**AGENDA**
**November 13, 2019 - 7:00 PM**
**CITY OF CITRUS HEIGHTS**
**PLANNING COMMISSION MEETING**
City Hall Council Chambers
6360 Fountain Square Drive, Citrus Heights, CA

1. CALL MEETING TO ORDER

   a. Full Packet

      Documents:

      PC PACKET 11-13-19.PDF

2. ROLL CALL
   Commission Members: Duncan, Flowers, Ingle, Scheeler, Van Duker, Vice Chair Schaefer, Chair Lagomarsino

3. FLAG SALUTE

4. PUBLIC COMMENT
   Under Government Code Section 54954.3, members of the audience may address the Commission on any item within the jurisdiction of the Commission or on any agenda item. If you wish to address the Commission, please fill out a speaker identification form and hand it to the Commission Secretary. When you are called upon to speak, step forward to the podium and state your name clearly for the record. Those wishing to speak on non-agenda items will be called upon at the beginning of the meeting. Those wishing to speak for or against an agenda item will be called upon after the presentation by the City Planning department and the Applicant for that agenda item.

5. CONSENT CALENDAR
   Approval of the meeting minutes for October 23, 2019

6. PUBLIC HEARING

   a. TENTATIVE PARCEL MAP - 8258 HOLLY DRIVE:
      The applicant is requesting approval of a Tentative Parcel Map to allow creation of three (3) lots from a single parcel of approximately 1.76 gross acres located on Holly Drive north of Oak Grove Avenue. Project Planner: Eric Singer

   b. SUMMERHILLS PLAZA DRIVE THROUGH - 7849 LICHEN DRIVE:
      The applicant is requesting approval of a Use Permit and Design Review Permit to allow a new Dutch Brothers Coffee Drive Through within the existing Summerhills Plaza Shopping Center located at 7849 Lichen Drive. Project Planner: Casey Kempenaar

7. REGULAR CALENDAR

8. PLANNING MANAGER COMMENTS

9. ADJOURNMENT

The agenda for this meeting of the Planning Commission for the City of Citrus Heights was posted at the sites listed below on or before the close of business at 5:00 p.m. on the Friday preceding the meeting.

City of Citrus Heights, 6360 Fountain Square Drive, Citrus Heights, CA
Rusch Park Community Center, 7801 Auburn Boulevard, Citrus Heights, CA
Sacramento County Library, Sylvan Oaks Branch, 6700 Auburn Boulevard, Citrus Heights, CA

Any writings or documents provided to a majority of the City of Citrus Heights Planning Commission regarding any item on this agenda will be made available for public inspection at City Hall located at 6360 Fountain Square Drive, Citrus Heights, CA 95621.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact Karen Ramsay at (916) 727-4742. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. TTY/TDD users with questions or comments can call the California Relay Service by dialing 7-1-1.

*Pursuant to Sections 65009 (b) (2), of the State Government Code "If you challenge any of the above projects in court, you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice, or in written correspondence delivered to the city Planning Commission at or prior to, this public hearing".*

# CITY OF CITRUS HEIGHTS
# PLANNING COMMISSION MEETING
# AGENDA
# Wednesday, November 13, 2019 - 7:00 p.m.
# City Hall Council Chambers
# 6360 Fountain Square Drive, Citrus Heights, CA

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NOTE: The Commission 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 Commission established a procedure for addressing the Commission. Speaker Identification Sheets are provided on the table inside the Council Chambers. If you wish to address the Commission during the meeting please complete a Speaker Identification Form and give it to the Commission Secretary. Those addressing the Commission are limited to five (5) minutes, unless extended by the Chair. The Chair may also reduce the allowed time if there is a lengthy Agenda or a large number of people wanting to address the Commission.

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1. **CALL MEETING TO ORDER**

2. **ROLL CALL**

   Commission Members: Duncan, Flowers, Ingle, Scheeler, Van Duker, Vice Chair Schaefer, Chair Lagomarsino

3. **FLAG SALUTE**

4. **PUBLIC COMMENT**

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5. **CONSENT CALENDAR**

   Approval of the meeting minutes for October 23, 2019.

## 6. PUBLIC HEARING

### A. TENTATIVE PARCEL MAP – 8258 HOLLY DRIVE:

The applicant is requesting approval of a Tentative Parcel Map to allow creation of three (3) lots from a single parcel of approximately 1.76 gross acres located on Holly Drive north of Oak Grove Avenue. Project Planner: Eric Singer

### B. SUMMERHILLS PLAZA DRIVE THROUGH – 7849 LICHEN DRIVE:

The applicant is requesting approval of a Use Permit and Design Review Permit to allow a new Dutch Brothers Coffee Drive Through within the existing Summerhills Plaza Shopping Center located at 7849 Lichen Drive. Project Planner: Casey Kempenaar

## 7. REGULAR CALENDAR

None

## 8. PLANNING MANAGER COMMENTS

## 9. ADJOURNMENT

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DRAFT

# City of Citrus Heights

## Planning Commission Meeting Minutes
## October 23, 2019

1. **CALL MEETING TO ORDER**
   Chair Lagomarsino called the meeting to order at 7:00 PM.

2. **ROLL CALL**
   **Commission Present:** Duncan, Flowers, Ingle, Lagomarsino, Schaefer, Scheeler, Van Duker
   **Staff Present**: Hodgkins, Jones, Kempenaar, McDuffee, Ramsay

3. **FLAG SALUTE**
   Commissioner Ingle led the flag salute.

4. **PUBLIC COMMENT**
   None

5. **CONSENT CALENDAR**
   The meeting minutes for June 26, 2019 were approved as submitted.

   **M/S:** Sheeler/Schaefer
   **AYES:** (7) Duncan, Flowers, Ingle, Lagomarsino, Schaefer, Scheeler, Van Duker

6. **PUBLIC HEARING**

   **A. SENIOR AFFORDABLE APARTMENTS – 12057 FAIR OAKS BOULEVARD:** Project Planner Kempenaar presented a request for approval to construct a 110-unit affordable senior apartment complex on three parcels containing an existing single family home and orchard. The project includes a Rezone to change the zoning from RD10 to RD20. The project also requires a Design Review Permit for the apartment development as well as concessions and a density bonus and affordable housing agreement related to the affordable housing. The project includes a Tree Permit for the removal of several protected trees.

There was Planning Commission and staff discussion.

Chair Lagomarsino opened the public hearing.

Applicant Craig Myers addressed the Planning Commission's questions.

Scott and Tom Balash spoke in opposition to the project and have concerns regarding parking.

Stan Frank discussed his concerns about how his property development would be impacted by this project.

Mike Gorenberg discussed his concerns about how his property development would be impacted by this project.

Joan Pederson spoke in support of this project and said she is impressed with this organization, but has reservations about Celine Drive access.

Barbara Sorensen had concerns regarding the need for a traffic light on Fair Oaks.

Steven Justenson spoke in opposition to this project.

Meredith Lattin submitted a letter of opposition to this project.

Dawn Lea Kahane submitted a letter with concerns regarding the plan to build three-story apartments.

Tom Balash submitted a letter in opposition of the project and noted that it is not compatible with the surrounding environment.

Chair Lagomarsino closed the public hearing.

## **Commission Comments**

Commissioner Ingle commented that the apartments are a good fit for that location and senior apartments are very well managed. She does have some parking concerns but overall it is a great project.

Commissioner Duncan said that all cities need senior housing and this is better than what is there now.

Vice Chair Schaefer said that if the project meets the General Plan and Zoning Code requirements it should get approved. The speeding and parking concerns should be addressed with the Police Department.

Commissioner Scheeler said he echo's Commissioner Ingles comment and added that there is a need for senior housing and this is a quality project.

Commissioner Flowers said that we really need to think for the future and this meets the requirements of the General Plan so she is in support of this project.

Commissioner Van Duker said that this property would be developed anyway and this is better than alternatives.

Chair Lagomarsino said that there is a need for senior housing and he cannot find any fault with this project.

Chair Lagomarsino called for a motion.

**Motions**

1. Recommend that the City Council adopt the resolution adopting the Mitigated Negative Declaration and Mitigation Monitoring Plan as shown in Attachment 2.

2. Recommend that the City Council adopt the ordinance approving a Rezone from RD-10 to RD-20 as shown in Attachment 3.
3. Recommend that the City Council adopt the resolution approving a Design Review Permit and granting a density bonus and three concessions to allow the construction of 110-unit senior affordable housing project based upon the findings and conditions of approval listed in Attachment 4.
4. Recommend that the City Council approve a Tree Permit to allow the removal of several trees subject to the findings and conditions of approval contained in Attachment 4.

M/S: Flowers/Duncan
AYES: (7) Duncan, Flowers, Ingle, Lagomarsino, Schaefer, Scheeler, Van Duker

**Exhibit A to Attachment 4**
**Fair Oaks Affordable Senior Apartments Conditions of Approval**

**CONDITIONS OF APPROVAL FOR THE DESIGN REVIEW PERMIT DRP 18-05**

1. The project requires final action by the City Council including but not limited to the review and approval of the Rezone, Design Review Permit, the granting of three concessions to allow parking within the

setback, require 11.6-percent less parking, and to allow the fire department turnaround within a landscape planter area and the approval of the Affordable Housing Agreement. (Planning)

2. The Design Review Permit approval shall be exercised within a two (2) year period from the date of final approval and if not exercised shall expire. (Planning)

3. The project shall be operated and managed as described within the staff report including an on- site live-in property manager and resident services shall be provided as described in Attachment

12. (Planning)

4. This project is approved as shown in Attachment 11 and discussed in the Staff report, and as conditioned. (Planning)

5. The project shall comply with the Mitigation and Monitoring Plan as depicted in Attachment 2b. The following measures must be complied with as outlined in the Mitigation and Monitoring Program and summarized below:

    a. Mitigation Measure 1- Prior to commencement of grading and/or building construction, the City of Citrus Heights shall ensure that site plan notes include requirements for the contractor to implement the following Basic Construction Emission Control Measures.
    b. Mitigation Measure 2 - Prior to any activity occurring on the site, a qualified botanist shall conduct a pre-construction survey and proceed in compliance with the mitigation measure
    c. Mitigation Measure 3- A qualified biologist should conduct a pre-construction survey for special-status bat species, including pallid bat and silver haired bat, within 14 days prior to ground disturbing activities and proceed in compliance with the mitigation measure
    d. Mitigation Measure 4 - If construction activities within the Study Area begin during the nesting season (February 15 to August 31), a qualified biologist should conduct a pre- construction survey of the project footprint, where accessible, for active nests and proceed as outlined in the mitigation measure.
    e. Mitigation Measure 5 - Prior to construction of the project, the applicant shall prepare a Tree Protection and Replacement Plan that addresses each onsite tree that is protected under the city's Tree Preservation and Protection Ordinance and proceed as outlined in the mitigation measure.
    f. Mitigation Measure 6- If subsurface deposits believed to be

cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery and proceed as outlined in the mitigation measure.

g. Mitigation Measure 7 – The two buildings nearest to Fair Oaks Boulevard shall install windows with an STC rating of 32 as outlined in the mitigation measure

h. Mitigation Measure 8 – The applicant shall comply with the construction related noise mitigation as outlined in the mitigation measure.

i. Mitigation Measure 9 – The applicant shall submit a Construction Traffic Management Plan (plan) to minimize traffic impacts to public streets and maintain a high level of safety for all roadway users, as outlined in the mitigation measure.

6. The project shall comply with all requirements of all servicing agencies of the City of Citrus Heights including but not limited to Sacramento Metropolitan Fire District, Citrus Heights Water District, Sacramento Area Sewer District, and with the implementation measures of the Sacramento Metropolitan Air Quality Management District (SMAQMD) *Basic Construction Emission Control Practices*.

**Prior to Issuance of Improvement Plans**

7. The applicant shall provide written evidence of compliance with the mitigation and monitoring plan and all conditions of approval
8. The applicant shall submit for review and approval, improvement plans that depict the following:

*Fair Oaks Boulevard*

a. Construct the following frontage improvements: street paving widening with Class II bike lane, vertical curbs, gutters, 6-ft wide separated sidewalks, one streetlight (Type A, LED), and any storm drain system.

b. Dedicate any additional Right-of-Way (ROW) needed for frontage improvements. The separated sidewalk may require a Pedestrian Easement if portions of the sidewalk are located outside of the ROW.

c. Dedicate a minimum 18-ft wide Public Utilities Easement (PUE) along Fair Oaks Blvd. PUE shall be located west of new ROW limits.

d. Property owner shall maintain all landscaping along Fair Oaks Blvd.

e. Landscaping, signs, and structures located near the driveway and Fair Oaks Blvd shall meet the visibility restriction height requirements per Citrus Heights Municipal Code

106.30.060.E. The 30" maximum height shall be measured from roadway elevation.

f. The private street shall be aligned with Walnut Hill Way (located on the east side of Fair Oaks Blvd.

*Celine Drive*

a. Construct the following frontage improvements: street paving, rolled curbs, gutters, sidewalks (width shall match existing sidewalks, and any storm drain system.
b. Install sign indicating the private the north end of Celine Drive.
c. Dedicate any additional Right-of-Way (ROW) required for frontage improvements. ROW to extend to proposed access gate.
d. Dedicate a minimum 12.5-ft wide Public Utilities Easement (PUE) along Celine Drive. PUE shall be located east of the new ROW limits.
e. Provide accessible path of travel onto Celine Drive. A pedestrian gate is shown adjacent to the vehicle access gate. This gate shall connect the public sidewalk along Celine Drive to the on-site pathway system.
f. At the north end of Celine Drive, accessible ramps on the east and west sides of the street shall be installed to provide accessible connection to both sides of Celine Drive. (GSD)

9. Demonstrate that the site meets the pre and post Best Management Practices (BMP's) for Stormwater Quality Mitigation per State of California requirements and the project's post- development (proposed) stormwater runoff cannot exceed the pre-development (existing) runoff. (GSD)
10. Submit and receive approval of a Storm Water Pollution Prevention Plan (SWPPP) and Califiornia's Notice of Intent (NOI). The project shall adhere to the State of California's General Construction Permit requirements. (GSD)
11. Any work within the City's Right-of-Way (ROW) requires an Encroachment Permit from the General Services Department. (GSD)
12. Prior to beginning any construction activities (including demolition and grading) on-site, the applicant shall submit and receive approval of a Construction Management Plan. This Plan should address measures that will be taken to ensure public safety during construction. At a minimum this Plan shall include a fencing plan and a circulation plan for equipment and vehicles during construction. The plan shall include a screening plan to screen equipment and storage onsite, subject to Planning Division approval. (Planning)

13. SASD Design Standards require 6-inch service laterals for multi-family parcels. The existing 4- inch service lateral must be upsized to a 6-inch service lateral with a manhole installation. Any construction and/or modification to the public sewer system shall be required to the satisfaction of SASD prior to the approval of improvement plans. SASD Design Standards apply to any onsite and offsite sewer construction. (SASD)
14. SASD requires each building on each lot with a sewage source to have a separate connection to the SASD's sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel shall have a separate connection to a private onsite sewer line or a separate connection to the SASD public sewer line. (SASD)

15. Demonstrate compliance with SMUDs design criteria:

    a. SMUD has existing overhead _12 and 69_kV facilities along the northern property boundary, Fair Oaks Blvd and on the project site that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation
    b. Structural setbacks less than 14-feet shall require the Applicant to conduct a pre- engineering meeting with all utilities to ensure property clearances are maintained.
    c. Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property.
    d. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal.
    e. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.
    f. The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).

g. In the event the city requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the city's IOD.

h. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). The Applicant shall provide separate SMUD service points to each parcel to the satisfaction of SMUD.

i. The Applicant shall dedicate a 12.5-foot public utility easement for overhead and/or underground facilities and appurtenances adjacent to all public street rights-of-ways.

j. The Applicant shall dedicate any private drive, ingress and egress easement, (and 10- feet adjacent thereto) as a public utility easement for (overhead and) underground facilities and appurtenances. All access roads shall meet minimum SMUD requirements for access roads.

k. The Applicant shall dedicate and provide all-weather vehicular access for service vehicles that are up to 26,000 pounds. At a minimum: (a) the drivable surface shall be 20-feet wide; and (b) all SMUD underground equipment and appurtenances shall be within 15-feet from the drivable surface. (SMUD).

16. A water main shall be provided that runs through the property and is isolated from the District water mains via backflow device(s), creating a "private" system within the project property. Connection point(s) to the District's water distribution system will be determined during the plan review process. (CHWD)

17. Fire Protection and related water facilities shall be approved by CHWD and Sac Metro Fire. (CHWD)

18. A domestic metered water service(s) with backflow device (size and quantity of services determined by water demand calculations by the developer's engineer) to provide water to the property. Connection point(s) for domestic service(s) will be determined during the plan review process. (CHWD)

19. A separate dedicated metered water service(s) with backflow device for landscape/irrigation purposes at the property. (CHWD)

20. Installation of the water distribution system modifications will be by the developer's contractor at the developer's expense. (CHWD)

21. Any easements granted to the District for the water facilities will be

prepared by the developer at the developer's expense. (CHWD)

22. Comply with all requirements of the Sacramento Fire Metropolitan Fire District. (SMFD)

**Prior to Issuance of Building Permits**

23. Prior to issuance of a Building Permit, file an application to be located in the Citrus Heights Postal Delivery Boundary, subject to Planning Division approval (Planning).

24. The applicant shall enter into an affordable housing agreement with the city as required by Section 106.32.100. The agreement shall be recorded at the County Recorder's Office prior to the issuance of a Building Permit for the dwelling units. (Planning)

25. Parking stall dimensions shall meet or exceed the minimum dimensions contained in the Citrus Heights Zoning Code. All parking stalls shall be double striped as required by the Zoning Code. All parking areas shall meet the minimum shade requirements of the Zoning Code. (Planning)

26. The project shall comply with the Outdoor Lighting Ordinance. All on-site external lighting shall be designed to have no off-site glare. All light fixtures shall have full cut-off lenses and be dark sky friendly. Floodlights are not permitted. Lighting cut-sheets are required prior to issuance of Building Permit. (Planning)

    a. The applicant shall submit a final Landscape Plan that demonstrates all landscaping complies with the requirements of the Zoning Code including water efficient landscape requirements, shading requirements, and landscape area requirements. (Planning)

27. Prior to final of each building permit, submit written documentation identifying compliance with the Greenhouse Gas Reduction Plan. (Planning)

28. Prior to issuance of a building permit, the applicant shall record an acknowledgement or other document approved by the City Attorney which requires compliance with Section 106.36.070.C of the Zoning Code related to changes in occupancy or operations which would lead to the need for additional parking. (Planning)

29. Submit a detailed landscape plan for the Fair Oaks Boulevard Driveway that demonstrates compliance with the required site distance requirements specified in the Traffic Impact Analysis, subject to city review and approval. (Planning)

30. Prior to issuance of the first building permit, the applicant shall record a lot line adjustment with APN 233-0430-014 to preserve the existing Cypress trees, subject to Planning Division approval. (Planning).

31. Merge the three existing parcels into a single parcel, subject to Engineering Division approval. (GSD)

32. Prior to recordation of the lot merger or prior to issuance of the first building permit (whichever is first), the applicant shall record, in a form approved by the City Attorney, an access easement benefitting 12023 Fair Oaks Boulevard (APNs: 233-0043-003, -004, and/or -005), which easement shall have effect only at such time as the owner of 12023 Fair Oaks Boulevard is willing to record a reciprocal access easement, in a form approved by the City Attorney, benefitting the applicant for the same purpose, as described below.

The purpose of the reciprocal access easements is to allow a shared access to the Fair Oaks Senior Apartments driveway on Fair Oaks Boulevard. The city will require the owner of 12023 Fair Oaks Boulevard to record a reciprocal access easement benefitting Fair Oaks Senior Apartments at such time as the owner of 12023 Fair Oaks Boulevard seeks entitlements from the city. The city shall retain discretion on whether to proceed with implementation of the easement based on whether the proposed use is compatible with the Fair Oaks Senior Apartments. At a minimum, the access easement provided by applicant shall:

a. Allow for a shared driveway on Fair Oaks Boulevard between the Fair Oaks Senior Housing site and 12023 Fair Oaks Boulevard at such time as 12023 Fair Oaks Boulevard seeks entitlements from the city.

b. Allow for through access from the west side of 12023 Fair Oaks Boulevard to the driveway on Fair Oaks Boulevard.

c. Allow for the property owner at 12023 Fair Oak Boulevard to construct the necessary improvements to result in a shared driveway, including the removal of landscaping and any other physical improvements, and construction necessary to achieve the above purpose.

d. Allow for a minimum aisle width of 24'.

e. Allow for reciprocal access between the project site and 12023 Fair Oaks Boulevard upon completion of the shared driveway.

f. The applicant shall be responsible for City's costs of reviewing

the access easement and associated documentation including City Attorney Fees whether directly or by timely reimbursement on a monthly basis. (Planning)

33. At such time as 12023 Fair Oaks Boulevard seeks entitlements from the city, the city shall determine if the easement is warranted based on that the proposed land use on 12023 Fair Oaks Blvd. The city shall evaluate whether or not the proposed use and drive aisle connection (whether for emergency access or primary access) is complementary to the existing land use within the Fair Oaks Senior Apartments. The easement shall not be granted if the city finds the proposed use or connections to the drive aisle would impact the health, safety, and welfare of the residents on the project site or the vicinity. If the city determines the connection is warranted, the property owners or their successors of the Fair Oaks Senior Apartments development shall work in good faith with the property owner of 12023 Fair Oaks Boulevard to allow for the vehicular and pedestrian connection to the north/south drive aisle on the Fair Oaks Senior Apartment site. The applicant will have constructed its fair share of driveway and drive aisle (as depicted in Attachment 11). Accordingly, the reconfiguration of the driveway and drive aisle will be at the sole cost of the 12023 Fair Oaks Boulevard property owner at such time as the property owner seeks entitlements from the city. (Planning)

34. Submit and receive approval of a final site plan that addresses the following:

    a. Final site plan shall include details of the outdoor activity areas as outlined in the Landscape plan. Details about specific fixtures, materials, path placement, etc. shall be provided, subject to Planning Division approval.

    b. Provide a vehicular and pedestrian gates at Celine Drive. The gates shall use a restricted entry system by use of a key fob, code or other system. (Planning)

35. The applicant shall submit a final Landscape and Irrigation Plan that demonstrates all landscaping complies with the requirements of the Zoning Code including water efficient landscape requirements, shading requirements, and landscape area requirements including the following:
    a. Screening trees shall be placed at the best extent possible along the perimeter where the project site adjoins a residential property.

b. The landscape plan shall be revised to provide appropriate number of shade and screening trees. The location of existing and proposed utility lines and proposed site lighting shall be considered during the placement of trees.

