drive	9,222	Existing
63	Misty Creek Drive	Van Maren Lane	Navion Drive	2,304	Existing
66	Oak Avenue	East City Limits	Sunrise Boulevard	7,887	Existing
67	Old Auburn Road	Sunrise Boulevard	Auburn Boulevard	6,224	Existing
68	Old Auburn Road	Gary Oak Drive	Sunrise Boulevard	3,308	Existing
69	Old Auburn Road	Cripple Creek	Gary Oak Drive	4,261	Existing
70	Old Auburn Road	East City Limits	Cripple Creek	2,308	Existing
74	Parkoaks Drive	South City Limits	Greenback Lane	2,094	Existing
77	Rollingwood Boulevard	Auburn Boulevard	Antelope Road	5,548	Existing
78	Roseville Road	Butternut Drive	Northern City Limits	2,151	Existing
80	San Juan Avenue	Madison Avenue	Greenback Lane	5,338	Existing
82	Sperry Drive	Spicer Drive	San Juan Avenue	2,128	Existing
84	Stock Ranch Road	Sylvan Road	Fountain Square Drive	2,220	Existing
85	Stock Ranch Road	Fountain Square Drive	Aspen Gardens Way	788	Existing
90	Sunrise Boulevard	Oak Avenue	Antelope Road	3,070	Existing
94	Sylvan Road	Greenback Lane	Auburn Boulevard	6,187	Existing
96	Treecrest Avenue	Fair Oaks Boulevard	Celine Drive	612	Existing
97	Tupelo Drive	Saybrook Drive	Antelope Road	3,086	Existing
98	Twin Oaks Avenue	Old Auburn Road	Crestmont Drive	3,472	Existing
101	Twin Oaks Avenue	Sunrise Boulevard	Auburn Boulevard	5,343	Existing
104	Van Maren Lane	Auburn Boulevard	Campfire Way	1,887	Existing
105	Van Maren Lane	Greenback Lane	Auburn Boulevard	3,293	Existing
106	Van Maren Lane	Misty Creek Drive	Antelope Road	954	Existing
107	Van Maren Lane	Campfire Way	Misty Creek Drive	5,304	Existing
108	Villa Oak Drive	Olivine Drive	Fair Oaks Boulevard	3,315	Existing

Appendix A: Conceptual Cost Estimates

ID	STREET/ Trail	Limits (South/East)	Limits (North/West)	Length (LF)	Cost
109	Wachtel Way	South City Limits	Old Auburn Road	8,562	Existing
113	Wintergreen Drive	Villa Oak Drive	Old Auburn Road	2,165	Existing
114	Woodmore Oaks Drive	Fair Oaks Boulevard	Sunrise Boulevard	2,665	Existing
115	Woodmore Oaks Drive	Highwood Way	SMUD Corridor	644	Existing
116	Zenith Drive	Antelope Road	Butternut Drive	4,398	Existing
120	Tupelo Drive	Saybrook Drive	West City Limits	2,250	Existing
			<b>SUBTOTAL</b>	215,988	
			<b>Miles</b>	40.91	
<b>Class III (Existing)</b>					
45	Highland Avenue	Sunrise Boulevard	Mariposa Avenue	3,339	Existing
71	Olivine Avenue	Oak Avenue	Villa Oak Way	1,617	Existing
65	NorthLea Way	Westgate Drive	San Juan Avenue	1,287	Existing
111	Westgate Drive	Farmgate Way	Northlea Way	250	Existing
33	Farmgate Way	Primrose Drive	Westgate Drive	2,702	Existing
76	Primrose Drive	Madison Avenue	Farmgate Way	3,444	Existing
52	Lichen Drive	Butternut Drive	Lichen Drive	1,906	Existing
112	Whyte Avenue	North City Limits	Lichen Drive	1,640	Existing
72	Olivine Avenue	Feldspar Court	Villa Oak Way	1,206	Existing
73	Olivine Avenue	Wachtel Way	Feldspar Court	1,069	Existing
			Subtotal	18,460	
			<b>Miles</b>	3.50	

Appendix A: Conceptual Cost Estimates

ID	STREET/ Trail	Limits (South/East)	Limits (North/West)	Length (LF)	Cost
<b>Proposed</b>					
<b>Class I (Proposed)</b>					
117	I80 Overcrossing	Navion Drive	Saybrook Drive	898	\$ 9,000,000.00
118	Mesa Verde	Lauppe Ln	Zeeland Dr	2,229	\$ 2,500,000.00
119	Twin Oaks Avenue	Twin Oaks Ave (West Terminus)	Twin Oaks Avenue (East Terminus)	667	\$ 1,500,000.00
A10	A10	Crosswoods Circle (West)	Sylvan Library	760	\$ 376,000.00
A09	A09	Crosswoods Circle (East)	Crosswoods Circle (West)	1,895	\$ 1,596,000.00
A08	A08	Stock Ranch Bridge	Crosswoods Circle (East)	1,618	\$ 686,000.00
A07	A07	Sylvan Road	Stock Ranch Trail (Existing)	1,615	\$ 959,000.00
A06	A06	Mariposa Avenue	Sylvan Road	2,434	\$ 2,203,000.00
A05	A05	Sayonara Drive	Mariposa Avenue	2,450	\$ 2,989,000.00
A03	A03	Tempo Park	Sunrise Boulevard	1,532	\$ 1,165,000.00
A01	A01	Highwood Way	Fair Oaks Boulevard	1,476	\$ 710,000.00
S05	S05	S04	Woodmore Oaks Drive	905	\$ 242,000.00
S04	S04	S05	Streng Avenue	1,400	\$ 212,000.00
S03	S03	Streng Avenue	Oak Avenue	1,391	\$ 275,000.00
S02	S02	Oak Avenue	S01	3,250	\$ 617,000.00
S01	S01	S02	Wachtel Way	1,254	\$ 364,000.00
<b>SUBTOTAL</b>				25,774	\$ 25,394,000.00
				<b>Miles</b>	4.88



Appendix A: Conceptual Cost Estimates

ID	STREET/ Trail	Limits (South/East)	Limits (North/West)	Length (LF)	Cost
Class II (Proposed)					
5	Antelope Road	Lichen Drive	Gardengate Drive	2,751	\$ 17,881.50
6	Arcadia Drive	Greenback Lane	Sunrise Boulevard	1,848	\$ 12,012.00
7	Auburn Boulevard	City Limits	Greenback Lane	2,957	\$ 19,220.50
11	Auburn Boulevard	Rusch Park	City Limits	4,515	\$ 12,500,000.00
12	Auburn Boulevard	Donegal Drive	Van Maren Lane	1,788	\$ 11,622.00
14	Birdcage Street	Greenback Lane	Sunhill Drive	1,056	\$ 6,864.00
19	Canelo Hills	Crux Drive	Oak Avenue	1,676	\$ 10,894.00
37	Grand Oaks Boulevard	Auburn Boulevard	Rosswood Drive	2,763	\$ 17,959.50
42	Greenback Lane	Auburn Boulevard	Matheny Way	522	\$ 227,070.00
43	Greenback Lane	Fair Oaks Boulevard	Sunrise Boulevard	2,663	\$ 1,158,405.00
44	Greenback Lane	Sunrise Boulevard	Birdcage Street	1,277	\$ 555,495.00
51	Lauppe Lane	Pratt Avenue	Antelope Road	1,904	\$ 12,376.00
54	Madison Avenue	Mariposa Avenue	West City Limits	3,755	\$ 1,633,425.00
55	Madison Avenue	East City Limits	Sunrise Boulevard	2,517	\$ 1,094,895.00
56	Madison Avenue	Sunrise Boulevard	Mariposa Avenue	3,541	\$ 1,540,335.00
57	Mariposa Avenue	Antelope Road	Twin Oaks Avenue	4,699	\$ 117,475.00
59	Mariposa Avenue	Madison Avenue	San Juan Park	472	\$ 11,800.00
61	Mariposa Avenue	Highland Drive	Old Auburn Road	4,236	\$ 105,900.00
62	Mariposa Avenue	Old Auburn Road	Antelope Road	2,360	\$ 59,000.00
75	Pebble Beach Drive	Sunrise Boulevard	Kingswood Drive	1,239	\$ 8,053.50
81	Saybrook Drive	Tupelo Drive	Antelope Road	2,851	\$ 18,531.50
87	Sungarden Drive	Canelo Hills Drive	Sunrise Boulevard	567	\$ 3,685.50
88	Sunrise Boulevard	South City Limits	Sayonara Drive	7,790	\$ 3,388,650.00
89	Sunrise Boulevard	Antelope Road	North City Limits	4,185	\$ 1,820,475.00
91	Sunrise Boulevard	Sayonara Drive	Oak Avenue	5,479	\$ 2,383,365.00
92	Sunrise East Way	Fair Oaks Boulevard	Sunrise Vista Drive	524	\$ 3,406.00
93	Sunrise Vista Drive	Sunrise East Way	Greenback Lane	2,322	\$ 15,093.00
99	Twin Oaks Avenue	Gary Oak Drive	Cripple Creek	218	\$ 1,417.00
102	Uplands Drive	Sunrise Boulevard	Birdcage Street	445	\$ 2,892.50
121	Cobalt Way	Auburn Boulevard	Calvin Drive	3,633	\$ 23,614.50
SUBTOTAL				76,553	\$ 26,781,813.00
				Miles	
				14.50	

Appendix A: Conceptual Cost Estimates

ID	STREET/ Trail	Limits (South/East)	Limits (North/West)	Length (LF)	Cost
<b>Class III (Proposed)</b>					
22	Cessna Drive	Calvin Drive	Lost Creek Court	1,494	\$ 1,494.00
24	Crestmont Avenue	Twin Oaks Avenue	Northern City Limits	956	\$ 956.00
36	Gary Oak Drive	Old Auburn Road	Twin Oaks Avenue	3,750	\$ 3,750.00
46	Highwood Way	Woodmore Oaks Drive	A01	925	\$ 925.00
58	Mariposa Avenue	Twin Oaks Avenue	North City Limits	878	\$ 878.00
64	Navion Drive	Van Maren Lane	Misty Creek Drive	3,274	\$ 3,274.00
79	Roswood Drive	Grand Oaks Boulevard	Rollingwood Boulevard	1,459	\$ 1,459.00
86	Sun Hill Drive	Sunrise Boulevard	Birdcage Street	1,224	\$ 1,224.00
95	Sylvan Valley Way	Mariposa Avenue	Sylvan Road	1,956	\$ 1,956.00
100	Twin Oaks Avenue	Eastern Terminus of Twin Oaks Avenue	Sunrise Boulevard	1,951	\$ 1,951.00
103	Uplands Drive	Birdcage Street	Primrose Drive	645	\$ 645.00
110	Watson Way	Antelope Road	Auburn Boulevard	4,892	\$ 4,892.00
83	Spicer Drive	San Juan Avenue	West City Limits	2,037	\$ 2,037.00
122	Sperry Drive	Chesline Drive	Spicer Drive	1,502	\$ 1,502.00
<b>SUBTOTAL</b>				23,404	\$ 26,943.00
				<b>Miles</b>	
				4.43	
<b>GRAND TOTAL</b>				383,943	\$ 52,202,756.00

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## APPENDIX B

### Bibliography

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- 2) 2010 Sacramento City/County Bikeway Master Plan Vol 1 of 2; adopted by Sacramento County on Nov 23, 1993
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- 3)4) [California Manual on Uniform Traffic Control Devices for Streets and Highways \(FHWA's MUTCD 2003–2009 Edition, as amended for use in California\), PART 9 Traffic Control for Bicycle Facilities](#)
- 4)5) [Caltrans Project Development Procedures Manual; CHAPTER 31 – Non-motorized Transportation Facilities, 7/1/1999/2015](#)
- 5)6) [Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials, August–1991–Fourth Edition, 2012](#)
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| ~~14)~~15) Chapter 1000: Bikeway Planning and Design, Highway Design Manual, Fifth Edition, California Department of Transportation, September 1, 2006.

| ~~15)~~16) 1990 Census Transportation Planning Package, Bureau of Transportation Statistics, U.S. Department of Transportation.

| ~~16)~~17) The Sacramento County City/County Bikeway Master Plan, Volume 2, August 1991

| 18) City of Citrus Heights General Plan, ~~February 2001-2011~~

| ~~17)~~19) City of Citrus Heights Creek Corridor Trail Project Feasibility Report, March 27, 2014

## **APPENDIX C**

### **Web Site Resources**

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California State DOT bike web site resources >

<http://www.dot.ca.gov/hq/tpp/offices/bike/index.html>

League of American Bicyclists > <http://www.bikeleague.org/>

Sacramento Area Bicycle Advocates (SABA) > <http://www.sacbike.org/>

Sacramento Bicycle Kitchen > <http://sacbikekitchen.org/>

Sacramento County Bicycle Master Plan - Links Page >

<http://saccountybikeplan.webexone.com/default.asp?link=>

## **~~APPENDIX D~~**

### ~~Written Comments~~

~~The attached comments have not all been incorporated in the plan. Due to upcoming funding opportunities, this document has not gone through a major re-write and public review since the 2001 draft. Staff will attempt to incorporate all these comments in the next re-write and public review.~~



**CITY OF CITRUS HEIGHTS  
PLANNING DIVISION STAFF REPORT  
PLANNING COMMISSION MEETING**

**November 18, 2015**

Prepared by: Casey Kempenaar, Senior Planner

**REQUEST**

The City is requesting approval of an updated Bikeway Master Plan and updated General Plan Bikeway Map. The City is also seeking adoption of a Mitigated Negative Declaration and Mitigation Monitoring Plan.

File Name & Numbers: 2015 Bikeway Master Plan Update and General Plan Bikeway  
Map Update  
File #GPA-15-01

Applicant: City of Citrus Heights  
6237 Fountain Square Drive  
Citrus Heights, CA 95621

**SUMMARY RECOMMENDATION**

Staff recommends approval of the following motion:

**MOTION 1:** MOVE TO RECOMMEND THAT THE CITY COUNCIL ADOPT THE ATTACHED RESOLUTION ADOPTING THE MITIGATED NEGATIVE DECLARATION, ADOPTING THE MITIGATION MONITORING PLAN, AND ADOPTING THE 2015 BIKEWAY MASTER PLAN UPDATE AND ADOPTING THE GENERAL PLAN BIKEWAY MAP UPDATE.

**Background**

The City's first Bikeway Master Plan was initiated in the early 2000s to enable the City to be eligible for grant funding for bikeways throughout the City. Between 2003 and 2004, the City conducted public outreach associated with the City's first Bikeway Master Plan via the City's network of Neighborhood Associations. The public outreach unveiled concern related to the Class I bikeways within the City's creek corridors including Brooktree, Cripple, and Arcade Creeks. Uncertainty of trail feasibility, costs, and exact trail location created a great deal of concern, particularly with property owners that abut the creek corridor. As a result of the uncertainty of trail placement and feasibility, the City temporarily eliminated the majority of Class I trails along creeks when it adopted the City's first Bikeway Master Plan in 2009.

In 2011, the City Council adopted minor revisions to the Bikeway Master Plan to be consistent with State Law and to fix various errors and omissions. In August 2011, the City adopted an updated General Plan, Greenhouse Gas Reduction Plan, and Environmental Impact Report that addressed sustainability topics such as climate change, water quality, mobility, and complete streets. The General Plan includes Goal 55: *Reduce community-wide greenhouse gas emissions 10-15% below 2005 levels by 2020* including as well as Map 8 (Planned Bikeway System Map) depicting the planned bicycle network for the City.



The 2011 General Plan Update and Greenhouse Gas Reduction Plan acknowledged that the transportation sector is the single largest contributor of greenhouse gas emissions in the City (43%). As a result, improvements to the City's transportation network are imperative to reach the City's emissions target. The General Plan includes several goals and policies that encourage improved mobility across the City including several goals and policies related to the City's Creek Corridors:

**Goal 29:** *Plan, design, construct, and manage a Complete Streets transportation network that accommodates the needs of all mobility types, users, and ability levels.*

**Policy 29:** *Support safe, complete, and well-connected neighbor street, bicycle, and pedestrian access and connection that balance circulation needs with the neighborhood context.*

**Policy 29.4.F:** *Update the Bikeway Master Plan (BMP) and complete the proposed bikeway network in Map 8 within 10 years and prioritize projects that close existing gaps in the network*

**Goal 34:** *Preserve, protect, and enhance natural habitat areas, including creek and riparian corridors, oak woodlands, and wetlands.*

**Goal 38:** *Establish a system of creekside trails, passive open space, and parks for public use.*

**Goal 39:** *Create open spaces in future urban development with natural features for public use and enjoyment.*

**Goal 59:** *Ensure that ample and appropriate parks and recreation facilities and programs are available to all residents.*

The City's Greenhouse Gas Reduction Plan also includes several objectives associated with mobility:

**Measure 3-5.A:** *Maximize pedestrian and bicycle use through high quality design, enhanced infrastructure, and enforcing bike and pedestrian travel rights.*

Measure 3-5.A includes two action items, including the reevaluation of the City's Bikeway Master Plan and the development of a Pedestrian Master Plan.

### Creek Corridor Trail Project

The City recognized that its creek corridors are currently undeveloped and can serve an important role in achieving the General Plan and Greenhouse Gas Reduction Plan goals as well as improving mobility and quality of life in the City. Given the City's previous efforts, the City determined that a detailed technical study and robust community engagement effort would be necessary to ensure that only feasible trail segments are included in the City's future plans for trail development. As a result, the City developed the Creek Corridor Trail Project.

In 2013 and 2014 the City partnered with Sunrise Recreation and Park District as well as Orangevale Recreation and Park District to evaluate approximately 26 miles of creek and utility corridors in the City of Citrus Heights and a small portion in Orangevale (Sacramento County). The Study included Brooktree, Cripple, Arcade Creek and tributaries, and the SMUD corridor.

The Project Goals include:

- Providing improved connections to key destinations such as schools, shopping areas, neighborhoods, parks and other trail networks;
- Improving access to the creek corridors for residents of all abilities;
- Increasing the number of recreational facilities to more neighborhoods; and
- Improving transportation choices in the City.

Objectives for the Creek Corridor Trail Project included:

- Evaluating the feasibility of optimizing the existing creek and utility corridors by creating a multi-use trail network
- Engaging the community to fit the project within the context of the community
- Incorporating feasible trail segments into future policy documents, including the General Plan, the Pedestrian Master Plan, the Bikeway Master Plan, the Safe Routes to School Master Plan and the ADA Master Plan. Incorporation of feasible segments into these documents enables the City to pursue funding for trails, require easement dedication for new development and ensure compatibility with future infrastructure projects.

### ***Summary of Creek Corridor Trail Project***

The Creek Corridor Trail Project evaluated the City's creek and utility corridors to determine the feasibility of constructing a multi-use trail network. The Feasibility Report showed that multi-use trails are considered feasible for approximately 16-miles of these corridors out of approximately 26 miles evaluated.

The Creek Corridor Trail Project Feasibility Report provides a detailed analysis of preliminary trail feasibility in the City's Creeks and SMUD corridors. The Report provides a professional preliminary evaluation of relative trail feasibility based on a variety of data sets, field reviews, and feedback from the community. The Report provides a baseline understanding of the engineering design, costs, environmental issues, and design features necessary for any future trail construction.

The Creek Corridor Trail Project Feasibility Report did not create or adopt policy; rather it identified what trails were feasible for future policy consideration.

### ***City Council Direction for Creek Corridors***

On March 27, 2014 the City Council reviewed and accepted the Creek Corridor Trail Project. The City Council Directed staff to incorporate ONLY the Priority 1 Trail segments and Priority 3 segments (A04 – Arcade Creek Park Preserve and A02 – Tempo Park) into the City's regulatory documents including the General Plan, Bikeway Master Plan, and Pedestrian Master Plan . This direction results in over 4-miles of multi-use trails along Arcade Creek and the SMUD Corridor between Sylvan Library and Wachtel Way. (See Attachment 1- Creek Corridor Trail Project Map).

The proposed update to the General Plan Bikeway Map and Bikeway Master Plan includes only these trail segments to implement the City Council's direction.

## **Bikeway Master Plan Update**

The Bikeway Master Plan (BMP) is the City's policy document which guides the development of the City's Bicycle network. The BMP includes goals, policies and objectives as well as a map depicting the existing and proposed bicycle network in the City. The Bikeway Master Plan is a key document necessary to obtain federal, state, and regional funding for the development of the bikeway network.