36. A solid 6' high masonry fence is required along all perimeters of the site with the exception of the northern property line where a wrought iron fence is required. Submit and receive approval of the design of all fencing and walls prior to the issuance of any building permits. All masonry walls shall have anti-graffiti coating on sides that face the public streets (Planning)

37. Submit and receive approval of a photometric plan. All on-site external lighting shall be designed to have no off-site glare. All light fixtures shall have full cut-off lenses and be nighttime sky friendly. Floodlights are not permitted. Lighting cut-sheets may be required prior to issuance of Building Permit. (Planning)

38. Demonstrate on the Building Plans that roof drains for the buildings do not directly connect into the storm drain system. Downspouts shall flow to rain garden, landscaped areas, bio-swale, and/or other approved filtering methods before entering the city's storm drain system. (GSD)

39. Applicant shall pay all the appropriate development fees at the time of permit issuance. (GSD)

40. SASD and the Sacramento Regional County Sanitation District will require sewer impact fee payments in accordance with each District's Ordinances. Fees are to be paid prior to the issuance of building permits. (SASD)

**During Construction and Prior to Issuance of Occupancy Permits**

41. Following completion of landscape installation and prior to issuance of occupancy permits for any buildings, the Landscape Architect shall certify that:
    a. Soil has been tested and prepared as necessary based on the Soils Analysis;
    b. The irrigation has been installed compliant with the Zoning Code and the Model Water Ordinance and approved landscape plan; and
    c. Tree planting sites shall comply with the minimum soil volume as identified in the Zoning Code and landscape

plan. (Planning)

42. Property owner shall enter into a storm-water device maintenance and access agreement for the proposed storm water filtering system(s) on the site. Agreement shall specify owner's ongoing maintenance responsibilities and allow periodic city inspections of the storm-water devices. Agreement shall be executed prior to issuance of a Certificate of Occupancy for any building on site. (Engineering)

**Other Conditions of Approval**

43. The Sacramento Metropolitan Fire Districts requirements are not to be construed as abrogating more restrictive requirements by other agencies having jurisdiction. Final acceptance is subject to field approval and completion of required tests. (SMFD)

44. Construction hours shall be restricted to the hours of 6:00 AM to 8:00 PM weekdays, and 7:00 AM to 8:00 PM on weekends. (Planning)

45. Display transit information in prominent location(s) in the clubhouse/office area for both employees and residents. (Regional Transit)

46. Following the installation of the landscaping, all landscape material shall be maintained in a healthy and weed free condition; dead plant material shall be replaced immediately. All trees shall be maintained and pruned in accordance with the accepted practices of the International Society of Arboriculture. Any pollarding or significant tree trimming performed on existing or proposed trees is subject to Planning Division approval prior to commencing trimming. (Planning)

47. This Design Review Permit approval does not include any signs. (Planning)

48. Minor modifications to the design of the project, including site layout, colors and materials, may be approved by the Planning Division provided such changes are consistent with the overall design as approved herein. Major modifications will require Planning Commission approval. (Planning)

49. The applicant/owner and/or successor in interest agrees to indemnify, defend, and hold harmless the city, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person not a party to this permit challenging the validity of the Project Approval or any Subsequent Project Approval, or otherwise arising out of or

stemming from these Approvals. The applicant/owner and/or successor in interest may select its own legal counsel to represent their interest at their sole cost and expense. The parties shall cooperate in defending such action or proceeding. The applicant/owner and/or successor in interest shall pay for city's costs of defense, whether directly or by timely reimbursement on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by city in defense of any such action or other proceeding, plus staff and City Attorney time spent in regard to defense of the action or proceeding. The parties shall use best efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, city may select its own legal counsel and the applicant and/or successor in interest agrees to pay directly or timely reimburse on a monthly basis City for all such court costs, attorney fees, and time referenced herein. (City Attorney)

**CONDITIONS OF APPROVAL FOR THE TREE PERMIT**

1. Minor modifications to the Tree Permit, including additional trees and/or encroachments, may be approved by the Planning Division provided such changes are consistent with the guidelines for tree preservation. (Planning)
2. The conditions of approval shall be distributed to all contractors and subcontractors who have access to the site. It is the responsibility of the developer and contractor to inform all subcontractors of the tree preservation requirements. (Planning)

**Prior to the Issuance of Any Permits (Including Grading)**

3. The applicant shall submit an updated arborist report and tree impact assessment report. The tree impact assessment report shall include all preservation measures that the applicant shall undertake during construction to ensure the long-term health and safety all trees that will remain or be relocated. This arborist report shall include any trees located off-site that may be impacted by construction. (Planning)
4. The project applicant shall provide mitigation for the loss of protected trees consistent with the Tree Preservation Ordinance and Mitigated Negative Declaration. (Planning)
5. The applicant shall prepare a Tree Replacement and Revegetation Program for the city's review and approval. The program shall monitor and maintain replacement trees that are established over a period of three years. If the applicant pursues tree planting on private property, the applicant shall provide a long term maintenance and protection plan to ensure these trees are preserved long-term. (Planning)

6. The applicant shall comply with the MND and fulfill all of the measures contained in the Mitigation and Monitoring Program. The following measures must be complied with as outlined in the Mitigation and Monitoring Program and summarized below:

a. The project applicant shall provide compensation for the loss of trees sufficient to meet the city of Citrus Heights' requirement that one diameter inch of tree be planted for each diameter inch of tree removed or that a revegetation plan approved by the city has been implemented. (Planning)

7. Prior to mobilization of construction equipment, grading activities, or site work (whichever comes first), the applicant shall install a minimum of a six-foot high chain link fence (or acceptable alternative) at the outermost edge of the tree protection zone for each tree or group of trees proposed to remain. Signs must be installed by the applicant on the temporary fence at least two (2) equidistant locations to be clearly visible from the lot. The size of each sign shall be a minimum of two feet (2') by two feet (2') and must contain the following language:

"WARNING: THIS FENCE SHALL NOT BE

REMOVED OR RELOCATED WITHOUT

WRITTEN AUTHORIZATION

FROM THE PLANNING DIVISION"(Planning)

8. The applicant shall contact the Planning Division and certified project arborist to inspect and approve the temporary fencing and signs around the protected zone before beginning any construction. (Planning)

9. Any watering or deep root fertilization which the arborist deems necessary to protect the health of the tree due to the construction impacts shall be completed by the applicant. (Planning)

**During Construction and Prior to Issuance of an Occupancy Permit**

10. The following information must be located on-site during construction activities:
    a. Arborist reports
    b. Approved site plan including fencing plan
    c. Conditions of approval for the Tree Permit (Planning)

11. The project's certified arborist shall monitor any excavation within the dripline of any tree, including off-site trees if their protected zone

extends into the project site. (Planning)

12. All finished grading shall ensure that no water will collect within the dripline of any native oak trees. (Planning)
13. Submit and receive approval of a Landscape and Irrigation Plan for any landscaping within the dripline of any protected trees. Only low-water usage plantings may be planted under the dripline of oak trees. (Planning)
14. If any native ground surface fabric within the dripline must be removed for any reason, it shall be replaced within forty-eight (48) hours. (Planning)
15. Storage of materials, equipment and vehicles is not permitted within the dripline of any tree. Vehicles and other heavy equipment shall not be operated within the dripline of any tree. (Planning)
16. The project's certified arborist shall immediately treat any severed or damaged roots (NOTE: Without exception, all digging shall be done using hand tools, no machine trenching shall be allowed in the dripline of any tree). Minor roots less than one (1) inch in diameter may be cut, but damaged roots shall be traced back and cleanly cut behind any split, cracked or damaged area. Major roots over one (1) inch in diameter may not be cut without approval of an arborist and any arborist recommendations shall be implemented. (Planning)
17. The temporary fencing shall remain in place throughout the entire construction period and shall not be removed without obtaining written authorization from the Planning Division. In no event shall the fencing be removed before the written authorization is received from the Planning Division. (Planning)
18. At least five (5) days before the applicant seeks their Building Permit Final for each building, a Certification Letter from a certified arborist shall be submitted to and approved by the Planning Division. The certification letter shall attest to all of the work (regulated activity) which was conducted in the dripline of all trees, and outline whether any continuing measures are needed for tree health. (Planning)
19. The city may elect to hire a certified arborist to assist in monitoring the project. Should the city desire to do this, the applicant will be responsible to reimburse the city for these costs. (Planning)
20. The applicant/owner and/or successor in interest agrees to indemnify, defend, and hold harmless the city, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person not a party to this permit challenging the validity of the Project Approval or any Subsequent Project Approval, or otherwise arising out of or stemming from these Approvals. The applicant/owner and/or

successor in interest may select its own legal counsel to represent their interest at their sole cost and expense. The parties shall cooperate in defending such action or proceeding. The applicant/owner and/or successor in interest shall pay for city's costs of defense, whether directly or by timely reimbursement on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by city in defense of any such action or other proceeding, plus staff and City Attorney time spent in regard to defense of the action or proceeding. The parties shall use best efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, city may select its own legal counsel and the applicant and/or successor in interest agrees to pay directly or timely reimburse on a monthly basis city for all such court costs, attorney fees, and time referenced herein. (City Attorney)

## 7. REGULAR CALENDAR

**A. UPDATE ON ENGINEERING PLANNING PROJECTS:** City Engineer, Stuart Hodgkins presented an update on transportation planning projects.

## 8. ADJOURNMENT

There being no further business, the meeting was adjourned at 9:15 PM to the next meeting of November 13, 2019.

Respectfully Submitted,

Karen Ramsay
Planning Commission Secretary

***CITY OF CITRUS HEIGHTS***
***PLANNING DIVISION STAFF REPORT***
***PLANNING COMMISSION MEETING***
***November 13, 2019***

Prepared by: Eric Singer, Assistant Planner

## REQUEST

The applicant requests approval of a Tentative Parcel Map to allow creation of three (3) lots from a single parcel of approximately 1.76 gross acres located on Holly Drive north of Oak Grove Ave.

**Property Owner:** Ron Leis
Arcade Creek Properties
8394 Jularick Ct
Fair Oaks, CA
95628

**Applicant:** Jerel Olimpiada
CNA Engineering
2575 Valley Rd
Sacramento, CA
95821

## SUMMARY RECOMMENDATION

The Planning Division recommends that the Planning Commission:

A. Find that the proposed project is exempt from CEQA under Class 15 of the CEQA Guidelines as a minor land division; and

B. Approve the Tentative Parcel Map creating three lots subject to the findings and conditions of approval contained in the staff report.

## BACKGROUND

The project site is a 1.76 gross acre (1.62 net) site with an existing single-family residence located in the southeast portion of the property. The current proposal would require demolition of the existing residence, but does not propose construction of any new buildings on the new parcels.

The project setting is summarized in Tables I and II:

**Table I**

| | |
|---|---|
| **File Number:** | PM-19-02 |
| **Location:** | 8258 Holly Drive |
| **APN:** | 204-0481-033 |
| **Parcel Size:** | 1.76 gross acres |
| **REACH Neighborhood:** | The project is within the boundaries of the Sunrise Ranch Neighborhood Association (#6). |

**Table II**

| LOCATION | ZONING | GENERAL PLAN LAND USE | ACTUAL USE OF PROPERTY |
|---|---|---|---|
| **Onsite** | RD-3 | Very Low Density Residential | Single-Family Home |
| **North** | RD-3 | Very Low Density Residential | Single-Family Homes |
| **South** | RD-3 | Very Low Density Residential | Single-Family Homes |
| **East** | RD-3 | Very Low Density Residential | Single-Family Homes |
| **West** | RD-5 | Low Density Residential | Single-Family Homes |

## Tentative Parcel Map

### Tentative Parcel Map – Description of Request

The Tentative Parcel Map proposes to create three (3) parcels from one parcel. No development proposals have been received with the application however the RD-3 zoning would allow for the future development of single-family homes on the proposed new parcels.

### Tentative Parcel Map – Analysis

Title 22 of the Citrus Heights Municipal Code and the California Subdivision Map Act require that findings be made in order to approve a Tentative Parcel Map. The required findings are listed below in italicized bold print and are followed by an evaluation of the tentative parcel map in relation to each finding.

1. ***The proposed tentative parcel map is consistent with the General Plan and the design or improvement of the proposed subdivision is consistent with the General Plan.***

The site contains a General Plan designation of very low density residential reserved primarily for single-family residences and compatible uses. The maximum density allowed in this General Plan designation is four (4) dwelling units per net acre. The project area consists of 1.76 acre of land. The maximum allowable density is eight homes (4 du x 1.76 ac = 7 dwellings). The proposed map is consistent with the General Plan in that the proposal of three (3) residential lots for single-family residences is within the maximum density allowed in the General Plan.

In addition to meeting the density requirements of the General Plan, staff also believes that the proposal is consistent with the following General Plan goals and objectives:

- Goal 24: Increase homeownership opportunities to ensure a balance of housing and household types.
- Goal 25: Provide adequate sites for a variety of housing opportunities to serve all residents.
- Goal 26: Develop, conserve, and improve the housing stock to ensure decent accommodations for all segments of the community.
- Goal 28: Ensure housing opportunities for all segments of the community.

Based on the reasons stated above, staff believes that the project is consistent with the housing goals and objectives of the General Plan.

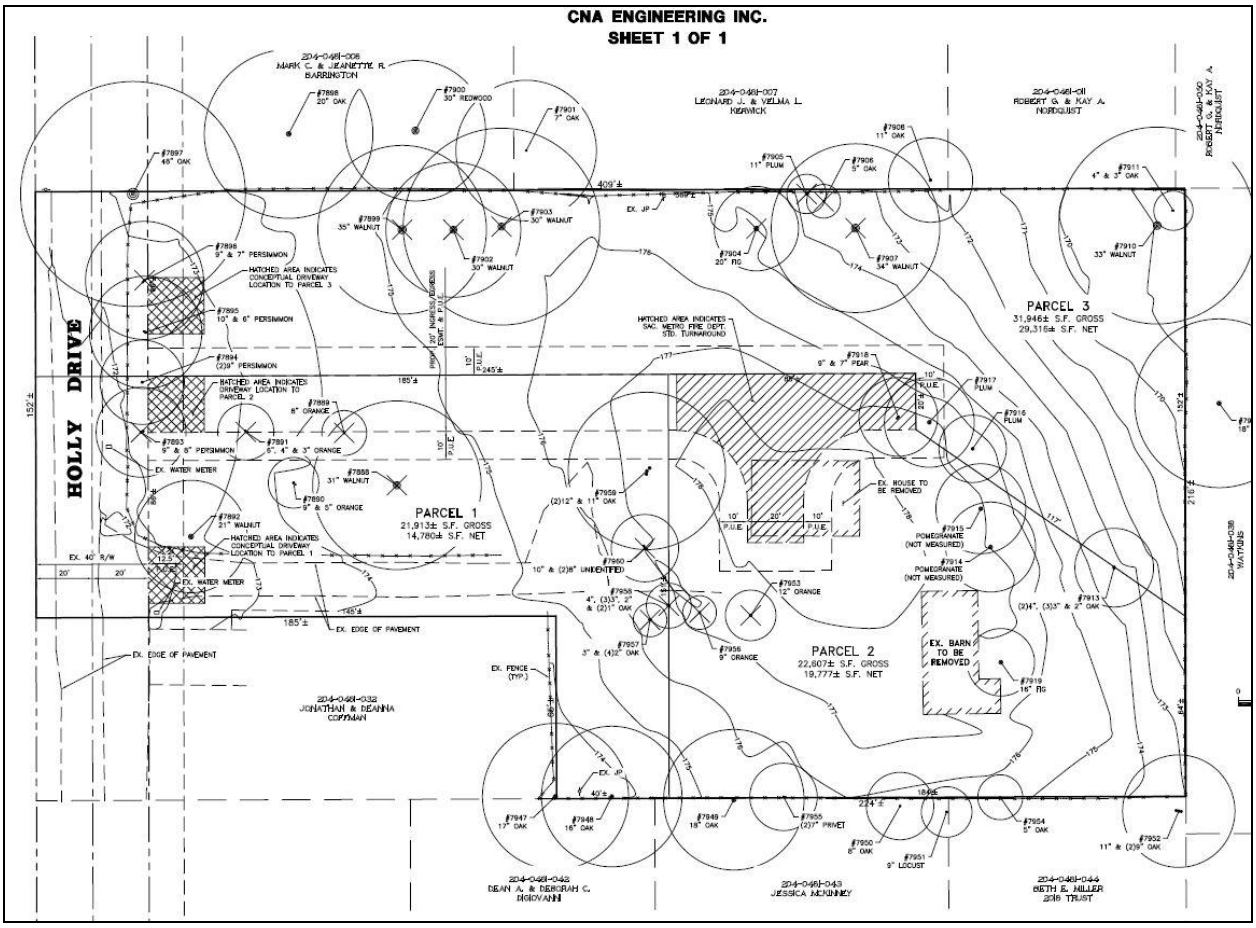



*Figure 1: Proposed Tentative Map*

### *2. The site is physically suited for the type and proposed density of development.*

No unusual topographic features are present onsite that would prohibit creation of the parcels or future residences. The property is generally flat having no regulated or sensitive areas including creeks or floodzone on the site. The site landscaping has also been maintained to keep grassy areas clear of overgrowth.

Additionally, the proposal satisfies the minimum lot size in the RD-3 zone. Table III shows minimum parcel size and width requirements in the RD-3 zone and the proposed size and width of each lot:

**Table III**

| RD-3 Zone Development Standards | | |
|---|---|---|
| **Parcel** | **10,000 SF (Net) Min. Parcel Size** | **65 ft. Min. Parcel Width** |
| 1 | 14,780 SF | 86 feet |
| 2 | 19,777 SF | 151 feet |
| 3 | 29,316 SF | 66 feet |

***3. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage and the type of improvements is not likely to cause serious public health problems.***

Access

The existing parcel fronts Holly Drive. The new parcels will comply with the City's development standards as they will have direct access from Holly Drive, which is a public street, and only one parcel will take access via a private access easement.

The creation of the access easement necessitates removal of fourteen (14) total trees, all of which are either not protected species (e.g. fruit trees) or in poor enough health to not require a tree permit for removal. The arborist report for the property has a full inventory of the trees listed for removal and preservation (Attachment #2). The applicant will be required to follow all arborist recommendations for preservation of the remaining trees on site.

**4. *The design of the subdivision or type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.***

Frontage Improvements

Holly Drive is a public street missing frontage improvements. The project is required to install the necessary frontage improvements prior to the occupancy of a new home on Parcels 2 and 3, or any major construction projects on Parcel 1. Frontage improvements include additional street paving, the installation of curb and gutter (no sidewalk), and a streetlight on Holly Drive. The project is conditioned to share the costs of these improvements between the three parcels in the event the lots are sold.

The City's Pedestrian Master Plan (PMP) provides a broad vision, strategies, and actions for improving the pedestrian environment in the unique neighborhoods of Citrus Heights. The PMP includes a priority ranking of the network to assist in focusing improvements where people are most likely to walk or areas with greater safety issues where improvements should be prioritized. The PMP identifies the east side of Holly Drive as a "Priority 3" (low priority. Based upon the priorities within the PMP, the applicant is not required to install sidewalks along Holly Drive as part of this project but the project will provide the necessary right-of-way along Holly Drive to accommodate a future five-foot wide sidewalk.

### Tentative Parcel Map – Conclusion

Based on the information provided in the analysis above, staff recommends approval of the Tentative Parcel Map subject to the findings and conditions of approval contained in the staff report.

## PUBLIC OUTREACH

Public hearing notices were mailed to property owners within 500 feet of the site. A meeting notice was also published in the Sacramento Bee. As noted earlier, the site is within the Sunrise Ranch Neighborhood Association, Area 6, which had no objections to the land division.

## ENVIRONMENTAL DETERMINATION

This project is categorically exempt from CEQA under Class 15 of the CEQA Guidelines as a minor land division.

## RECOMMENDATION

Staff recommends that the Planning Commission take the following actions:

A. Find that the proposed project is exempt from CEQA under Class 15 of the CEQA Guidelines as a minor land division; and

B. Approve the Tentative Parcel Map creating three (3) lots from a single parcel subject to the findings and conditions of approval contained in the staff report.

## FINDINGS FOR TENTATIVE PARCEL MAP (PM-19-02)

- *The proposed tentative parcel map to create three lots from a single parcel is consistent with the General Plan;*
- *The site is physically suited for the type and proposed density of development;*
- *The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage and the type of improvements is not likely to cause serious public health problems; and*
- *The design of the subdivision or type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.*

## TENTATIVE PARCEL MAP CONDITIONS OF APPROVAL

### General Conditions

1) The Tentative Parcel Map shall be exercised within a two (2) year period from the date of the approval. Extensions in time shall be subject to 106.64.070 of the Zoning Code and in compliance with the Subdivision Map Act. [Planning]

2) The development approved by this action is the creation of three (3) residential lots as described in the staff report and all associated Exhibits. [Planning]

3) Require Implementation of Sacramento Metropolitan Air Quality Management District (SMAQMD) *Basic Construction Emission Control Practices*. Where needed to reduce potentially significant impacts, the City shall require project applicants, as a condition of project approval, to incorporate the most current basic control measures recommended by SMAQMD to reduce fugitive $PM_{10}$ dust emissions, where required. [Planning]

4) Require Compliance with SMAQMD PM Screening Criteria and Implementation of SMAQMD *Enhanced Fugitive PM Dust Control Practices*. For projects with a maximum daily disturbed area (i.e., grading, excavation, cut and fill) greater than 15 acres, project applicants, as a condition of project approval, shall perform screening level analysis of $PM_{10}$ emissions during construction, and shall perform dispersion modeling if screening level analysis indicates that concentration-based limits may be exceeded (less than 50 µg/m3 24-hour standard; 20 µg/m3 Annual Arithmetic Mean for $PM_{10}$; and less than 12 µg/m3 Annual Arithmetic Mean for $PM_{2.5}$ for the maximally exposed individual sensitive receptor). If dispersion modeling indicates that these limits may be exceeded, and where needed to reduce potentially significant impacts, project applicants shall incorporate the most current enhanced fugitive PM dust control practices recommended by SMAQMD. [Planning]

5) Implement SMAQMD Design Recommendations for Development Projects. The City shall require that development applicants include all feasible elements from SMAQMD's

best available mitigation measures that are available at the time of project design, where required to reduce project level impacts to a less-than-significant level. The applicant shall coordinate with SMAQMD to determine which design recommendations are appropriate for the project and collaborate to develop new mitigation if required, These may include, but are not limited to using certain types of wood burning appliances, architectural coatings, designing certain types of land uses patterns, providing bicycle parking, etc. Please refer to Section 4.4.1 of the SMAQMD *CEQA Guide* and the SMAQMD *Guidance for Land Use Emissions Reduction*. [Planning]

6) If potential paleontological resources are detected by construction workers or City staff during construction of future land uses, work shall stop immediately, and consultation is required to avoid further impacts. Actions after work stoppage will be designed to avoid significant impacts to the greatest extent feasible. These measures could include, but are not limited to, construction worker personnel education, consultation with a qualified paleontologist, coordination with experts on resource recovery and curation of specimens, and/or other measures considered appropriate after further consultation. [Planning]

7) If artifacts or unusual amounts of shell or bone or other items indicative of buried archaeological resources or human remains are encountered during earth disturbance associated with the proposed project, the on-site contractor shall immediately notify the City of Citrus Heights (City) and the Native American Heritage Commission as appropriate. The City of Citrus Heights shall notify UAIC and any other tribes identified by the Native American Heritage Commission. All soil-disturbing work shall be halted within 50 feet of the discovery until consulting Native American tribes and a qualified archaeologist, as defined by the California Environmental Quality Act (CEQA) Guidelines and the City, completes a significance evaluation of the finds pursuant to Section 106 of the National Historic Preservation Act. Any human remains unearthed shall be treated in accordance with California Health and Safety Code, Section 7050.5, and California Public Resources Code, Sections 5097.94, 5097.98, and 5097.99, which include requirements to notify the Sacramento County Medical Examiner's office and consult with Native American representatives determined to be the most likely descendants, as appointed by the Native American Heritage Commission. Identified cultural resources shall be recorded on State Department of Parks and Recreation (DPR) form 523 (archaeological sites). Mitigation measures prescribed by the Native American Heritage Commission, the Sacramento County Medical Examiner's office, and any Native American representatives determined to be the most likely descendants and required by the City shall be undertaken before construction activities are resumed. If disturbance of a project area cultural resource cannot be avoided, a mitigation program in compliance with Sections 15064.5 and 15126.4 of the CEQA Guidelines, shall be implemented. [Planning]

8) No 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. [Planning]

9) 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:

    - 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.

- 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.
- Consult with appropriate regulatory agencies such as Department of Toxic Substances Control, Regional Water Quality Control Board, and Sacramento Department of Environmental Health to determine what actions are required by these agencies to be implemented (e.g., de-watering, groundwater monitoring). [Planning]

10) Prior to commencement of any work on site, all contractors and subcontractors shall obtain a valid City of Citrus Heights Business License. The general contractor shall be responsible for ensuring that all subcontractors obtain required Business License and shall retain copies of said permits on site for verification by City staff. [Planning]

11) Prior to commencement of work, the applicant or agent shall obtain all required Building Permits. [Planning]

12) Prior to excavation or trenching, the applicant shall call Underground Service Alert (dial 811) for a mark out of service utilities. [Planning]

13) The development shall comply with all applicable provisions of the Citrus Heights Municipal Code (Zoning Ordinance, Subdivision, Building Codes, Grading/Erosion Control, Sewer, etc.), Citrus Heights General Plan and any applicable policy or specific plan. [Planning]

**Prior to Recordation of Map**

14) The Parcel Map shall have the following note:

IMPROVEMENT REQUIREMENTS
The following improvements shall be constructed in accordance with the City of Citrus Heights requirements within a reasonable time following approval of the Parcel Map and prior to issuance of any permit or other grant of approval for the development hereon created parcels.

STREET: Class A Required
SEWERS: Required
DRAINAGE: Required
WATER/HYDRANTS: As Required by Water and/or Fire Districts
STREETLIGHT: Required [Engineering]

15) Dedicate a Public Utilities Easement along Holly Drive. The minimum width shall be 12.5 feet. [Engineering]

16) Prior to the recordation of the said parcel map, the applicant shall record, at the owner's expense, an agreement between the owner of the real property and the City. The agreement shall be in a form acceptable to the City and shall require that deed restrictions be placed on Parcels 1, 2, and 3 upon recordation of said parcel map. The agreement and the deed restrictions shall:

a. Acknowledge the requirement that full street improvements (Class A street) along Holly Drive on Parcels 1 and 3 be completed before approval of the Certificate(s) of Occupancy for any of Parcels 1, 2, or 3.

b. Acknowledge that the entire cost of the required street frontage improvements shall be borne by the owner(s) of Parcels 1, 2, and 3. If the lots are held by separate owners at the time construction is required, such costs shall be divided equally between all three parcels (Parcels 1, 2, and 3).

c. Provide that the City, in the event of a default by the owner(s), is authorized but not obligated to cause construction of the street improvements to occur and to charge the entire cost and expense to the owner(s), including interest from the date of notice of the cost and expense until paid. If the parcels are under separate ownership at the time, the owners shall be jointly and severally liable for the City's costs and expenses.