The proposed update is found in Exhibit A-4 in redline/strikeout format. The proposed update includes updated information (where available) for demographic data found in the previous 2011 BMP and updated discussion based on bikeway projects that have been completed and additional changes made related to the Creek Corridor Trail Project. No changes to the previously adopted goals, policies and objectives of the BMP are proposed at this time.

In addition to the updated demographic information, the proposed update is largely focused on the map portion (Figure 4 of the Bikeway Master Plan). Figure 4 depicts the existing and proposed bikeway infrastructure for the City. Below is a summary of the proposed changes to Figure 4:

- Update map to include Creek Corridor Trails (Sylvan Library to Wachtel Way only) as directed by the City Council
- Updating map to reflect Class II and Class III bikeways that have been installed since 2011
- Addition of Bike Lanes along various roadways
- Addition of Bike Lanes that have been striped previously but were not included in the last update
- Addition of Bike Lanes that were part of Neighborhood Safety Improvements
- Corrections of Errors and Omissions

A complete list and markup map of the proposed changes to Figure 4 is included as Attachment 2. The 2011 Bikeway Master Plan Map is included as Attachment 3 for reference.

## **General Plan Bikeway Map Update**

The update of the Bikeway Master Plan necessitates the update of the General Plan Planned Bikeway System Map (Exhibit A-3) to maintain consistency with between the City's regulatory documents.

Proposed changes to both the General Plan Map and the Bikeway Master Plan Map are listed on Attachment 2 and include:

- Update map to include Creek Corridor Trails (Sylvan Library to Wachtel Way only) as directed by the City Council
- Updating map to reflect Class II and Class III bikeways that have been installed since 2011
- Addition of Bike Lanes along various roadways
- Addition of Bike Lanes that have been striped previously but were not included in the last update
- Addition of Bike Lanes that were part of Neighborhood Safety Improvements
- Corrections of Errors and Omissions

The update to the Bikeway Master Plan and the General Plan Bikeway Map will result in the construction of nearly 24-miles of new bikeways as identified in Table 1.

Table 1: Existing and Proposed Bikeway Classification (Miles)			
<i><b>Bikeway Classification</b></i>	<i><b>Existing</b></i>	<i><b>Proposed</b></i>	<i><b>Total</b></i>
Class I	4.5	4.9	9.4
Class II	40.9	14.5	55.4
Class III	3.5	4.4	7.9
<b>Total</b>	<b>48.9</b>	<b>23.8</b>	<b>72.7</b>

### **General Plan Bikeway Map Amendment**

Section 106.74.060.A of the Zoning Code consists of findings the City Council must make to approve or disapprove an application for a General Plan Amendment, including map amendments. The findings are written below in ***bold italics*** and are followed by a review of the proposal against the findings.

#### ***1. The amendment is internally consistent with all other provisions of the General Plan***

The proposed amendment is internally consistent with all other provisions of the General Plan. In particular the proposed amendment serves to implement several General Plan goals, including:

***Goal 29: Plan, design, construct, and manage a Complete Streets transportation network that accommodates the needs of all mobility types, users, and ability levels.***

***Policy 29: Support safe, complete, and well-connected neighbor street, bicycle, and pedestrian access and connection that balance circulation needs with the neighborhood context.***

***Policy 29.4.F: Update the Bikeway Master Plan (BMP) and complete the proposed bikeway network in Map 8 within 10 years and prioritize projects that close existing gaps in the network***

***Goal 34: Preserve, protect, and enhance natural habitat areas, including creek and riparian corridors, oak woodlands, and wetlands.***

***Goal 38: Establish a system of creekside trails, passive open space, and parks for public use.***

***Goal 39: Create open spaces in future urban development with natural features for public use and enjoyment.***

***Goal 59: Ensure that ample and appropriate parks and recreation facilities and programs are available to all residents.***

#### ***2. The proposed amendment will not be detrimental to the public interest, health, safety, convenience and welfare of the City.***

The proposed amendment will provide for improved bicycle infrastructure throughout the city enabling residents and visitors to safely travel in the City. The amendment will not be detrimental to the public interest, health, safety, convenience and welfare of the City

**3. *The affected sites are physically suitable for the proposed bicycle infrastructure.***

The bicycle infrastructure proposed is located throughout the City. The Mitigation Monitoring and Plan provides mitigation to ensure development of the bicycle network will be compatible with sites that are adjacent to the proposed infrastructure.

**General Plan Bikeway Map and Bikeway Master Plan Amendment – Conclusion**

The proposed update to the General Plan Bikeway Map and the Bikeway Master Plan is consistent with the direction provided by the City Council during the development of the Creek Corridor Trail Project and implements several goals of the General Plan. Based on the above, staff recommends that the Planning Commission recommend approval to the City Council of the proposed Bikeway Master Plan Update and General Plan Bikeway Map amendment.

**Environmental Determination**

A Mitigated Negative Declaration (Exhibit A-1) was prepared for this project. The Mitigated Negative Declaration was released for a 30-day review period on October 16, 2015.

The Mitigated Negative Declaration (MND) provides mitigation for the construction and development of the trails identified in the updated Bikeway Master Plan. The MND acknowledges that in addition to the mitigations provided, additional environmental review is required for each improvement. The alignments shown on the bikeway system map are conceptual in nature and as more detailed information becomes available additional environmental studies and subsequent CEQA document will be required.

The MND and associated Mitigation Monitoring Plan (MMP) include mitigation for the following environmental categories:

- Biological Resources
- Cultural Resources
- Air Quality
- Hydrology and Water Quality

As the City identifies funding and begins the design and environmental review phase of future bikeway projects, these mitigations as well as other resulting from more detailed environmental review will be incorporated into project implementation.

Staff recommends that the Planning Commission recommend adoption of the Mitigated Negative Declaration to the City Council, as well as adoption of the Mitigation Monitoring Plan.

**CONCLUSION**

Based on the above, staff recommends that the Planning Commission recommend approval to the City Council of the proposed General Plan Bikeway Map Update and Bikeway Master Plan Update.

**RECOMMENDATION**

The Planning Division recommends that the Planning Commission take the following action:

**MOTION 1:** MOVE TO RECOMMEND THAT THE CITY COUNCIL ADOPT THE ATTACHED RESOLUTION ADOPTING THE MITIGATED NEGATIVE DECLARATION, ADOPTING THE MITIGATION MONITORING PLAN, AND ADOPTING THE 2015 BIKEWAY MASTER PLAN UPDATE AND ADOPTING THE GENERAL PLAN BIKEWAY MAP UPDATE.

Exhibits:

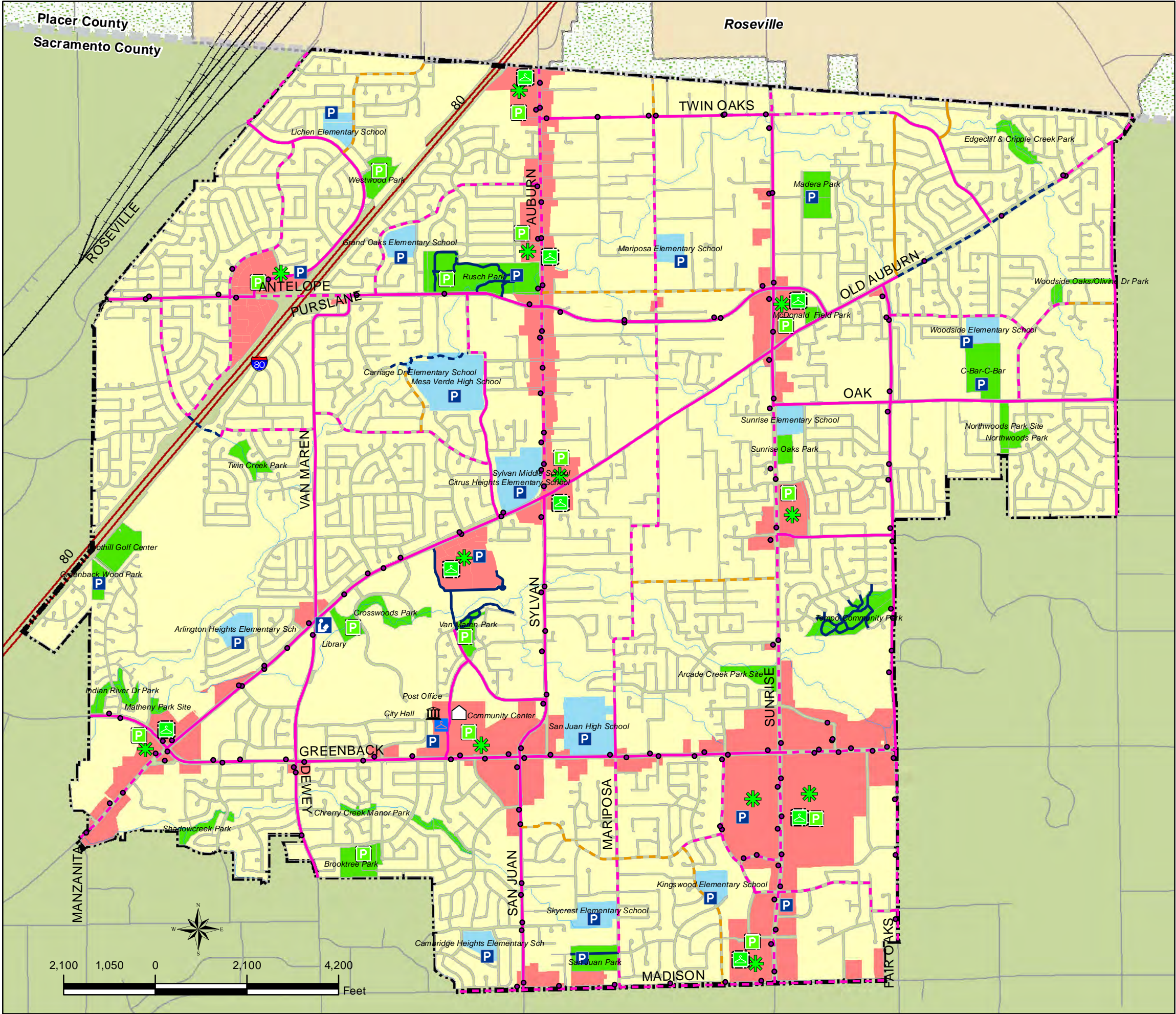
A: Resolution Adopting the MND, Mitigation Monitoring Plan, Updated General Plan Map 8 and updated Bikeway Master Plan:

1. Mitigated Negative Declaration
2. Mitigation Monitoring Plan
3. General Plan Bikeway Map
4. Bikeway Master Plan (Redline/Strikeout)

Attachments:

1. Creek Corridor Trail Project Map
2. List of Changed/Modified Bikeway Segments
3. Existing Bikeway Master Plan Map (2011)





Legend

- Existing Changing Facilities
- Targeted Changing Facilities
- Existing End-of-Trip Parking Facilities
- Targeted End-of-Trip Parking Facilities
- Major Employment Centers
- Transit Stops
- Class I Bike Lane (Existing)
- Class I Bike Lane (Proposed)
- Class II Bike Lane (Existing)
- Class II Bike Lane (Proposed)
- Class III Bike Lane (Existing)
- Class III Bike Route (Proposed)
- Creeks
- Sunrise Parks and Recreation
- San Juan Unified School District
- City of Citrus Heights
- Residential Neighborhoods
- Commercial Areas

- Notes:
- (1) The City of Citrus Heights makes no claims as to the safety of any proposed bikeway facility shown on this map. The purpose of this map is to identify potential bikeway facilities for funding and implementation. For more information please contact the City of Citrus Heights General Services Department at (916)727-4770
- (2) The final destination of bikeways on this map may change when detailed technical analysis is developed for individual projects as they advance to implementation
- (3) Opportunities to install Class I bike trails adjacent to creeks will be studied on a case by case basis. Development near and adjacent to creeks will require dedication of a pedestrian/bikeway easement
- (4) Targeted End-of-Trip Changing and Parking Facilities do not indicate required locations. These facilities may be required on a case by case basis for new development applications and should be targeted near major employment centers. The City will coordinate with the Sacramento Metropolitan Air District to coordinate future placement of these facilities.

CITY OF CITRUS HEIGHTS  
6237 Fountain Square Drive  
Citrus Heights, CA 95621  
www.citrusheights.net ph. (916) 727-4770

PROPOSED BIKEWAY SYSTEM  
Agenda Packet Page 356  
FIGURE 6



Appendix A: Conceptual Cost Estimates

ID	STREET/ Trail	Proposed Changes from 2011 Bikeway Master Plan
<b>Existing</b>		
<b>Class I (Existing)</b>		
A04	Arcade Creek Park Preserve	Added Class I Trail Alignment to match Arcade Creek Park Preserve existing trail
69	Old Auburn Trail	Added seperated Class I Trail Alignment parallel to Class II on roadway to reflect installed project
<b>CLASS II (Existing)</b>		
8	Auburn Boulevard	Changed from Existing to Proposed to reflect Phase 1 Auburn Boulevard Improvements
13	Birdcage Street	Change From Proposed to Existing
15	Birdcage Street	Change From Proposed to Existing
16	Brooktree Drive	Added as Class II as installed as part of Area 5 Safety Improvements
18	Calvin Drive	Change From Proposed to Existing
21	Celine Drive	Change From Proposed to Existing
23	Chesline Drive	Added as Class II as installed as part of Area 5 Safety Improvements
27	Dunmore Avenue	Added as Class II as installed as part of Area 5 Safety Improvements
31	Fair Oaks Boulevard	Change From Proposed to Existing
32	Farmgate Way	Change From Proposed to Existing
34	Fleetwood Drive	Added as Class II as installed as part of Area 5 Safety Improvements
47	Indian River Drive	Added as Class II - Previously Striped
48	Kingswood Drive	Change From Proposed to Existing
50	Larwin Drive	Added as Class II as installed as part of Area 5 Safety Improvements
53	Macy Plaza Drive	Change From Proposed to Existing
60	Mariposa Avenue	Change From Proposed to Existing
63	Misty Creek Drive	Changed from Proposed to Existing
70	Old Auburn Road	Change from Proposed to Existing
74	Parkoaks Drive	Added as Class II - Previously Striped
77	Rollingwood Boulevard	Change from Proposed to Existing
78	Roseville Road	Change from Proposed to Existing
82	Sperry Drive	Added as Class II as installed as part of Area 5 Safety Improvements
90	Sunrise Boulevard	Change from Proposed to Existing
96	Treecrest Avenue	Change from Proposed to Existing
97	Tupelo Drive	Change from Proposed to Existing
108	Villa Oak Drive	Change from Proposed to Existing
113	Wintergreen Drive	Added as Class II - Previously Striped
115	Woodmore Oaks Drive	Added as Class II (Part of Creek Corridor Trail Project - Priority 1) Outside City Limits
116	Zenith Drive	Changed from Proposed to Existing
120	Tupelo Drive	Added as Class II - Previously Striped



Appendix A: Conceptual Cost Estimates

ID	STREET/ Trail	Proposed Changes from 2011 Bikeway Master Plan
<b>Class III (Existing)</b>		
45	Highland Avenue	Change from Proposed to Existing
71	Olivine Avenue	Change from Class II to III proposed (Limited ROW, low Traffic Volume)
65	NorthLea Way	Change from Proposed to Existing
111	Westgate Drive	Change from Proposed to Existing
33	Farmgate Way	Change from Proposed to Existing
76	Primrose Drive	Change from Proposed to Existing
52	Lichen Drive	Change from Proposed to Existing
112	Whyte Avenue	Change from Proposed to Existing
72	Olivine Avenue	Change from Proposed to Existing
73	Olivine Avenue	Change from Class II to III proposed (Limited ROW, low Traffic Volume)

Appendix A: Conceptual Cost Estimates

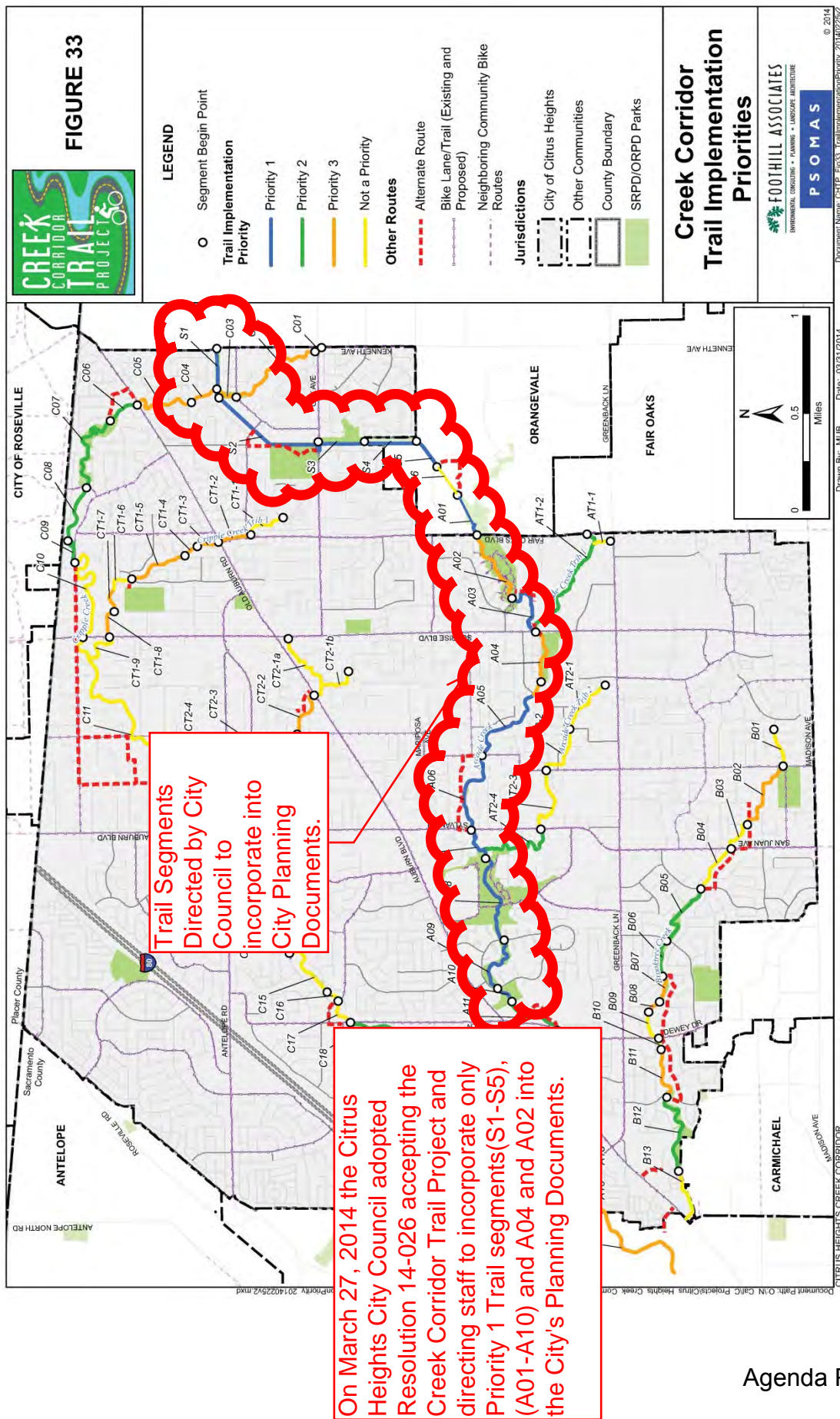
ID	STREET/ Trail	Proposed Changes from 2011 Bikeway Master Plan
<b>Proposed</b>		
	<b>Class I (Proposed)</b>	
A10	A10	Added as Class I (Part of Creek Corridor Trail Project)
A09	A09	Added as Class I (Part of Creek Corridor Trail Project)
A08	A08	Added as Class I (Part of Creek Corridor Trail Project)
A07	A07	Added as Class I (Part of Creek Corridor Trail Project)
A06	A06	Added as Class I (Part of Creek Corridor Trail Project)
A05	A05	Added as Class I (Part of Creek Corridor Trail Project)
A03	A03	Added as Class I (Part of Creek Corridor Trail Project)
A01	A01	Added as Class I (Part of Creek Corridor Trail Project - Outside City Limits - Shown for reference)
S05	S05	Added as Class I (Part of Creek Corridor Trail Project - Outside City Limits - Shown for reference)
S04	S04	Added as Class I (Part of Creek Corridor Trail Project - Outside City Limits - Shown for reference)
S03	S03	Added as Class I (Part of Creek Corridor Trail Project)
S02	S02	Added as Class I (Part of Creek Corridor Trail Project)
S01	S01	Added as Class I (Part of Creek Corridor Trail Project)

Appendix A: Conceptual Cost Estimates

ID	STREET/ Trail	Proposed Changes from 2011 Bikeway Master Plan
<b>Class II (Proposed)</b>		
6	Arcadia Drive	Added as Class II to provide connectivity within Sunrise MarketPlace
12	Auburn Boulevard	Changed from Existing to Proposed to reflect existing conditions
14	Birdcage Street	Added as Class II to provide connectivity within Sunrise MarketPlace
19	Canelo Hills	Added as Class II to provide Alternative to Sunrise Boulevard between Oak and Woodmore Oaks
37	Grand Oaks Boulevard	Added as Class II to provide connectivity between Auburn Boulevard and Grand Oaks Elementary
42	Greenback Lane	Change from Existing to Proposed to reflect existing conditions
75	Pebble Beach Drive	Added as Class II to provide connectivity within Sunrise MarketPlace
87	Sungarden Drive	Added as Class II to provide connectivity to Sunrise Boulevard
89	Sunrise Boulevard	Changed from Existing to Proposed to reflect existing conditions (Missing Signage and Legends)
92	Sunrise East Way	Added as Class II to provide connectivity within Sunrise MarketPlace
93	Sunrise Vista Drive	Added as Class II to provide connectivity within Sunrise MarketPlace
102	Uplands Drive	Added as Class II to provide connectivity within Sunrise MarketPlace
121	Cobalt Way	Added as Class II to provide connectivity between Auburn Boulevard and Calvin Drive

Appendix A: Conceptual Cost Estimates

ID	STREET/ Trail	Proposed Changes from 2011 Bikeway Master Plan
<b>Class III (Proposed)</b>		
36	Gary Oak Drive	Changed from Existing to Proposed (Previous Mapping Error)
46	Highwood Way	Added as Class III (Part of Creek Corridor Trail Project - Outside City Limits - Shown for reference)
64	Navion Drive	Added as Class III - Good connection to Van Maren and Overcrossing
79	Rosswood Drive	Added as Class III - Good Connection to Grand Oaks Elementary
86	Sun Hill Drive	Added as Class III - Good connection between Arcade Park Preserve and Arcadia/Birdcage
95	Sylvan Valley Way	On-Street Alternative for Creek Corridor Trail Project (Segment A06)
100	Twin Oaks Avenue	Change from Class II to III proposed (Limited ROW, low Traffic Volume)
103	Uplands Drive	Added as Class III - Connection between Class II on Birdcage and Class III on Primrose
83	Spicer Drive	Added as Class III to tie into Area 5 Safety Improvements
122	Sperry Drive	Added as Class III to tie into Area 5 Safety Improvements





# CITY OF CITRUS HEIGHTS

## Memorandum

**DATE:** December 10, 2015

**TO:** Mayor and City Council Members  
Henry Tingle, City Manager

**FROM:** Jason Russo, Police Lieutenant

**VIA:** Christopher W. Boyd, Chief of Police

**SUBJECT:** Red Light Camera Enforcement Program – Authorization to Extend Agreement with Redflex Traffic System, Inc

Approved and Forwarded to City Council

\_\_\_\_\_ Fin.