17) Prior to recording the map, applicant must pay the Quimby Act fees, please contact the Sunrise Recreation and Parks District. [Engineering]

18) The existing and/or proposed sewer lines must be shown on a utility plan or the improvement plans. [SASD]

19) Sewer easements may be required to service this parcel. All public sewer easements will be dedicated to SASD in a form approved by the District Engineer. All public sewer easements will be at least 20 feet in width and will require continuous access for installation and maintenance. SASD will only provide maintenance in public right-of-ways and SASD dedicated sewer easements. No awning or overhang may encroach on the easement area. At minimum, an all-weather access road must be provided to all manholes. [SASD]

20) Permanent structures, walls, signs and footings will not be permitted within the existing SASD easement area unless express written permission is obtained from SASD. [SASD]

21) The applicant shall dedicate a 12.5-foot public utility easement for overhead and/or underground facilities and appurtenances adjacent to all public street right-of-ways. [SMUD]

22) The applicant shall dedicate any private drive, ingress and egress easement, (and 10-feet adjacent thereto) as a public utility easement for (overhead and) underground facilities and appurtenances. All access roads shall meet minimum SMUD requirements for access roads. [SMUD]

**Prior to Issuance of a Building Permit**

23) The applicant shall submit an updated arborist report and tree impact assessment report. The tree impact assessment report shall include all preservation measures that the applicant shall undertake during construction to ensure the long-term health and safety of all trees that will remain. The updated arborist and tree impact assessment shall include impacts from all utility, road, and public improvements and from all trenching activities on-site, as well as impacts from construction of homes. [Planning]

24) The applicant shall comply with all recommendations as listed in the arborist report dated May 3, 2019 for the proper removal and preservation of

25) The applicant shall contact all service providers prior to any work on their facilities. [Various Providers]

26) All development impact fees (Roadway, Transit, Administration, and Drainage) shall be paid prior to issuance of each building permit. [Engineering]

27) Stormwater runoff for the developed portions of Parcels 1, 2 and 3 should drain towards Holly Drive. Storm drain runoff from Parcel 2 will require a private drainage easement over Parcel 1. [Engineering]

28) Site shall meet the pre and post Best Management Practices (BMP's) for Stormwater Mitigation per State of California requirements. [Engineering]

29) To obtain sewer service, construction of Sacramento Area Sewer District (SASD) sewer infrastructure will be required. Current SASD Standards and Specifications apply to any

offsite or onsite public sewer construction or modification. These improvements must be shown on the plans. Field modifications to new or existing precast manhole bases are not allowed. [SASD]

30) SASD requires each building on each lot with a sewage source to have a separate connection to the SASD's sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel must have a separate connection to a private onsite sewer line or a separate connection to the SASD public sewer line. These improvements must be shown on the plans. [SASD]

31) SMUD has existing overhead 12kV facilities along the west side of Holly Drive and northern boundary of the site that will need to remain. The applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the applicant shall be responsible for the cost of relocation. [SMUD]

32) Structural setbacks less than 14-feet shall require the applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained. [SMUD]

33) To maintain adequate trench integrity, building foundations must have a minimum horizontal clearance of 5 feet from any SMUD trench. Developer to verify with other utilities (Gas, Telephone, etc.) for their specific clearance requirements. [SMUD]

34) The applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). Information regarding SMUD siting requirements can be found at: https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services. [SMUD]

35) The applicant shall provide separate SMUD service points to each parcel to the satisfaction of SMUD. [SMUD]

36) The applicant shall locate, verify, and provide a drawing to SMUD identifying all electrical utility infrastructure for the existing structures. If necessary, any existing onsite electrical infrastructure that serves existing structures shall be relocated to the satisfaction of SMUD. [SMUD]

37) The applicant shall dedicate and provide all-weather vehicular access for service vehicles that are up to 26,000 pounds. At a minimum: (a) the drivable surface shall be 20-feet wide; and (b) all SMUD underground equipment and appurtenances shall be within 15-feet from the drivable surface. [SMUD]

38) Each parcel (Parcels 1, 2, and 3) will be required to have their own 1-inch domestic metered water service. (One is existing and can be used as one of the three required). [CHWD]

39) If frontage improvements are intended along Holly Drive, the existing water meter and box may need to be adjusted and/or relocated. [CHWD]

40) Installation of the water distribution facilities will be at the developer's expense. [CHWD]

41) Fire protection facilities and requirements will need to be determined by Sacramento Metropolitan Fire District prior to approval of any building permits. [CHWD & Fire]

**Prior to Final of a Building Permit**

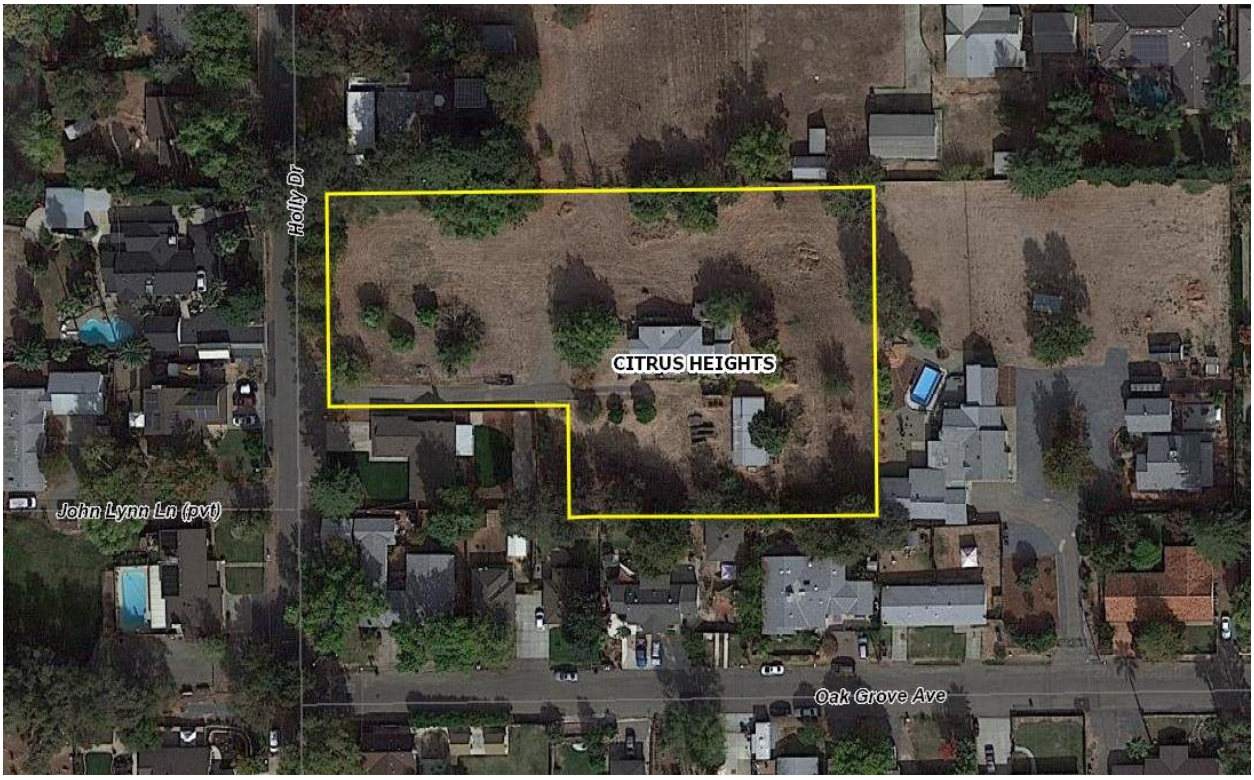
42) Frontage Improvements along Holly Drive are required. Improvements include street widening, curbs & gutters, one (1) Type B streetlight (LED), storm drain system (if needed), and fire hydrant (if required by the Fire District). [Engineering]

43) A Type B streetlight is required and shall be located at the back of curb. The luminaire shall meet the most current LED standards as approved by the City. [Engineering]

44) Developer agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person not a party to this Tentative Parcel Map challenging the validity of the Tentative Parcel Map or any Project Approval or any Subsequent Project Approval, or otherwise arising out of or stemming from this Tentative Parcel Map. Developer may select its own legal counsel to represent Developer's interests at Developer's sole cost and expense. The parties shall cooperate in defending such action or proceeding. Developer shall pay for City's costs of defense, whether directly or by timely reimbursement on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other proceeding, plus staff and City Attorney time spent in regard to defense of the action or proceeding. The parties shall use best efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel and Developer agrees to pay directly or timely reimburse on a monthly basis City for all such court costs, attorney fees, and time referenced herein. [Planning]

Attachments:
1. Vicinity Map
2. *Pre-Construction Arborist Report & Tree Inventory*, California Tree and Landscape Consulting, Inc., May 2019

Exhibit A – Tentative Parcel Map




North

Attachment 1

**8258 Holly Drive**
**Parcel Map**

**PM-19-02**

# California Tree and Landscape Consulting, Inc.

CalTLC
TENDER LOVING CARE FOR YOUR TREES

May 3, 2019

Ron Leis
10418 Fair Oaks Blvd.
Fair Oaks, CA 95628
VIA Email: ron@acapnow.com

## PRE-CONSTRUCTION ARBORIST REPORT & TREE INVENTORY

RE: APN #204-0481-033, 8258 Holly Drive, City of Citrus Heights jurisdiction, California

**Executive Summary:**
Ron Leis, the property owner, contacted California Tree and Landscape Consulting, Inc. to inventory and evaluate the protected trees on the site or within 25' of development for purposes of evaluating the impacts to the trees for pursuant to the development plan by CNA Engineering, Inc. dated February 8, 2019
. The property is located at 8258 Holly Drive, in the City of Citrus Heights, California. See Supporting Information Appendix 1 –Tree Location Map.

Nicole Harrison, ISA Certified Arborist #WE-6500AM, Chad Dykstra, ISA Certified Arborist #WE-5893A, and Caroline Dykstra, Arborists Assistant, were on site February 27th – April 26th, 2019. A total of 45 trees were evaluated, of which 16 are protected according to the City of Citrus Heights Tree Preservation ordinance. 38 are solely on this property and 7 are located on the neighboring parcels which could be impacted by development of the parcel.

| Tree Species | Trees Inventoried | Trees on the Site[1] | Trees proposed for Removal | Trees impacted by the proposed development | Predicted Impact |
|---|---|---|---|---|---|
| Valley Oak, Quercus lobata | 10 | 5 | 1 | 1 (7901) | TBD |
| Interior Live Oak, Quercus wislizeni | 3 | 2 | 1 | 1 (7897) | TBD |
| Coast Redwood, Sequoia sempervirens | 1 | 1 | 0 | 1 (7900) | TBD |
| California Black Walnut, Juglans californica | 1 | 1 | 0 | 1 (7892) | TBD |
| Mulberry, Morus sp. | 1 | 1 | 0 | 0 | |
| Other Orchard or Landscape Trees, Not Protected | 29 | 28 | 12 | 1 (7895) | TBD |
| **Totals** | **45** | **38** | **14** | **5** | |

**See Appendices for specific information on each tree and preservation requirements and/or restrictions**

[1] CalTLC is not a licensed land surveyor. Tree locations are approximate and we do not determine tree ownership. Trees which appear to be on another parcel are listed as off-site and treated as the property of that parcel.

## METHODS

***Appendix 2*** in this report is the detailed inventory of the trees. The following terms will further explain our methods and findings.

The protected trees evaluated as part of this report have a numbered tag that was placed on each one that is 1-1/8" x 1-3/8", green anodized aluminum, "acorn" shaped, and labeled: ABACUS, Auburn, CA with 1/4" pre-stamped tree number and Tree Tag. They are attached with a natural colored aluminum 10d nail, installed at approximately 6 feet above ground level on the approximate north side of the tree. The tag should last ~10 – 20+ years depending on the species, before it is enveloped by the trees' normal growth cycle.

A Level 2 – Basic Visual Assessment was performed in accordance with the International Society of Arboriculture's best management practices. This assessment level is limited to the observation of conditions and defects which are readily visible. Additional limiting factors, such as blackberries, poison oak, and/or debris piled at the base of a tree can inhibit the visual assessment.

Tree Location: The GPS location of each tree was collected using the ESRI's ArcGIS collector application on an Apple iPhone or Samsung. The data was then processed in ESRI's ArcMap by Julie McNamara, M.S. GISci, to produce the tree location map.

Tree Measurements: DBH (diameter breast high) is normally measured at 4'6" (above the average ground height for "Urban Forestry"), but if that varies then the location where it is measured is noted. A steel diameter tape was used to measure the DBH for all trees. A Stanley laser distance meter was used to measure distances and/or pacing was used to estimate canopy measurements. Canopy radius measurements may also have been estimated due to obstructions, such as steep slopes or other trees.

### Terms

| | |
|---|---|
| Field Tag # | The pre-stamped tree number on the tag which is installed at approximately 6 feet above ground level on the north side of the tree. NT indicates no field tag was placed on the tree in the field. |
| Old Tag # | If additional field tags are found on the trees and are legible, they are listed here. |
| Species | The species of a tree is listed by our local and correct common name and botanical name by genus (capitalized) and species (lower case). Oaks frequently cross-pollinate and hybridize, but the identification is towards the strongest characteristics. |
| DBH | Diameter breast high' is normally measured at 4'6" (above the average ground height for "Urban Forestry"), but if that varies then the location where it is measured is noted in the next column "measured at" |
| Measured at | Height above average ground level where the measurement of DBH was taken |
| Canopy radius | The farthest extent of the crown composed of leaves and small twigs. Most trees are not evenly balanced. This measurement represents the longest extension from the trunk to the outer canopy. The dripline measurement is from the center point of the tree and is shown on the Tree Location Map as a circle. This measurement can further define a protection zone if specified in the local ordinance as such or can indicate if pruning may be required for development. |

**Protected Root Zone**

The radius of the protected root zone is a circle equal to the trunk diameter inches converted to feet and factored by tree age, condition and health pursuant to the industry standard. Best Management Practices: Managing Trees During Construction, the companion publication to the Approved American National Standard, provides guidance regarding minimum tree root protection zones for long term survival. In instances where a tree is multi-stemmed the protected root zone is equal to the extrapolated diameter (sum of the area of each stem converted to a single stem) factored by tree age, condition and health.

**Arborist Rating**

Subjective to condition and is based on both the health and structure of the tree. All of the trees were rated for condition, per the recognized national standard as set up by the Council of Tree and Landscape Appraisers and the International Society of Arboriculture (ISA) on a numeric scale of 5 (being the highest) to 0 (the worst condition, dead) as in Chart A. The rating was done in the field at the time of the measuring and inspection.

| | | | |
|---|---|---|---|
| No problem(s) | Excellent | **5** | No problems found from a visual ground inspection. Structurally, these trees have properly spaced branches and near perfect |
| No apparent problem(s) | Good | **4** | The tree is in good condition and there are no apparent problems that a Certified Arborist can see from a visual ground inspection. If potential structural or health problems are tended to at this stage future hazard can be reduced and more serious health problems can be averted. |
| Minor problem(s) | Fair | **3** | The tree is in fair condition. There are some minor structural or health problems that pose no immediate danger. When the recommended actions in an arborist report are completed correctly the defect(s) can be minimized or eliminated and/or health can be improved. |
| Major or uncorrectable problems (2) | Poor | **2** | The tree has major problems. If the option is taken to preserve the tree, additional evaluation to identify if health or structure can be improved with correct arboricultural work including, but not limited to: pruning, cabling, bracing, bolting, guying, spraying, mistletoe removal, vertical mulching, fertilization, etc. Additionally, risk should be evaluated as a tree rated 2 may have structural conditions which indicate there is a high likelihood of some type of failure. Tree rated 2 should be removed if these additional evaluations will not be performed. |
| Extreme problem(s) | Hazardous | **1** | The problems are extreme. This rating is assigned to a tree that has structural and/or health problems that no amount of work or effort can change. The issues may or may not be considered a dangerous situation. |
| Dead | Dead | **0** | This indicates the tree has no significant sign of life. |

Notes:

Provide notable details about each tree which are factors considered in the determination of the tree rating including: (a) condition of root crown and/or roots; (b) condition of trunk; (c) condition of limbs and structure; (d) growth history and twig condition; (e) leaf appearance; and (f) dripline environment. Notes also indicate if the standard tree evaluation procedure was not followed (for example - why dbh may have been measured at a location other than the standard 54"). Additionally, notes will list any evaluation limiting factors such as debris at the base of a tree.

Actions Recommended actions to increase health and longevity.

Development Impacts Projected development impacts are based solely on distance relationships between tree location and grading. Field inspections and findings during the project at the time of grading and trenching can change relative impacts. Closely followed guidelines and requirements can result in a higher chance of survival, while requirements that are overlooked can result in a dramatically lower chance of survival. Impacts are measured as follows:

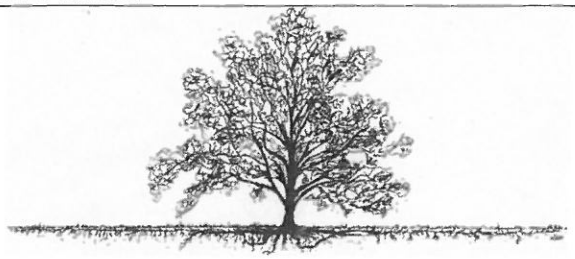
| Impact Term: | Long Term Result of Impact: |
|---|---|
| Negligible | Tree is unlikely to show any symptoms. Chance of survival post development is excellent. Impacts to the Protected Root Zone are less than 5%. |
| Minor | Tree is likely to show minor symptoms. Chance of survival post development is good. Impacts to the Protected Root Zone are less than 15% and species tolerance is good. |
| Moderate | Tree is likely to show moderate symptoms. Chance of survival post development is fair. Impacts to the Protected Root Zone are less than 35% and species tolerance is good or moderate. |
| Severe | Tree is likely to show moderate symptoms annually and a pattern of decline. Chance of long term survival post development is low. Impacts to the Protected Root Zone are up to 50% and species tolerance is moderate to poor. |
| Critical | Tree is likely to show moderate to severe symptoms annually and a pattern of decline. Chance of long term survival post development is negligible. Impacts to the Protected Root Zone are up to 80%. |

## DISCUSSION

Trees need to be protected from normal construction practices if they are to remain on the site and are expected to survive long term. While construction damage in the root zone is often the death of a tree, the time from when the damage occurs to when the symptoms begin and/or the tree dies can be years. Our recommendations are based on experience and the local ordinance requirements to enhance tree longevity. It requires the calculated root zone must remain intact as an underground ecosystem despite the use of heavy equipment to install foundations, driveways, underground utilities, and landscape irrigation systems. Simply walking and driving on soil can have serious consequences to tree health. The Tree Preservation Requirements and General Development Guidelines should be incorporated into the site plans and enforced onsite. The project arborist should be included in the development team during construction to provide expertise and make additional recommendations if additional impacts occur or tree response is poor.

## Root Structure

The majority of a tree's roots are contained in a radius from the main trunk outward approximately two to three times the canopy of the tree. These roots are located in the top 6" to 3' of soil. It is a common misconception that a tree underground resembles the canopy. The correct root structure of a tree is in the drawing below. All plants' roots need both water and air for survival. Poor canopy development or canopy decline in mature trees after development is often the result of inadequate root space and/or soil compaction.



The reality of where roots are generally located

## Pruning Mature Trees for Risk Reduction and/or Development Clearance

There are few good reasons to prune mature trees. Removal of deadwood, directional pruning, removal of decayed or damaged wood, and end-weight reduction as a method of mitigation for structural faults are the only reasons a mature tree should be pruned. Live wood over 3" should not be pruned unless absolutely necessary. Pruning cuts should be clean and correctly placed. Pruning should be done in accordance with the American National Standards Institute (ANSI) A300 standards.

Pruning causes an open wound in the tree. Trees do not "heal" they compartmentalize. It is far better to use more small cuts than a few large cuts as small pruning wounds reduce risk while large wounds increase risk. Any wound made today will always remain, but a healthy tree, in the absence of decay in the wound, will 'cover it' with callus tissue. Large, old pruning wounds which did not close with callous tissue often have advanced decay. These wounds are a likely failure point. Mature trees with large wounds have a high risk of failure.

Overweight limbs are a common structural fault in suppressed trees. There are two remedial actions for over- weight limbs (1) prune the limb to reduce the extension of the canopy, or (2) cable the limb to reduce movement. Cables do not hold weight they only stabilize the limb and additionally require annual inspection.

## Arborist Classifications

There are different types of Arborists:

Tree Removal and/or Pruning Companies: These companies may be licensed by the State of California to do business as a tree removal company, but they do not necessarily know anything about trees biology.

Arborists: Arborist is a broad term intended to mean someone with specialized knowledge of trees, but it is often used to imply knowledge that is not there.

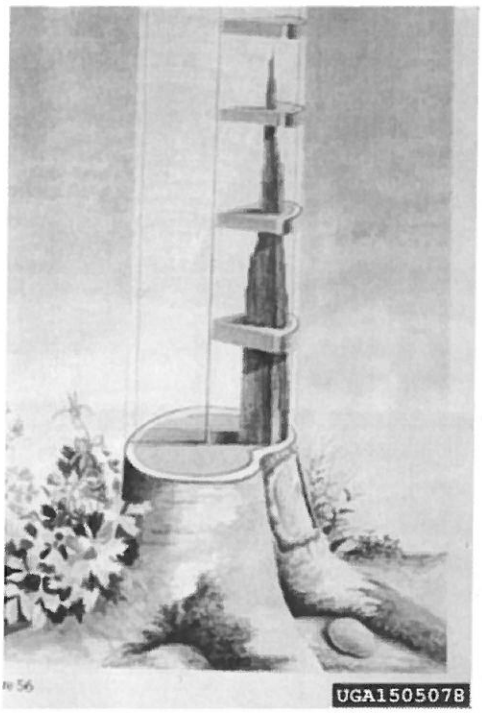
ISA Certified Arborist: An International Society of Arboriculture Certified Arborist is someone who has trained, met the qualifications for application, and been tested to have specialized knowledge of trees. You can look up certified arborists at the International Society of Arboriculture website: isa-arbor.org.

Consulting Arborist: An American Society of Consulting Arborists Registered Consulting Arborist is someone who has been trained and then tested to have specialized knowledge of trees; and trained and tested to provide high quality reports and documentation. You can look up registered consulting arborists at the American Society of Consulting Arborists website: ASCA-consultants.org.

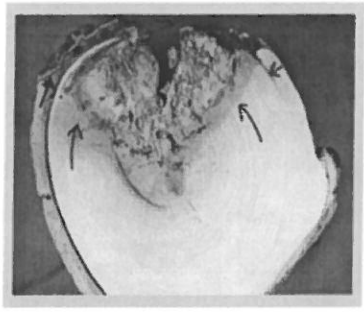
## Decay in Trees

Decay (in General): Fungi cause all decay of living trees. Decay is considered a disease because cell walls are altered, wood strength is affected, and living sapwood cells may be killed. Fungi decay wood by secreting enzymes. Different

types of fungi cause different types of decay through the secretion of different chemical enzymes. Some decays, such as white rot, cause less wood strength loss than others because they first attack the lignin (causes cell walls to thicken and reduces susceptibility to decay and pest damage) secondarily the cellulose (another structural component in a cell walls). Others, such as soft rot, attack the cellulose chain and cause substantial losses in wood strength even in the initial stages of decay. Brown rot causes wood to become brittle and fractures easily with tension. Identification of internal decay in a tree is difficult because visible evidence may not be present.




According to Evaluation of Hazard Trees in Urban Areas (Matheny, 1994) decay is a critical factor in the stability of the tree. As decay progresses in the trunk, the stem becomes a hollow tube or cylinder rather than a solid rod. This change is not readily apparent to the casual observer. Trees require only a small amount of bark and wood to transport water, minerals and sugars. Interior heartwood can be eliminated (or degraded) to a great degree without compromising the transport process. Therefore, trees can contain significant amounts of decay without showing decline symptoms in the crown. Compartmentalization of decay in trees is a biological process in which the cellular tissue around wounds is changed to inhibit fungal growth and provide a barrier against the spread of decay agents into additional cells. The weakest of the barrier zones is the formation of the vertical wall. Accordingly, while a tree may be able to limit decay progression inward at large pruning cuts, in the event that there are more than one pruning cut located vertically along the main trunk of the tree, the likelihood of decay progression and the associated structural loss of integrity of the internal wood is high.



## Oak Tree Impacts

Our native oak trees are easily damaged or killed by having the soil within the Protected Root Zone (PRZ) disturbed or compacted. All of the work initially performed around protected trees that will be saved should be done by people rather than by wheeled or track type tractors. Oaks are fragile giants that can take little change in soil grade, compaction, or warm season watering. Don't be fooled into believing that warm season watering has no adverse effects on native oaks. Decline and eventual death can take as long as 5-20 years with poor care and inappropriate watering. Oaks can live hundreds of years if treated properly during construction, as well as later with proper pruning, and the appropriate landscape/irrigation design.

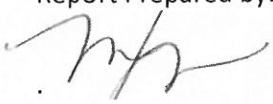
## RECOMMENTATIONS: SUMMARY OF TREE PROTECTION MEASURES

The Owner and/or Developer should ensure the project arborist's protection measures are incorporated into the site plans and followed. Tree specific protection measures can be found in Appendix 2 – Tree Information Data.

- Identify the Root Protection Zones on the final construction drawings and show the placement of tree protection fencing pursuant to the City requirements and Exhibit C.
- The project arborist should inspect the fencing prior to grading and/or grubbing for compliance with the recommended protection zones.
- Identify the areas to be irrigated, fertilized and mulched on the final construction drawings and tree with recommended chemical treatments pursuant to the project arborist's recommendations.

- The project arborist should directly supervise the irrigation, fertilization, placement of mulch and chemical treatments.
- All stumps within the root zone of trees to be preserved shall be ground out using a stump router or left in place. **No trunk within the root zone of other trees shall be removed using a backhoe or other piece of grading equipment**.
- Prior to any grading, or other work on the site that will come within 50' of any tree to be preserved, irrigation will be required from April through September and placement of a 4-6" layer of chip mulch over the protected root zone of all trees that will be impacted. Chips should be obtained from onsite materials and trees to be removed.
- Clearance pruning should include removal of all the lower foliage that may interfere with equipment PRIOR to having grading or other equipment on site. The Project Arborist should approve the extent of foliage elevation and oversee the pruning to be performed by a contractor who is an ISA Certified Arborist.
- Clearly designate an area on the site outside the drip line of all trees where construction materials may be stored, and parking can take place. No materials or parking shall take place within the root zones of protected trees.
- Any and all work to be performed inside the protected root zone fencing shall be supervised by the project arborist.
- Trenching inside the protected root zone shall be by a hydraulic or air spade, placing pipes underneath the roots, or boring deeper trenches underneath the roots.
- Include on the plans an Arborist inspection schedule to monitor the site during (and after) construction to ensure protection measures are followed and make recommendations for care of the trees on site, as needed.
- Follow all of the General Development Guidelines, Appendix 3, for all trees to remain.

Report Prepared by:



Nicole Harrison
ISA Certified Arborist #WC-6500AM, TRAQ
Member: American Society of Consulting Arborists

Appendix 1 – Tree Location Map
Appendix 2 – Tree Data
Appendix 3 – General Development Guidelines
Appendix 4 – Site Photographs

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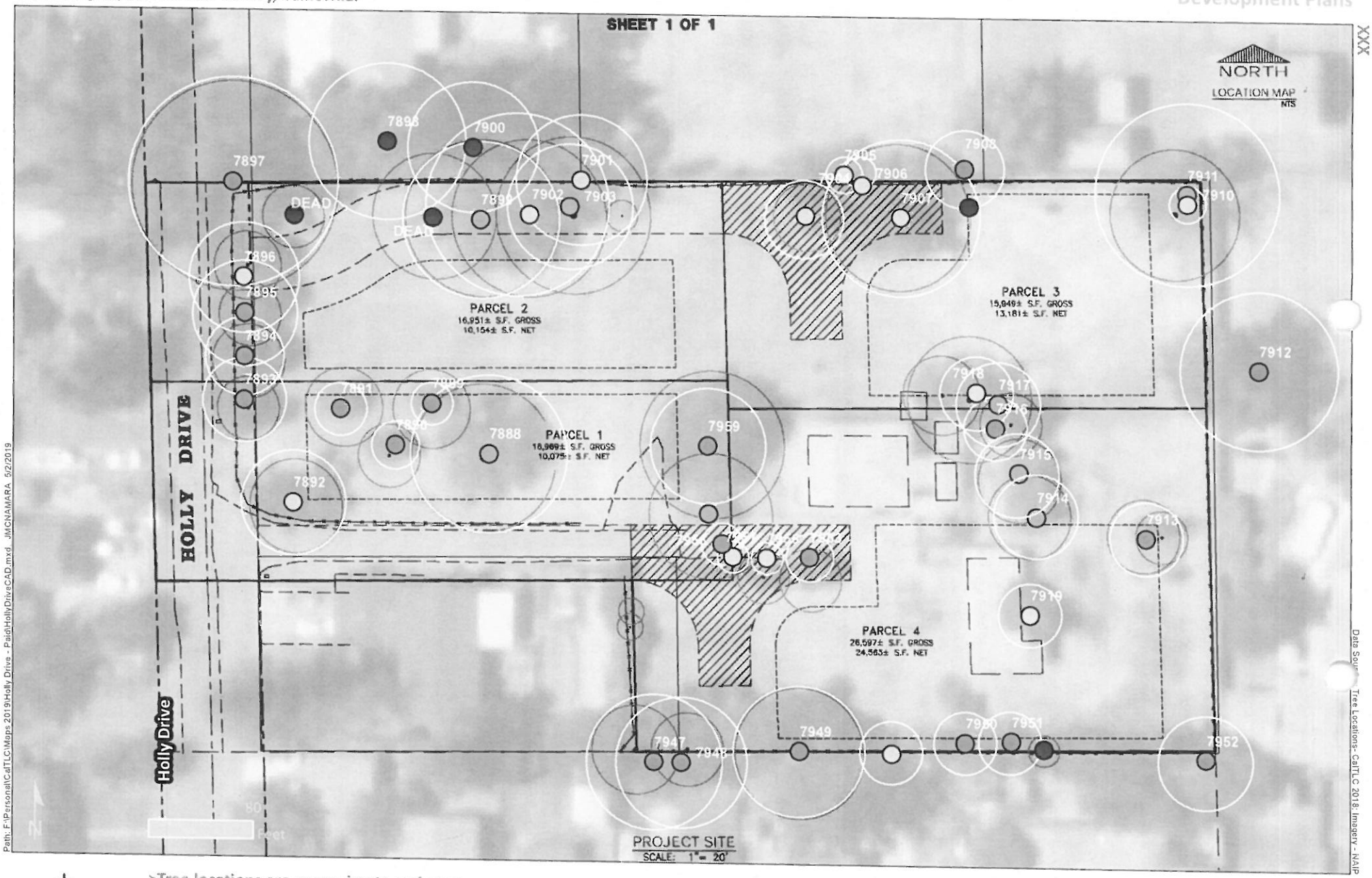
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# 8258 Holly Drive

Citrus Heights, Sacramento County, California.

ARBORIST SURVEY with Development Plans




Path: F:\Personal\CalTLC\Maps 2019\Holly Drive - Paid\HollyDriveCAD.mxd JMCNAMARA 5/2/2019

Data Source: Tree Locations- CalTLC 2018; Imagery - NAIP

XXX

CalTLC

5/2/2019

>Tree locations are approximate and were collected using ISO apple products.
>Property line information was downloaded from Placer County on 3/4/2018.
>Development plans provided by CNA Engineering Inc dated 02/2019.

**Arborist Rating**

- 0 Dead
- 1 Extreme Structure or Health Problems
- 2 Major Structure or Health Problems
- 3 Fair - Minor Problems
- 4 Good - No Apparent Problems
- 5 Excellent
- Property Line
- Measured Tree Canopy

## APPENDIX 2 – TREE INFORMATION DATA

| Field Tag # | Protected by Citrus Heights cc 106.39 | Offsite | Species Common Name | Species Botanical Name | DBH | Measured Canopy Radius | Arborist Rating | Development Status | Notes |
|---|---|---|---|---|---|---|---|---|---|
| 7888 | No | | English Walnut | Juglans regia | 31 @ 2' | 30 | 1 Extreme Structure or Health Problems | Remove | Large failure at codominant union at 7' - too much decay, hanger in canopy. Remove immediately |
| 7889 | No | | Navel Orange | Citrus × sinensis | 8 @ 1' | 8 | 3 Fair - Minor Problems | Preserved | Decay at ground, multi-stem at 6" and 1' into 4 main stems, sapsucker damage, heavy crop, good canopy |
| 7890 | No | | Navel Orange | Citrus × sinensis | 9, 5 | 9 | 3 Fair - Minor Problems | Preserved | Base is covered in grass, codominant union at 6", multi-stem above into 5 stems, moderate crop, good canopy and foliage |
| 7891 | No | | Orange sp. (rootstock) | Citrus sp. | 6, 3, 4 | 10 | 3 Fair - Minor Problems | Preserved | Decay at ground, multi stem from ground, fairly upright canopy, poor crop, root stock. Interior live oak sprout and almond sprouts at base |
| 7892 | Yes | | California Black Walnut | Juglans californica | 21 | 20 | 2 Major Structure or Health Problems | Impacted, TBD | Decay under base at ground to 1' south, trunk leans between 4-6', advanced decay, top is dead, fair to good density |
| 7893 | No | | Persimmon | Diospyros sp. | 9, 8 | 16 | 3 Fair - Minor Problems | Preserved | Fair to good at flare, codominant at 18", decaying wound on north stem just above, both stems split again below 5', abnormal mid-canopy structure from suppression, good crown ratio, good density, overextended branches west |

| Field Tag # | Protected by Citrus Heights cc 106.39 | Offsite | Species Common Name | Species Botanical Name | DBH | Measured Canopy Radius | Arborist Rating | Development Status | Notes |
|---|---|---|---|---|---|---|---|---|---|
| 7894 | No | | Persimmon | Diospyros sp. | 9, 9 | 15 | 3 Fair - Minor Problems | Preserved | Fair to good at flare, codominant at 18", 5" stem in center mostly dead, upright stem fair crown ratio, fair to good density |
| 7895 | No | | Persimmon | Diospyros sp. | 10, 6 | 20 | 3 Fair - Minor Problems | Impacted, TBD | Fair at flare, codominant union at 2' and again in main stem at 7', fairly up right tree, fair crown ratio, good canopy density |
| 7896 | No | | Persimmon | Diospyros sp. | 9, 7 | 21 | 2 Major Structure or Health Problems | Remove | Good at flare, poor codominant union junction at 12", crown gall throughout canopy, fair to poor density |
| 7897 | Yes | | Interior Live Oak | Quercus wislizeni | 48 | 40 | 3 Fair - Minor Problems | Impacted, TBD | good at flare, first junction at 5' west is narrow, codominant union at 6 to 8' narrow with some included bark, main upright stem has good crown ratio and fair canopy density. North stem significant lean in upper canopy over structure, fair density, needs reduction. |
| 7898 | Yes | Yes | Valley Oak | Quercus lobata | 20 | 30 | 4 Good - No Apparent Problems | Impacted, TBD | Offsite approximately 15' not measured not visible below 15', good mid to upper canopy structure, good density |
| 7899 | No | | English Walnut | Juglans regia | 35 | 30 | 1 Extreme Structure or Health Problems | Remove | Covered and ivy from ground to 5' advanced decay and all old wounds large stubs overextended south and north into neighbors Redwood fair canopy density |
| 7900 | Yes | Yes | Coast Redwood | Sequoia sempervirens | 30 | 25 | 4 Good - No Apparent Problems | Impacted, TBD | Offsite approximately 15' base not visible, fairly good canopy, single main trunk, overall pretty nice tree |

| Field Tag # | Protected by Citrus Heights cc 106.39 | Offsite | Species Common Name | Species Botanical Name | DBH | Measured Canopy Radius | Arborist Rating | Development Status | Notes |
|---|---|---|---|---|---|---|---|---|---|
| 7901 | Yes | | Valley Oak | Quercus lobata | 7 | 25 | 2 Major Structure or Health Problems | Impacted, Severe | On Fenceline, ivy on trunk below 8', imbedded fence wire, significant lean east from suppression with correction in upper canopy, poor twig elongation, good density, good ratio |
| 7902 | No | | English Walnut | Juglans regia | 30 @ 1' | 24 | 1 Extreme Structure or Health Problems | Remove | Ivy at ground, substantial failure below 4' at codominant union, advance decay, remaining single stem has significant lean northwest |
| 7903 | No | | English Walnut | Juglans regia | 30 @ 1' | 35 | 2 Major Structure or Health Problems | Remove | Covered in ivy from ground to 4', low structural limb junctions north and west at 4', codominant union at 6' with advanced decay in crotch, one cavity at 12' west. Overall fair to good canopy, over extended in all directions |
| 7904 | No | | Fig | Ficus carica | 20 | 15 | 2 Major Structure or Health Problems | Remove | Main stem has very poor structure and significant crossing limbs at 8', mostly new sprouts |
| 7905 | No | | Plum | Prunus sp. | 11 | 7 | 2 Major Structure or Health Problems | Remove | Multi-stem from 3", all stems rubbing and crossing below 4', significant sprouting, good canopy density |
| 7906 | No | | Valley Oak | Quercus lobata | 5 | 6 | 2 Major Structure or Health Problems | Remove | Good at flare, imbedded fence wire from 1 to 4', single upright trunk, good crown ratio, fair to good density |

| Field Tag # | Protected by Citrus Heights cc 106.39 | Offsite | Species Common Name | Species Botanical Name | DBH | Measured Canopy Radius | Arborist Rating | Development Status | Notes |
|---|---|---|---|---|---|---|---|---|---|
| 7907 | No | | English Walnut | Juglans regia | 34 | 30 | 2 Major Structure or Health Problems | Remove | Evidence of decay under main structural roots, codominant at 5', large closed removal cut, remaining canopy fair to good with 15" stub and 2 pruning wounds at 7' with advanced decay, good crown ratio, fair density |
| 7908 | Yes | | Valley Oak | Quercus lobata | 11 | 15 | 3 Fair - Minor Problems | Minor Impact | Good at flare, narrow connection with embedded twig at 5', narrow connection with included bark at 7', vase shaped tree, good crown ratio, good canopy density |
| 7909 | Tag Not Used | | | | | | | | |
| 7910 | No | | English Walnut | Juglans regia | 33 | 35 | 1 Extreme Structure or Health Problems | Preserved | Codominant at 3' and 5', large old pruning wounds, advanced decay and hollow base, fair canopy, significant failures and deadwood |
| 7911 | No | | Valley Oak | Quercus lobata | 4, 3 | 7 | 2 Major Structure or Health Problems | Preserved | Codominant union at ground, at the base of walnut, poor taper on both stems from suppression, larger stem grows up through the middle of the walnut, birds nest up high, fair canopy |
| 7912 | Yes | Yes | Valley Oak | Quercus lobata | 18 | 30 | 3 Fair - Minor Problems | Preserved | Behind privacy fence, approximately 15' off, canopy extends onto development site approximately 25', tree appears fair to good |
| 7913 | Yes | | Interior Live Oak | Quercus wislizeni | 4,4,3,3,3,2 | 14 | 3 Fair - Minor Problems | Preserved | Growing on an old foundation? All stems from the ground or below 6", good crown ratio, good density |

| Field Tag # | Protected by Citrus Heights cc 106.39 | Offsite | Species Common Name | Species Botanical Name | DBH | Measured Canopy Radius | Arborist Rating | Development Status | Notes |
|---|---|---|---|---|---|---|---|---|---|
| 7914 | No | | Pomegranate | Punica granatum | NM | 0 | 1 Extreme Structure or Health Problems | Preserved | Advanced decay in most limbs below 4', fair canopy above |
| 7915 | No | | Pomegranate | Punica granatum | NM | 0 | 1 Extreme Structure or Health Problems | Preserved | Advanced decay on all stems below 3', fair canopy |
| 7916 | No | | Plum | Prunus sp. | Multi | 12 | 3 Fair - Minor Problems | Preserved | Fair at flare, narrow attachments below 2' and crossing limbs 4 to 7', good canopy density |
| 7917 | No | | Plum | Prunus sp. | Multi | 16 | 1 Extreme Structure or Health Problems | Preserved | Old main trunk has advanced decay and deadwood, remaining tree is all root stock sprouts |
| 7918 | No | | Pear | Pyrus sp. | 7@12, 9, 9@12 | 14 | 2 Major Structure or Health Problems | Preserved | Fair to poor at ground, 3 narrow attachments at 2', stem in center - decay between stems, very poor structure, fair to good canopy |
| 7919 | No | | Fig | Ficus carica | 16 | 12 | 2 Major Structure or Health Problems | Preserved | Advanced decay in all open wounds, extremely poor structure from multiple toppings at 7', good canopy |
| 7947 | Yes | | Valley Oak | Quercus lobata | 17 | 26 | 3 Fair - Minor Problems | Preserved | Good root flare, good structure, codominant at approximately 15' above the ground, ivy in tree, good vitality, 1-2" dead branches. |

| Field Tag # | Protected by Citrus Heights cc 106.39 | Offsite | Species Common Name | Species Botanical Name | DBH | Measured Canopy Radius | Arborist Rating | Development Status | Notes |
|---|---|---|---|---|---|---|---|---|---|
| 7948 | Yes | | Valley Oak | Quercus lobata | 16 | 25 | 3 Fair - Minor Problems | Preserved | Fair root crown, ivy preventing close inspection, good structure, good vitality. |
| 7949 | Yes | Yes | Valley Oak | Quercus lobata | 18 | 25 | 2 Major Structure or Health Problems | Preserved | Good root crown, fair structure codominant at 6' above the ground, included bark, fair structure, good vitality. |
| 7950 | Yes | Yes | Valley Oak | Quercus lobata | 8 | 12 | 3 Fair - Minor Problems | Preserved | Good root crown, good structure, good vitality. |
| 7952 | Yes | Yes | Valley Oak (Need Confirm) | Quercus lobata | 9, 9, 11 | 20 | 3 Fair - Minor Problems | Preserved | Fair root crown, codominant near ground, fair structure, good vitality |
| 7953 | No | | Navel Orange | Citrus × sinensis | 12 | 9 | 3 Fair - Minor Problems | Remove | Fair root gr, fair structure, good fruit production, good vitality. |
| 7956 | No | | Navel Orange | Citrus × sinensis | 9 | 6 | 2 Major Structure or Health Problems | Remove | Fair root crown, codominant at 12" above the ground, fair structure, fair fruit production, good vitality. |
| 7957 | Yes | | Valley Oak | Quercus lobata | 2, 2, 2, 2, 3 | 6 | 2 Major Structure or Health Problems | Remove | Fair root crown, stump cut down to 12" above the ground sometime in the past, the 4 stems are sprouts from the old cut, poor structure. |
| 7958 | Yes | | Interior Live Oak | Quercus wislizeni | 3, 3, 3, 4, 2, 1, 1 | 8 | 3 Fair - Minor Problems | Remove | Fair root crown, poor attachment points at ground level, fair structure, good vitality. |
| 7959 | Yes | | Mulberry | Morus sp. | 11, 12, 12 | 28 | 3 Fair - Minor Problems | Preserved | Large surface roots out to +15', codominant at 18" and 3' in north stem, fair canopy |

| Field Tag # | Protected by Citrus Heights cc 106.39 | Offsite | Species Common Name | Species Botanical Name | DBH | Measured Canopy Radius | Arborist Rating | Development Status | Notes |
|---|---|---|---|---|---|---|---|---|---|
| 7951, NT | No | Yes | Locust | Robinia sp. | 9 | | 2 Major Structure or Health Problems | Preserved | Offsite, fair root crown, fair to poor structure, poor attachment points, good vitality. |
| 7954, NT | No | | Valley Oak | Quercus lobata | 5.00000 | 8 | 5 Excellent | Preserved | On parcel side, growing at fenceline |
| 7955, NT | No | | Privet | Lagustrum sp. | 7, 7 | 12 | 2 Major Structure or Health Problems | Preserved | Fenceline, poor at base, old removal stub at 3', good vigor |
| 7960, NT | No | | Unidentified | | 8,10,8 | 12 | 1 Extreme Structure or Health Problems | Remove | Too much decay under all stems, previously topped at 2' - all sprouts |

# APPENDIX 3
## GENERAL DEVELOPMENT GUIDELINES

**Definitions**

Root zone: The roots of trees grow fairly close to the surface of the soil, and spread out in a radial direction from the trunk of tree. A general rule of thumb is that they spread 2 to 3 times the radius of the canopy, or 1 to 1 ½ times the height of the tree. It is generally accepted that disturbance to root zones should be kept as far as possible from the trunk of a tree.

Inner Bark: The bark on most large trees is quite thick, usually 1" to 2". If the bark is knocked off a tree, the inner bark, or cambial region, is exposed and/or removed. The cambial zone is the area where tissues responsible for adding new layers to the tree each year are located. Removing or damaging this tissue results in a tree that can only grow new tissue from the edges of the wound. In addition, the interior wood of the tree is exposed to decay fungi and becomes susceptible to decay. Tree protection measures require that no activities occur which can knock the bark off the trees.

**Methods Used in Tree Protection:**

No matter how detailed Tree Protection Measures are in the initial Arborist Report, they will not accomplish their stated purpose unless they are applied correctly and a Project Arborist oversees the construction. The Project Arborist should have the ability to enforce the Protection Measures. It is advisable for the Project Arborist to be present at the Pre-Construction meeting to answer questions the contractors may have about Tree Protection Measures. This also lets the contractors know how important tree preservation is to the developer.

Root Protection Zone (RPZ): Since in most construction projects it is not possible to protect the entire root zone of a tree, a Root Protection Zone is established for each tree to be preserved. The minimum Root Protection Zone is the area calculated as 1 to 1.25' for every inch of trunk diameter (ie. A 10" diameter tree will have an RPZ of 10') or the dripline, whichever is greater. The Project Arborist must approve work within the RPZ.

Irrigate, Fertilize, Mulch: Prior to grading on the site near any tree, if specified by the project arborist, the area within the Tree Protection fence should be fertilized with 4 pounds of nitrogen per 1000 square feet, and the fertilizer irrigated in. The irrigation should percolate at least 24 inches into the soil. This should be done no less than 2 weeks prior to grading or other root disturbing activities. After irrigating, cover the RPZ with at least 12" of leaf and twig mulch. Such mulch can be obtained from chipping or grinding the limbs of any trees removed on the site. Acceptable mulches can be obtained from nurseries or other commercial sources. Fibrous or shredded redwood or cedar bark mulch shall not be used anywhere on site.

Fence: Fence around the Root Protection Zone and restrict activity therein to prevent soil compaction by vehicles, foot traffic or material storage. The fenced area shall be off limits to all construction equipment, unless there is express written notification provided by the Project Arborist, and impacts are discussed and mitigated prior to work commencing.

> No storage or cleaning of equipment or materials, or parking of any equipment can take place within the fenced off area, known as the RPZ.

The fence should be highly visible, and stout enough to keep vehicles and other equipment out. I recommend the fence be made of orange plastic protective fencing, kept in place by t-posts set no farther apart than 6'.

In areas of intense impact, a 6' chain link fence is preferred.

In areas with many trees, the RPZ can be fenced as one unit, rather than separately for each tree.

Where tree trunks are within 3' of the construction area, place 2" by 4" boards vertically against the tree trunks, even if fenced off. Hold the boards in place with wire. Do not nail them directly to the tree. The purpose of the boards is to protect the trunk, should any equipment stray into the RPZ.

Elevate Foliage: Where indicated, remove lower foliage from a tree to prevent limb breakage by equipment. Low foliage can usually be removed without harming the tree, unless more than 25% of the foliage is removed. Branches need to be removed at the anatomically correct location in order to prevent decay organisms from entering the trunk. For this reason, a contractor who is an ISA Certified Arborist should perform all pruning on protected trees.[2]

Expose and Cut Roots: Breaking roots with a backhoe, or crushing them with a grader, causes significant injury, which may subject the roots to decay. Ripping roots may cause them to splinter toward the base of the tree, creating much more injury than a clean cut would make. At any location where the root zone of a tree will be impacted by a trench or a cut (including a cut required for a fill and compaction), the roots shall be exposed with either a backhoe digging radially to the trunk, by hand digging, or by a hydraulic air spade, and then cut cleanly with a sharp instrument, such as chainsaw with a carbide chain. Once the roots are severed, the area behind the cut should be moistened and mulched. A root protection fence should also be erected to protect the remaining roots, if it is not already in place. Further grading or backhoe work required outside the established RPZ can then continue without further protection measures.

Protect Roots in Deeper Trenches: The location of utilities on the site can be very detrimental to trees. Design the project to use as few trenches as possible, and to keep them away from the major trees to be protected. Wherever possible, in areas where trenches will be very deep, consider boring under the roots of the trees, rather than digging the trench through the roots. This technique can be quite useful for utility trenches and pipelines.

Protect Roots in Small Trenches: After all construction is complete on a site, it is not unusual for the landscape contractor to come in and sever a large number of "preserved" roots during the installation of irrigation systems. The Project Arborist must therefore approve the landscape and irrigation plans. The irrigation system needs to be designed so the main lines are located outside the root zone of major trees, and the secondary lines are either laid on the surface (drip systems), or carefully dug with a hydraulic or air spade, and the flexible pipe fed underneath the major roots.

Design the irrigation system so it can slowly apply water (no more than ¼" to ½" of water per hour) over a longer period of time. This allows deep soaking of root zones. The system also needs to accommodate infrequent irrigation settings of once or twice a month, rather than several times a week.

[2] International Society of Arboriculture (ISA), maintains a program of Certifying individuals. Each Certified Arborist has a number and must maintain continuing education credits to remain Certified.

Monitoring Tree Health During and After Construction: The Project Arborist should visit the site at least twice a month during construction to be certain the tree protection measures are being followed, to monitor the health of impacted trees, and make recommendations as to irrigation or other needs. After construction is complete, the arborist should monitor the site monthly for one year and make recommendations for care where needed.

Chemical Treatments: The owner or developer shall be responsible to contact an arborist with a pesticide applicators license to arrange for an application of a root enhancing hormone, such as Paclobutrazol, to mitigate the stress produced by the development **prior to grading**. Additionally, at the discretion of the project arborist, an insect infestation preventative for both boring insects and leaf feeding insects and/or fungal preventative for leaf surfaces may be required. Roots pruned during the course of performing a cut may be required to be treated with a biofungicide such as Bio-Tam.