\_\_\_\_\_ Atty.

Henry Tingle, City Manager

### Summary and Recommendation

In July 2007, Staff recommended approving a resolution which authorized the City Manager to execute an agreement with Redflex Traffic Systems, Inc. to equip the City with support services, licenses, application and citation equipment related to digital photo and video red light enforcement system for up to 21 approaches throughout the City.

The Citrus Heights Police Department implemented the Red Light Photo Enforcement Program in 2008. Currently, there are eight operational cameras capturing approaches at seven intersections within the City. Citrus Heights statistics indicate since the photo enforcement program began, collisions at most of the monitored intersections have decreased significantly.

Staff recommends approving the attached resolution, authorizing the City Manager to amend the agreement with Redflex Traffic Systems, Inc. in order to continue to equip the City with support services, licenses, application and citation equipment related to digital photo and video red light enforcement for the existing intersections and up to twenty-one approaches throughout the City.

### Fiscal Impact

By contract, the Fiscal Impact of Red Light Camera Enforcement will be neutral, and requires no upfront funding for the installation of the cameras. The contract calls for \$4,562.50 for existing approaches and \$6,070.00 per month for new approaches paid to Redflex. This covers equipment installation, maintenance and the processing of the photo/motion picture and video. Under the contract, Redflex receives payments only after the City has recovered its costs from gross revenue of the Red Light Camera Enforcement program.

Language included in the proposed contract entitles the City to recover the first \$8,500 per month from gross cash received to be applied to operational costs which include the personnel costs to administer the program. Program administration consists of evaluation of photos and video to determine violations, issue citations, attend court proceedings, system audits and training.

### **Background and Analysis**

A 2006 report from the National Highway Traffic Safety Administration (NHTSA) reports that in 2005, nearly 9,200 people died and approximately one million people were injured in intersection-related crashes. The report also stated that approximately 40 – 45 percent of all crashes occur at intersection-related crashes. Further, 2005 data from NHTSA's Fatality Analysis Reporting System, indicated crashes caused by red light running (RLR) resulted in an estimated 805 fatalities, nation-wide.

The City Council paid close attention to this problem when they adopted the Intersection Safety Improvement Prioritization Program Report in 2007. During field studies for the Intersection Safety Program, drivers were observed running the yellow and red phases of traffic signals throughout Citrus Heights. This driving behavior can lead to angle crashes, which are typically more severe than other crash types. The Intersection Safety Improvement Prioritization Program Report included a recommendation to add Red Light Camera Enforcement to certain intersections throughout the City.

As a result, in July 2007, Staff recommended and Council approved a resolution which authorized the City Manager to execute an agreement with Redflex Traffic Systems, Inc. to equip the City with support services, licenses, application and citation equipment related to a digital photo and video red light enforcement system for up to 21 approaches throughout the City.

Redflex conducted pre-contract video surveys to help determine the feasibility of implementing the program at specific intersection approaches. Several intersections were studied to determine the level of red light violations. In 2008, the Citrus Heights Police Department implemented the Red Light Photo Enforcement Program at the following intersections.

- Greenback Lane & San Juan Avenue
- Antelope Road & Auburn Boulevard
- Antelope Road & Garden Gate Drive
- Oak Avenue & Sunrise Boulevard
- Greenback Lane & Fountain Square

Additional photo enforcement intersections were added in 2012 at the following intersections.

- Auburn Blvd at Greenback Lane
- Sunrise Blvd at Greenback Lane

**Subject: Red Light Camera Enforcement Program**

**Date: December 10, 2015**

**Page 3 of 3**

The Red Light Photo Enforcement Program has been in effect for approximately eight years and collision statistics at almost all of these intersections show a significant decrease in collisions compared to the five year term preceding implementation of the program.

### **Conclusion**

Staff recommends approving the attached resolution, authorizing the City Manager to amend the agreement with Redflex Traffic Systems, Inc. in order to continue to support existing intersections and equip the City with support services, license, application and citation equipment related to digital photo red light enforcement system for up to 21 approaches throughout the City.

Attachments: (1) Resolution  
(2) Second Amendment to Redflex Agreement

2559615.2



**RESOLUTION NO. 2015- \_\_\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CITRUS HEIGHTS, CALIFORNIA, AUTHORIZING THE CITY TO AMEND THE AGREEMENT WITH REDFLEX TRAFFIC SYSTEMS, INC FOR THE RED LIGHT ENFORCEMENT PROGRAM**

**WHEREAS**, the City has high volume of traffic at intersections within its limits; and

**WHEREAS**, safety and operations issues are a community and City Council priority; and

**WHEREAS**, staff have identified intersections within the City limits with potential for safety improvements and would benefit from red light enforcement; and

**WHEREAS**, staff have seen a reduction in collisions at intersections where red light camera enforcement is currently in effect; and

**WHEREAS**, the City desires to continue a proactive program to reduce collisions and to identify sites with potential for safety improvements; and

**NOW THEREFORE BE IT RESOLVED AND ORDERED** by the City Council of the City of Citrus Heights that the City Manager is hereby authorized to amend the agreement with Redflex Traffic Systems, Inc. in substantially the form attached hereto, and that a copy of the Amended Agreement is available and on file in the City Clerk's office and is incorporated herein by reference and made a part of this Resolution.

The City Clerk shall certify the passage and adoption of this Resolution and enter it into the book of original resolutions.

**PASSED AND ADOPTED** by the City Council of the City of Citrus Heights, California, this 10th day of December 2015 by the following vote, to wit:

**AYES:**           **Council Members:**  
**NOES:**           **Council Members:**  
**ABSTAIN:**   **Council Members:**  
**ABSENT:**   **Council Members:**

---

**Sue Frost, Mayor**

**ATTEST:**

---

**Amy Van, City Clerk**

2559624.2

SECOND AMENDMENT TO  
EXCLUSIVE AGREEMENT BETWEEN THE CITY OF CITRUS HEIGHTS  
AND REDFLEX TRAFFIC SYSTEMS, INC. FOR  
PHOTO RED LIGHT ENFORCEMENT PROGRAM

This Second Amendment (the “Second Amendment”) to Exclusive Agreement between the City of Citrus Heights and Redflex Traffic Systems Inc. for Photo Red Light Enforcement Program is made by and between Redflex Traffic Systems, Inc. (“Redflex”) and the City of Citrus Heights, CA (“Customer”) (individually the “Party” and collectively referred to as the “Parties”). The Effective Date of this Second Amendment is December 11, 2015 (“Effective Date”).

**RECITALS**

1. The Parties executed the Exclusive Agreement between the City of Citrus Heights and Redflex Traffic Systems Inc. for Photo Red Light Enforcement Program on December 10, 2007 (the “Original Agreement”);
2. The Original Agreement was amended on November 8, 2012 (the “First Amendment”) (collectively, with the Original Agreement, the “Agreement”);
3. The Parties desire to extend the term of the Agreement and modify the Agreement to reflect changes to the Photo Red Light Enforcement Program.

The Parties amend the Agreement as follows:

**TERMS AND CONDITIONS**

- A. **Definitions.** Section 1, “Definitions” of the Agreement is amended to include the following definitions.

1.31 “Existing Designated Intersection Approaches” means the Designated Intersection Approaches that were installed and in operation prior to the Effective Date of the Second Amendment.

1.32 “New Designated Intersection Approaches” means the Designated Intersection Approaches that are installed and in operation after the Effective Date of the Second Amendment, if any.

- B. **Term.** Section 2, “Term” of the Agreement is replaced in its entirety to read as follows:

The term of this Agreement shall commence as of the date first set forth above and shall continue for a period of eight (8) years after the Installation Date (the “Initial Term”). The Agreement is hereby extended for three (3) years commencing on the Effective Date of the Second Amendment (the “Renewal Term”). Customer has the right, but not the obligation, to extend the Renewal Term of the Agreement for two (2) additional two (2) year periods following the expiration of the Renewal Term (each an “Additional Renewal Term”). Customer may exercise the right to extend the term of this Agreement for an Additional Renewal Term by providing written notice to Redflex not less than forty-five (45) days prior to the last day of the Renewal Term or Additional Renewal Term, as the case may be. The Initial Term, Renewal Term, and Additional Renewal Term(s), if any, shall be referred collectively to as the “Term.”

- C. **Pricing.** Exhibit D of the Agreement, “Compensation & Pricing,” is hereby replaced in its entirety with Exhibit D, “Compensation and Pricing, attached hereto and incorporated herein by reference to this Second Amendment.

- D. **Malfunction Rate.** Section 3.8 is added to the Agreement and shall provide the following:

3.8. **Malfunction Rate.**

- 3.8.1. If a Redflex Photo Red Light System at any Designated Intersection Approach has a Malfunction Rate (as defined below), that is greater than or equal to twenty-one percent (21%) of the total incidents captured by that Redflex Photo Red Light System in a particular month, then Customer shall be entitled to a credit against the Fixed Monthly Fee for the Designated Intersection Approach at issue equal to the Malfunction Rate, and this credit shall only be applied to the month in which the twenty-one percent (21%) or higher Malfunction Rate occurred. For example, if a Redflex Photo Red Light System at a Designated Intersection Approach having a \$5,200.00 Fixed Monthly Fee has a thirty-percent (30%) Malfunction Rate for a certain month, then Customer shall be entitled to a credit of \$1,560.00 (\$5,200.00 x .30) for the Designated Intersection Approach for that month.
- 3.8.2. The "Malfunction Rate" shall be determined from the Redflex online Customer Management Report, and shall include rejections caused by one or more components of the Redflex Photo Red Light System, including, but not limited to, camera malfunctions or video errors. The Malfunction Rate shall exclude rejections that are not controllable by Redflex or the Redflex Photo Red Light System, including, but not limited to: driver obstruction; motor cycle helmet; plate obstruction; vehicle obstruction; extended vehicle; out-of-country and paper plates; emergency vehicles; sun glare; and non-prosecutable violation.
- 3.8.3. Upgrades. Redflex will continue the process of upgrading its curbside Equipment to assure the lowest Malfunction Rate possible.

E. **Tablets.** Section 3.9 is added to the Agreement and shall provide the following:

- 3.9. **Tablets.** Redflex shall provide two (2) Dell Venue tablet computers, or comparable tablet computers, (the "Tablets") to Customer to enable access to certain Redflex programs and systems. Customer shall use the Tablets for the sole purpose of accessing Redflex programs and systems. Ownership of the Tablets shall remain with Redflex. Customer agrees that upon expiration or termination of the Agreement it will deliver possession of the Tablets to Redflex, unless otherwise agreed to in writing.

F. **Prevailing Wages.** Section 3.10 is added to the Agreement and shall provide the following:

- 3.10. **Prevailing Wages.** Pursuant to Labor Code section 1771, Customer requires that Redflex and any subcontractors of Redflex shall pay employees employed upon public work a salary or wage at least equal to the prevailing salary or wage for work of similar character in the locality in which the public work is performed. Redflex shall, as a penalty, forfeit to Customer the amount specified by law for each calendar day or portion thereof, for each employee paid less than the prevailing salary or wage for any public work done under this Agreement by Redflex or any subcontractor of Redflex. In accordance with California Labor Code section 1770 and following, the Director of Industrial Relations has determined the general prevailing wage per diem rates for the locality in which the work is to be performed. In accordance with California Labor Code section 1773, Customer has obtained the general prevailing rate of per diem wages and the general rate for holiday and overtime work in the locality in which the work is to be performed for each craft, classification or type of worker needed to perform the work. In accordance with California Labor Code section 1773.2, copies of the prevailing rate of per diem wages are on file with Customer and will be made available on request.

B. Throughout the performance of the work, Redflex shall comply with all applicable laws and regulations that apply to wages earned in performance of public work. Redflex assumes all responsibility for such payments and shall defend, indemnify, and hold harmless Customer and its officers, employees, agents, and representatives from

all liability of any kind, including without limitation all penalties, assessments, causes of action, claims, demands, damages, expenses, costs and losses, including reasonable attorneys' fees, of any kind or nature, arising out of or related to noncompliance with such laws and regulations, including but not limited to, claims for noncompliance with California Labor Code section 1770, *et seq.* made by the State of California, the Department of Industrial Relations, any subcontractor, any worker, or any other third party with regard thereto.

C. During the term of this Agreement, Redflex warrants that it is currently registered with the Department of Industrial Relations and qualified to perform public work consistent with Labor Code section 1725.5. Redflex further warrants that any subcontractors who engage in the performance of any public work are registered and qualified to perform public work consistent with Labor Code section 1725.5.

G. **Downtime.** Section 7 is added to Exhibit "C" and shall provide the following:

7. In the event that Redflex or Customer discovers any material problem or defect that causes a Redflex Photo Red Light System at a Designated Intersection Approach to be down or offline, Redflex shall use its best efforts to cause such problem or defect to be repaired within 48 hours, excluding weekends. This does not include a Redflex Photo Red Light System that is down or offline due to a power outage or other causes beyond the reasonable control of Redflex. In the event that the Redflex Photo Red Light System is not fully operational within forty-eight (48) hours of the material problem or defect occurring, Redflex shall credit the monthly invoice in the amount of 1/30th of the Fixed Monthly Fee for the downed Designated Intersection Approach for each day the approach is down, including the initial days of nonoperation.

H. **Notices.** Section 10.1 of the Agreement is amended in its entirety to read as follows:

10.1. Notices to Redflex:  
Redflex Traffic Systems, Inc.  
5651 W. Talavi Blvd., Suite 200  
Glendale, AZ 85306  
Attn: Michael R. Finn  
Facsimile: (623) 207-2056

I. **Enforceability of Non-Amended Terms and Conditions.** Except as expressly amended in this Second Amendment, the terms and conditions of the Agreement shall remain in full force and effect. To the extent that this Second Amendment conflicts with the terms of the Agreement, this Second Amendment shall control.

J. **Governing Law and Forum.** This Second Amendment shall be construed in accordance with the laws of the State of California, and venue for any action shall lie in the County of Sacramento.

K. **Severability.** If any term, condition, or covenant of this Second Amendment is declared or determined by any court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions of this Second Amendment shall not be affected thereby and the Second Amendment shall be read and construed without the invalid, void, or unenforceable provision(s).

L. **Interpretation of Second Amendment.** The headings within this Second Amendment are for the purpose of reference only and shall not limit or otherwise affect any of the terms of this Second Amendment. Each party hereto has had an equal opportunity to participate in the drafting of this Second Amendment and/or consult with legal counsel. Therefore the normal construction as against the drafting party shall not apply to this Second Amendment.

M. **Counterparts.** This Second Amendment may be executed in multiple counterparts, each of which shall be deemed an original, but all of which, when taken together, shall constitute the same instrument.

IN WITNESS WHEREOF, the parties hereto have executed this Second Amendment as of the day and year first set forth above.

CITY OF CITRUS HEIGHTS, CALIFORNIA

REDFLEX TRAFFIC SYSTEMS, INC.

By: \_\_\_\_\_  
Name: Henry Tingle  
Title: City Manager  
Date: \_\_\_\_\_

By: \_\_\_\_\_  
Name: Michael R. Finn  
Title: CEO and President  
Date: \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
Amy Van, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Ruthann G. Ziegler, City Attorney

**“EXHIBIT “D”  
COMPENSATION & PRICING**

**PRICING PROVISIONS AND OPTIONS:**

Additional Definitions:

For purposes of this Exhibit D, “Gross Photo Enforcement Revenue” shall mean funds Customer receives from the court(s) that is specifically designated as photo enforcement revenue.

A. Fixed Monthly Fee. Commencing on the Effective Date of the Second Amendment, the Fixed Monthly Fee for each Designated Intersection Approach is as follows:

1. Fixed Monthly Fee of \$4,562.50 per month, per Designated Intersection Approach for all Existing Designated Intersection Approaches.
2. Fixed Monthly Fee of \$6,070.00 per month, per Designated Intersection Approach for all New Designated Intersection Approaches.
- 3.

B. Customer Operating Costs. Customer’s monthly program operating costs are estimated to be \$1,214.28 per active Designated Intersection Approach each month (“Customer Operating Costs”). The gross cash receipts received by Customer each month from Gross Photo Enforcement Revenue shall first be applied to Customer Operating Costs. In order to ensure Cost Neutrality to Customer, as discussed in Section C of this Exhibit D, Customer will only be obligated to pay Redflex from the Gross Photo Enforcement Revenue after first deducting Customer Operating Costs (“Net Enforcement Revenue”). In the event that a balance remains unpaid due to a deficit in Net Enforcement Revenue compared to the invoiced amount, Customer will provide Redflex an accounting of such amounts supporting nonpayment of full invoiced amount and balance remaining, at the time of payment, or, if no payment is made, on the date payment is due.

C. Cost Neutrality.

1. Customer shall have the option to make payments to Redflex in accordance with the cost neutrality payment option described in Sections B and C (1)–(2) of this Exhibit D (“Cost Neutrality”). Under Cost Neutrality, Customer may defer payment of that portion of the Fixed Monthly Fees in excess of the Net Enforcement Revenue, until Customer has collected sufficient funds pursuant to this Agreement to pay that deferred portion of monthly service fees (“Deferred Monthly Fee”). A Deferred Monthly Fee shall be paid from funds collected in the following month pursuant to this Agreement, provided that sufficient funds are collected during that month to pay the all, or a portion of, the Deferred Monthly Fee. Specifically, the Net Enforcement Revenue for each month shall be applied first to any unpaid Deferred Monthly Fees and then to that month’s Fixed Monthly Fee; provided, however, that Customer shall never be required to pay in any month an amount in excess of the Net Enforcement Revenue for that month.
2. Redflex shall maintain an accounting of the net balance of Fixed Monthly Fees and Deferred Monthly Fees owed to Redflex. In all events, Customer will not be obligated to pay the full amount of an invoice for any given month unless there is sufficient Net Enforcement Revenue in that month to pay all of the amounts of the Deferred Monthly Fees as well as the full amount of that month's Fixed Monthly Fees.
3. Cost Neutrality Reconciliation.
  - i. Cost Neutrality will be reconciled at the end of each year on the anniversary of the Effective Date (“Cost Neutrality Reconciliation”). If at that time there is an outstanding balance of Deferred Monthly Fees, the Term of the contract shall be extended

by a certain number of days (“Cost Neutrality Days”) based on the amount of Deferred Monthly Fees in accordance with the formula below. Cost Neutrality Days will be calculated each year and will be added together at the end of the Term to determine the total amount of the days the Term will be extended (the “Cost Neutrality Term”).

$X$  = the total outstanding Deferred Monthly Fees for that year

$Y$  = the average Fixed Monthly Fee for all active Designated Intersection Approaches during the year

For example: If there are eight (8) active Existing Designated Intersection Approaches listed above for the first six months of the year, and ten (10) active Designated Intersection Approaches (8 Existing and 2 New) for the second six months of the year, then  $Y$  would equal \$42,570.00 based on this calculation:  $[12 \times (8 \times \$4562.50) + 6 \times (2 \times \$6070)]/12$

$X/Y$  = the ratio of the total Deferred Monthly Fees to the average Fixed Monthly Fee

$(X/Y) \times 30$  days = Cost Neutrality Days to be added to the Cost Neutrality Term for that year rounded up to the nearest full day.

For example: Assume the Agreement is for 3 years with the aforementioned active Designated Intersection Approaches for Year 1 (yielding a  $Y$  equal to \$42,570.00), and the 10 Designated Intersection Approaches remaining active for Years 2 and 3 (yielding a  $Y$  equal to \$48,640.00). Also assume the following Deferred Monthly Fees: Year 1,  $X$  = \$50,000; Year 2,  $X$  = \$30,000; and Year 3,  $X$  = \$10,000. The Cost Neutrality Term will be calculated as follows.

	<b>X</b>	<b>Y</b>	<b>X/Y</b>	<b>(X/Y) x 30</b>	<b>Cost Neutrality Days</b>
<b>Year 1</b>	\$50,000.00	\$42,570.00	1.18	35.4	36 days
<b>Year 2</b>	\$30,000.00	\$48,640.00	0.62	18.6	19 days
<b>Year 3</b>	\$10,000.00	\$48,640.00	0.21	6.3	7 days
<b>Cost Neutrality Term =</b>					<b>62 days</b>

ii. The outstanding balance of Deferred Monthly Fees will return to zero (\$0) at the end of each year as long as the Cost Neutrality Reconciliation process is in effect.

iii. The Cost Neutrality Term will begin upon the last the day of the Term. The Cost Neutrality Reconciliation process will not occur during the Cost Neutrality Term; however, Cost Neutrality will apply. For clarity, if any Deferred Monthly Fees accrue during the Cost Neutrality Term, and remain at the end of the Cost Neutrality Term, such remaining amount shall be waived by Redflex.

iv. Termination.

a. In the event of early termination pursuant to Section 6.1(i) or (ii) of this Agreement, then the total outstanding Deferred Monthly Fees accrued since the most recent Cost Neutrality Reconciliation, and the Cost Neutrality Term accrued in prior years, shall be waived by Redflex. The foregoing shall also apply to early termination pursuant to Section 6.1(iii) caused by Redflex’s material breach of this Agreement.

b. In the event of early termination pursuant to Section 6.1(iii) of this Agreement caused by Customer’s material breach, then the total outstanding Deferred Monthly Fees from the calendar year of the termination shall be owed by Customer to Redflex, and Cost Neutrality and Cost Neutrality Reconciliation shall not apply to such sums. Furthermore the Cost Neutrality Term accrued in prior years shall begin upon the last day of the forty-five (45) day notice period

described in Section 6, effectively extending the notice and performance period by the Cost Neutrality Term.

- v. The Fixed Monthly Fees for the Cost Neutrality Term shall be based on the Fixed Monthly Fees for each operational Designated Intersection Approach for the month immediately preceding the commencement of the Cost Neutrality Term.
4. Cost Neutrality is guaranteed except to the extent:
    - i. The Authorized Officer fails to approve violations by the due date, in good faith and due diligence;
    - ii. Systems are de-activated due to Customer requirement;
    - iii. Collections are not reasonably pursued, unless, despite attempts by Customer to encourage collections by the courts, the courts fail to pursue unpaid collections; or
    - iv. Customer fails to enforce right turn violations (from automated red light violations), in good faith and due diligence, if and when systems are configured for this purpose as mutually agreed between Redflex and Customer.

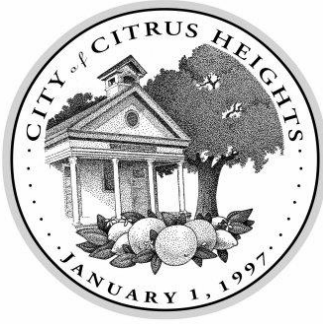
D. Disabled Approaches. Redflex and Customer recognize that due to construction or maintenance by Customer, the State (or agency thereof), or Redflex, occasionally Approaches may be temporarily disabled. For Approaches disabled for a period of over seven (7) consecutive days, Customer shall only be invoiced and will only be obligated to pay an amount equal to fifty percent (50%) of the Fixed Monthly Fee for that specific Approach. For example, for a New Designated Intersection Approach where the fixed fee is \$6,070, if the Approach is temporarily disabled for a period of ten (10) days, Customer shall only be obligated to pay \$3,035 for that Approach for that month. The unpaid fifty percent (50%) shall be forgiven and shall not be considered a Deferred Monthly Fee for purposes of Cost Neutrality.

#### **BUSINESS ASSUMPTIONS FOR ALL PRICING OPTIONS:**

1. Redflex construction will be able to utilize existing conduit for installation where space is available. If it is determined that new conduit must be installed the cost of the installation of the same shall be borne by Redflex.
2. The pricing will remain fixed for three (3) years. Each year thereafter, on the anniversary date of the Effective Date of the Second Amendment, the pricing will increase by the CPI, if any. CPI will be derived from the publication of the U.S. Department of Labor Consumer Price Index for U.S. City average, and based upon the CPI change from September of the previous year to September of the current calendar year.
3. Customer agrees to pay Redflex within thirty (30) days after the invoice is received. A monthly late fee of 1.5% is payable for amounts remaining unpaid sixty (60) days from date of invoice.
4. The provision of all necessary communication, broadband and telephone services to the Designated Intersection Approaches will be the sole responsibility of Redflex.
5. The on-going provision of any and all necessary electrical power to the Designated Intersection Approaches will be the sole responsibility of Customer.
6. Redflex shall be responsible for the fabrication of any signage, notices or other postings required pursuant to any law, rule or regulation of any Governmental Authority ("Signage"), including but not limited to, the California Vehicle Code § 21455.5(a)(1), with Customer's approved design. Customer shall install and determine the placement of such signage in accordance with California Vehicle Code § 21455.5(a)(1).
7. Required Credit Card fees will not be considered to be revenue received and are the responsibility of the violator.
8. Roadway/Intersection improvement projects: Customer shall reimburse Redflex the costs of replacement or modification of operational Designated Intersection Approaches necessitated by roadway/intersection improvement projects. Redflex shall use reasonable efforts to mitigate the necessity or cost of such replacement or modification.

2557309.2





## CITY OF CITRUS HEIGHTS

### Memorandum

Approved and Forwarded to City Council

\_\_\_\_\_ Fin.

\_\_\_\_\_ Atty.

**Henry Tingle, City Manager**

December 10, 2015

**TO:** Mayor and City Council Members  
Henry Tingle, City Manager

**FROM:** Alison Bermudez, Associate Planner  
Colleen McDuffee, Planning Manager  
Rhonda Sherman, Community & Economic Development Director

**SUBJECT:** Noise Control Regulations Update

#### **Summary and Recommendation**

The City has reoccurring noise complaints from residents near certain land uses that play amplified music. Complaints often state of “loud thumping” and “strong bass”. The City’s existing noise control regulations provide sound level measurement using an overall decibel limit on an A-weighted scale (“dBA”) limit, but this type of sound measurement does not adequately address measurement methods that would identify the potential for annoyance due to thumping or bass.

Staff recommends that the Council introduce, read by title only, and waive the first full reading of an ordinance amending Article III of Chapter 34 of the City of Citrus Heights Municipal Code regarding noise measurement.

#### **Fiscal Impact**

None

#### **Background & Analysis**

The City often receives complaints for noise when commercial land uses that provide entertainment (bars, night clubs, etc.) are located near residential zones. The most common complaint or annoyance is when music that has a “thump” or a “strong bass” is played.

When a noise complaint is received, a sound measurement can be taken using the regulations provided in the City’s existing Noise Ordinance. These regulations provide sound measurement

using an overall dBA limit and provide the information necessary to enforce on violators of the noise control regulations. The existing regulations do not adequately address the potential for annoyance due to music which includes a strong bass component or thumping sound.

### **Proposed Changes**

At a Study Session held in September 2015, the City Council provided staff direction to update the City's noise regulations to address the potential for annoyance due to music which includes a strong bass component or thumping sound. Staff has worked with a noise consultant to prepare the needed update. Attachment 1 is a redline/strikeout version showing all the proposed changes and the key changes are recapped below.

#### *Sound Measurement*

The current noise regulations provide criteria for measuring noise based solely on A-weighted noise level measurements. The A-weighted level was created to try and account for human perceptions to noise. Generally, the human ear is less sensitive to steady low-frequency sounds. Therefore, a negative correction is made to sounds occurring in low frequency ranges. As an example, bass generally occurs around 63 Hertz, and using the A-weighted measurement would subtract 26 decibels ("dB") from the measured level. Therefore a sound reading of 40 dBA would actually be 66 dB on a non-weighted scale, or around 65 dBC, on a C-weighting scale. The proposed ordinance changes would allow noise measurements to be taken utilizing the necessary methods (A-weighting, C-weighting, and One-third Octave band) to measure low-frequency.

The ability to utilize different measuring methods is probably the most important piece of the ordinance update since the measurement of sound is not "one size fits all". Recently the City hired a noise consultant to perform readings of a business that had been the source of many noise complaints due to amplified music, especially the bass and thumping sounds. The consultant found that the A-weighted ambient noise level for the site was generally around 46-47 dBA. However, in the low-frequency range, ambient noise was typically only 19-20 dBA. During periods of loud bass thumping (when most complaints were received), noise levels of 40-45 dBA were often found to occur, which is an allowed noise level under existing A-weighted standards. Even though these noise levels are louder than the ambient by 20-25 dB, utilizing the current ordinance's requirement to use the A-weighted measurement did not correctly depict the noise issues occurring at the site. It is extremely important that sound level measurements are made using the correct frequency weighting and the proposed changes would correct this.

#### *Slow vs. Fast sound measurements*

The City's existing noise standards are based on measurement of A-weighted decibels using "slow" sound measurements. "Slow" refers to the time interval that sound readings are taken by the sound meter. Under "slow" response the sound meter takes readings every one-second. Bass thumping occurs very quickly and the spike in sound usually occurs for less than one second. Therefore, depending on the timing, the beat may occur between samples and the dB level does not reflect the sound spike accurately. Slow measurements are great for sound which is steady. Under the proposed ordinance changes, sound reading would be taken using the "fast"

setting. Under this setting, sound readings are taken 8 times per second and therefore, much more likely to catch the beat.

*Administration and Penalties*

The current noise regulations were a carry-over from Sacramento County and have not been updated since the City's incorporation. The current regulations include sections referencing variance procedures, use of a hearing board and administration of the regulations by a health officer, all of which are not applicable to City processes. To correct this, the proposed changes include removing the obsolete sections and replacing them with sections that are consistent with the City's current administrative violation process. Violations of the noise regulations will be issued a notice of administrative violation and penalties may be imposed pursuant to Section 50-96 et seq., which is the same procedure that is used to abate nuisances and other similar violations. Under the proposed changes, the Community and Economic Development Director will be responsible for the administration of the noise regulations.

**Conclusion**

Staff recommends that the Council introduce, read by title only, and waive the first full reading of Ordinance 2015-\_\_\_\_\_an ordinance amending Article III of Chapter 34 of the City of Citrus Heights Municipal Code regarding the noise.

**Attachments**

- 1 Citrus Heights Municipal Code Chapter 34 Noise – Redline/Strikeout Version
- 2 Citrus Heights Municipal Code Chapter 34 Noise – Clean Version

**Exhibit(s)**

- A: Ordinance amending Article III of Chapter 34

255921.71

**ORDINANCE NO. 2015-\_\_**

**AN ORDINANCE OF THE CITY OF CITRUS HEIGHTS  
AMENDING ARTICLE III OF CHAPTER 34 OF THE CITRUS HEIGHTS CODE  
RELATING TO NOISE CONTROL**

The City Council of the City of Citrus Heights does ordain as follows:

**SECTION 1. Amendment.** Sections 34-81 through 34-130 “Noise Control” of the Citrus Heights City Code are hereby repealed in its entirety and replaced to read as set forth below:

**Sec. 34-81. - Findings.**

The city council finds:

- (1) Excessive, unnecessary or offensive noise within the city is detrimental to the public health, safety, welfare and the peace and quiet of the inhabitants of the city and therefore is declared a public nuisance;
- (2) Every person in the city is entitled to live in an environment free from excessive, unnecessary or offensive noise levels; and
- (3) The establishment of maximum permissible noise levels will further the public health, safety, welfare and peace and quiet of city inhabitants.

**Sec. 34-82. - Declaration of policy.**

It is declared to be the policy and purpose of this article to assess complaints of noises alleged to exceed the ambient noise levels. Further, it is declared to be the policy to contain sound levels in the city at their present levels with the ultimate goal of reducing such levels, when and where feasible and without causing undue burdens, to meet the noise standards set forth in this article.

**Sec. 34-83. - Liberal construction.**

This article shall be liberally construed to effectuate its purposes.

**Sec. 34-84. - Definitions.**

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

*Acoustic specialist* means a person or persons trained in acoustic sampling, qualified to measure sound levels in A-weighted and C-weighted networks and one-third octave band frequencies.

*Ambient noise level* means the all-encompassing noise level associated with a given environment, being a composite of sounds from all sources, excluding the alleged offensive noise, at the location and approximate time at which a comparison with the alleged offensive noise is to be made.

*A-weighting* means the standard A-weighted frequency response of a sound level meter, which de-emphasizes low and high frequencies of sound in a manner similar to the human ear for moderate sounds.

*C-weighting* means the standard C-weighted frequency response of a sound level meter, which de-emphasizes high frequencies of sound in a manner similar to the human ear for relatively loud sounds.

*Cumulative period* means an additive period of time composed of individual time segments which may be continuous or interrupted.

*Decibel and dB* mean a unit which denotes the ratio between two quantities which are proportional to power; the number of decibels corresponding to the ratio of two amounts of power is ten times the logarithm to the base of ten of this ratio.

*Emergency work* means the use of any machinery, equipment, vehicle, humanpower or other activity in an effort to protect, maintain, provide or restore safe conditions in the community or for citizenry, or work by private or public utilities when restoring utility service.

*Equivalent hourly sound level ("Leq")* means the sound level corresponding to a steady state A-weighted sound level containing the same total energy as the actual time-varying sound level over a one-hour period.

*Hertz* means a unit of measurement of frequency, numerically equal to cycles per second.

*Impulsive noise* means a noise characterized by brief excursions of sound pressures the peak levels of which are very much greater than the ambient noise level, such as might be produced by the impact of a piledriver, punchpress or a drop hammer, typically with one second or less duration.

*Low frequency noise* means a noise which occurs in the frequency range of 160 Hertz or less.

*Noise level* means the sound pressure level in decibels obtained by using a sound level meter using A-weighting and C-weighting networks, or one-third octave band frequency at slow response (or fast response when required by this Article for the measurement of impulsive sounds or low frequency noise) with a reference pressure of 20 micropascals. The unit of measurement shall be designated as dBA or dBC, as appropriate. The meter setting for slow or fast response shall be noted.

*One-third octave band* means a band of frequencies, in Hertz, which is one-third of an octave wide, as defined by the current version of the American National Standards Institute (ANSI) Standard S1.11. Examples of one-third octave band center frequencies in the range of audible sound include 20, 25, 31.5, 40 and 63 Hertz. Describing sound pressure levels in one-third octave bands provides information as to the tone or pitch, of noise (low frequency versus high frequency), as well as the amplitude of the sound.

*Residential property* means a parcel of real property which is developed and used either in part or in whole for residential purposes, other than transient uses such as hotels and motels.

*Simple tone noise* and *pure tone noise* mean a noise characterized by the presence of a predominant frequency such as might be produced by whistle or hum.

*Sound level meter* means an instrument meeting ANSI Standard S1.4-1983 for type 1 or type 2 sound level meters or an instrument and the associated recording and analyzing equipment which will provide equivalent data.

*Sound pressure level* means a sound pressure level of a sound, in decibels, as defined in ANSI Standard S1.4-1983; that is, 20 times the logarithm to the base ten of the ratio of the pressure of the sound to a reference pressure, which reference pressure shall be explicitly stated.

*Zone* means any of the zones specified in the zoning code of the city, as such zones are presently identified therein and as they may be subsequently modified or altered.

**Sec. 34-85. - Sound level measurement generally.**

- (a) Any noise level measurements made pursuant to this article shall be performed using a sound level meter as defined in section 34-84. The sound level meter shall be set to A-weighting at slow meter response, except as provided in this Article.
- (b) The location selected for measuring exterior noise levels shall be at a point at least one foot inside the property line of the affected residential property. Where feasible, the microphone shall be at a height of three to five feet above ground level and shall be at least four feet from walls or similar reflecting surfaces. For interior noise measurements, the windows shall be in normal seasonal configuration, and the measurement shall be made at a point at least four feet from the wall, ceiling or floor nearest the affected occupied area.

**Sec. 34-86. - Exterior noise standards.**

- (a) The following noise standards, unless otherwise specifically indicated in this article, shall apply to all properties within a designated noise area, measured pursuant to Section 34-85(b):

Noise Area	City Zoning Districts	Time Period	Exterior Noise Standard
1	RD-1, RD-2, RD-3, RD-4, RD-5, R-7, RD-10, R15, RD-20, R-25, RD-30, MH	7:00 a.m. to 10:00 p.m.	55 dBA (Leq)
		(Daytime)	50 dBA (Leq)
		10:00 p.m. to 7:00 a.m.	
		(Nighttime)	

- (b) It is unlawful for any person at any location within the city to create any noise which causes the noise levels on an affected property, when measured in the designated noise area pursuant to Section 34-85(b), to exceed, for the duration of time set forth following, the specified exterior noise standards in any one hour by:

Cumulative Duration of the Intrusive Sound	Allowance Decibels
--	--------------------

- (1) Cumulative period of 30 minutes per hour ..... 0
- (2) Cumulative period of 15 minutes per hour .....+ 5
- (3) Cumulative period of five minutes per hour .....+10
- (4) Cumulative period of one minute per hour .....+15
- (5) Level not to be exceeded for any time per hour .....+20
- (c) Each of the noise limits specified in subsection (b) of this section shall be reduced by five dBA for impulsive or simple tone noises or for noises consisting of speech or music.
- (d) If the ambient noise level exceeds that permitted by any of the first four noise limit categories specified in subsection (b) of this section, the allowable noise limit shall be increased in five-dBA increments in each category to encompass the ambient noise level. If

the ambient noise level exceeds the fifth noise level category, the maximum ambient noise level shall be the noise limit for that category.

- (e) It is unlawful for any person at any location within the city to create low-frequency noise or impulsive noise which causes the noise level on an affected residential property to exceed the noise level standards as indicated below. Exterior noise level shall be measured pursuant to the requirements set forth in Section 34-85(b).