## APPENDIX 4 – SITE PHOTOS

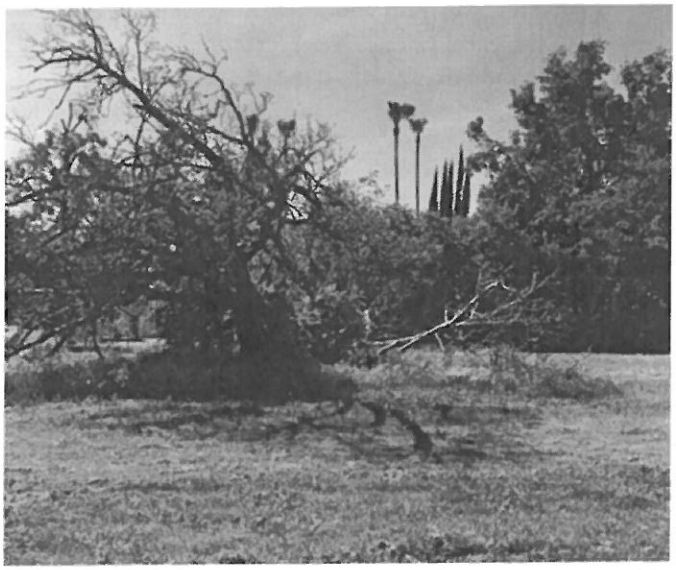


Photo #1, Looking west at Tree #7888

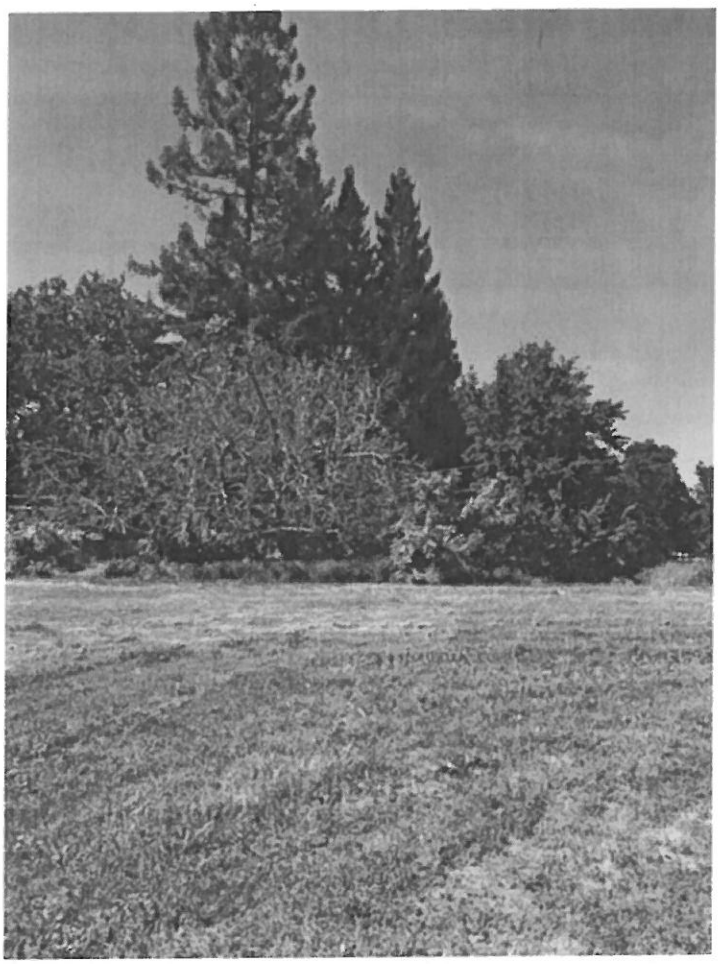


Photo #2, Looking North at Tree #7902 with #7901 to the right and offsite #7900 in the background

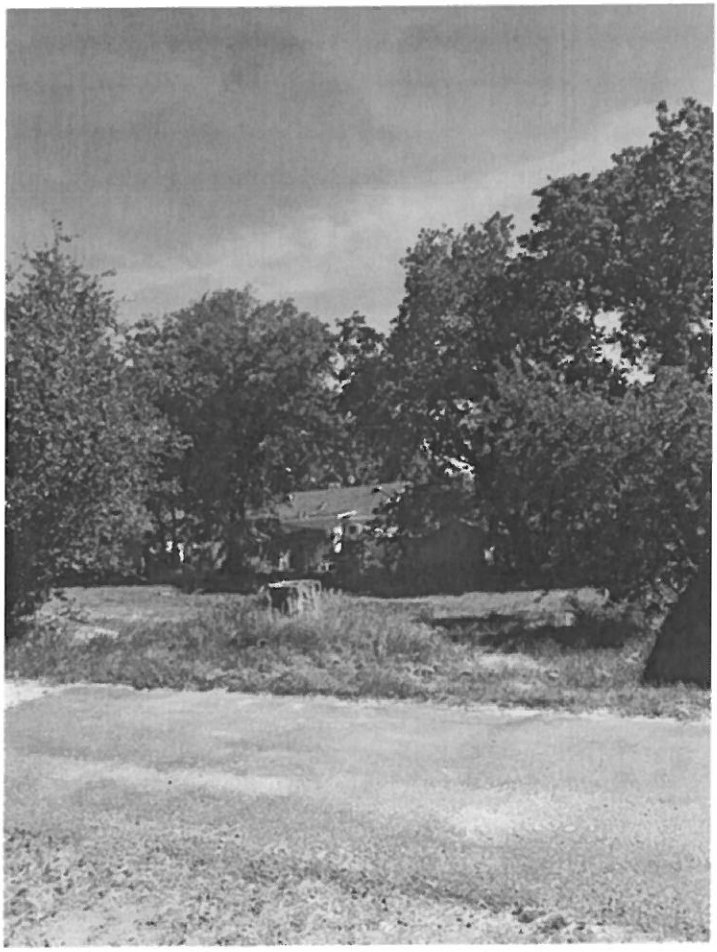
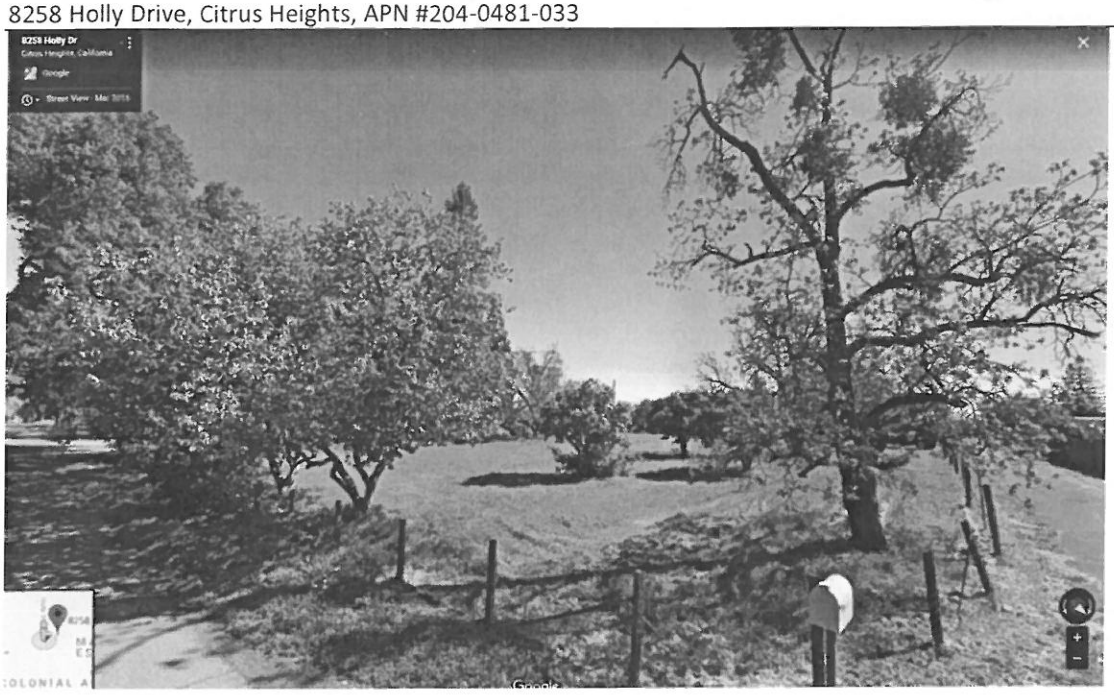


Photo #3, Looking South at property line off site trees #7949, 7948 and 7947 on the right




Historical Google Photo, Tree 7892 on the Right, and 7893-97 along the street, right to left

PM-19-02

# REVISED TENTATIVE PARCEL MAP FOR:
# 8258 HOLLY DRIVE

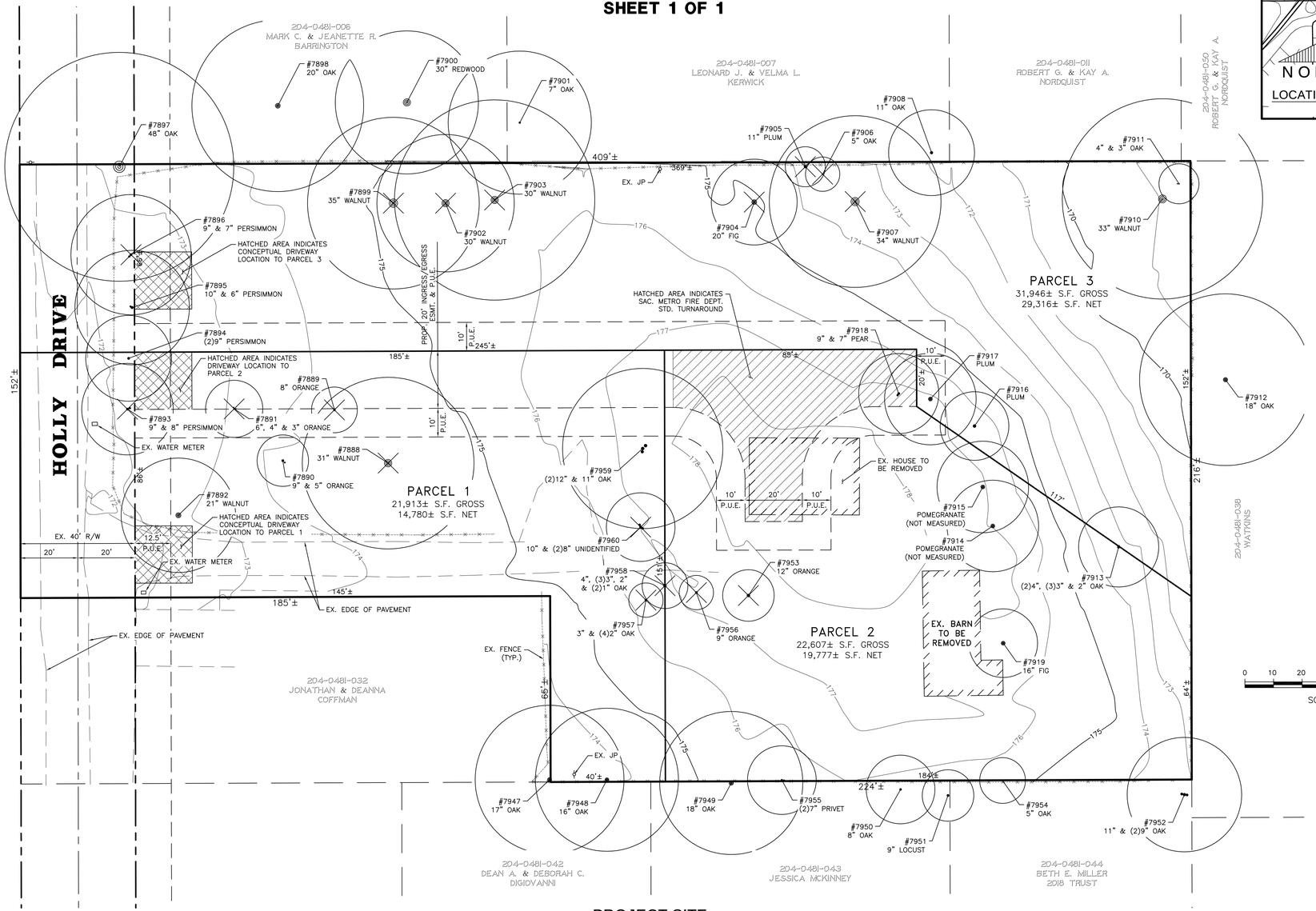
## A.P.N.: 204-0481-033

**CITY OF CITRUS HEIGHTS** | **STATE OF CALIFORNIA**

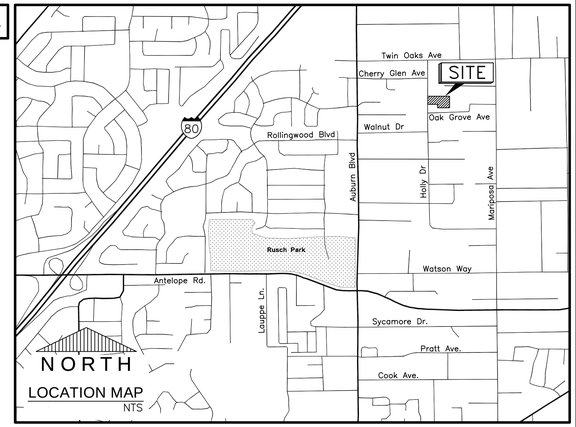
**SEPTEMBER 2019** | **SCALE 1" = 20'**

**CNA ENGINEERING INC.**

**SHEET 1 OF 1**




PROJECT SITE
SCALE: 1"= 20'




## 8258 HOLLY DRIVE

**OWNER**
ARCADE CREEK PROPERTIES
ATTN.: RON LEIS
8394 JULARICK COURT
FAIR OAKS, CA 95628
(916) 765-1682

**DEVELOPER**
RON LEIS
8394 JULARICK COURT
FAIR OAKS, CA 95628
(916) 765-1682

**ENGINEER**
CNA ENGINEERING
2575 VALLEY ROAD
SACRAMENTO, CA 95821
(916) 485-3746

**PARCEL NO.**
204-0481-033

**PRESENT USE**
R-3
1 LOT
1.76 AC GROSS
1.62 AC NET
RESIDENTIAL

**PROPOSED USE**
R-3
3 LOTS
1.76 AC GROSS
1.62 AC NET
RESIDENTIAL

**SEWER DISPOSAL**
SACRAMENTO AREA SEWER DISTRICT

**ELECTRICITY**
S.M.U.D.

**SCHOOL DISTRICT**
SAN JUAN UNIFIED SCHOOL DISTRICT

**PARK DISTRICT**
SUNRISE RECREATION AND PARK DISTRICT

**FIRE DISTRICT**
SACRAMENTO METROPOLITAN FIRE DISTRICT

**WATER**
CITRUS HEIGHTS WATER DISTRICT

0 10 20 30 40 50 60 70
SCALE: 1"= 20'

## LEGEND

- RIGHT-OF-WAY
- CENTER LINE
- BOUNDARY LINE
- LOT LINE
- OFFSITE P/L
- SETBACK LINE

PROTECTED TREES (PER ARBORIST) — TREE NUMBER, TRUNK SIZE, DRIPLINE, TREE TYPE (#1 8" OAK)

TREES TO BE REMOVED

**ACCESS NOTE:**
ACCESS DRIVEWAY FOR PARCELS 1 & 3 ARE FROM HOLLY DRIVE. ACCESS DRIVEWAY TO PARCEL 2 SHALL BE FROM THE PRIVATE 20' INGRESS/EGRESS EASEMENT.

**BOUNDARY NOTE:**
BOUNDARY SHOWN ON THIS EXHIBIT IS SHOWN FROM ASSESSOR MAP INFORMATION AND AERIAL PHOTOGRAPHY. NO BOUNDARY SURVEY WAS PERFORMED. THE PROPERTY LINES AND FENCES SHOWN ARE NOT TO BE TAKEN AS RECORD.

**BENCHMARK ELEV.: 144.17' (NGVD29), COUNTY OF SACRAMENTO B.M.: 9-17**
2" BRASS DISC STAMPED "SACRAMENTO CO. DEPT. OF PUBLIC WORKS CO. B.M. 9-17" LOCATED IN CONCRETE DECK ABOVE ABUTMENT AT THE NORTHWEST CORNER OF CONCRETE BRIDGE ON MARIPOSA AVE. APPROX. 0.30 SOUTH OF TWIN OAKS AVE.

REGISTERED PROFESSIONAL ENGINEER — CHRIS O. LIVE IN — NO. C 33407 EXP. 6-30-20 CIVIL — STATE OF CALIFORNIA

| NO. | DESCRIPTION | DATE | APPROVED BY |
|---|---|---|---|
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |

REVISIONS


**CNA ENGINEERING INC.**
CIVIL ENGINEERING: LAND SURVEYING
PLANNING: STRUCTURAL DESIGN
2575 VALLEY ROAD, SACRAMENTO, CA 95821
PHONE: (916) 485-3746
www.cnaeng.com


| | |
|---|---|
| SCALE | |
| HORIZ. 1"= 20' | PREPARED BY |
| VERT. 1"= N/A | DRAFTED BY: JEREL O. |
| FLD BK.: N/A | DESIGNED BY: STEVE N. |
| | CHECKED BY: ANNA C. |
| | ASSESSOR'S PARCEL NO.: 204-0481-033 |

**REVISED TENTATIVE PARCEL MAP FOR:**
**8258 HOLLY DRIVE**
**A.P.N.: 204-0481-033**
CITY OF CITRUS HEIGHTS — STATE OF CALIFORNIA

DATE : 9/30/2019

FN.:19001_3.DWG

SHEET 1 OF 1 SHEETS

***CITY OF CITRUS HEIGHTS***
***PLANNING DIVISION STAFF REPORT***
***PLANNING COMMISSION MEETING***
***November 13, 2019***

Prepared by: Casey Kempenaar, Planning Manager

## REQUEST

The applicant is requesting approval of a Use Permit and Design Review Permit to allow a new Dutch Brothers Coffee Drive Through within the existing Summerhills Plaza Shopping Center located at 7849 Lichen Drive.

| | | | |
|---|---|---|---|
| Applicant: | Cliffhaven Companies, Inc.<br>4340 Van Karman Ave #11<br>Newport Beach, CA 92660<br>Care of Ralph Deppish | Property Owner: | Summerhills Plaza LLC<br>4340 Van Karman Ave #11<br>Newport Beach, CA 92660 |

## SUMMARY RECOMMENDATION

The Planning Division recommends the Planning Commission:

1. Adopt the attached Resolution adopting the Mitigated Negative Declaration and Mitigation Monitoring Plan.

2. Approve a Use Permit to allow the construction and operation of a new Dutch Brothers Drive Through subject to the findings and conditions of approval contained in this report.

3. Approve a Design Review Permit to allow the construction and operation of a new Dutch Brothers Drive Through subject to the findings and conditions of approval contained in this report.

4. Approve a Tree Permit to allow the removal of several trees subject to the findings and conditions of approval contained in this report.

## BACKGROUND

The applicant proposes to construct a new Dutch Brothers Drive Through within the existing Summerhills Plaza shopping center west of Brimstone Drive, south of Zenith Drive, and north of Lichen Drive. The site is home to a mature shopping center anchored by a Raleys Grocery Store and numerous retail and restaurant users.

The proposed Dutch Brothers is located approximately 100-feet north of Lichen Drive within the existing parking field that serves Raley's.

Initially, the Dutch Brothers application included a companion application to construct 22 apartments near the corner of Lichen Drive and Brimstone Drive. The application for the proposed apartments was withdrawn in September 2019. The attached studies including Noise and Traffic include references to the proposed apartments, however, the apartments are no longer under consideration.

The project setting is summarized in the tables below:

| | |
|---|---|
| **File #:** | DRP19-02 and UP19-02 |
| **Location:** | 7853 Lichen Drive (APN # 209-0680-007, -009)<br>See Vicinity Map (Attachment 1) |
| **Parcel Size:** | 6.7 acres |
| **REACH Neighborhood:** | The site is within Neighborhood Association # 1 |

**ZONING AND LAND USES**

| LOCATION | ZONING | GENERAL PLAN LAND USE | ACTUAL USE |
|---|---|---|---|
| **On-Site** | SPA | General Commercial | Shopping Center |
| **North** | RD-10 | Medium Density Residential | Duplexes |
| **South** | SPA/GC | General Commercial | Restaurants, Gas Station, Car Wash |
| **East** | RD5 | Low Density Residential | Single Family Homes |
| **West** | SPA | General Commercial | Shopping Center |

**Project Description**

The proposed Dutch Brothers Coffee is a drive through coffee kiosk located north of the existing Wendy's and south of Raley's. As shown in Attachment 6, the proposed kiosk is approximately 800 square feet. The drive through entrance is accessed via an existing drive aisle parallel to Lichen Drive. The drive through starts as a two-lane drive through and merges into a single lane on the north side of the building. The proposed drive through can accommodate 16 vehicles. The drive through exits into the existing north/south drive aisle providing access to Lichen Drive.

No speakers are used for ordering coffee, instead Dutch Brothers employees walk within the drive through to take orders from customers.

The proposed building includes contemporary architecture including various architectural features including a tower element, covered walk up patio/order window, and associated improvements. The proposed building is a mix of vertical siding, stone and tile in blue and grey.

The project includes medians and No U-turn signs within Lichen Drive to improve circulation on both Lichen Drive and on-site.

**Figure 1- Site Plan**




## USE PERMIT 19-02

**Use Permit– *Analysis***

Section 106.62.050.F of the Zoning Code consists of findings the Planning Commission must make to approve or disapprove an application for a Use Permit. The findings are written below in ***bold italics*** and are followed by a review of the proposal against the findings.

1. ***The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of the Zoning Code and Municipal Code.***

The land use designation for the subject property is General Commercial (GC) and the Zoning is Special Planning Area (SPA) for Antelope Crossing. The SPA allows uses consistent with the Shopping Center (SC) zoning designation. While a restaurant is a permitted use in the SC zone, drive through retail is a conditional use.

The proposal also complies with other provisions of the Zoning Code and the Municipal Code related to parking, setbacks and other applicable development standards as discussed further in the staff report.

***2. The proposed use is consistent with the General Plan and any applicable specific plan.***

The General Plan land use designation is General Commercial which provides for retail uses, services, restaurants, professional and administrative offices, and other similar and compatible uses. The proposed drive through facility is consistent with the General Plan land use designation of General Commercial. In addition, the proposal is consistent with General Plan goals and policies that support viable and attractive development within major corridors and that encourage economic development. Some of the applicable General Plan goals and policies are as follows:

Goal 10: Achieve attractive, inviting and functional corridors.

Policy 10.1: Require superior architectural and functional site design features for new development projects along major corridors.

Policy 14.1: Retain and expand the City's base of retail jobs and sales tax revenue.

Goal 15: Diversify the local economy to meet the present and future employment, shopping, and service needs of Citrus Heights residents and sustain long- term fiscal health.

The project is also consistent with the Antelope Crossing Transformation Plan, which was the basis for the development of the Antelope Crossing SPA. The Transformation Plan includes several relevant "Principles of Sustainable Revitalization" including:

1. Mixture/Variety of Uses
2. Encourage all Modes of Transportation
3. Attract Strategic Retail

***3. The design, location, size, and operating characteristics of the facility are compatible with the existing and future land uses in the vicinity.***

The project proposes the construction and operation of a small 800 square foot (SF) coffee kiosk and associated infrastructure. The project includes the construction of a new drive through that circles the proposed kiosk. The proposed drive through shares access with an existing drive aisle that serves the rest of the center. The project is conditioned to maintain clear access through the drive aisle and to ensure orderly circulation of the site. The proposed drive through will provide adequate queuing length for the proposed operation of the facility. The project includes an outdoor seating and patio area for walk up patrons.

Additionally the site is surrounded by other commercially designated parcels and commercial uses to the north, south, east, and west. Lastly, the project has been designed to comply with the city's development standards including the city's commercial design guidelines. For these reasons the design, location, size and operating characteristics of the project is compatible with the existing and future land uses in the vicinity.

<u>Noise</u>
The proposed use does not utilize a loudspeaker system. The Acoustical Analysis indicated that the project will not result in noise impacts to nearby sensitive uses. The site is surrounded by existing commercial development and the ambient noise associated with Antelope Road will

muffle any sound generated by the proposed drive through.

4. ***The site is physically suitable for the type, density and intensity of the use, including access, utilities, and the absence of physical constraints.***

The site is physically suitable for the proposed development, as the property is currently developed with complementary uses. Additionally, the property is currently serviced by sewer, water and public services, such as fire and police protection. There are no identifiable physical constraints for the proposed use.

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

The site is surrounding by other commercial uses, and has been designed to comply with the city's development standards including the city's commercial design guidelines. For these reasons staff believes that granting a permit for the proposed use would not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvement in the vicinity and zoning district in which the property is located.

**Use Permit – *Conclusion***

Based upon the information above, staff believes that the required findings to approve a Use Permit can be made for development and operation of a drive through facility subject to the findings and conditions of approval contained in the staff report.

## DESIGN REVIEW PERMIT 19-02

**Design Review Permit – Analysis**

Section 106.62.040 of the Zoning Code consists of required findings that the Planning Commission must make to approve or disapprove an application for Design Review approval. The required findings are written below in ***bold italics*** and are followed by a review of the proposal against the findings.

1. ***The proposal complies with this Section and all other applicable provisions of this Zoning Code.***

The proposal will construct an 800 SF coffee kiosk drive through facility within an existing retail center. The subject property is surrounded by other commercially designated parcels and commercial uses to the north, east and south. The proposal complies with this section and all other applicable provisions of the Zoning Code, including the development standards and commercial design guidelines.

2. ***The proposal provides architectural design, building massing and scale, and street and lot layout in the case of a subdivision, that are appropriate to and compatible with the site surroundings and the community.***

3. ***The proposal provides attractive and desirable site layout and design, including building arrangement, exterior appearance and setbacks, drainage, fences and walls, grading, landscaping, lighting, signs, and etcetera.***

Architecture

The commercial design guidelines require basic architectural standards such as use of building materials and design features that create an impression of quality and visual interest. The proposed drive through uses a contemporary design consisting of traditional building materials and detailing including stone wainscot, horizontal expansion joints, a flat roof and earthen colors with blue accent tower. The proposed color renderings are shown in Attachment 6e. The combination of varying materials, color choices and integrating architectural features for the design of the building help to create an interesting and attractive building that staff believes will enhance the appearance of the site.

Height & Setbacks

The proposal consists of a single-story building approximately 15-feet from grade to the top of the parapet wall. The Zoning Code specifies a maximum building height of 24- feet within 50-feet of a residential zone and 50-feet elsewhere. The project complies with the city's height requirements.

The Zoning Code requires a 20-foot building setback from the front property line and does not require a setback to the rear or interior side property lines (only boundaries adjacent to residential or open space zones require a setback). The setbacks provided are well beyond the minimum setback requirements.

***4. The proposal provides safe and efficient public access, circulation and parking, including bicycle and pedestrian accommodations where appropriate.***

Access

The site is currently accessible from numerous driveways on Lichen Drive, Antelope Road, Zenith Drive, and Brimstone Drive. The site is served by existing sidewalks and bike lanes and will provide safe pedestrian access into the proposed site.

Primary access to the drive through will be via the eastern driveway on Lichen Drive. The project proposes utilizing the existing drive aisle parallel to Lichen Drive to access a small drive through loop around the proposed coffee kiosk.