Sound Level Descriptor	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Leq, A weighting dBA	50	45
Leq, C weighting dBC	75	70
One-third octave band	10 dB increase in any one-third octave band	

- (1) The noise level measurements conducted under this subsection (e) shall be conducted with the sound level meter set to fast response.
- (2) If separation of low frequency noise or impulsive noise from the background ambient noise can be determined with the sound level meter set to A-weighting noise levels from the low frequency noise shall not exceed an Leq of 50 dBA daytime and 45 dBA nighttime for any one minute period.
- (3) If separation of low frequency noise or impulsive noise from the background ambient noise cannot be determined with the sound level meter on A-weighting, the meter shall be switched to C-weighting to emphasize the low frequency noise. If separation of low frequency noise or impulsive noise from background ambient noise can be determined with the meter set to the C-weighting, the noise level from the low frequency noise or impulsive noise shall not exceed an Leq of 75 dBC daytime and 70 dBC nighttime for any one minute period.
- (4) If existing background ambient noise levels are higher than standards identified in the table above, then the maximum sound levels due to amplified sound shall not exceed the background sound levels by more than three dB for A-weighted measurements and five dB for C-weighted measurements.
- (5) If separation of low frequency noise or impulsive noise from the background ambient noise cannot be determined with the sound level meter set to either A or C weighting, and low frequency noises or impulsive noise are clearly audible to the acoustics specialist, a sound level measurement shall be taken using one-third octave band frequencies. A 10 dB increase in any one-third octave band due to the amplified noise shall be considered a violation of this Article.

**Sec. 34-87. - Interior noise standards.**

- (a) In any apartment, condominium, townhouse, duplex or multiple-dwelling unit, it is unlawful for any person to create any noise from inside his or her unit that causes the noise level, when measured in a neighboring unit during the periods 10:00 p.m. to 7:00 a.m., to exceed the following:
- (1) Forty-five dBA for a cumulative period of more than five minutes in any hour.
  - (2) Fifty dBA for a cumulative period of more than one minute in any hour.
  - (3) Fifty-five dBA for any period of time.
- (b) If the ambient noise level exceeds that permitted by any of the noise level categories specified in subsection (a) of this section, the allowable noise limit shall be increased in five-dBA increments in each category to encompass the ambient noise level.

**Sec. 34-88. - Exemptions.**

The following activities shall be exempted from this article:

- (1) School bands, school athletic and school entertainment events.
- (2) Outdoor gatherings, public dances, shows and sporting and entertainment events, provided the events are conducted pursuant to a license or permit issued by the city.
- (3) Activities conducted on parks, public playgrounds and school grounds, provided such parks, playgrounds and school grounds are owned and operated by a public entity or private school.
- (4) Any mechanical device, apparatus or equipment related to or connected with emergency activities or emergency work.
- (5) Noise sources associated with construction, repair, remodeling, demolition, paving or grading of any real property, provided the activities do not take place between the hours of 8:00 p.m. and 6:00 a.m. on weekdays and Friday commencing at 8:00 p.m. through and including 7:00 a.m. on Saturday, Saturdays commencing at 8:00 p.m. through and including 7:00 a.m. on the next following Sunday, and on each Sunday after the hour of 8:00 p.m. However, when an unforeseen or unavoidable condition occurs during a construction project and the nature of the project necessitates that work in process be continued until a specific phase is completed, the contractor or owner shall be allowed to continue work after 8:00 p.m. and to operate machinery and equipment necessary until completion of the specific work in progress can be brought to conclusion under conditions which will not jeopardize inspection acceptance or create undue financial hardships for the contractor or owner.
- (6) Noise sources associated with agricultural operations, provided such operations do not take place between the hours of 8:00 p.m. and 6:00 a.m.
- (7) Any mechanical device, apparatus or equipment which is utilized for the protection or salvage of agricultural crops during periods of adverse weather conditions or when the use of mobile noise sources is necessary for pest control.
- (8) Noise sources associated with maintenance of residential area property, provided the activities take place between the hours of 6:00 a.m. and 8:00 p.m. on any day except



Saturday or Sunday, or between the hours of 7:00 a.m. and 8:00 p.m. on Saturday or Sunday.

- (9) Any activity, to the extent provisions of 42 USC 65 and Public Utilities Code §§ 21661—21669.6 and 21670—21679.5 preempt local control of noise regulations and land use regulations related to noise control of airports and their surrounding geographical areas; any noise source associated with the construction, development, manufacture, maintenance, testing or operation of any aircraft engine or of any weapons system or subsystems which are owned, operated or under the jurisdiction of the United States; or any other activity to the extent regulation thereof has been preempted by state or federal law or regulation.
- (10) Any noise sources associated with the maintenance and operation of aircraft or airports which are owned or operated by the United States.

**Sec. 34-89. - Transition period for preexisting industrial or commercial facilities.**

- (a) The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:

Commercial facility means any building, structure, premises or portion thereof used for wholesale or retail commercial purposes.

Industrial facility means any building, structure, factory, plant, premises or portion thereof used for manufacturing or industrial purposes.

- (b) Any industrial or commercial facility shall be subject to all applicable requirements of this article.
- (c) If any facility which is not in compliance by the end of the one-year period applies for a variance pursuant to section 34-100, in deciding whether to grant a variance, the hearing board shall take into account the extent to which the applicant has endeavored to reduce noise during the one-year period to meet the standards specified in this article.
- (d) This section applies only to a commercial or industrial facility which was already in existence or for which the work of improvement has commenced prior to July 1, 1976.

**Sec. 34-90. - Schools, hospitals and churches.**

It is unlawful for any person to create any noise which causes the noise level at any school, hospital or church, while the school, hospital or church is in use, to exceed the noise standards specified in section 34-86 or to create any noise which unreasonably interferes with the use of such institution or unreasonably disturbs or annoys patients in the hospital. In any disputed case, interfering noise which is ten dBA or more, greater than the ambient noise level at the building, shall be deemed excessive and unlawful.

**Sec. 34-91. - Machinery, equipment, fans and air conditioning.**

- (a) It is unlawful for any person to operate any mechanical equipment, pump, fan, air conditioning apparatus, stationary pumps, stationary cooling towers, stationary compressors, similar mechanical devices, or any combination thereof installed after July 1, 1976 in any manner so as to create any noise which would cause the maximum noise level to exceed the following:

- (1) Sixty dBA at any point at least one foot inside the property line of the affected residential property and three to five feet above ground level.
  - (2) Fifty-five dBA in the center of a neighboring patio three to five feet above ground level.
  - (3) Fifty-five dBA outside of the neighboring living area window nearest the equipment location. Measurements shall be taken with the microphone not more than three feet from the window opening but at least three feet from any other surface.
- (b) Equipment installed five years after July 1, 1976, must comply with a maximum limit of 55 dBA at any point at least one foot inside the property line of the affected residential property and three to five feet above ground level.
  - (c) Equipment installed before December 17, 1970, must comply with a limit of 65 dBA maximum in sound level at any point at least one foot inside the affected property line and three to five feet above ground level by January 1, 1977. Equipment installed between December 16, 1970, and July 1, 1976, must comply with a limit of 65 dBA maximum sound level at any point at least one foot inside the property line of the affected residential property and three to five feet above ground level.

**Sec. 34-92. - Off-road vehicles.**

It is unlawful for any person to operate any motorcycle or recreational off-road vehicle within the city in such a manner that the noise level exceeds the exterior noise standards specified in section 34-86.

**Sec. 34-93. - Waste disposal vehicles.**

- (a) It is unlawful for any person authorized to engage in waste disposal service or garbage collection to operate any truck-mounted waste or garbage loading and/or composting equipment or similar mechanical device in any manner so as to create any noise exceeding the following level, when measured at a distance of 50 feet from the equipment in an open area:
  - (1) New equipment purchased or leased on or after a date six months from July 1, 1976, shall not exceed a noise level of 80 dBA.
  - (2) New equipment purchased or leased on or after 42 months from July 1, 1976, shall not exceed a noise level of 75 dBA.
  - (3) Present equipment shall not exceed a noise level of 80 dBA on or after five years from July 1, 1976.
- (b) This section shall not abridge or conflict with the powers of the state over motor vehicle control.

**Sec. 34-94. - Radios, tape players on publicly owned property.**

- (a) As used in this section, the phrase "a person of normal hearing sensitivity" means a person who has a hearing threshold level of between zero decibels and 25 decibels HL averaged over the frequencies 500, 1,000 and 2,000 hertz.
- (b) Notwithstanding any other section of this Code and in addition thereto, it is unlawful for any person to permit or cause any noise, sound, music or program to be emitted from any radio, tape player, tape recorder, record player or television outdoors on or in any publicly owned property, park or place when such noise, sound, music or program is audible to a person of

normal hearing sensitivity 100 feet from the radio, tape player, tape recorder, record player or television.

- (c) Notwithstanding any other section of this Code, any person violating this section shall be guilty of an infraction and upon conviction thereof, is punishable as provided in section 1-21.
- (d) Notwithstanding sections 46-1 and 46-2 or any other section of this Code, no citation or notice to appear shall be issued or criminal complaint shall be filed for a violation of this section unless the offending party is first given a verbal or written notification of violation by any peace officer, public officer, park ranger or other person charged with enforcing this section and the offending party given an opportunity to correct the violation.
- (e) This section shall not apply to broadcasting from any aircraft, vehicle or stationary sound amplifying equipment as defined and regulated in chapter 5.56 of the Sacramento County Code; the use of radios, tape players, tape recorders, record players or televisions in the course of an assembly or festival for which a license has been issued pursuant to section 9.36.072 of the Sacramento County Code; a parade for which a permit has been issued pursuant to section 10.32.020 of the Sacramento County Code; or any other activity, assembly or function for which a permit or license has been duly issued pursuant to any section of this Code or the Sacramento County Code.

**Sec. 34-95. - General noise regulations.**

- (a) Notwithstanding any other section of this article and in addition thereto, it is unlawful for any person to willfully make or continue or cause to be made or continued any loud, unnecessary or unusual noise which disturbs the peace and quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.
- (b) The standards which shall be considered in determining whether a violation of this section exists shall include but not be limited to the following:
  - (1) The sound level of the objectionable noise.
  - (2) The sound level of the ambient noise.
  - (3) The proximity of the noise to residential sleeping facilities.
  - (4) The nature and zoning of the area within which the noise emanates.
  - (5) The density of the inhabitation of the area within which the noise emanates.
  - (6) The time of day or night the noise occurs.
  - (7) The duration of the noise and its tonal informational or musical content.
  - (8) Whether the noise is continuous, recurrent or intermittent.
  - (9) Whether the noise is produced by a commercial or noncommercial activity.

**Sec. 34-96. - Administration.**

The administration of this article is vested in the community and economic development director.

**Sec. 34-98. Violations.**

(a) Any violation of any of the provisions of this article shall be and is hereby declared a public nuisance.

(b) Any person who violates any provision of this article shall be guilty of a separate offense for each and every day during any portion of which any such person commits, continues, permits, or causes a violation thereof and, shall be punished accordingly.

**Sec. 34-99. Administrative Enforcement.**

If the community and economic development director determines that a violation of this article has occurred or is occurring, the community and economic development director shall have the authority to issue a notice of administrative violation to the responsible party and impose administrative penalties pursuant to Section 50-96 *et seq.*, or to seek enforcement of this article pursuant to any applicable laws or ordinances, including, but not limited to, injunctions or criminal penalties.

**Sec. 34-100. Criminal Penalties.**

Violations of this article are hereby declared to be infractions. A conviction of an infraction shall be punishable by fine as follows: upon a first conviction, a fine not exceeding \$100.00; upon the second conviction within one year of a prior conviction, by a fine not exceeding \$200.00; upon any subsequent conviction within one year of two prior convictions, by a fine of not exceeding \$500.00.

**Sec. 34-101. Civil Injunction.**

The violation of any provision of this article shall be and is hereby declared to be contrary to the public interest and shall, at the discretion of city, create a cause for injunctive relief.

**SECTION 2. Severability.** If any section, subdivision, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

**SECTION 3. Effective Date and Notice.** This ordinance shall take effect thirty (30) days after its adoption. Within fifteen (15) days of its adoption, this ordinance shall be published at least once in a newspaper of general circulation published and circulated in the City of Citrus Heights.

**PASSED AND ADOPTED** by the City Council of the City of Citrus Heights this 10<sup>th</sup> day of December, 2015 by the following vote:

<b>AYES:</b>	<b>Council Members:</b>	<b>Miller, Slowey, Turner, Bruins, Frost</b>
<b>NOES:</b>	<b>Council Members:</b>	<b>None</b>
<b>ABSENT:</b>	<b>Council Members:</b>	<b>None</b>
<b>ABSTAIN:</b>	<b>Council Members:</b>	<b>None</b>

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**Sue Frost, Mayor**

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**Amy Van, City Clerk**

2559257.2

### ARTICLE III. - NOISE CONTROL

#### Sec. 34-81. - Findings.

The city council finds:

- (1) Excessive, unnecessary or offensive noise within the city is detrimental to the public health, safety, welfare and the peace and quiet of the inhabitants of the city and therefore is declared a public nuisance;
- (2) Every person in the city is entitled to live in an environment free from excessive, unnecessary or offensive noise levels; and
- (3) The establishment of maximum permissible noise levels will further the public health, safety, welfare and peace and quiet of city inhabitants.

#### Sec. 34-82. - Declaration of policy.

It is declared to be the policy and purpose of this article to assess complaints of noises alleged to exceed the ambient noise levels. Further, it is declared to be the policy to contain sound levels in the city at their present levels with the ultimate goal of reducing such levels, when and where feasible and without causing undue burdens, to meet the noise standards set forth in this article.

#### Sec. 34-83. - Liberal construction.

This article shall be liberally construed to effectuate its purposes.

#### Sec. 34-84. - Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Acoustic specialist means a person or persons trained in acoustic sampling, qualified to measure sound levels in A-weighted and C-weighted networks and one-third octave band frequencies.

*Ambient noise level* means the all-encompassing noise level associated with a given environment, being a composite of sounds from all sources, excluding the alleged offensive noise, at the location and approximate time at which a comparison with the alleged offensive noise is to be made.

A-weighting means the standard A-weighted frequency response of a sound level meter, which de-emphasizes low and high frequencies of sound in a manner similar to the human ear for moderate sounds.

C-weighting means the standard C-weighted frequency response of a sound level meter, which de-emphasizes high frequencies of sound in a manner similar to the human ear for relatively loud sounds.

*Cumulative period* means an additive period of time composed of individual time segments which may be continuous or interrupted.

*Decibel and dB* mean a unit which denotes the ratio between two quantities which are proportional to power; the number of decibels corresponding to the ratio of two amounts of power is ten times the logarithm to the base of ten of this ratio.

*Emergency work* means the use of any machinery, equipment, vehicle, humanpower or other activity in an effort to protect, maintain, provide or restore safe conditions in the community or for citizenry, or work by private or public utilities when restoring utility service.

Equivalent hourly sound level ("Leq") means the sound level corresponding to a steady state A-weighted sound level containing the same total energy as the actual time-varying sound level over a one-hour period.

Hertz means a unit of measurement of frequency, numerically equal to cycles per second.

*Impulsive noise* means a noise characterized by brief excursions of sound pressures the peak levels of which are very much greater than the ambient noise level, such as might be produced by the impact of a piledriver, punchpress or a drop hammer, typically with one second or less duration.

Low frequency noise means a noise which occurs in the frequency range of 160 Hertz or less.

Noise level means the ~~A-weighted~~ sound pressure level in decibels obtained by using a sound level meter using A-weighting and C-weighting networks, or one-third octave band frequency at slow response (or fast response when required by this Article for the measurement of impulsive sounds or low frequency noise) with a reference pressure of 20 micropascals. The unit of measurement shall be designated as dBA or dBC, as appropriate. The meter setting for slow or fast response shall be noted.

One-third octave band means a band of frequencies, in Hertz, which is one-third of an octave wide, as defined by the current version of the American National Standards Institute (ANSI) Standard S1.11. Examples of one-third octave band center frequencies in the range of audible sound include 20, 25, 31.5, 40 and 63 Hertz. Describing sound pressure levels in one-third octave bands provides information as to the tone or pitch, of noise (low frequency versus high frequency), as well as the amplitude of the sound.

*Residential property* means a parcel of real property which is developed and used either in part or in whole for residential purposes, other than transient uses such as hotels and motels.

*Simple tone noise* and *pure tone noise* mean a noise characterized by the presence of a predominant frequency such as might be produced by whistle or hum.

Sound level meter means an instrument meeting ~~American National Standard Institute's ANSI Standard S1.4-1971-1983~~ for type 1 or type 2 sound level meters or an instrument and the associated recording and analyzing equipment which will provide equivalent data.

Sound pressure level means a sound pressure level of a sound, in decibels, as defined in ANSI ~~Standards 51.2-1962 and 51.13-1924~~ S1.4-1983; that is, 20 times the logarithm to the base ten of the ratio of the pressure of the sound to a reference pressure, which reference pressure shall be explicitly stated.

Zone means any of the zones specified in the zoning code of the city, as such zones are presently identified therein and as they may be subsequently modified or altered.

#### **Sec. 34-85. - Sound level measurement generally.**

- (a) Any noise level measurements made pursuant to this article shall be performed using a sound level meter as defined in section 34-84. The sound level meter shall be set to A-weighting at slow meter response, except as provided in this Article.
- (b) The location selected for measuring exterior noise levels shall be at a point at least one foot inside the property line of the affected residential property. Where feasible, the microphone shall be at a height of three to five feet above ground level and shall be at least four feet from walls or similar reflecting surfaces. For interior noise measurements, the windows shall be in normal seasonal configuration, and the measurement shall be made at a point at least four feet from the wall, ceiling or floor nearest the affected occupied area.

#### **Sec. 34-86. - Exterior noise standards.**

- (a) The following noise standards, unless otherwise specifically indicated in this article, shall apply to all properties within a designated noise area, measured pursuant to Section 34-85(b):

Noise Area	City Zoning Districts	Time Period	Exterior Noise Standard
1	RD-1, RD-2, RD-3, RD-4, RD-5, R-7, RD-10, R15, RD-20, R-25, RD-30, MH	7:00 a.m. to 10:00 p.m. <u>(Daytime)</u> 10:00 p.m. to 7:00 a.m. <u>(Nighttime)</u>	55 dBA <u>(Leq)</u> 50 dBA <u>(Leq)</u>

- (b) It is unlawful for any person at any location within the city to create any noise which causes the noise levels on an affected property, when measured in the designated noise area pursuant to Section 34-85(b), to exceed, for the duration of time set forth following, the specified exterior noise standards in any one hour by:

Cumulative Duration of the Intrusive Sound	Allowance Decibels
--	--------------------

- (1) Cumulative period of 30 minutes per hour ..... 0
  - (2) Cumulative period of 15 minutes per hour .....+ 5
  - (3) Cumulative period of five minutes per hour .....+10
  - (4) Cumulative period of one minute per hour .....+15
  - (5) Level not to be exceeded for any time per hour .....+20
- (c) Each of the noise limits specified in subsection (b) of this section shall be reduced by five dBA for impulsive or simple tone noises or for noises consisting of speech or music.
- (d) If the ambient noise level exceeds that permitted by any of the first four noise limit categories specified in subsection (b) of this section, the allowable noise limit shall be increased in five-dBA increments in each category to encompass the ambient noise level. If the ambient noise level exceeds the fifth noise level category, the maximum ambient noise level shall be the noise limit for that category.
- (e) It is unlawful for any person at any location within the city to create low-frequency noise or impulsive noise which causes the noise level on an affected residential property to exceed the noise level standards as indicated below. Exterior noise level shall be measured pursuant to the requirements set forth in Section 34-85(b).



Sound Level DescriptorDaytimeNighttime(7:00 a.m. to(10:00 p.m. to10:00 p.m.)7:00 a.m.)Leq, A weighting dBA5045Leq, C weighting dBC7570One-third octave band10 dB increase in any one-third octave band

- (1) The noise level measurements conducted under this subsection (e) shall be conducted with the sound level meter set to fast response.
- (2) If separation of low frequency noise or impulsive noise from the background ambient noise can be determined with the sound level meter set to A-weighting noise levels from the low frequency noise shall not exceed an Leq of 50 dBA daytime and 45 dBA nighttime for any one minute period.
- (3) If separation of low frequency noise or impulsive noise from the background ambient noise cannot be determined with the sound level meter on A-weighting, the meter shall be switched to C-weighting to emphasize the low frequency noise. If separation of low frequency noise or impulsive noise from background ambient noise can be determined with the meter set to the C-weighting, the noise level from the low frequency noise or impulsive noise shall not exceed an Leq of 75 dBC daytime and 70 dBC nighttime for any one minute period.
- (4) If existing background ambient noise levels are higher than standards identified in the table above, then the maximum sound levels due to amplified sound shall not exceed the background sound levels by more than three dB for A-weighted measurements and five dB for C-weighted measurements.
- (5) If separation of low frequency noise or impulsive noise from the background ambient noise cannot be determined with the sound level meter set to either A or C weighting, and low frequency noises or impulsive noise are clearly audible to the acoustics specialist, a sound level measurement shall be taken using one-third octave band frequencies. A 10 dB increase in any one-third octave band due to the amplified noise shall be considered a violation of this Article.

**Sec. 34-87. - Interior noise standards.**

- (a) In any apartment, condominium, townhouse, duplex or multiple-dwelling unit, it is unlawful for any person to create any noise from inside his or her unit that causes the noise level, when measured in a neighboring unit during the periods 10:00 p.m. to 7:00 a.m., to exceed the following:
  - (1) Forty-five dBA for a cumulative period of more than five minutes in any hour.
  - (2) Fifty dBA for a cumulative period of more than one minute in any hour.
  - (3) Fifty-five dBA for any period of time.

- (b) If the ambient noise level exceeds that permitted by any of the noise level categories specified in subsection (a) of this section, the allowable noise limit shall be increased in five-dBA increments in each category to encompass the ambient noise level.

**Sec. 34-88. - Exemptions.**

The following activities shall be exempted from this article:

- (1) School bands, school athletic and school entertainment events.
- (2) Outdoor gatherings, public dances, shows and sporting and entertainment events, provided the events are conducted pursuant to a license or permit issued by the city.
- (3) Activities conducted on parks, public playgrounds and school grounds, provided such parks, playgrounds and school grounds are owned and operated by a public entity or private school.
- (4) Any mechanical device, apparatus or equipment related to or connected with emergency activities or emergency work.
- (5) Noise sources associated with construction, repair, remodeling, demolition, paving or grading of any real property, provided the activities do not take place between the hours of 8:00 p.m. and 6:00 a.m. on weekdays and Friday commencing at 8:00 p.m. through and including 7:00 a.m. on Saturday, Saturdays commencing at 8:00 p.m. through and including 7:00 a.m. on the next following Sunday, and on each Sunday after the hour of 8:00 p.m. However, when an unforeseen or unavoidable condition occurs during a construction project and the nature of the project necessitates that work in process be continued until a specific phase is completed, the contractor or owner shall be allowed to continue work after 8:00 p.m. and to operate machinery and equipment necessary until completion of the specific work in progress can be brought to conclusion under conditions which will not jeopardize inspection acceptance or create undue financial hardships for the contractor or owner.
- (6) Noise sources associated with agricultural operations, provided such operations do not take place between the hours of 8:00 p.m. and 6:00 a.m.
- (7) Any mechanical device, apparatus or equipment which is utilized for the protection or salvage of agricultural crops during periods of adverse weather conditions or when the use of mobile noise sources is necessary for pest control.
- (8) Noise sources associated with maintenance of residential area property, provided the activities take place between the hours of 6:00 a.m. and 8:00 p.m. on any day except Saturday or Sunday, or between the hours of 7:00 a.m. and 8:00 p.m. on Saturday or Sunday.
- (9) Any activity, to the extent provisions of 42 USC 65 and Public Utilities Code §§ 21661—21669.6 and 21670—21679.5 preempt local control of noise regulations and land use regulations related to noise control of airports and their surrounding geographical areas; any noise source associated with the construction, development, manufacture, maintenance, testing or operation of any aircraft engine or of any weapons system or subsystems which are owned, operated or under the jurisdiction of the United States; or any other activity to the extent regulation thereof has been preempted by state or federal law or regulation.
- (10) Any noise sources associated with the maintenance and operation of aircraft or airports which are owned or operated by the United States.

**Sec. 34-89. - Transition period for preexisting industrial or commercial facilities.**

- (a) The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:

Commercial facility means any building, structure, premises or portion thereof used for wholesale or retail commercial purposes.

Industrial facility means any building, structure, factory, plant, premises or portion thereof used for manufacturing or industrial purposes.

- (b) Any industrial or commercial facility shall be subject to all applicable requirements of this article.
- (c) If any facility which is not in compliance by the end of the one-year period applies for a variance pursuant to section 34-100, in deciding whether to grant a variance, the hearing board shall take into account the extent to which the applicant has endeavored to reduce noise during the one-year period to meet the standards specified in this article.
- (d) This section applies only to a commercial or industrial facility which was already in existence or for which the work of improvement has commenced prior to July 1, 1976.

**Sec. 34-90. - Schools, hospitals and churches.**

It is unlawful for any person to create any noise which causes the noise level at any school, hospital or church, while the school, hospital or church is in use, to exceed the noise standards specified in section 34-86 or to create any noise which unreasonably interferes with the use of such institution or unreasonably disturbs or annoys patients in the hospital. In any disputed case, interfering noise which is ten dBA or more, greater than the ambient noise level at the building, shall be deemed excessive and unlawful.

**Sec. 34-91. - Machinery, equipment, fans and air conditioning.**

- (a) It is unlawful for any person to operate any mechanical equipment, pump, fan, air conditioning apparatus, stationary pumps, stationary cooling towers, stationary compressors, similar mechanical devices, or any combination thereof installed after July 1, 1976 in any manner so as to create any noise which would cause the maximum noise level to exceed the following:
  - (1) Sixty dBA at any point at least one foot inside the property line of the affected residential property and three to five feet above ground level.
  - (2) Fifty-five dBA in the center of a neighboring patio three to five feet above ground level.
  - (3) Fifty-five dBA outside of the neighboring living area window nearest the equipment location. Measurements shall be taken with the microphone not more than three feet from the window opening but at least three feet from any other surface.
- (b) Equipment installed five years after July 1, 1976, must comply with a maximum limit of 55 dBA at any point at least one foot inside the property line of the affected residential property and three to five feet above ground level.
- (c) Equipment installed before December 17, 1970, must comply with a limit of 65 dBA maximum in sound level at any point at least one foot inside the affected property line and three to five feet above ground level by January 1, 1977. Equipment installed between December 16, 1970, and July 1, 1976, must comply with a limit of 65 dBA maximum sound level at any point at least one foot inside the property line of the affected residential property and three to five feet above ground level.

**Sec. 34-92. - Off-road vehicles.**

It is unlawful for any person to operate any motorcycle or recreational off-road vehicle within the city in such a manner that the noise level exceeds the exterior noise standards specified in section 34-86.

**Sec. 34-93. - Waste disposal vehicles.**

- (a) It is unlawful for any person authorized to engage in waste disposal service or garbage collection to operate any truck-mounted waste or garbage loading and/or composting equipment or similar mechanical device in any manner so as to create any noise exceeding the following level, when measured at a distance of 50 feet from the equipment in an open area:

- (1) New equipment purchased or leased on or after a date six months from July 1, 1976, shall not exceed a noise level of 80 dBA.
  - (2) New equipment purchased or leased on or after 42 months from July 1, 1976, shall not exceed a noise level of 75 dBA.
  - (3) Present equipment shall not exceed a noise level of 80 dBA on or after five years from July 1, 1976.
- (b) This section shall not abridge or conflict with the powers of the state over motor vehicle control.

**Sec. 34-94. - Radios, tape players on publicly owned property.**

- (a) As used in this section, the phrase "a person of normal hearing sensitivity" means a person who has a hearing threshold level of between zero decibels and 25 decibels HL averaged over the frequencies 500, 1,000 and 2,000 hertz.
- (b) Notwithstanding any other section of this Code and in addition thereto, it is unlawful for any person to permit or cause any noise, sound, music or program to be emitted from any radio, tape player, tape recorder, record player or television outdoors on or in any publicly owned property, park or place when such noise, sound, music or program is audible to a person of normal hearing sensitivity 100 feet from the radio, tape player, tape recorder, record player or television.
- (c) Notwithstanding any other section of this Code, any person violating this section shall be guilty of an infraction and upon conviction thereof, is punishable as provided in section 1-21.
- (d) Notwithstanding sections 46-1 and 46-2 or any other section of this Code, no citation or notice to appear shall be issued or criminal complaint shall be filed for a violation of this section unless the offending party is first given a verbal or written notification of violation by any peace officer, public officer, park ranger or other person charged with enforcing this section and the offending party given an opportunity to correct the violation.
- (e) This section shall not apply to broadcasting from any aircraft, vehicle or stationary sound amplifying equipment as defined and regulated in chapter 5.56 of the Sacramento County Code; the use of radios, tape players, tape recorders, record players or televisions in the course of an assembly or festival for which a license has been issued pursuant to section 9.36.072 of the Sacramento County Code; a parade for which a permit has been issued pursuant to section 10.32.020 of the Sacramento County Code; or any other activity, assembly or function for which a permit or license has been duly issued pursuant to any section of this Code or the Sacramento County Code.

**Sec. 34-95. - General noise regulations.**

- (a) Notwithstanding any other section of this article and in addition thereto, it is unlawful for any person to willfully make or continue or cause to be made or continued any loud, unnecessary or unusual noise which disturbs the peace and quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.
- (b) The standards which shall be considered in determining whether a violation of this section exists shall include but not be limited to the following:
  - (1) The sound level of the objectionable noise.
  - (2) The sound level of the ambient noise.
  - (3) The proximity of the noise to residential sleeping facilities.
  - (4) The nature and zoning of the area within which the noise emanates.
  - (5) The density of the inhabitation of the area within which the noise emanates.
  - (6) The time of day or night the noise occurs.
  - (7) The duration of the noise and its tonal informational or musical content.

- (8) Whether the noise is continuous, recurrent or intermittent.
- (9) Whether the noise is produced by a commercial or noncommercial activity.

**Sec. 34-96. - Administration.**

The administration of this article is vested in the community and economic development director.  
~~health officer. The health officer shall be responsible for the following:-~~

~~(1) Employing individuals trained in acoustical engineering or an equivalent field to assist the health officer in the administration of this article.~~

~~(2) Training field inspectors.~~

~~(3) Procuring measuring instruments and training inspectors in their calibration and operation.~~

~~(4) Conducting a public education program in all aspects of noise control.~~

~~(5) Coordinating the noise control program with other governmental agencies.~~

~~Sec. 34-97. -- Evaluation and recommendations for noise control program.~~

~~At least every third year following July 1, 1976, the health officer shall evaluate the effectiveness of the noise control program and shall make recommendations for its improvement.~~

**Sec. 34-98. Violations.**

~~(a) Any violation of any of the provisions of this article shall be and is hereby declared a public nuisance.~~

~~(a)(b) Any person who violates any provision of this article shall be guilty of a separate offense for each and every day during any portion of which any such person commits, continues, permits, or causes a violation thereof and, shall be punished accordingly.~~

**Sec. 34-99. Administrative Enforcement.**

~~If the community and economic development director determines that a violation of this article has occurred or is occurring, the community and economic development director shall have the authority to issue a notice of administrative violation to the responsible party and impose administrative penalties pursuant to Section 50-96 et seq., or to seek enforcement of this article pursuant to any applicable laws or ordinances, including, but not limited to, injunctions or criminal penalties.~~

**Sec. 34-100. Criminal Penalties.**

~~Violations of this article are hereby declared to be infractions. A conviction of an infraction shall be punishable by fine as follows: upon a first conviction, a fine not exceeding \$100.00; upon the second conviction within one year of a prior conviction, by a fine not exceeding \$200.00; upon any subsequent conviction within one year of two prior convictions, by a fine of not exceeding \$500.00.~~

**Sec. 34-101. Civil Injunction.**

~~The violation of any provision of this article shall be and is hereby declared to be contrary to the public interest and shall, at the discretion of city, create a cause for injunctive relief.~~

~~Sec. 34-98. -- Rules and standards.~~

~~The health officer, with the advice and assistance of other appropriate governmental agencies, shall investigate and recommend to the city council the following:~~

~~(1) Rules and procedures to be used in measuring noise.~~

~~(2) Noise standards for motor vehicle operation within the city. However, nothing within this article shall be deemed to abridge or conflict with the powers of the state over motor vehicle control.~~

~~(3) Noise standards governing the construction, repair or demolition of a structure, including streets and other thoroughfares.~~

- ~~(4) Recommendations, if appropriate, for the establishment of sound level standards for nonresidentially-zoned areas within the city.~~

~~Sec. 34-99. -- Special condition permits.~~

~~Notwithstanding any section of this article, the health officer may grant special condition permits for a period not exceeding three days when the general purpose and intent of this article can be carried out by the granting of the special condition permit. The special condition permits may be renewed for periods not exceeding three days at the discretion of the health officer.~~

~~Sec. 34-100. -- Variance procedure.~~

- ~~(a) The owner or operator of a noise source which violates any of the sections of this article may file an application with the health officer for a variance from this article. The application shall set forth all actions taken to comply with this article, the reasons why immediate compliance cannot be achieved, a proposed method for achieving compliance, and a proposed time schedule for its accomplishment. The application shall be accompanied by a fee in the amount of \$75.00. A separate application shall be filed for each noise source; provided, however, that several mobile sources under common ownership or several fixed sources on a single property may be combined into one application. Upon receipt of the application and fee, the health officer shall refer the application, with his or her recommendation thereon, within ten days, to the hearing board.~~
- ~~(b) Upon receipt of an application for a variance, the hearing board shall schedule a public hearing, to be conducted within 60 days of receipt of the application. During the public hearing, the applicant and the health officer may submit oral and documentary evidence relative to their respective contentions.~~
- ~~(c) The hearing board may deny the application for a variance or may grant a variance. A variance may be for a limited period and may be subject to any other terms, conditions and requirements as the hearing board may deem reasonable to achieve maximum compliance with this article. Such terms, conditions and requirements may include but shall not be limited to limitations on noise levels and operating hours.~~
- ~~(d) Each variance shall set forth the approved method of achieving maximum compliance and a time schedule for its accomplishment. In its determinations, the hearing board shall consider the following:~~
- ~~(1) The magnitude of nuisance caused by the offensive noise;~~
  - ~~(2) The uses of property within the area of impingement by the noise;~~
  - ~~(3) The time factors related to study, design, financing and construction of remedial work;~~
  - ~~(4) The economic factors related to age and useful life of equipment; and~~
  - ~~(5) The general public interest and welfare.~~
- ~~(e) In deciding whether to grant a variance, the hearing board shall consider all facts relating to whether strict compliance with the requirements of this article will cause practical difficulties, unnecessary hardship or unreasonable expense and any other relevant considerations, including but not limited to the fact that a commercial or industrial facility, as defined in section 34-89(a), commenced development prior to the existence of a residence affected by noise from such facility.~~
- ~~(f) The hearing board shall render a decision within 30 days of completion of the hearing. The decision of the hearing board shall be transmitted to the applicant and to the health officer.~~

~~Sec. 34-101. -- Hearing board.~~

- ~~(a) There is created a joint city-county hearing board consisting of nine members.~~
- ~~(b) Four members of the hearing board shall be appointed by the mayor of the City of Sacramento with the approval of the city council. One member shall be an acoustical consultant with a background in engineering and with a demonstrated knowledge and experience in the field of acoustics; one~~

~~member shall have been admitted to the practice of law in the state; one member shall be a mechanical contractor holding a current active state C-20 or SC-20 license; and one member shall be a representative of the general public.~~

- ~~(c) Four members shall be appointed by the board of supervisors of the county. One member shall be a licensed professional mechanical engineer; one member shall be a physician licensed in the state, qualified in the field of physiological effects of noise; one member shall be a general contractor engaged in general building or engineering construction holding a current active state A or B license; and one member shall be a representative of the general public.~~
- ~~(d) One member shall be appointed by the members of the board who have been appointed by the City of Sacramento and the county pursuant to subsections (b) and (c) of this section. This member shall be a representative of business and industry.~~
- ~~(e) The term of office of each member shall be for three years and until the appointment and qualification of a successor. The first members of the hearing board shall classify themselves by lot so that the term of three members is for one year, three members is for two years, and three members is for three years.~~
- ~~(f) Any member may be removed by the appointing authority. Vacancies occurring during a term, whether by removal, resignation or other cause, shall be filled for the unexpired term by the appointing authority.~~
- ~~(g) The county health officer or his or her appointed representative shall be a nonvoting ex officio member of the hearing board and shall act as secretary of the board.~~
- ~~(h) The hearing board shall adopt rules and regulations for its own procedures in carrying out its functions under this article.~~
- ~~(i) Five members of the hearing board shall constitute a quorum. If five or more members of the hearing board conduct a hearing, concurrence of the majority of those present shall be necessary for a decision.~~
- ~~(j) Meetings of the hearing board shall be held at the call of the secretary and at such times and locations as the board shall determine. All such meetings shall be open to the public.~~

~~Sec. 34-102. -- Appeals.~~

- ~~(a) Within ten days following the decision of the hearing board on an application for a variance to this article, the applicant or the health officer may appeal the decision by filing a notice of appeal with the secretary of the hearing board.~~
- ~~(b) Within ten days following receipt of a notice of appeal, the secretary of the hearing board shall forward to the city council copies of the application for variance and all papers and exhibits concerning the application received by the hearing board and its decision thereon. Any person may file with the city council written arguments in favor of or against the decision.~~
- ~~(c) The city clerk shall mail to the applicant, health officer and other individuals or entities so requesting a notice of the date set for a hearing of the appeal. The notice shall be mailed at least ten days prior to the hearing date.~~
- ~~(d) Within 30 days following conduct of the hearing before the city council, the city council shall either affirm, modify or reverse the decision of the hearing board. In deciding the appeal, the city council shall have the same powers as are conferred on the hearing board. The city council may also direct the hearing board to conduct further proceedings on the application. Failure of the city council to affirm, modify or reverse a decision of the hearing board or to direct the hearing board to conduct further proceedings within a 30-day period from the date of the hearing shall constitute an affirmation of the decision of the hearing board.~~

~~Sec. 34-103. -- Violation.~~

~~Upon the receipt of a complaint from any person, the chief of police or the health officer may investigate and assess whether the alleged noise levels exceed the noise standards set forth in this article. If such officer has reason to believe that any section of this article has been violated, he or she may cause written notice to be served upon the alleged violator. Such notice shall specify the section of this article alleged to have been violated and the facts alleged to constitute a violation, including dBA readings noted and the time and place of their detection, and may include an order that corrective action be taken within a specified time. If corrective action is not taken within such specified time or any extension thereof approved by the health officer, upon conviction the violation shall constitute an infraction. Each day such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such.~~

~~Sec. 34-104. Other remedies.~~

- ~~(a) Sections of this article are to be construed as an added remedy of abatement of the public nuisance declared and not in conflict or derogation of any other action, proceedings or remedies provided by law.~~
- ~~(b) Any violation of this article shall be and is declared to be unlawful and a public nuisance, and the duly constituted authorities of the city shall, upon order of the city council, immediately commence actions or proceedings for the abatement or enjoinder thereof in the manner provided by law and shall take such steps and shall apply to such court as may have jurisdiction to grant such relief as will abate such nuisance.~~

~~Secs. 34-105—34-130. Reserved.~~

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### ARTICLE III. - NOISE CONTROL

#### Sec. 34-81. - Findings.

The city council finds:

- (1) Excessive, unnecessary or offensive noise within the city is detrimental to the public health, safety, welfare and the peace and quiet of the inhabitants of the city and therefore is declared a public nuisance;
- (2) Every person in the city is entitled to live in an environment free from excessive, unnecessary or offensive noise levels; and
- (3) The establishment of maximum permissible noise levels will further the public health, safety, welfare and peace and quiet of city inhabitants.

#### Sec. 34-82. - Declaration of policy.

It is declared to be the policy and purpose of this article to assess complaints of noises alleged to exceed the ambient noise levels. Further, it is declared to be the policy to contain sound levels in the city at their present levels with the ultimate goal of reducing such levels, when and where feasible and without causing undue burdens, to meet the noise standards set forth in this article.

#### Sec. 34-83. - Liberal construction.

This article shall be liberally construed to effectuate its purposes.

#### Sec. 34-84. - Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

*Acoustic specialist* means a person or persons trained in acoustic sampling, qualified to measure sound levels in A-weighted and C-weighted networks and one-third octave band frequencies.

*Ambient noise level* means the all-encompassing noise level associated with a given environment, being a composite of sounds from all sources, excluding the alleged offensive noise, at the location and approximate time at which a comparison with the alleged offensive noise is to be made.

*A-weighting* means the standard A-weighted frequency response of a sound level meter, which de-emphasizes low and high frequencies of sound in a manner similar to the human ear for moderate sounds.

*C-weighting* means the standard C-weighted frequency response of a sound level meter, which de-emphasizes high frequencies of sound in a manner similar to the human ear for relatively loud sounds.