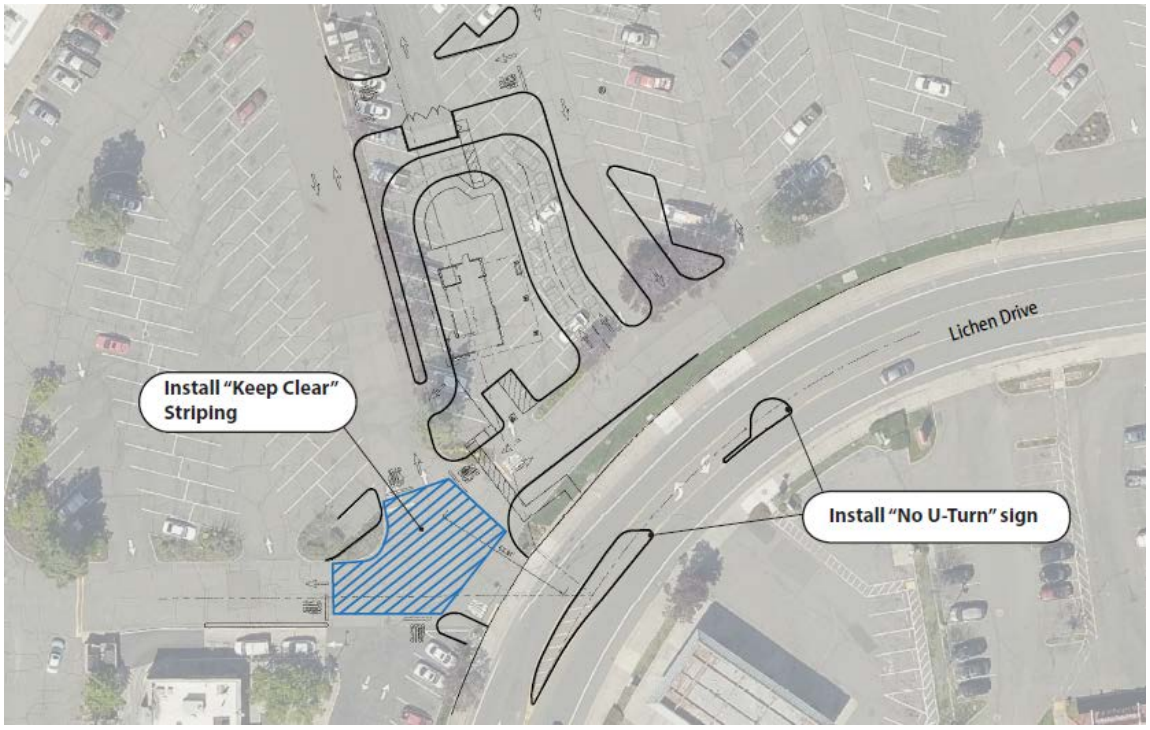
Traffic and Circulation

The General Services Department has reviewed potential traffic impacts associated with the proposal. The General Services Department has included conditions of approval to include "Keep Clear" striping to ensure the project maintains clear access to both the drive through and the existing center. In addition, as shown in Figure 2 and Attachment 4 (Traffic Report), the project is required to install median improvements in Lichen Drive to prevent u-turns within the right of way and ensure safe turn movements along Lichen Drive.

Drive through users will enter the drive through loop from the southeast, pick up coffee, and then exit the drive through to the west. The exit will provide access to the existing bi-directional north/south drive aisle which connects via existing on-site intersection to Lichen Drive or other driveways throughout the shopping center.

The project is conditioned to provide "Keep Clear" markings to ensure the existing on-site intersection continues to allow circulation around the site (See Figure 2, above). According to the Traffic Report, vehicular queues at other Dutch Brothers can range between 13-19 vehicles during peak hours. In total, 16 vehicles can be accommodated within the proposed drive through.

**Figure 2- Circulation Improvements**




Based on this information, in most instances vehicles will be accommodated entirely within the proposed drive through lane. In the event that additional cars are queuing, they would potentially queue within the southern drive aisle serving the center, however, due to the availability of stacking in the existing drive aisle parallel to Lichen Drive, sufficient space exists to prevent queues spilling into Lichen Drive.

The project is conditioned to conduct a post-development circulation analysis to verify the operation and circulation is operating according to the assumptions in the Traffic Analysis. After the site is operational, the applicant will be required to have a traffic engineer observe operations and make site or operational improvements to maintain safe and efficient circulation.

Bicycle Facilities

Bike lanes currently exist on Antelope Road, Lichen Drive, and Zenith Drive. The project is conditioned to provide a bicycle rack adjacent to the patio/outdoor seating area.

***5. The proposal provides appropriate open space and landscaping, including the use of water efficient landscaping.***

Landscaping and Water Conservation

New development projects must comply with the State water efficient landscaping standards. The conceptual landscaping plan shows the installation of new landscaping along the drive aisle and patio area. A condition of approval is included in the staff report requiring that the applicant provide documentation showing the final landscaping plan complies with both State and city requirements

***6. The proposal is consistent with the General Plan, any applicable specific plan, development agreement, and/or any previously approved planning permit.***

The General Plan land use designation on the subject property is General Commercial which provides for retail uses, services, restaurants, professional and administrative offices, and other similar and compatible uses. The proposed drive through facility is consistent with the General Plan land use designation of General Commercial. Additionally the proposal is consistent with the city's goals and policies that support viable and attractive commercial development within major corridors and goals and policies that encourages economic development in the community.

***7. Complies with all applicable design standards in Chapter 106.31 (Design Standards), and/or other applicable City design guidelines and policies.***

The proposed building, drive through, and associated improvements comply with the city's design standards for new drive through retail users. The proposed design is complementary and enhances the existing development.

**Design Review Permit – *Conclusion***

Based on the analysis above, staff believes that findings can be made to approve a Design Review Permit for the proposed restaurant and drive through facility plus associated site improvements. Staff recommends approval of the requested Design Review Permit subject to the findings and conditions of approval contained in the staff report.

## TREE PERMIT

**Tree Permit – Description of Request**

The project site contains numerous trees, primarily ornamental trees planted with the construction of the larger Summerhills Plaza development. Eight of these trees are proposed to be removed for the construction of the drive through.

Several of the existing trees are proposed to be removed due to the poor condition of the trees. In addition, in order to accommodate the Drive Through use, numerous trees require removal; however, eight additional trees will be planted to replace these trees as part of the proposed Landscape Plan (Attachment 6a).

**Tree Permit - *Analysis***

Chapter 19.12 of the Citrus Heights Municipal Code contains the city's Tree Preservation Ordinance. The purpose of this Ordinance is to preserve and protect the city's remaining native oak trees and other species of trees greater than 19 inches in diameter or trees installed as part of a development application.

The arborist report and site plan indicate the project will remove eight protected trees due to construction impacts or due to the poor condition of the trees. Mitigation for the loss of these trees may include replanting of other tree species acceptable by the city, the payment into a tree preservation fund ($298 per inch of diameter), or a combination of these mitigation measures.

The Landscape Plan (Attachment 6a) depicts a total of eight new trees being planted on the site. These trees can count towards the mitigation for the loss of protected trees. A final tree impact assessment is required prior to issuance of the building permit for the development. Final mitigation fees will be determined prior to the issuance of the building permit.

The project is conditioned to provide tree protection fencing for all trees near the project improvements. In addition, the project is conditioned to have all work within the protected zone of trees to remain to be monitored by an arborist.

Upon completion of construction, a final tree impact summary will be prepared. Any trees that are impacted by construction will require mitigation as determined by the arborist.

**Tree Permit - Conclusion**

Based on the analysis above and the fact that the applicants will be required to mitigate the loss of any trees proposed for removal, staff recommends approval of the Tree Permit. The project will be required to mitigate for tree removal and protect trees proposed to remain. A mitigation plan will be required prior to the issuance of any development permits.

## ENVIRONMENTAL DETERMINATION

In accordance with the requirements of the California Environmental Quality Act (CEQA), an Initial Study was prepared for the project. The Initial Study thoroughly analyzed the potential for environmental impacts.

As a result of the environmental analysis described in the Initial Study, it was determined that with the incorporation of four mitigation measures, the project would not have a significant effect on the environment. The Initial Study determined that an EIR was not required for the project and that a Mitigated Negative Declaration (MND) was the appropriate level of review under CEQA.

The MND was released for public review on October 24, 2019; the public comment period on the MND ends on November 13.

The Initial Study/Mitigated Negative Declaration is attached as part of Attachment 2A. The mitigation measures included within the Initial Study/Mitigated Negative Declaration are summarized below (see the MND for full description of each mitigation measure):

- Basic emission control measures shall be followed during construction, such as watering surfaces two times daily, utilizing street sweepers, limiting on-site vehicle speeds, completing paving as soon as possible, and requiring haul trucks to meet certain criteria.
- A Tree Protection and Replacement Plan shall be prepared.
- Cessation of all work should occur if cultural or human remains are encountered.
- Preparation of a Construction Traffic Management plan to ensure safe access for construction vehicles during construction.

CEQA requires that mitigation measures must be incorporated into a Mitigation Monitoring Plan. The purpose of the Mitigation Monitoring Plan is to ensure compliance with the mitigation measures during implementation of the project. The Mitigation Monitoring Plan for the project is attached as part of Attachment 2B. The attached Resolution incorporates adoption of the Mitigation Monitoring Plan.

Greenhouse Gas Emissions. The City of Citrus Heights adopted a Greenhouse Gas Reduction Plan (GGRP) in 2011. Projects that are consistent with the GGRP are considered, under CEQA, to have a less than significant impact with regard to the project's Greenhouse Gas emissions. The applicant is required to submit evidence of compliance with the items in the Greenhouse Gas Reduction Plan prior to issuance of any building permits.

## PUBLIC OUTREACH

The applicant attended Neighborhood Association #1 to review the project shortly after submitting the project. The meeting was well attended. As discussed earlier, initially the applicant proposed an apartment project within the same center. Most of the comments at that time focused on the proposed apartment. The applicant has since withdrawn the proposed apartment from consideration. Very few concerns we raised about the proposed Dutch Brothers.

Property owners within 500 feet of the project site were mailed a meeting notice as required and a notice of this hearing was published in the Sacramento Bee. In addition, the nearby neighborhood association (NA #1) was notified of the project.

No written comments have been received at the time this staff report was produced.

## SUMMARY/RECOMMENDED ACTION

The Planning Division recommends the Planning Commission:

1. Adopt the attached Resolution adopting the Mitigated Negative Declaration and Mitigation Monitoring Plan.

2. Approve a Use Permit to allow the construction and operation of a new Dutch Brothers Drive Through subject to the findings and conditions of approval contained in this report.

3. Approve a Design Review Permit to allow the construction and operation of a new Dutch Brothers Drive Through subject to the findings and conditions of approval contained in this report.

4. Approve a Tree Permit to allow the removal of several trees subject to the findings and conditions of approval contained in this report.

Attachments

1. Vicinity Map
2. Resolution 2019-___ adopting MND and MMRP
    a. Mitigated Negative Declaration
    b. Mitigation Monitoring Plan
3. Acoustical Analysis prepared by Bollard Acoustical Consultants, Inc.
4. Traffic Study prepared by Fehr & Peers
5. Arborist Report prepared by Foothill Associates
6. Plan Set
    a. Landscape Plan
    b. Preliminary Site Plan
    c. Preliminary Grading Plan
    d. Preliminary Stormwater Treatment Plan
    e. Dutch Brothers Renderings

## FINDINGS FOR APPROVAL- Use Permit

- *The drive through service is consistent with the General Plan, Municipal Code, and the Zoning Ordinance and the project assists the City in reaching goals outlined in the General Plan including revitalization of corridors as economically viable and physically attractive;*

- *The design, location, size, and operating characteristics of the drive through service is compatible with the existing and future land uses in the vicinity appropriate to and compatible with the site surroundings and the community;*

- *The site is physically suitable for a drive through service including access, utilities, and is absent of physical constraints;*

- *The drive through service provides safe and efficient public access and circulation;*

- *The proposed facility complies with all applicable design standards in Chapter 106.31 of the Zoning Code, and/or other applicable City design guidelines and policies; and*

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

## FINDINGS FOR APPROVAL- Design Review Permit

- *The project is consistent with the General Plan;*

- *The project complies with the Zoning Code;*

- *The project's architectural design and building massing and scale are appropriate to and compatible with the site surroundings and the community;*

- *The project provides attractive and desirable site layout and design, including building arrangement, exterior appearance and setbacks, drainage, fences and walls, grading, landscaping, lighting, signs, etc.;*

- *The project complies with all applicable design standards in Chapter 106.31 and/or other applicable City design guidelines and policies;*

- *The project provides safe and efficient public access, circulation and parking, including bicycle and pedestrian accommodations where appropriate; and*

- *The project provides open space and landscaping, including the use of water efficient landscaping.*

**CONDITIONS OF APPROVAL - USE PERMIT**

1) The applicant shall comply with all City of Citrus Heights Codes and Regulations, including but not limited to the Citrus Heights Municipal Code and Zoning Code, California Building Standards Code and Fire Code (Cal. Code Regs., Title 24, and Sacramento County Environmental Health Department standards. [Planning]

2) This approval will expire in two (2) years (11/13/2021) after the date of its initial approval, unless a building permit has been issued for the work described in the Use Permit. The Director may extend the term of approval for one additional year. [Planning]

3) Within one year of opening, or as determined by the city, the applicant shall conduct a post-development circulation analysis to evaluate the on-site and off-site circulation and traffic operations. Prior to occupancy, the applicant shall submit a bond or other mechanism approved by the City Attorney to ensure adequate funding is available to conduct the required study and any required site modifications. The applicant shall be responsible for any circulation improvements, operational changes, or other modifications as identified by the post-development circulation analysis or as determined by the City of Citrus Heights. [Planning]

4) Prior to issuance of a building permit, the applicant shall submit improvement plans depicting the “Keep Clear” striping and median improvements in Lichen Drive identified in the Transportation Impact Study. Prior to final of the Building Permit these improvements shall be installed by the applicant and accepted by the city. [Planning]

5) Any violations of the conditions of approval could result in the revocation or modification of the Use Permit and/or the imposition of fines and penalties as allowed under Code. [Planning]

6) This Use Permit shall run with the land through any change of ownership of the subject site and all conditions of approval shall continue to apply after a change in ownership. [Planning]

7) The project shall comply with the Mitigation and Monitoring Plan as depicted in Attachment 2b. The following measures must be complied with as outlined in the Mitigation and Monitoring Program and summarized below:

    a. Mitigation Measure 1- Prior to commencement of grading and/or building construction, the City of Citrus Heights shall ensure that site plan notes include requirements for the contractor to implement the following Basic Construction Emission Control Measures.
    b. Mitigation Measure 2 - Prior to construction of the project, the applicant shall prepare a Tree Protection and Replacement Plan that addresses each onsite tree that is protected under the city’s Tree Preservation and Protection Ordinance and proceed as outlined in the mitigation measure.
    c. Mitigation Measure 3- If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery and proceed as outlined in the mitigation measure.
    d. Mitigation Measure 4 – The applicant shall submit a Construction Traffic Management Plan (plan) to minimize traffic impacts to public streets and maintain a high level of safety for all roadway users, as outlined in the mitigation measure.

8) Developer agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or

other proceedings instituted by any person not a party to this permit challenging the validity of the Agreement or any Project Approval or any Subsequent Project Approval, or otherwise arising out of or stemming from this Agreement. Developer may select its own legal counsel to represent Developer's interests at Developer's sole cost and expense. The parties shall cooperate in defending such action or proceeding. Developer shall pay for City's costs of defense, whether directly or by timely reimbursement on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other proceeding, plus staff and City Attorney time spent in regard to defense of the action or proceeding. The parties shall use best efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel and Developer agrees to pay directly or timely reimburse on a monthly basis City for all such court costs, attorney fees, and time referenced herein. [Planning]

**CONDITIONS OF APPROVAL – DESIGN REVIEW PERMIT**

1) The applicant shall comply with all City of Citrus Heights Codes and Regulations, including but not limited to the Citrus Heights Municipal Code and Zoning Code, California Building Standards Code and Fire Code (Cal. Code Regs., Title 24, and Sacramento County Environmental Health Department standards. [Planning]

2) Mechanical equipment shall be screened by the building parapet. No rooftop equipment may be visible from the surrounding right of way. [Planning]

3) The applicant shall submit final landscaping and irrigation plans for the project site prior to issuance of any building permits. [Planning]

4) The outdoor dining area shall be outfitted with weather resistant commercial grade furniture (tables, chairs, trash receptacles). The Planning Division shall provide final approval of the type and design of the furniture. [Planning]

5) The new outdoor lighting fixtures shall be in compliance with Section 106.30.070 of the Zoning Code. The Planning Division shall provide final approval of the type and design of the fixtures. [Planning]

1) The project shall comply with the Mitigation and Monitoring Plan as depicted in Attachment 2b. The following measures must be complied with as outlined in the Mitigation and Monitoring Program and summarized below:

    a. Mitigation Measure 1- Prior to commencement of grading and/or building construction, the City of Citrus Heights shall ensure that site plan notes include requirements for the contractor to implement the following Basic Construction Emission Control Measures.
    b. Mitigation Measure 2 - Prior to construction of the project, the applicant shall prepare a Tree Protection and Replacement Plan that addresses each onsite tree that is protected under the city's Tree Preservation and Protection Ordinance and proceed as outlined in the mitigation measure.
    c. Mitigation Measure 3- If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery and proceed as outlined in the mitigation measure.
    d. Mitigation Measure 4 – The applicant shall submit a Construction Traffic Management Plan (plan) to minimize traffic impacts to public streets and maintain a high level of safety for all roadway users, as outlined in the mitigation measure. [Planning]

6) This Design Review Permit approval does not include any signs. All signs must comply with the sign requirements and receive a separate permit. [Planning]

7) All applicable utility agencies will need to review the construction/utility plans, to determine whether there are any underground utility conflicts.[Planning]

**Prior to Issuance of Building Permits**

8) Civil Site Plans and Architectural Plans shall be submitted and approved prior to Final Building Permit being issued. [Fire]

9) Show the design for a fire access roadway of not less than 20-feet of unobstructed width, 13-feet, 6-inches of vertical clearance, and turning radii of 25 feet inside and 50 feet outside dimension on the improvement plans. The access roadway shall extend to within 150 feet of all portions of the exterior walls of the first story of any proposed building. The use of turf-block or grass-crete or similar alternate road surfaces is not approved for installation in fire apparatus access roadways. [Fire]

10) Show on the plans how Fire Lanes will be marked. Fire Lane identification shall be provided along the required fire access roadway. Fire Lane identification shall be in accordance with the Sacramento Metro Fire Districts Fire Prevention Standard #3 and the California Vehicle Code. Vehicle parking is prohibited on any street less than 28 feet in width. Vehicle parking is permitted on both sides of streets 36 feet or more in width. Roadway widths shall be measured between the gutter-line or edge of pavement on opposite sides of the road. Identification of fire apparatus access roadways may be required on private roads. [Fire]

11) Show the location of the required fire hydrants for this project on the improvement plans. Approved fire hydrants capable of providing the required fire flow for the protection of any and all structures shall be located along the fire apparatus access roadway. The required fire hydrants shall be installed and operational prior to any construction or on-site storage of combustible materials. The minimum required fire flow for the protection of commercial developments is 1,500 gallons per minute (gpm) at a pressure of 20 pounds per square inch (psi) for a two-hour duration. Fire hydrants shall be spaced 300’ along fire department access. [Fire]

12) Prior to issuance of any building permits, a boundary line adjustment must be recorded. The proposed coffee kiosk building is located on an existing property line. It must be located on only one parcel. [GSD]

13) Required development fees shall be paid prior to building permit issuance. Fee rates assessed shall be calculated during the building permitting process. [GSD]

14) Site shall meet the pre and post Best Management Practices (BMP's) for Stormwater Mitigation per State of California requirements. The City is a member of the Sacramento Stormwater Quality Partnership and uses their guidelines and requirements. [GSD]

15) The project's post-development (proposed) stormwater runoff cannot exceed the pre-development (existing) runoff. [GSD]

16) Commercial and multi-family projects are required to develop a full trash capture trash management plan that complies with the State Water Resource Control Board requirements. This is to capture trash debris and litter from the parking areas before it enters the public storm-water system. Storm drain design shall incorporate trash/litter collection devices to meet this requirement. A management/maintenance plan for the project requires approval from the City. [GSD]

17) Roof drains for the buildings shall not directly connect into the storm drain system. Downspouts shall flow to rain garden, landscaped areas, bio-swale, and/or other approved filtering methods before entering the City's storm drain system. [GSD]

18) Property owner shall enter into a storm-water device maintenance and access agreement for the proposed storm filter on the site. The maintenance & access agreement shall be executed prior to any occupancy. [GSD]

19) The applicant shall demonstrate compliance with Cal-American Water standards. [Cal-Am]

20) Prior to the approval of improvement plans: Any construction and/or modification to the public sewer system shall be required to the satisfaction of SASD prior to the approval of improvement plans. Sacramento Area Sewer District (SASD) Design Standards apply to any onsite and offsite sewer construction. Field modifications to new or existing precast manhole bases are not allowed. [SASD]

21) SASD requires each building on each lot with a sewage source to have a separate connection to the SASD's sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel shall have a separate connection to a private onsite sewer line or a separate connection to the SASD public sewer line. [SASD]

22) SASD and the Sacramento Regional County Sanitation District will require sewer impact fee payments in accordance with each District's Ordinances. Fees are to be paid prior to the issuance of building permits. [SASD]

23) Submit a Traffic Control Plan, Storage Plan and Screening plan for construction. The site shall provide a screened area for all equipment and storage onsite. [Planning]

**Other Conditions of Approval**

24) Prior to Final of Building Permit, the project Landscape Architect shall:
    - Certify in writing that the landscaping has been installed in compliance with the Zoning Code and approved landscape plan including:
        - Soil has been tested and prepared as necessary based on the Soils Analysis.
        - The Irrigation has been installed compliant with the Zoning Code and approved landscape plan.
        - Tree planting sites comply with the minimum soil volume as identified in the Zoning Code and landscape plan.
    - Demonstrate and certify in writing that the irrigation has been installed and is in compliance with the Zoning Code and landscape irrigation plans. The City may require an irrigation audit performed by a certified irrigation auditor. [Planning]

25) Minor modifications to the design of the project, including site layout, colors and materials, may be approved by the Community Development Director provided such changes are consistent with the overall design as approved herein. Major modifications will require Planning Commission approval. [Planning]

26) Prior to the Final of Building Permits, the applicant shall call for inspection by the Planning Division to verify compliance with the approved plans. [Planning]

27) Within one year of opening, or as determined by the city, the applicant shall conduct a post-development circulation analysis to evaluate the on-site and off-site circulation and traffic

operations. Prior to occupancy, the applicant shall submit a bond or other mechanism approved by the City Attorney to ensure adequate funding is available to conduct the required study and any required site modifications. The applicant shall be responsible for any circulation improvements, operational changes, or other modifications as identified by the post-development circulation analysis or as determined by the City of Citrus Heights. [Planning]

28) Approved numbers or addresses shall be placed on all new or existing buildings in such a position as to be easily read from the street or road fronting the property. The minimum size of the numbers shall not be less than ten (10) inches and shall be mounted immediately adjacent to a light source and shall also contrast with their background. [Fire]

29) The proposed dumpster enclosure shall be locked at all times. [Police]

30) The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 128 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation. [SMUD]

31) Structural setbacks less than 14-feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained. [SMUD]

32) Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property. [SMUD]

33) In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal. [SMUD]

34) SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs. [SMUD]

35) The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.). [SMUD]

36) In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD. [SMUD]

37) The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). [SMUD]

38) The Applicant shall provide separate SMUD service points to each parcel to the satisfaction of SMUD. [SMUD]

39) The Applicant shall locate, verify, and provide a drawing to SMUD identifying all electrical utility infrastructure for the existing structures. If necessary, any existing onsite electrical infrastructure that serves existing structures shall be relocated to the satisfaction of SMUD. [SMUD]

40) The Applicant shall dedicate a 12.5-foot public utility easement for overhead and/or underground facilities and appurtenances adjacent to all public street rights-of-ways. [SMUD]

41) The Applicant shall dedicate any private drive, ingress and egress easement, (and 10-feet adjacent thereto) as a public utility easement for (overhead and) underground facilities and appurtenances. [SMUD]

42) Developer agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person not a party to this permit challenging the validity of the Agreement or any Project Approval or any Subsequent Project Approval, or otherwise arising out of or stemming from this Agreement. Developer may select its own legal counsel to represent Developer's interests at Developer's sole cost and expense. The parties shall cooperate in defending such action or proceeding. Developer shall pay for City's costs of defense, whether directly or by timely reimbursement on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other proceeding, plus staff and City Attorney time spent in regard to defense of the action or proceeding. The parties shall use best efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel and Developer agrees to pay directly or timely reimburse on a monthly basis City for all such court costs, attorney fees, and time referenced herein. [Planning]

## CONDITIONS OF APPROVAL – TREE PERMIT

1) Minor modifications to the Tree Permit, including additional trees and/or encroachments, may be approved by the Planning Division provided such changes are consistent with the guidelines for tree preservation. [Planning]

2) The conditions of approval shall be distributed to all contractors and subcontractors who have access to the site. It is the responsibility of the developer and contractor to inform all subcontractors of the tree preservation requirements. [Planning]

**Prior to the Issuance of Any Permits**

3) The applicant shall submit an updated arborist report and tree impact assessment report. The tree impact assessment report shall include all preservation measures that the applicant shall undertake during construction to ensure the long-term health and safety all trees that will remain or be relocated. This arborist report shall include any trees located off-site that may be impacted by construction. [Planning]

4) The project applicant shall provide mitigation for the loss of protected trees consistent with the Tree Preservation Ordinance and MND. [Planning]

5) The applicant shall prepare a Tree Protection and Replacement plan for the City's review and approval. The program shall monitor and maintain replacement trees that are established over a period of three years. If the applicant pursues tree planting on private property, the applicant shall provide a long term maintenance and protection plan to ensure these trees are preserved long-term. [Planning]

6) The applicant shall comply with the MND and fulfill all of the measures contained in the Mitigation and Monitoring Program. The following measures must be complied with as outlined in the Mitigation and Monitoring Program and summarized below:

   a. The project applicant shall provide compensation for the loss of trees sufficient to meet the

City of Citrus Heights' requirement that one diameter inch of tree be planted for each diameter inch of tree removed or that a revegetation plan approved by the City has been implemented. [Planning]

7) Prior to mobilization of construction equipment, grading activities, or site work (whichever comes first), the applicant shall install a minimum of a six-foot high chain link fence (or acceptable alternative) at the outermost edge of the tree protection zone for each tree or group of trees proposed to remain. Signs must be installed by the applicant on the temporary fence at least two (2) equidistant locations to be clearly visible from the lot. The size of each sign shall be a minimum of two feet (2') by two feet (2') and must contain the following language:

"WARNING: THIS FENCE SHALL NOT BE REMOVED OR

RELOCATED WITHOUT WRITTEN AUTHORIZATION

FROM THE PLANNING DIVISION" [Planning]

8) The applicant shall contact the Planning Division and certified project arborist to inspect and approve the temporary fencing and signs around the protected zone before beginning any construction. [Planning]

9) Any watering or deep root fertilization which the arborist deems necessary to protect the health of the tree due to the construction impacts shall be completed by the applicant. [Planning]

**During Construction and Prior to Issuance of an Occupancy Permit**

10) The following information must be located on-site during construction activities:
    a. Arborist reports
    b. Approved site plan including fencing plan
    c. Conditions of approval for the Tree Permit [Planning]

11) The project's certified arborist shall monitor any excavation within the dripline of any tree, including off-site trees if their protected zone extends into the project site. [Planning]

12) All finished grading shall ensure that no water will collect within the dripline of any native oak trees. [Planning]

13) Submit and receive approval of a Landscape and Irrigation Plan for any landscaping within the dripline of any protected trees. Only low-water usage plantings may be planted under the dripline of oak trees. [Planning]

14) If any native ground surface fabric within the dripline must be removed for any reason, it shall be replaced within forty-eight (48) hours. [Planning]

15) Storage of materials, equipment and vehicles is not permitted within the dripline of any tree. Vehicles and other heavy equipment shall not be operated within the dripline of any tree. [Planning]

16) The project's certified arborist shall immediately treat any severed or damaged roots (NOTE: Without exception, all digging shall be done using hand tools, no machine trenching shall be allowed in the dripline of any tree). Minor roots less than one (1) inch in diameter may be cut, but damaged roots shall be traced back and cleanly cut behind any split, cracked or damaged

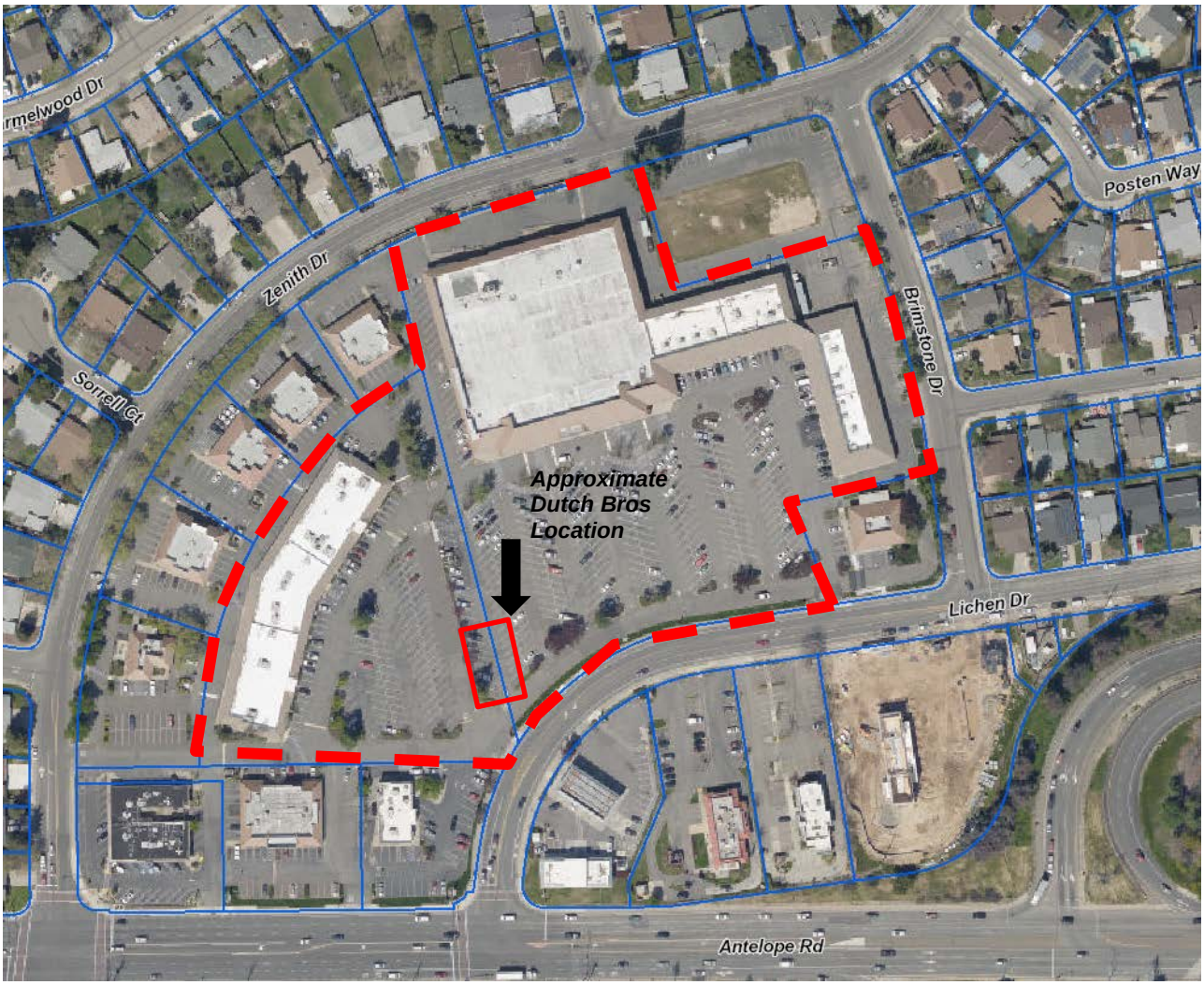
area. Major roots over one (1) inch in diameter may not be cut without approval of an arborist and any arborist recommendations shall be implemented. [Planning]

17) The temporary fencing shall remain in place throughout the entire construction period and shall not be removed without obtaining written authorization from the Planning Division. In no event shall the fencing be removed before the written authorization is received from the Planning Division. [Planning]

18) At least five (5) days before the applicant seeks their Building Permit Final for each building, a Certification Letter from a certified arborist shall be submitted to and approved by the Planning Division. The certification letter shall attest to all of the work (regulated activity) which was conducted in the dripline of all trees, and outline whether any continuing measures are needed for tree health. [Planning]

19) The City may elect to hire a certified arborist to assist in monitoring the project. Should the City desire to do this, the applicant will be responsible to reimburse the City for these costs. [Planning]

20) The applicant/owner and/or successor in interest agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person not a party to this permit challenging the validity of the Project Approval or any Subsequent Project Approval, or otherwise arising out of or stemming from these Approvals. The applicant/owner and/or successor in interest may select its own legal counsel to represent their interest at their sole cost and expense. The parties shall cooperate in defending such action or proceeding. The applicant/owner and/or successor in interest shall pay for City's costs of defense, whether directly or by timely reimbursement on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other proceeding, plus staff and City Attorney time spent in regard to defense of the action or proceeding. The parties shall use best efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel and the applicant and/or successor in interest agrees to pay directly or timely reimburse on a monthly basis City for all such court costs, attorney fees, and time referenced herein. [City Attorney]




North

Attachment 1

**Summerhills Plaza Dutch Bros**
**7853 Lichen Drive**

**UP 19-02, DRP 19-02**

**ATTACHMENT 2**

**RESOLUTION NO. 2019-__**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CITRUS HEIGHTS, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), APPROVING A USE PERMIT, APPROVING A DESIGN REVIEW PERMIT, AND APPROVING A TREE PERMIT FOR SUMMERHILLS PLAZA DUTCH BROTHERS PROJECT**

**WHEREAS**, Cliffhaven Companies LLC submitted an application for approval of:

- A Use Permit to construct and operate a Drive Through in the Antelope Crossing SPA Zone;

- A Design Review Permit to allow the construction of a Drive Through, and

- A Tree Permit to remove certain protected trees for the development of the project.

**WHEREAS**, the Planning Commission held a public hearing on November 13, 2019, 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 Planning Commission hereby finds as follows:

**Findings for a Mitigated Negative Declaration:**

1. An Initial Study was prepared for the Summerhills Plaza Dutch Brothers project and proper notice 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 and agreed to by the applicant as a condition of project approval 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 conditioned and 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 reviewed the Initial Study and considered public comments before making a recommendation on the project,

6. That a Mitigation Monitoring Program has been prepared to ensure compliance with the adopted mitigation measures, which Mitigation Monitoring Program was considered by the Citrus Heights Planning Commission and which Mitigation Monitoring Program is made a part of this resolution.

7. That the Mitigated Negative Declaration prepared concerning the Summerhills Plaza Dutch Brothers project reflects the independent judgment and analysis of the Planning Commission of the City of Citrus Heights.

8. The Planning Commission adopts as "final" the Summerhills Plaza Dutch Brothers Mitigated Negative Declaration comprised of: the Mitigated Negative Declaration (attached as Attachment 2a); and the Mitigation Monitoring Plan (attached as Attachment 2b).

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, 6360 Fountain Square Drive, Citrus Heights, California.

**BE IT FURTHER RESOLVED** that the Citrus Heights Planning Commission in reference to the potential impacts identified in the Initial Study, hereby adopts the Mitigated Negative Declaration prepared for Summerhills Plaza Dutch Brothers project including the mitigation measures (contained within the attached Mitigated Negative Declaration and Mitigation Monitoring Program) and included in this resolution by reference.

**PASSED AND ADOPTED** by the Planning Commission of the City of Citrus Heights, California this 13th day of November 2019, by the following roll call vote:

**Commission Members:**

AYES:
NOES:
ABSENT:
ABSTAIN:

**Attested:** **Approved:**

_____ _____

**Karen Ramsay, Planning Commission Secretary** **Michael Lagomarsino, Chairperson**

**Attachments:**

- **a.** Mitigated Negative Declaration
- **b.** Mitigation Monitoring Program

# City of Citrus Heights

## INITIAL STUDY / ENVIRONMENTAL CHECKLIST

## I. BACKGROUND AND PROJECT DESCRIPTION

1. **Application No.:** DRP-19-02, UP-19-02

2. **Project Title:** Summerhills Plaza Dutch Brothers

3. **Lead Agency Name and Address:**
   City of Citrus Heights Planning Division
   6360 Fountain Square Drive
   Citrus Heights, CA 95621

4. **Contact Person and Phone Number:**
   Casey Kempenaar, Senior Planner
   916-727-4740

5. **Project Location:**
   7835 Lichen Drive
   Citrus Heights, CA 95621
   APN #:209-0680-007

6. **Project Applicant's/Sponsor's Name and Address:**
   Cliffhaven Companies, Inc.
   Ralph Deppish
   4340 Van Karman Ave #11
   Newport Beach, CA 92660

7. **General Plan Designation:**
   General Commercial

8. **Zoning:**
   Special Planning Area (Antelope Crossing)

9. **Project Summary:**
   The project site is comprised a 6.74 acre parcel located along the north side of Lichen Drive and west of Brimstone Drive. The project includes the development of a new coffee kiosk and associated improvements.

10. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.31?**
    Yes

## INTRODUCTION

This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the proposed Summerhills Plaza Dutch Brothers (proposed project). The document relies on previous environmental documents (discussed below) as well as site-specific reports to address in detail the effects or impacts associated with the project.

CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. The Initial Study is a public document used by the decision-making lead agency, the City of Citrus Heights, to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an EIR (or rely upon a previously prepared EIR). If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a Negative Declaration shall be prepared. If in the course of analysis, the agency recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures the impact will be reduced to a less than significant effect, a Mitigated Negative Declaration shall be prepared.

The following provides an overview of the proposed project followed by the Initial Study checklist.

## PROJECT OVERVIEW

The project proposes to construct a new 800 square foot Dutch Bros drive through coffee kiosk on the southern portion of the site. The site is zoned Special Planning Area which requires a Use Permit to allow for the construction of a drive through use. The project also requires a Design Review Permit for the design of the coffee kiosk. The site is within the City of Citrus Heights, which is within the County of Sacramento.

A vicinity map is provided in Figure 1 and Site Plan in Figure 2.

*Figure 1 - Vicinity Map Aerial*




## Site Location and Existing Conditions

The site is north of Antelope Road to near the corner of Brimstone Drive and Lichen Drive and south of Zenith Drive. The parcel consists of 6.74 acres and it currently supports a mature shopping center anchored by an existing Raley's Grocery Store.

The site is comprised of urban uses with the exception of a small non-native grassy area in the northeast corner of the site. The site is comprised of an existing retail center including associated parking and improvements.

## Surrounding Land Uses

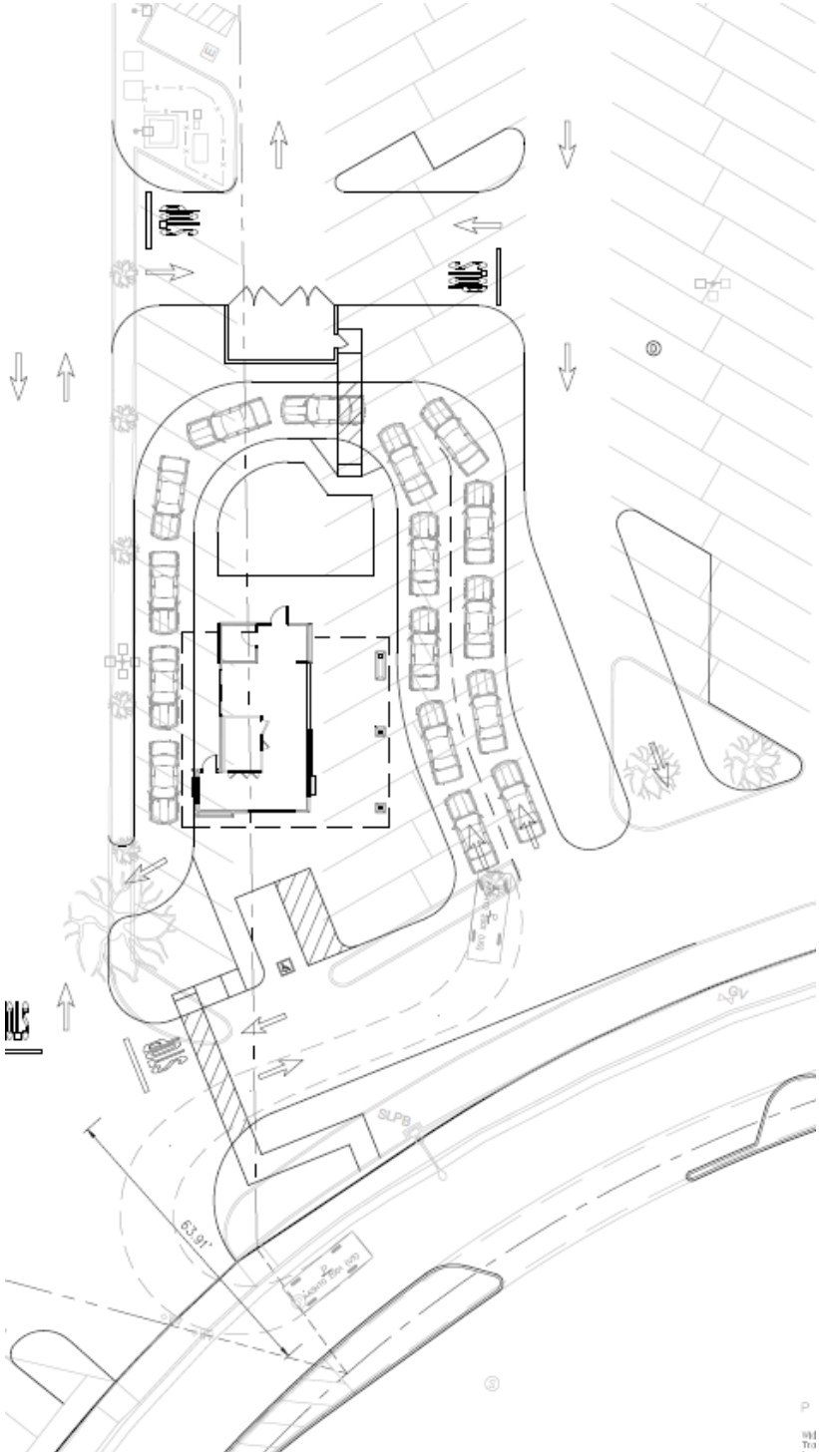
The project site is located south and west of an existing residential homes and north and east of existing retail and commercial development.

## Proposed Development

The applicant requests three separate approvals to allow a coffee drive through kiosk:

1. Use Permit
2. Design Review Permit
3. Tree Permit

**Figure 2 - Proposed Site Plan Coffee Kiosk**



## ENTITLEMENTS AND REQUIRED APPROVALS

- Use Permit for Drive Through Use
- Design Review Permit for Drive Through Kiosk
- Building Permits
- Encroachment Permits
- Tree Permit

## TECHNICAL STUDIES COMPLETED FOR THE PROPOSED PROJECT

Several technical studies were completed for the project to evaluate the potential environmental impacts associated with proposed project. The following reports referenced throughout this Initial Study are available for review at the City of Citrus Heights.

*Environmental Noise Analysis.* Bollard Acoustical Consultants, January 2019

*Arborist Report.* California Tree and Landscape Consulting, Inc., November 2018

*Traffic Study.* Fehr and Peers, September 20, 2019

*Phase 1 Environmental Site Assessment*. EMG, August 2017

## II. ENVIRONMENTAL CHECKLIST

**Environmental Factors Potentially Affected by the Project:** The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

| | | | | | |
|---|---|---|---|---|---|
| | Aesthetics | | Agricultural and Forest Resources | X | Air Quality |
| X | Biological Resources | X | Cultural Resources | | Energy |
| | Geology / Soils | | Greenhouse Gas Emissions | | Hazards and Hazardous Materials |
| | Hydrology / Water Quality | | Land Use / Planning | | Mineral Resources |
| X | Noise | | Population / Housing | | Public Services |
| | Recreation | | Transportation | X | Tribal Cultural Resources |
| | Utilities/Service Systems | | Wildfire | | Mandatory Findings of Significance |

**DETERMINATION**: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ 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 revisions in the project have been made by or agreed to by the project proponent. 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, nothing further is required.

Signature: _____ Date: _____

Printed Name: Casey Kempenaar For: City of Citrus Heights

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:** | | | | |
| a) Have a substantial adverse effect on a scenic vista? | | | | X |
| b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? | | | | X |
| c) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | | | X | |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | | | X | |

a. A scenic vista is generally defined as an expansive view of a highly valued landscape observable from a publicly accessible vantage point. In the project vicinity, publically accessible vantage points are limited to public roads. Views along Antelope Road and Lichen Drive are of the existing development present in the area. There are no long-range views of scenic vistas available in the project vicinity. As the project site does not contribute to any scenic vistas, the proposed project would have no impacts to any scenic vistas.

b. Scenic resources are physical features that provide scenic value to a project site and its surroundings. These typically include topographic, geologic, hydrologic, and biological resources (for example, hills, rock outcroppings, creeks, woodlands or landmark trees).

The site does not provide substantial scenic resources. There are no state-designated or eligible scenic highways or routes in the project vicinity.

c. The site is located in an area with a mix of uses including commercial and retail uses as well as residential uses. The design of proposed drive through was reviewed for consistency with the city's design guidelines. The project would not cause a detriment to the visual identity and character of surrounding land uses, and this impact would be less than significant. Although the proposed development will be visible from surrounding roadways, there are no identified scenic resources within the city.

d. The drive through will include new exterior lighting. The project is conditioned to provide exterior lighting which is shielded and directed downwards to ensure that light does not spill onto neighboring properties or adversely affect nighttime views. This would ensure that the project would result in less than significant impacts associated with project site lighting.

***Mitigation Measures***

No mitigation measures are necessary.

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **2. AGRICULTURE AND FOREST RESOURCES. 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. Would the project:** | | | | |
| 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? | | | | X |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | | | | X |
| 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))? | | | | X |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | | | | X |
| 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? | | | | X |

a.–b. The proposed project site is located in an urban area and is currently an existing parking lot. The site is identified as Urban and Built-Up Land by the California Department of Conservation and is not designated as prime farmland, unique farmland, or farmland of statewide importance. Further, the project site is not under a Williamson Act contract (Department of Conservation 2012).

The site is not planned for or used for any agricultural purposes. The construction of the proposed project would not result in the conversion of any agricultural land, conflict with any agricultural use, or conflict with a Williamson Act contract.

c.–d. The project site is not zoned as forest land, does not contain forest land or forest resources, and does not support any forest uses. The construction of the proposed project would not result in the conversion of any forest land to a non-forest use.

e. As discussed above, the site is located an in urban area and does not support any farmland, agricultural, or forest uses. Construction of the proposed project at the project site would not result in conversion of any farm, agricultural, or forest land to non-agricultural or non-forest uses.

***Mitigation Measures***

No mitigation measures are necessary.

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:** | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | | X | | |
| b) 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? | | X | | |
| c) Expose sensitive receptors to substantial pollutant concentrations? | | X | | |
| d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people? | | | X | |

a.– c. The project site is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD).

The federal and state Clean Air Acts define allowable concentrations of several air pollutants. When monitoring indicates that a region regularly experiences air pollutant concentrations that exceed those limits, the region is designated as non-attainment and is required to develop an air quality plan that describes air pollution control strategies to be implemented to reduce air pollutant emissions and concentrations.

The SVAB is designated as non-attainment for federal and state ozone standards. Ozone is not directly emitted into the air but is formed through complex chemical reactions between precursor emissions of reactive organic gases (ROG) and oxides of nitrogen (NOx) in the presence of sunlight. ROG are volatile organic compounds that are photochemically reactive. ROG emissions result primarily from incomplete combustion and the evaporation of chemical solvents and fuels.

NOx are a group of gaseous compounds of nitrogen and oxygen that result from the combustion of fuels.

The SVAB is also designated non-attainment for the state respirable particulate matter (PM10) standards, and the federal 24-hour standard for fine particulate matter (PM2.5). Particulate matter consists of small particles of pollutants, such as windblown dust, particles of smoke from residential and agricultural burning, and particles generated by fuel combustion in motor vehicles, equipment and industrial sources.

As directed by the SMAQMD CEQA Guide to Air Quality Assessment (CEQA Guide), this analysis considers that the project would result in a significant impact if it results in any of the following conditions:

- short-term (construction) emissions of NOx above 85 pounds per day;
- long-term (operational) emissions of NOx or ROG above 65 pounds per day

If emissions remain below these levels, SMAQMD has determined that the project would not violate air quality standards for NOx, ROG, PM10 or PM2.5, would not contribute substantially to an existing or projected air quality violation or interfere with implementation of the applicable clean air plans, and would not result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment.

**Construction Emissions**

Due to the size of the project at 6 acres with a distrurbed area of approximately 1/2-acre, short-term construction emissions of ROG, NOx, PM10, and diesel particulate matter DPM would not exceed the SMAQMD threshold of 85 pounds per day of NOX. The SMAQMD CEQA Guide indicates that “projects that are 35 acres or less in size generally will not exceed the District’s construction NOx threshold of significance,” therefore, construction of the proposed project would result in a less-than-significant impact as long as the SMAQMD’s Basic Construction Emission Control Practices are implemented, as required by Mitigation Measure 1.

**Operational Emissions**

Operational emissions would be generated from vehicle trips to and from the project area, heating and cooling of the residences, water heaters, and landscape maintenance. The SMAQD contains operational-related criteria air pollutant emission screening thresholds for residential development projects. Projects that do not exceed the operational-related air quality screening emissions threshold would not be expected to have a substantial impact on air quality. The proposed project consists of the development of an 800 square foot Drive Through Coffee Kiosk. The operational air quality emission screening threshold for drive through retail is 15,000 square feet. The proposed project is well below the SMAQMD screening threshold and the proposed project would not:

- Include wood stoves or wood-burning appliances;
- Generate a trip generation rate greater than the default trip rate in CalEEMod;
- Generate a vehicle fleet mix substantially different from the average fleet mix;
- Include mixed-use development; or
- Include any industrial land use types.
- Therefore, the project would be expected to have an insignificant impact on air quality, including ROG and NOx emissions, during operation

d. **Sensitive Receptors**

During project construction, the majority of emissions would be generated by the use of construction equipment on-site. Construction emissions would remain below the SMAQMD thresholds of significance and the emission of air pollutants at the project site would not occur in volumes that are great enough to result in substantial pollutant concentrations at the neighboring land uses. Therefore, the project would have a less-than-significant impact related to exposure of people to substantial pollutant concentrations during project construction.

Some objectionable odors may be generated from the operation of diesel-powered construction equipment during the construction period. However, these odors would occur only during the construction activities and would not result in a long-term or permanent impact. Therefore this impact is considered less than significant.

***Mitigation Measures***

**Mitigation Measure 1:**

Prior to commencement of grading and/or building construction, the City of Citrus Heights shall ensure that site plan notes include requirements for the contractor to implement the following Basic Construction Emission Control Measures:

A. All exposed surfaces shall be watered two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.

B. Haul trucks transporting soil, sand, or other loose material on the site shall be covered and/or shall maintain at least two feet of free board space. Any haul trucks that would be traveling along freeways or major roadways shall be covered.