*Cumulative period* means an additive period of time composed of individual time segments which may be continuous or interrupted.

*Decibel and dB* mean a unit which denotes the ratio between two quantities which are proportional to power; the number of decibels corresponding to the ratio of two amounts of power is ten times the logarithm to the base of ten of this ratio.

*Emergency work* means the use of any machinery, equipment, vehicle, humanpower or other activity in an effort to protect, maintain, provide or restore safe conditions in the community or for citizenry, or work by private or public utilities when restoring utility service.

*Equivalent hourly sound level ("Leq")* means the sound level corresponding to a steady state A-weighted sound level containing the same total energy as the actual time-varying sound level over a one-hour period.

*Hertz* means a unit of measurement of frequency, numerically equal to cycles per second.

*Impulsive noise* means a noise characterized by brief excursions of sound pressures the peak levels of which are very much greater than the ambient noise level, such as might be produced by the impact of a piledriver, punchpress or a drop hammer, typically with one second or less duration.

*Low frequency noise* means a noise which occurs in the frequency range of 160 Hertz or less.

*Noise level* means the sound pressure level in decibels obtained by using a sound level meter using A-weighting and C-weighting networks, or one-third octave band frequency at slow response (or fast response when required by this Article for the measurement of impulsive sounds or low frequency noise) with a reference pressure of 20 micropascals. The unit of measurement shall be designated as dBA or dBC, as appropriate. The meter setting for slow or fast response shall be noted.

*One-third octave band* means a band of frequencies, in Hertz, which is one-third of an octave wide, as defined by the current version of the American National Standards Institute (ANSI) Standard S1.11. Examples of one-third octave band center frequencies in the range of audible sound include 20, 25, 31.5, 40 and 63 Hertz. Describing sound pressure levels in one-third octave bands provides information as to the tone or pitch, of noise (low frequency versus high frequency), as well as the amplitude of the sound.

*Residential property* means a parcel of real property which is developed and used either in part or in whole for residential purposes, other than transient uses such as hotels and motels.

*Simple tone noise* and *pure tone noise* mean a noise characterized by the presence of a predominant frequency such as might be produced by whistle or hum.

*Sound level meter* means an instrument meeting ANSI Standard S1.4-1983 for type 1 or type 2 sound level meters or an instrument and the associated recording and analyzing equipment which will provide equivalent data.

*Sound pressure level* means a sound pressure level of a sound, in decibels, as defined in ANSI Standard S1.4-1983; that is, 20 times the logarithm to the base ten of the ratio of the pressure of the sound to a reference pressure, which reference pressure shall be explicitly stated.

*Zone* means any of the zones specified in the zoning code of the city, as such zones are presently identified therein and as they may be subsequently modified or altered.

#### **Sec. 34-85. - Sound level measurement generally.**

- (a) Any noise level measurements made pursuant to this article shall be performed using a sound level meter as defined in section 34-84. The sound level meter shall be set to A-weighting at slow meter response, except as provided in this Article.
- (b) The location selected for measuring exterior noise levels shall be at a point at least one foot inside the property line of the affected residential property. Where feasible, the microphone shall be at a height of three to five feet above ground level and shall be at least four feet from walls or similar reflecting surfaces. For interior noise measurements, the windows shall be in normal seasonal configuration, and the measurement shall be made at a point at least four feet from the wall, ceiling or floor nearest the affected occupied area.

#### **Sec. 34-86. - Exterior noise standards.**

- (a) The following noise standards, unless otherwise specifically indicated in this article, shall apply to all properties within a designated noise area, measured pursuant to Section 34-85(b):

Noise Area	City Zoning Districts	Time Period	Exterior Noise Standard
1	RD-1, RD-2, RD-3, RD-4, RD-5, R-7, RD-10, R15, RD-20, R-25, RD-30, MH	7:00 a.m. to 10:00 p.m. (Daytime) 10:00 p.m. to 7:00 a.m. (Nighttime)	55 dBA (Leq) 50 dBA (Leq)

- (b) It is unlawful for any person at any location within the city to create any noise which causes the noise levels on an affected property, when measured in the designated noise area pursuant to Section 34-85(b), to exceed, for the duration of time set forth following, the specified exterior noise standards in any one hour by:

Cumulative Duration of the Intrusive Sound	Allowance Decibels
--	--------------------

- (1) Cumulative period of 30 minutes per hour ..... 0
  - (2) Cumulative period of 15 minutes per hour .....+ 5
  - (3) Cumulative period of five minutes per hour .....+10
  - (4) Cumulative period of one minute per hour .....+15
  - (5) Level not to be exceeded for any time per hour .....+20
- (c) Each of the noise limits specified in subsection (b) of this section shall be reduced by five dBA for impulsive or simple tone noises or for noises consisting of speech or music.
- (d) If the ambient noise level exceeds that permitted by any of the first four noise limit categories specified in subsection (b) of this section, the allowable noise limit shall be increased in five-dBA increments in each category to encompass the ambient noise level. If the ambient noise level exceeds the fifth noise level category, the maximum ambient noise level shall be the noise limit for that category.
- (e) It is unlawful for any person at any location within the city to create low-frequency noise or impulsive noise which causes the noise level on an affected residential property to exceed the noise level standards as indicated below. Exterior noise level shall be measured pursuant to the requirements set forth in Section 34-85(b).

Sound Level Descriptor	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Leq, A weighting dBA	50	45
Leq, C weighting dBC	75	70
One-third octave band	10 dB increase in any one-third octave band	

- (1) The noise level measurements conducted under this subsection (e) shall be conducted with the sound level meter set to fast response.
- (2) If separation of low frequency noise or impulsive noise from the background ambient noise can be determined with the sound level meter set to A-weighting noise levels from the low frequency noise shall not exceed an Leq of 50 dBA daytime and 45 dBA nighttime for any one minute period.
- (3) If separation of low frequency noise or impulsive noise from the background ambient noise cannot be determined with the sound level meter on A-weighting, the meter shall be switched to C-weighting to emphasize the low frequency noise. If separation of low frequency noise or impulsive noise from background ambient noise can be determined with the meter set to the C-weighting, the noise level from the low frequency noise or impulsive noise shall not exceed an Leq of 75 dBC daytime and 70 dBC nighttime for any one minute period.
- (4) If existing background ambient noise levels are higher than standards identified in the table above, then the maximum sound levels due to amplified sound shall not exceed the background sound levels by more than three dB for A-weighted measurements and five dB for C-weighted measurements.
- (5) If separation of low frequency noise or impulsive noise from the background ambient noise cannot be determined with the sound level meter set to either A or C weighting, and low frequency noises or impulsive noise are clearly audible to the acoustics specialist, a sound level measurement shall be taken using one-third octave band frequencies. A 10 dB increase in any one-third octave band due to the amplified noise shall be considered a violation of this Article.

**Sec. 34-87. - Interior noise standards.**

- (a) In any apartment, condominium, townhouse, duplex or multiple-dwelling unit, it is unlawful for any person to create any noise from inside his or her unit that causes the noise level, when measured in a neighboring unit during the periods 10:00 p.m. to 7:00 a.m., to exceed the following:
  - (1) Forty-five dBA for a cumulative period of more than five minutes in any hour.
  - (2) Fifty dBA for a cumulative period of more than one minute in any hour.
  - (3) Fifty-five dBA for any period of time.
- (b) If the ambient noise level exceeds that permitted by any of the noise level categories specified in subsection (a) of this section, the allowable noise limit shall be increased in five-dBA increments in each category to encompass the ambient noise level.

**Sec. 34-88. - Exemptions.**

The following activities shall be exempted from this article:

- (1) School bands, school athletic and school entertainment events.
- (2) Outdoor gatherings, public dances, shows and sporting and entertainment events, provided the events are conducted pursuant to a license or permit issued by the city.
- (3) Activities conducted on parks, public playgrounds and school grounds, provided such parks, playgrounds and school grounds are owned and operated by a public entity or private school.
- (4) Any mechanical device, apparatus or equipment related to or connected with emergency activities or emergency work.
- (5) Noise sources associated with construction, repair, remodeling, demolition, paving or grading of any real property, provided the activities do not take place between the hours of 8:00 p.m. and 6:00 a.m. on weekdays and Friday commencing at 8:00 p.m. through and including 7:00 a.m. on Saturday, Saturdays commencing at 8:00 p.m. through and including 7:00 a.m. on the next following Sunday, and on each Sunday after the hour of 8:00 p.m. However, when an

unforeseen or unavoidable condition occurs during a construction project and the nature of the project necessitates that work in process be continued until a specific phase is completed, the contractor or owner shall be allowed to continue work after 8:00 p.m. and to operate machinery and equipment necessary until completion of the specific work in progress can be brought to conclusion under conditions which will not jeopardize inspection acceptance or create undue financial hardships for the contractor or owner.

- (6) Noise sources associated with agricultural operations, provided such operations do not take place between the hours of 8:00 p.m. and 6:00 a.m.
- (7) Any mechanical device, apparatus or equipment which is utilized for the protection or salvage of agricultural crops during periods of adverse weather conditions or when the use of mobile noise sources is necessary for pest control.
- (8) Noise sources associated with maintenance of residential area property, provided the activities take place between the hours of 6:00 a.m. and 8:00 p.m. on any day except Saturday or Sunday, or between the hours of 7:00 a.m. and 8:00 p.m. on Saturday or Sunday.
- (9) Any activity, to the extent provisions of 42 USC 65 and Public Utilities Code §§ 21661—21669.6 and 21670—21679.5 preempt local control of noise regulations and land use regulations related to noise control of airports and their surrounding geographical areas; any noise source associated with the construction, development, manufacture, maintenance, testing or operation of any aircraft engine or of any weapons system or subsystems which are owned, operated or under the jurisdiction of the United States; or any other activity to the extent regulation thereof has been preempted by state or federal law or regulation.
- (10) Any noise sources associated with the maintenance and operation of aircraft or airports which are owned or operated by the United States.

**Sec. 34-89. - Transition period for preexisting industrial or commercial facilities.**

- (a) The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:

Commercial facility means any building, structure, premises or portion thereof used for wholesale or retail commercial purposes.

Industrial facility means any building, structure, factory, plant, premises or portion thereof used for manufacturing or industrial purposes.

- (b) Any industrial or commercial facility shall be subject to all applicable requirements of this article.
- (c) If any facility which is not in compliance by the end of the one-year period applies for a variance pursuant to section 34-100, in deciding whether to grant a variance, the hearing board shall take into account the extent to which the applicant has endeavored to reduce noise during the one-year period to meet the standards specified in this article.
- (d) This section applies only to a commercial or industrial facility which was already in existence or for which the work of improvement has commenced prior to July 1, 1976.

**Sec. 34-90. - Schools, hospitals and churches.**

It is unlawful for any person to create any noise which causes the noise level at any school, hospital or church, while the school, hospital or church is in use, to exceed the noise standards specified in section 34-86 or to create any noise which unreasonably interferes with the use of such institution or unreasonably disturbs or annoys patients in the hospital. In any disputed case, interfering noise which is ten dBA or more, greater than the ambient noise level at the building, shall be deemed excessive and unlawful.

**Sec. 34-91. - Machinery, equipment, fans and air conditioning.**

- (a) It is unlawful for any person to operate any mechanical equipment, pump, fan, air conditioning apparatus, stationary pumps, stationary cooling towers, stationary compressors, similar mechanical devices, or any combination thereof installed after July 1, 1976 in any manner so as to create any noise which would cause the maximum noise level to exceed the following:
  - (1) Sixty dBA at any point at least one foot inside the property line of the affected residential property and three to five feet above ground level.
  - (2) Fifty-five dBA in the center of a neighboring patio three to five feet above ground level.
  - (3) Fifty-five dBA outside of the neighboring living area window nearest the equipment location. Measurements shall be taken with the microphone not more than three feet from the window opening but at least three feet from any other surface.
- (b) Equipment installed five years after July 1, 1976, must comply with a maximum limit of 55 dBA at any point at least one foot inside the property line of the affected residential property and three to five feet above ground level.
- (c) Equipment installed before December 17, 1970, must comply with a limit of 65 dBA maximum in sound level at any point at least one foot inside the affected property line and three to five feet above ground level by January 1, 1977. Equipment installed between December 16, 1970, and July 1, 1976, must comply with a limit of 65 dBA maximum sound level at any point at least one foot inside the property line of the affected residential property and three to five feet above ground level.

**Sec. 34-92. - Off-road vehicles.**

It is unlawful for any person to operate any motorcycle or recreational off-road vehicle within the city in such a manner that the noise level exceeds the exterior noise standards specified in section 34-86.

**Sec. 34-93. - Waste disposal vehicles.**

- (a) It is unlawful for any person authorized to engage in waste disposal service or garbage collection to operate any truck-mounted waste or garbage loading and/or composting equipment or similar mechanical device in any manner so as to create any noise exceeding the following level, when measured at a distance of 50 feet from the equipment in an open area:
  - (1) New equipment purchased or leased on or after a date six months from July 1, 1976, shall not exceed a noise level of 80 dBA.
  - (2) New equipment purchased or leased on or after 42 months from July 1, 1976, shall not exceed a noise level of 75 dBA.
  - (3) Present equipment shall not exceed a noise level of 80 dBA on or after five years from July 1, 1976.
- (b) This section shall not abridge or conflict with the powers of the state over motor vehicle control.

**Sec. 34-94. - Radios, tape players on publicly owned property.**

- (a) As used in this section, the phrase "a person of normal hearing sensitivity" means a person who has a hearing threshold level of between zero decibels and 25 decibels HL averaged over the frequencies 500, 1,000 and 2,000 hertz.
- (b) Notwithstanding any other section of this Code and in addition thereto, it is unlawful for any person to permit or cause any noise, sound, music or program to be emitted from any radio, tape player, tape recorder, record player or television outdoors on or in any publicly owned property, park or place when such noise, sound, music or program is audible to a person of normal hearing sensitivity 100 feet from the radio, tape player, tape recorder, record player or television.

- (c) Notwithstanding any other section of this Code, any person violating this section shall be guilty of an infraction and upon conviction thereof, is punishable as provided in section 1-21.
- (d) Notwithstanding sections 46-1 and 46-2 or any other section of this Code, no citation or notice to appear shall be issued or criminal complaint shall be filed for a violation of this section unless the offending party is first given a verbal or written notification of violation by any peace officer, public officer, park ranger or other person charged with enforcing this section and the offending party given an opportunity to correct the violation.
- (e) This section shall not apply to broadcasting from any aircraft, vehicle or stationary sound amplifying equipment as defined and regulated in chapter 5.56 of the Sacramento County Code; the use of radios, tape players, tape recorders, record players or televisions in the course of an assembly or festival for which a license has been issued pursuant to section 9.36.072 of the Sacramento County Code; a parade for which a permit has been issued pursuant to section 10.32.020 of the Sacramento County Code; or any other activity, assembly or function for which a permit or license has been duly issued pursuant to any section of this Code or the Sacramento County Code.

**Sec. 34-95. - General noise regulations.**

- (a) Notwithstanding any other section of this article and in addition thereto, it is unlawful for any person to willfully make or continue or cause to be made or continued any loud, unnecessary or unusual noise which disturbs the peace and quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.
- (b) The standards which shall be considered in determining whether a violation of this section exists shall include but not be limited to the following:
  - (1) The sound level of the objectionable noise.
  - (2) The sound level of the ambient noise.
  - (3) The proximity of the noise to residential sleeping facilities.
  - (4) The nature and zoning of the area within which the noise emanates.
  - (5) The density of the inhabitation of the area within which the noise emanates.
  - (6) The time of day or night the noise occurs.
  - (7) The duration of the noise and its tonal informational or musical content.
  - (8) Whether the noise is continuous, recurrent or intermittent.
  - (9) Whether the noise is produced by a commercial or noncommercial activity.

**Sec. 34-96. - Administration.**

**Sec. 34-98. Violations.**

- (a) Any violation of any of the provisions of this article shall be and is hereby declared a public nuisance.
- (b) Any person who violates any provision of this article shall be guilty of a separate offense for each and every day during any portion of which any such person commits, continues, permits, or causes a violation thereof and, shall be punished accordingly.

**Sec. 34-99. Administrative Enforcement.**

If the community and economic development director determines that a violation of this article has occurred or is occurring, the community and economic development director shall have the authority to issue a notice of administrative violation to the responsible party and impose administrative penalties pursuant to Section 50-96 et seq., or to seek enforcement of this article pursuant to any applicable laws or ordinances, including, but not limited to, injunctions or criminal penalties.

**Sec. 34-100. Criminal Penalties.**

Violations of this article are hereby declared to be infractions. A conviction of an infraction shall be punishable by fine as follows: upon a first conviction, a fine not exceeding \$100.00; upon the second conviction within one year of a prior conviction, by a fine not exceeding \$200.00; upon any subsequent conviction within one year of two prior convictions, by a fine of not exceeding \$500.00.

**Sec. 34-101. Civil Injunction.**

The violation of any provision of this article shall be and is hereby declared to be contrary to the public interest and shall, at the discretion of city, create a cause for injunctive relief.

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## CITY OF CITRUS HEIGHTS

### Memorandum

December 10, 2015

**TO:** Mayor and City Council Members  
Henry Tingle, City Manager

**FROM:** David Wheaton, General Services Director  
Chris Fallbeck, Principal Civil Engineer

Approved and Forwarded to  
City Council

\_\_\_\_\_ Fin.

\_\_\_\_\_ Atty.

\_\_\_\_\_  
Henry Tingle, City Manager

**SUBJECT: Pacific Gas and Electric's Community Pipeline Safety Initiative**

#### **Summary and Recommendation**

Pacific Gas and Electric (PG&E) is underway with the Community Pipeline Safety Initiative, a project to improve safety by removing obstacles in the vicinity of their pipelines to provide firefighters and other safety crews better access during an emergency. A component of this safety initiative is to remove trees that are directly above or in close proximity to PG&E natural gas transmission pipelines. PG&E has identified 18 unacceptable risk trees on the City right of way and 31 manageable risk trees on City property. Additional trees on private property have been identified as unacceptable and manageable risk trees. Staff does not support the removal of trees identified in this program, particularly trees identified on Antelope Road between Tupelo Drive and the west City limit. These trees were planted as part of a greenhouse gas emissions reduction program and PG&E was involved in the planning and design of this project.

Adoption of this Resolution will authorize the City Manager to negotiate with PG&E regarding the possible removal of up to 18 unacceptable risk trees and 31 manageable risk trees, identify locations where replacement trees will be located at PG&E's cost, provide input to PG&E before PG&E begins discussions with private property owners regarding the removal of trees and structures in the immediate vicinity of PG&E's natural gas transmission pipelines.

#### **Fiscal Impact**

This project will require staff time however; PG&E has provided a check in the amount of \$10,000 to reimburse the City for anticipated staff time. Should costs exceed this amount additional funds will be requested from PG&E.

#### **Background and Analysis**

PG&E is underway with the Community Pipeline Safety Initiative, a project to improve safety by removing obstacles in the vicinity of their pipelines to provide firefighters and other safety crews better access during an emergency. This evening PG&E will make a presentation discussing the criteria used to identify the trees to be removed for safety reasons and showing an overall exhibit of tree removal.

Attachment A provides a project overview. Attachment B is a template of the letter that PG&E

plans to send to private property owners with trees that need to be removed.

The project fundamentals within the City of Citrus Heights are as follows:

137 trees should be reviewed on private properties to determine if they pose a safety concern or if they can remain. PG&E will work with the property owner to conduct this review and develop a plan as needed. No work will take place without the property owner's approval.

18 trees have been determined to be unacceptable risk within the City's right of way. Staff will work with PG&E to determine which trees, if any, will be removed.

31 trees within City property or rights of way have been determined to be a manageable risk and they will remain with ongoing monitoring. It is up to the City to determine if these trees will be removed.

Any trees removed from private property will be mitigated on site as required by the private property owner and will also be subject to mitigation in accordance with the City's tree preservation ordinance.

Any tree removed from public property or the public right of way will be subject to mitigation in accordance with the City's tree preservation ordinance and require an encroachment permit from the City, with payment of applicable fees.

Structures that have been constructed on private property within PG&E's pipeline easement must be removed or relocated.

### **Conclusion**

Staff recommends the City Council approve the attached Resolution, authorizing the City Manager to negotiate with PG&E regarding the possible removal of up to 18 unacceptable risk trees and 31 manageable risk trees, identify locations where replacement trees will be located at PG&E's cost, provide input to PG&E before PG&E begins discussions with private property owners regarding the removal of trees and structures in the immediate vicinity of PG&E's natural gas transmission pipelines.

Attachments:

- A) Project Overview
- B) PG&E Template Letter
- C) Resolution

# Community Pipeline Safety Initiative

## City of Citrus Heights

December 10, 2015





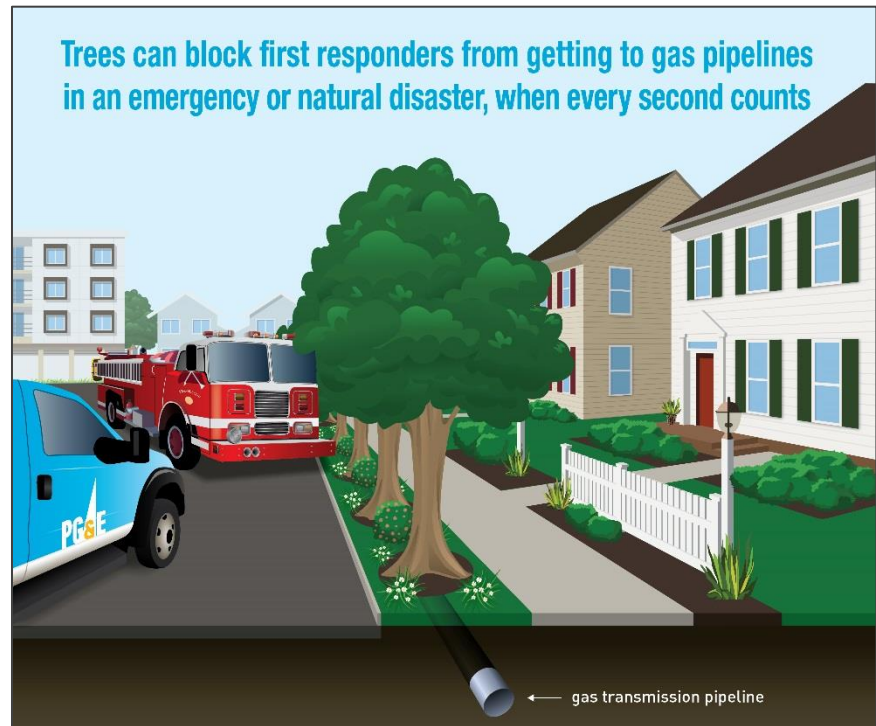
## Community Pipeline Safety Initiative – Citrus Heights

- Discuss pipeline safety in your community
- Work together to ensure emergency access to the gas pipeline
- Discuss replacement and restoration options
- Review community outreach program
- Discuss proposed safety work
- Gather your input and answer questions
- Capture any items for follow-up

- PG&E's top priority is the safety of our customers and communities – we are testing, studying and upgrading our gas system, including:
  - **Hydrostatic pressure testing** which verifies the pipeline's strength and safe operating pressure
  - **Internal pipe inspection robots** to check for signs of corrosion
  - **Valve automation** to allow faster response during gas emergencies
  - **Leak survey** of our entire gas pipeline system more frequently
  - **Aerial and ground patrols** to identify any excavations, signs of construction and other potential safety concerns



- We are checking the area above and around the transmission pipeline to:
  - Ensure first responders and safety crews have immediate access in an emergency or natural disaster, when every second counts
  - Prevent tree roots from damaging the pipe by exposing it to corrosion
  - Confirm the pipe can be properly inspected, maintained and operated
  - Make sure the area provides a clear visual indicator of underground facilities



“In the event of an emergency, a clear ROW [right-of-way] is necessary to facilitate access by both the pipeline operator and emergency response personnel. Obstructions on the ROW can prohibit their ability to respond.”

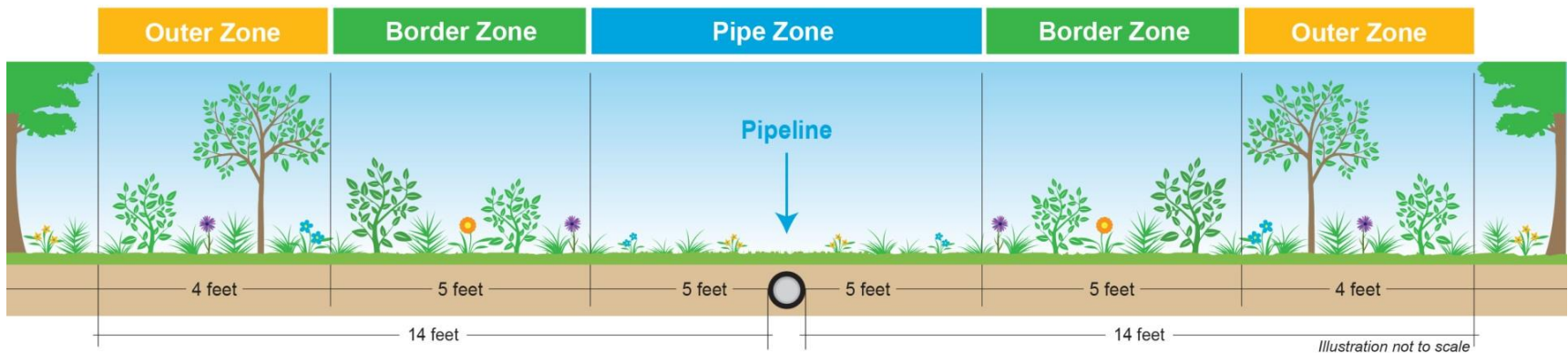
“Trees should not be allowed within the boundary of the ROW. Tree roots have the potential to damage pipeline coatings which may contribute to the loss of integrity of the pipeline.”

*Pipeline and Informed Planning Alliance, Final Report of Recommended Practices, pg 41*



First responders depend on immediate access in an emergency

**Making sure the right plants and trees are located in the right location adds to the safety and natural beauty of your community**



- Pipe Zone – Lawns, flowers, low-profile grasses and low-growing herbaceous plants are permitted within the Pipe Safety Zone.
- Border Zone – Small to medium shrubs with a trunk or main branch less than 8" in diameter at full maturity are permitted within the Border Zone.
- Outer Zone – Large shrubs and small trees with a trunk less than 36" at full maturity are permitted within the Outer Zone.

*Note: Diameter is measured four and a half feet from the ground.*





## Community Pipeline Safety Initiative – Citrus Heights

- We understand how important trees are to the community. They are important to us too. When a tree poses a safety concern and needs to be replaced from city-owned or franchise areas, PG&E works with the City to determine:
  - **Tree Replacement:** Including the following replacement options:
    - **Option 1:** One 15-gallon replacement tree per tree, and PG&E will plant all of the trees
    - **Option 2:** Two 15-gallon replacement trees per tree, and PG&E will donate the trees to a local non-profit or related tree organization to plant
    - **Option 3:** An in-lieu payment at the value of two 15-gallon trees per tree
  - **Restoration:** Work together to develop a landscape plan that restores the area with native, drought-tolerant landscaping, such as grasses, flowers, mulch or bark
  - **Protected Trees:** For those trees designated protected or heritage by the City, we will submit ministerial permits and meet the replacement tree ratio specified in the city's tree ordinance

- When trees need to be replaced for safety reasons from private property, PG&E will work with property owners to offer the following:
  - **Replacement:** Provide a minimum of one 15-gallon replacement tree or an in-lieu payment per tree
  - **Delivery:** Coordinate with the property owner and deliver the replacement tree(s) to be planted by the property owner
  - **Restoration:** Work together to develop a landscape plan that restores the area with native, drought-tolerant landscaping, such as grasses, mulch or bark
- We recognize every customer and yard is different, and we will address special circumstances on a case-by-case basis



# Community Pipeline Safety Initiative – Citrus Heights

- It is important to us that our customers fully understand and support this safety work
- Our outreach activities include:
  - Meeting with city officials and staff to discuss the safety risks and work together to plan for gas safety work in public areas
  - Communicating about gas pipeline safety to all residents within 500-feet of the safety work
  - Notifying nearby residents before any safety work takes place
  - Contacting private property owners regarding any safety work proposed for their property
- Before beginning any work, we will seek a mutual agreement with the property owner or municipality before beginning any work



- An in-depth review of franchise trees was recently completed by our safety specialists
- The analysis helps ensure we are only replacing trees that pose a safety or emergency access concern. It involves:
  - Analyzing specific vegetation and pipeline data, such as the height and species of a tree and the age and coating of the pipeline
  - Determining if a tree is a manageable risk and can potentially remain with regular monitoring, or an unacceptable risk and must be replaced
- In the future, it may be determined that manageable risk trees pose an unacceptable safety risk and will need to be replaced





### What does the tree-by-tree review involve?

Our pipeline integrity and risk management experts review a number of factors, including:

1. Distance from the pipeline to tree	7. Ability to access pipeline in an emergency
2. Diameter at breast height (DBH)	8. Tree health and tree density in the area
3. Distance from the pipeline to the surface	9. Lightning exposure
4. Tree species	10. Soil instability
5. Potential for pipe corrosion from tree roots	11. Presence/visibility of line markers
6. Pipe installation date and coating type	12. Ability to access the pipeline for patrols



## Community Pipeline Safety Initiative – Citrus Heights

- To ensure we are only replacing trees that pose an emergency access or safety concern, we also conduct a review of trees on private property
- The review involves meeting with property owners to discuss safety risks and gather more information about their tree(s) and property
- This analysis will determine which trees need to be replaced for safety reasons and which can potentially remain in place with regular monitoring
  - Trees and brush within 5 feet of pipeline must be removed to ensure access and protect public safety
  - Trees located between 5.1 and 14 feet will be reviewed as part of the assessment, and in some cases, may be able to remain in place with ongoing monitoring





## Community Pipeline Safety Initiative – Citrus Heights













Proposed Franchise/City-Owned Work	
Tree Removals	18
Brush Removals	10

Proposed Private Property Work	
Tree Removals	137
Brush Removals	84

# Proposed Gas Safety Work (KMZ Review)





-  Tree Removal on Franchise/Unacceptable
-  Tree Removal on Franchise/Manageable
-  Tree Prune on Franchise
-  Brush Unit on Franchise
-  Tree Removal on Private
-  Tree Prune on Private
-  Brush Unit on Private
-  Tree Removal on City-Owned Parcels or Franchise
-  Tree Prune on City-Owned Parcels
-  Brush Unit on City-Owned Parcels
-  Tree Removal on City-Owned Parcel/Unacceptable
-  Tree Removal on City-Owned Parcel/Manageable

- Answer all of your questions
- Gather feedback and recommendations
- Reach agreement on a plan forward
- Begin outreach to private property owners



- Damage from excavation is the most common cause of pipeline accidents
- If you plan on doing any digging, such as planting a tree or installing a fence, please call **811** before you dig
- With one free call to **811** at least two working days in advance, PG&E will send a crew that can mark our underground gas and electric facilities before you begin work, helping you plan a safe project



# Questions?



- For questions regarding the upcoming pipeline safety work, please contact John Costa, your Local Government Relations Representative, at **916-584-1885** or by email at **[john.costa@pge.com](mailto:john.costa@pge.com)**
- For more information, visit us at **[pge.com/GasSafety](http://pge.com/GasSafety)**



# Thank You





«Date»

«Customer Name»

«Mail Address»

«Mail City, Mail State Mail Zip»

RE: Your Property at «Site Address», «Site City»

Dear «Customer Name»:

As part of Pacific Gas and Electric Company's (PG&E) commitment to providing customers with the safest and most reliable gas system in the nation, you may have seen us working in your neighborhood. In addition to our regular pipeline safety work, in every community we are looking at the area above and around the natural gas transmission lines to be certain that firefighters and our own emergency response crews are able to quickly reach the pipeline in the event of an emergency or natural disaster.

When trees, bushes and structures are located too close to the gas pipeline, they can threaten safety because they can block emergency access for firefighters and can prevent our crews from performing important safety work. We are working together with property owners and civic leaders in your community to ensure any items located too close to the pipeline are replaced a safe distance away from the line and the area is restored.

This work is just one of many pipeline safety programs currently underway, these include:

- **Hydrostatic pressure testing** which verifies the pipeline's strength and safe operating pressure.
- **Internal pipe inspections** using advanced cameras and high-tech devices called "smart pigs" to inspect the pipeline's welding and thickness, and identify signs of corrosion or other weaknesses.
- **Valve automation** to allow faster response times during gas emergencies.
- **Pipeline retrofits** to ensure we can properly perform internal inspections.
- **Checking our gas transmission pipelines for leaks**, first by aircraft equipped with advanced laser detection technology, then by on-the-ground teams of gas field technicians using handheld detectors.

A brochure with more information about PG&E's pipeline safety initiatives is enclosed.

#### Learn More

For more information about our pipeline safety efforts, please visit [pge.com/GasSafety](http://pge.com/GasSafety). Local representatives are also available to speak with you and answer any questions you may have. Please see below for the contact information for your local representative.

As a reminder, always contact Underground Services Alert (USA) by dialing 811 before digging, excavating or conducting any operations close to the gas pipeline right-of-way. With one free call to 811 at least 48 hours in advance, PG&E will send a crew that can mark our underground gas and electric facilities before you begin work, so you can dig safely.

We appreciate your patience and cooperation as we continue to work together to provide you with safe, reliable and affordable energy. Thank you.

Sincerely,

«ES&S Representative Name»

«Title»

Pacific Gas and Electric Company

Sheryl Bilbrey  
Director of Land Management  
Pacific Gas and Electric Company

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#### Contact us

- For questions about projects in your neighborhood, contact your local PG&E representative «Customer Impact» at «Phone Number»
- For more information on pipeline safety programs, call our Gas System Help Line at 1-888-743-7431



Como parte del compromiso de Pacific Gas and Electric Company (PG&E, por sus siglas en inglés) de proveer a sus clientes el sistema de gas más seguro y confiable del país, usted podría habernos visto trabajando en su vecindario. Además de nuestro trabajo habitual relativo a la seguridad de las tuberías, en cada comunidad estamos supervisando el área por encima y alrededor de las líneas de transmisión de gas natural, para asegurar que los bomberos y nuestro propio equipo de respuesta a emergencias, tenga rápido acceso a las tuberías en caso de una emergencia o desastre natural.

Cuando los árboles, los arbustos y las estructuras, están ubicados demasiado cerca de una tubería de gas, éstos pueden amenazar la seguridad dado que pueden obstruir el acceso de emergencia a los bomberos e impedir que nuestro personal realice importantes trabajos de seguridad. Estamos trabajando junto a propietarios y líderes cívicos de su comunidad para garantizar que cualquier objeto ubicado demasiado cerca de una tubería sea colocado a una distancia segura de la línea y también para que el área sea restaurada.

Este trabajo respecto a la seguridad de la distribución de gas en la comunidad, es uno de los tantos programas actualmente en curso concerniente a la seguridad de las tuberías. Le adjuntamos un folleto con más información acerca de las iniciativas de PG&E en el tema de seguridad en las tuberías. Este folleto se encuentra también disponible en español. Si usted tiene preguntas acerca de los proyectos de seguridad en su vecindario o si desea una copia del folleto, por favor contáctese con el Departamento de Manejo de Suelo de PG&E llamando al **1-877-259-8314**. Le agradecemos su paciencia y cooperación mientras continuamos trabajando juntos para proveerle energía segura, confiable y asequible.

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Pacific Gas and Electric Company (PG&E) 承諾為客戶提供全國最安全可靠的煤氣供應系統，為此，您可能曾在您的居住區看過我們施工。除了定期維護管路安全之外，我們會在各個社區檢查煤氣輸送管上方和四周區域，以確保緊急事故或天災發生時，消防人員和我們的緊急應變小組能迅速到達管路所在之處。

樹木、樹叢或建築物太靠近煤氣輸送管，會阻礙消防員緊急出入，也會妨礙本公司工作人員進行重要的安全作業，可能造成安全威脅。我們正與您社區內的業主和市政事務領導人通力合作，確定太過靠近管路的一切障礙物均獲得遷移，與輸送管保持安全距離，並將此區復原。

這項社區煤氣安全作業只是我們正在進行的多項輸送管安全計劃之一。隨附 PG&E 管線安全計劃小冊提供更多資訊。謝謝您的耐心配合，讓我們能繼續為您提供安全、可靠及可負擔的能源。如果您對住家附近的管線安全工程有任何問題，請與當地服務人員聯絡，電話是：**1-800-893-9555**。

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Vi Công Ty Pacific Gas and Electric Company (PG&E) cam kết cung cấp cho khách hàng một hệ thống khí đốt an toàn và đáng tin cậy nhất trong toàn quốc, quý vị có thể đã thấy chúng tôi làm việc trong khu phố quý vị. Tại mỗi cộng đồng, ngoài các hoạt động thường xuyên để giữ đường ống an toàn, chúng tôi cũng sẽ quan sát các khu vực ở trên và xung quanh các đường ống dẫn khí đốt để đảm bảo rằng nhân viên cứu hỏa hoặc nhân viên ứng phó khẩn cấp của chúng tôi sẽ có thể nhanh chóng tiếp cận các đường ống nếu có trường hợp khẩn cấp hay thiên tai.

Nếu có cây cối, bụi cây, hay cấu trúc nằm quá gần đường ống dẫn khí đốt, sự an toàn có thể bị đe dọa vì các vật này có thể gây trở ngại cho nhân viên cứu hỏa khi họ cần phải tiếp cận trong trường hợp khẩn hoặc gây khó khăn cho nhân viên của chúng tôi khi họ cần phải thực hiện các hoạt động an toàn quan trọng. Chúng tôi hiện đang hợp tác với các chủ sở hữu và các nhà lãnh đạo trong cộng đồng để đảm bảo rằng bất kỳ các vật thể nào nằm quá gần đường ống sẽ được thay thế vào vị trí có khoảng cách an toàn và khu vực được khôi phục.

Hoạt động an toàn khí đốt cộng đồng này chỉ là một trong nhiều chương trình an toàn đường ống chúng tôi đang thực hiện. Một tờ thông tin về các dự án an toàn cho đường ống dẫn của PG&E có đính kèm. Chúng tôi chân thành cảm ơn sự kiên nhẫn và hợp tác của quý vị để chúng ta cùng nhau tiếp tục hợp tác để cung cấp năng lượng an toàn, đáng tin cậy và giá cả phải chăng cho quý vị. Nếu quý vị có thắc mắc về các dự án an toàn cho đường ống dẫn trong khu phố của quý vị, xin vui lòng liên hệ với Ban Đất Đai của PG&E theo số **1-877-259-8314**.

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Kung kailangang makipag-usap sa nakakasali ng Tagalog, tumawag sa: **1-800-743-5000**.



**RESOLUTION NO. 2015-**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO NEGOTIATE WITH PG&E TO REMOVE UP TO 18 TREES IN THE PUBLIC RIGHT OF WAY TO COMPLY WITH PG&E'S COMMUNITY PIPELINE SAFETY INITIATIVE**

**WHEREAS**, Pacific Gas and Electric (PG&E) is underway with the Community Pipeline Safety Initiative, a project to improve safety by removing obstacles in the vicinity of their pipelines to provide firefighters and other safety crews better access during an emergency; and

**WHEREAS**, PG&E has identified 18 unacceptable risk trees on the City right of way and 31 manageable risk trees on City property; and

**WHEREAS**, PG&E has identified additional trees on private property as unacceptable and manageable risk trees; and

**WHEREAS**, any trees removed from private property will be mitigated on site at PG&E's cost as required by the private property owner and will also be subject to mitigation at PG&E's cost in accordance with the City's tree preservation ordinance; and

**WHEREAS**, any tree removed from public property or the public right of way will be subject to mitigation in accordance with the City's tree preservation ordinance at PG&E's cost; and

**NOW, THEREFORE, BE IT RESOLVED AND ORDERED** by the City Council of the City of Citrus Heights, that the City Manager is hereby authorized to negotiate with PG&E regarding the possible removal of up to 18 unacceptable risk trees and handling of up to 31 manageable risk trees, identify locations where replacement trees will be located, provide input to PG&E before it begins discussions with private property owners regarding the removal of trees and structures in the immediate vicinity of PG&E's natural gas transmission pipelines, and take such other steps as necessary including requiring PG&E to comply with the City's tree preservation ordinance and pay any applicable fees.

The City Clerk shall certify the passage and adoption of this Resolution and enter it into the book of original resolutions.

**PASSED AND ADOPTED** by the City Council of the City of Citrus Heights, California, this 10th day of December, 2015, by the following vote, to wit:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

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**Jeannie Bruins, Mayor**

**ATTEST:**

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**Amy Van, City Clerk**  
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