C. Wet power vacuum street sweepers shall be used to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.

D. Vehicle speeds on unpaved areas to shall be limited to a maximum of 15 miles per hour.

E. All roadways, driveways, sidewalks, parking lots to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **4. BIOLOGICAL RESOURCES. Would the project:** | | | | |
| 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 Wildlife or U.S. Fish and Wildlife Service? | | | | X |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive | | | | X |

| | | | | | |
|---|---|---|---|---|---|
| | natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | | | | |
| c) | Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | | | | X |
| 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? | | | | X |
| e) | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | | X | | |
| 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? | | | | X |

a. –d. The proposed project site is in an urban setting and fully developed site. No candidate, endangered, or threatened species have been identified on the site. No creek or other riparian habitat exist on or near the site. No Impact.

e. Numerous trees that are protected under the City of Citrus Heights Tree Preservation and Protection Ordinance occur on the project site. These are all trees, which were planted as part of the development of the exiting shopping center. Based on the proposed site plan, seven trees are proposed for removal. Mitigation Measure 2 requires that the applicant submit a Tree Protection and Replacement Plan in order to preserve remaining trees and to mitigate the loss of protected trees. Furthermore, in conjunction with the improvement plans the applicant is required to submit a Final Tree Impact Assessment to ensure proper tree protection and mitigation.

Therefore, the proposed project would be consistent with the city's Tree Preservation and Protection Ordinance and would have less than significant impacts to protected tree.

f. No Impact. The project site is not within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other habitat conservation plan (CDFW 2013).

***Mitigation Measures***

**Mitigation Measure 2:**

Prior to construction of the project, the applicant shall prepare a Tree Protection and Replacement Plan that addresses each onsite tree that is protected under the city's Tree Preservation and Protection

Ordinance. The Tree Protection and Replacement Plan shall generally be consistent with the Preliminary Site Plan included as Figure 2 of this IS/MND and shall identify any additional tree removal resulting from the construction of site infrastructure necessary to develop the Project consistent with the Preliminary Site Plan. The Tree Protection and Replacement Plan shall provide for appropriate protection measures for any trees (that qualify as protected under the city's ordinance) to be retained onsite and replacement of trees (that qualify as protected under the city's ordinance) to be removed. Replacement of trees shall meet the following standards.

A. The number and size of newly planted trees shall be calculated based upon an inch for an inch replacement of the diameter breast height (DBH) of the removed trees where a 15 gallon tree 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 to not less than the total diameter of the trees removed.

B. One or a combination of four methods may be used, including replacement, relocation, or payment of in-lieu mitigation fees. The preferred alternative is on-site replacement.

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **5. CULTURAL RESOURCES. Would the project:** | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5? | | X | | |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? | | X | | |
| c) Disturb any human remains, including those interred outside of formal cemeteries? | | X | | |

a. – c. The California Environmental Quality Act (CEQA) applies to all discretionary projects undertaken or subject to approval by the state's public agencies. CEQA states that it is the policy of the State of California to "take all action necessary to provide the people of this state with… historic environmental qualities… and preserve for future generations examples of the major periods of California history". Under the provisions of CEQA, "A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment".

CEQA requires that historical resources and unique archaeological resources be taken into consideration during the CEQA planning process. If feasible, significant impacts to historical resources must be avoided or the severity of the impacts mitigated. CEQA requires that all feasible mitigation be undertaken even if it does not mitigate impacts to a less-than-significant level.

The project site has no known historic, archaeological, or paleontological resources or human remains onsite. The City of Citrus Heights complied with Public Resources Code (PRC) Section 21080.3.1, a formal consultation process for California tribes as part of the CEQA process. The

city consulted with the United Auburn Indian Community after the tribe requested consultation. The tribe asked to include a mitigation measure related to inadvertent discoveries and concluded consultation.

It is unlikely that previously unknown cultural resources would be encountered during grading of the site. Implementation of Mitigation Measure 3 would ensure that impacts to cultural resources remain less than significant should any such resources be encountered during project grading and construction.

***Mitigation Measures***

**Mitigation Measure 3 (Cultural):**

If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for pre-contact and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the lead agency, the City of Citrus Heights, and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Sacramento County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the Public Resources Code). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the Public Resources Code).

This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **6. Energy. Would the project:** | | | | |
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | | | X | |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | | | | X |

a. Construction would comply with all relevant energy-related regulations by conserving energy and natural resources to the extent feasible. The energy demands due to diesel and gasoline use during construction would be small relative to statewide and local demands for fuel use. The energy consumption during project construction would be commensurate with typical construction projects and would not use energy wastefully or inefficiently. Therefore, the temporary short-term consumption energy consumption impacts due to construction are considered less than significant.

Overall, the proposed project would result in an increase in energy consumption, with the project requiring a vehicle trips to/from project site, on-site electricity consumption, and on-site natural gas consumption. The demand for retail development in the project area demonstrate that the energy consumption of the proposed drive through would not be unnecessary. Therefore, impacts related to wasteful, inefficient, or unnecessary energy consumption would be less than significant

b. The project does not conflict with any state or local plan for renewable energy. As discussed previously, the project is required to comply with the city's Greenhouse Gas Reduction Plan as evidenced through the Greenhouse Gas Checklist, which reduces energy consumption below business as usual. No Impact is anticipated.

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **7. GEOLOGY AND SOILS. Would the project:** | | | | |
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:<br>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 | | | | X |

| | | | | |
|---|---|---|---|---|
| based on other substantial evidence of a known fault?<br>ii. Strong seismic ground shaking?<br>iii. Seismic-related ground failure, including liquefaction?<br>iv. Landslides? | | | | |
| b) Result in substantial soil erosion or the loss of topsoil? | | | | X |
| 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? | | | | X |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | | | | X |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | | | | X |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | | | | X |

a & c. **Surface Fault Rupture**

There are no active faults within or near the City of Citrus Heights; the project site is not within an Alquist-Priolo Earthquake Fault Zone as delineated by the State Geologist. The closest active fault mapped by the California Division of Mines and Geology is the Foothills Fault Zone about 15 miles to the northeast of the city (City of Citrus Heights 2011b, p. 4-5).

**Seismic Shaking**

The proposed project is required to comply with the California Building Code which includes requirements for site improvements and building design to ensure project features would withstand the likely level of seismic groundshaking anticipated for the site. This would reduce any impacts related to groundshaking from distant seismic events to a less-than-significant level.

**Liquefaction and Landslides**

Seismic Hazard Zones are areas delineated by the State Geologist as areas of liquefaction and landslide hazards. There are no Seismic Hazards Zones identified within the City of Citrus Heights (City of Citrus Heights 2011b, pg. 4-5). Compliance with the California Building Code would reduce any minor potential for liquefaction or landslides to a less-than-significant level. As noted in the City of Citrus Heights General Plan EIR, the City of Citrus Heights planning area has not been identified as having liquefaction potential. “The depth to the water table and the underlying geologic materials within the planning area do not support high liquefaction potential.”

**Geologic and Soil Instability**

The General Plan identified the soil underlying the project site as Urban Land-Xerarents-Fiddyment complex. This soil is considered stable and has a low potential for landslide, lateral spreading, subsidence, liquefaction, and/or collapse. As required by chapter 18 of the California Building Code (CBC) and Chapter 18.12 of the City of Citrus Heights Municipal Code, the project's preliminary soil report and geotechnical report must evaluate whether there are expansive soils on-site and provide recommendations for design of the site improvements and building to avoid adverse effects related to expansive soils, if present.

b. The project will require grading of the site. This soil disturbance could result in soil erosion. The site does not support unique geologic or soil resources, so soil erosion is considered a less than significant impact with respect to Geology and Soils.

d. Urban Land-Xerarents-Fiddyment complex soil that underlies the project site has a moderate potential for expansion. As noted in the City of Citrus Heights General Plan EIR, "Expansive or shrink-swell soils contain substantial amounts of clay minerals that swell when wet and shrink when dry. These clays tend to swell despite the heavy loads imposed by large structures. Damage (such as cracking of foundations) results from differential movement and from the repetition of the shrink-swell cycle. Shrinking and swelling of soil can damage roads, dams, building foundations, and other structures. In some cases, this problem may be avoided by removing the top soil layer before placing a foundation" (City of Citrus Heights 2011b). The potential for the site to contain expansive soil is low. In compliance with the City of Citrus Heights General Plan Policy 50.2, a soils report that identifies potential for liquefaction, expansive soils, ground settlement, and slope failure will be required for the project site. In accordance with Policy 50.2, this report would also specify remedial measures that could be feasibly implemented to ensure that project engineering and design appropriately addresses any constraints posed by site soils and geologic conditions (City of Citrus Heights 2011b, p. 4-6). With compliance with the city's General Plan, potential adverse effects related to expansive soils would be avoided.

e. There are no known septic tanks or alternative wastewater disposal systems on-site and there none proposed.

f. There are no known paleontological resources or unique geologic features on the site. No impact.

***Mitigation Measures***

No mitigation measures are necessary.

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **8. GREENHOUSE GAS EMISSIONS. Would the project:** | | | | |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | | | | X |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | | | | X |

a. & b. Climate change, which involves significant changes in global climate patterns, has been associated with an increase in the average temperature of the atmosphere near the Earth's surface, or global warming. This warming has been attributed to an accumulation of greenhouse gases (GHGs) in the atmosphere. These GHGs trap heat in the atmosphere, which in turn heats the surface of the Earth. GHGs include carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (1, 1, 1, 2–tetrafluoroethane), and HFC-152a (difluoroethane). While CO2 is the most prevalent GHG, other GHGs have a higher "global warming potential" than CO2. To account for these differences, most GHG analyses convert all GHG emissions to CO2 equivalents (CO2e). The conversion process reflects the relative global warming potential of each individual GHG.

While the greenhouse effect is a naturally occurring process that aids in maintaining the Earth's climate, human activities, such as burning fossil fuels and clearing forests, generate additional GHG emissions which contribute to the greenhouse effect and result in increased average global temperatures. Further, GHGs may have long atmospheric lifetimes (for example, CO2 may remain in the atmosphere for decades or even centuries) ensures that atmospheric concentrations of GHGs will remain elevated for decades. Increasing GHG concentrations in the atmosphere are primarily a result of emissions from the burning of fossil fuels, gas flaring, cement production, and land use changes.

Data indicate that global surface temperatures have increased 0.8°C (1.4°F) in the past century, and 0.6°C (1.1°F) in the past three decades. Temperatures are expected to continue to increase as a result of increasing concentrations of GHGs. The increased temperatures are anticipated to lead to modifications in the timing, amount, and form (rain vs. snow) of precipitation; changes in the timing and amount of runoff; deterioration of water quality; and elevated sea levels. In turn, these changes could be associated with increased flooding and other weather-related events, increased salinity levels in coastal groundwater basins, changes in water supply availability, changes in agricultural activities, changes in the range and diversity of wildlife and vegetation, and changes in conditions related to wildfires.

In 2006, the State of California enacted Assembly Bill (AB) 32, the Global Warming Solutions Act. AB 32 requires reducing statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. Meeting the AB 32 reduction targets will require an approximately 30 percent reduction compared with a "business as usual" scenario. The state's plan for meeting these reduction targets is outlined in the California Air Resource Board's (CARB) Climate Change Scoping Plan (CARB 2008).

CARB's Scoping Plan fact sheet states "This plan calls for an ambitious but achievable reduction in California's carbon footprint – toward a clean energy future. Reducing greenhouse gas emissions to 1990 levels means cutting approximately 30% from business-as-usual emissions levels projected for 2020, or about 15% from today's levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman and child in California down to about 10 tons per person by 2020."

In recognition of the statewide efforts to reduce GHG emissions, the City of Citrus Heights adopted a Greenhouse Gas Reduction Plan concurrent with the city's 2011 General Plan update process. According to the General Plan EIR, the single largest source of greenhouse gas emissions within the City of Citrus Heights is from on-road mobile sources (automobiles, trucks, etc.) and for government sources, the largest source was related to employee commutes (City of Citrus Heights General Plan EIR, 2011).

The Greenhouse Gas Reduction Plan was adopted pursuant to a detailed analysis of potential project impacts under CEQA. The City of Citrus Heights has determined that projects that are consistent with the adopted Greenhouse Gas Reduction Plan would have a less than significant impact with regard to the project's GHG emissions and contributions to climate change.

As described above, the Project would implement the Greenhouse Gas Reduction Plan by incorporating the following measures into the building and site design:

- Utilize recycled materials in construction
- Utilize Energy Star appliances
- Reduce turf installation/drought tolerant landscaping
- Maximize site improvements that promote infiltration and minimize impervious surfaces
- Install disconnected rain gutters that will discharge into landscaped areas

***Mitigation Measures***

No mitigation measures are necessary.

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:** | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | | | | X |
| 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? | | | | X |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ miles of an existing or proposed school? | | | | X |
| 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? | | | | X |
| 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 | | | | X |

| | | | | | |
|---|---|---|---|---|---|
| | safety hazard for people residing or working in the project area? | | | | |
| f) | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | | | X |
| g) | Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | | | | X |

a. – b. No Impact. There are no existing structures on the proposed kiosk area; therefore, the project would not require any demolition that could potentially expose workers or others to asbestos, lead paints, or other hazardous building materials. Furthermore, there are no known hazardous materials release sites on or in the immediate vicinity of the project site. The Phase 1 Environmental Assessment identifies a potential hazard associated with a former dry cleaning use, approximately 500 feet east of the proposed drive through. Due to the distance from the former dry cleaning use and the area of disturbance is over 500 feet from the former use, there is no impact.

Construction of the proposed project would involve temporary use of hazardous materials, including fuel for construction equipment, paints, solvents, and sealants. Handling of these materials would be performed in accordance with construction Best Management Practices, so no impact would result.

c. The proposed project is located within one-half mile of several schools however, no impacts related to release of hazardous materials would result as part of the project.

d. No Impact. The project site is not listed in any federal, state, or local records and is not included on the Department of Toxic Substance Control's site cleanup list. Thus, proposed project would not result in a significant hazard to the public or to the environment. A Phase 1 and Phase 2 study have been prepared for the site. Although there is some hazardous materials identified near Brimstone Drive the Coffee Kiosk is approximately 500 feet west of this area, therefore there is no impact.

e. No impact. The project site is located over eight miles from the nearest airport, McClellan Airfield. The proposed project would therefore not result in a safety hazard relating to proximity to an airport.

f. No impact. The project would not interfere with any adopted emergency or evacuation plans.

g. No impact. The project site is considered urban and the construction will meet the standards of the Building Code and Fire Code.The project site is not located adjacent to any wildlands, and development of this site would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

***Mitigation Measures***

No mitigation measures are necessary.

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **10. HYDROLOGY AND WATER QUALITY. Would the project:** | | | | |
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | | | X | |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | | | X | |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:<br>(i) Result in substantial erosion or siltation on- or off-site;<br>(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;<br>(iv) Impede or redirect flood flows? | | | X | |
| d) In flood hazard, tsunami or seiche zones, risk release of pollutants due to project inundation? | | | | X |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | | | X | |

a. & e. While the project would incrementally increase the amount of impervious surface at the project site, and the project includes adequate drainage facilities consistent with the Sacramento Stormwater Quality Partnership therefore would not change hydrologic patterns in the area, construction and operation of the proposed project could introduce pollutants and sediment into stormwater runoff from the site.

**Construction Effects**

The proposed development of the 6.7 acre project site (approximately 1/2 acre of site disturbance) would involve typical construction activities including demolition, grading, material storage and stockpiling, paving, and building construction. Sediment created by soil disturbance during or immediately after site grading would have the potential to affect water quality. Surface water runoff from the site could carry sediment through stormdrains to local waterways. In addition, accidental release of pollutants associated with construction could also degrade the

quality of water runoff from the site and contribute pollution to local waterways. Construction activities would include the use of gasoline and diesel-powered heavy equipment, such as bulldozers, backhoes, water pumps, and air compressors. Chemicals such as gasoline, diesel fuel, lubricating oil, hydraulic oil, lubricating grease, automatic transmission fluid, paints, solvents, glues, and other substances could be used during construction, and could be released into surface water runoff. Onsite portable toilets would have the potential to leak or tip over and spill, releasing sanitary waste, bacteria, solids, nutrients, and pathogens into surface water runoff.

The proposed project would be required to comply with the City of Citrus Heights Land Grading and Erosion Control Ordinance, City of Citrus Heights Municipal Code Chapter 18, Article XII. This Ordinance includes the stipulation that a grading and erosion control permit be required for any project resulting in the grading, filling, excavation, storage, or disposal of 50 or more cubic yards of soil or earthly material (City of Citrus Heights Land Grading and Erosion Control Ordinance Sec. 18-348). Compliance with the conditions of the Construction General Permit and the requirements of the Land Grading and Erosion Control Ordinance would further ensure that construction of the proposed project would not result in runoff that is polluted with sediments or other water pollutants.

With implementation of the city grading and erosion control permit, the proposed project construction would comply with the applicable water quality and waste discharge standards and would not otherwise substantially degrade water quality. Thus, hydrology and water quality impacts would remain less than significant during project construction.

**Project Operation**

The City of Citrus Heights is required to operate under a Municipal Stormwater NPDES Permit to discharge stormwater from the city's storm drain system to surface waters. As stated in the City of Citrus Heights Stormwater Ordinance, the city is a co-permittee under the waste discharge requirements of the County of Sacramento and the cities of Sacramento, Elk Grove, Folsom, and Galt for Storm Water Discharges from Municipal Separate Storm Sewer Systems (Order No. R5-2002-0206). These waste discharge requirements also serve as NPDES permits under the federal Clean Water Act (NPDES No. CA0082597) (City of Citrus Heights Stormwater Ordinance Sec. 98-201). The proposed project would comply with the requirements of the municipal stormwater permit.

As stated in the City of Citrus Heights Stormwater Ordinance, the City is authorized to establish specified performance requirements and requirements for BMPs to minimize post-construction discharge of stormwater pollutants from new development or significant redevelopment. The city is also authorized to implement the development standards plan and to comply with the requirements associated with development standards in the municipal stormwater permit. The Stormwater Ordinance states that the requirements for new development and redevelopment "may include but are not limited to operational BMPs, building material specifications or limitations, site design requirements, signage and marking, and associated maintenance programs or schedules" (City of Citrus Heights Stormwater Ordinance Sec. 98-223).

Conformance with the municipal stormwater permit (NPDES permit #CA0082597) and with any additional BMPs and development standards required by the city would ensure that hydrology and water quality impacts would be reduced to a less than significant level during operation of the proposed project and that the project would not conflict with any water quality standards or waste discharge requirements.

b. According to the City's General Plan, Citrus Heights sits atop the Fair Oaks Geologic Formation which can yield moderate to high quantities of water. Groundwater can be found at depths

between 80 feet above mean sea level (msl) to 20 feet below msl and is considered to have good quality in the Citrus Heights area.

Thus, the existing project site does not substantially contribute to groundwater recharge. The proposed project would incorporate LID features and water-conserving building design and equipment to further minimize the project's effects on groundwater. These types of features are required under the General Plan for new development projects (Actions 34.3.B and 62.4.A) the project would not substantially change the site's contribution to groundwater recharge, and the proposed project would therefore result in a less-than-significant impact to groundwater recharge.

c. Construction and operation of the project would not be expected to result in changes to the existing drainage pattern of the site or the surroundings areas or increase the rate or amount surface runoff.

The City of Citrus Heights Stormwater Ordinance, Municipal Code Section 98-223 authorizes the city to establish required BMPs to minimize the long-term, post-construction discharge of stormwater pollutants. The ordinance states that these BMP requirements may be included in development standards, building codes, building permits, conditions of development, or other appropriate instruments administered by the city. Compliance with required BMPs as incorporated by the city into the project's permits, development standards, and conditions of approval would ensure that impacts related to an increase in polluted runoff would remain less than significant. Use of BMPs to protect stormwater quality is also recommended in City of Citrus Heights General Plan policies 37.1 and 37.3.

d. No Impact. The project site is physically removed from any large body of water and is not subject to inundation by seiche, tsunami, or mudflow. No impacts related to inundation by seiche, tsunami, or mudflow would occur and no risk for pollutants associated with these actions is likely to occur.

***Mitigation Measures***

No mitigation measures are necessary.

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **11. LAND USE AND PLANNING. Would the project:** | | | | |
| a) Physically divide an established community? | | | X | |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | | | X | |

a.-b. Less than Significant. The proposed project would result in a change from a underutilized parking field into a drive through use. The site is adjacent to an existing residential neighborhood and existing commercial development. This minor change would not physically divide the existing

neighborhood. The proposed project would not conflict with the City of Citrus Heights General Plan.

***Mitigation Measures***

No mitigation measures are necessary.

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **12. MINERAL RESOURCES. Would the project:** | | | | |
| 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? (V.1a) | | | | X |
| 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? (V.1a) | | | | X |

a. – b. The project site is designated General Commercial by the City of Citrus Heights General Plan.

There are no known mineral resources within the project site and no mineral recovery activities have been known to occur onsite. Construction of the project and landscaping at the project site would not adversely affect any mineral resources of value to the state or region so there is no impact.

***Mitigation Measures***

No mitigation measures are necessary.

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **13. NOISE: Would the project result in:** | | | | |
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies? | | X | | |
| b) Generation of excessive ground borne vibration or ground borne noise levels? | | | X | |
| c) For a project located within the vicinity of a private airstrip or an | | | | X |

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

a.. An Environmental Noise Assessment for the proposed project was prepared by Bollard Acoustical Consultants. The Environmental Noise Assessment is available for review at the City of Citrus Heights.

The Environmental Noise Assessment determined that the project would comply with the City's noise thresholds. The project does not include a loudspeaker; rather, employees will take orders directly from customers. In addition, the ambient noise associated with Antelope Road and Interstate 80 exceed the anticipated noise levels generated by the proposed use.

b. Limited groundborne vibration may occur during project construction but would not occur during project operation. Substantial levels of groundborne vibration and noise are associated with the use of physically forceful or ground-penetrating equipment during construction. Construction of the proposed project would not require such activities. Any groundborne vibration that occurs during construction would not create excessive disturbance or physical damage to neighboring land uses and impacts from groundborne vibration would remain less than significant.

Construction of the proposed project would require a variety of equipment, such as graders, backhoes, pavers, heavy trucks, cranes, and air compressors. These types of construction equipment generate noise levels in the range of 75 to 90 dBA at a 50-foot distance from the source. Typical operating cycles may involve two minutes of full power, followed by three or four minutes at lower levels. The City of Citrus Heights limits demolition and construction hours to between 7:00 a.m. and 8:00 p.m. on weekdays and between 8:00 a.m. and 8:00 p.m. on weekends. This precludes demolition and construction activities from occurring during noise-sensitive hours. With these time restrictions, impacts associated with temporary demolition and construction noise would be less than significant.

c. No Impact. The closest airport is McClellan Airport located approximately 8 miles from the project site, while Mather Airfield is located approximately 13 miles from the project site. The project site is not exposed to substantial noise levels associated with air traffic.

***Mitigation Measures***

No mitigation measures are necessary.

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **14. POPULATION AND HOUSING. Would the project:** | | | | |
| a) Induce substantial unplanned 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)? | | | | X |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | | | | X |

a. The project would result in the construction of a new drive through coffee kiosk. The proposed development would lead to an indirect increase in employment in the region however, the increase is consistent with the assumptions made in the General Plan; therefore there is no impact.

b. The site does not currently support any housing or residential use. No housing or residents would be displaced by the proposed project.

***Mitigation Measures***

No mitigation measures are necessary.

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **15. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or need for new or physical altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:** | | | | |
| a) Fire protection? | | | | X |
| b) Police protection? | | | | X |
| c) Schools? | | | | X |
| d) Parks? | | | | X |
| e) Other public facilities? | | | | X |

a-e. The project would result in the construction of a new coffee kiosk. This minor increase in the number of people working in the city would not result in the need for new fire or police protection.

The project will be required to pay necessary impact fees such as Park Impact Fees, School Fees, and Road Impact Fees.

No additional public facilities would be required as a result of the proposed project; therefore, no impacts to public facilities would occur.

***Mitigation Measures***

No mitigation measures are necessary.

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **16. RECREATION. Would the project:** | | | | |
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | | | | X |
| b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | | | | X |

a. – b. As discussed previously, the proposed project would not substantially increase the residential population of the city and would therefore not cause an increase in use of existing neighborhood and regional parks. The proposed project would not include or require recreational facilities or the expansion of existing facilities. The project is required to contribute Park Impact fees to contribute to the Parks District. The project would thus have no impact on recreational facilities.

***Mitigation Measures***

No mitigation measures are necessary.

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **17. TRANSPORTATION. Would the project:** | | | | |
| a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | | X | | |
| b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | | | X | |
| c) Substantially increase hazards due to a geometric design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)? | | | X | |
| d) Result in inadequate emergency access? | | | X | |

a. The development of a drive through is consistent with the General Plan and Zoning Code for the project location. The city's Engineering Division has determined that the project would marginally increase level of traffic; however, the impact would be consistent with the General Plan and determined to be less than significant.

The project will install new medians and turn pockets to aid with circulation on Lichen Drive. The project will install new "keep clear" striping adjacent to the Lichen Drive driveway.

The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, as discussed below.

**Transit**

Transit service within the study area is provided by fixed-bus routes, and SMART Ride operated by Sacramento Regional Transit (RT).

**Bicycle**

Class II bike lanes (on-street with appropriate signing and striping) currently exist along Antelope Road. The Citrus Heights Bikeway Master Plan (2009) outlines goals, policies, and implementation actions to create and maintain appropriate bicycle infrastructure to enhance regional connectivity.

The project site is served by existing Class II bike lanes which will be maintained after the project as well.

**Pedestrian**

The site is served by an existing sidewalk. The project will provide a pedestrian connection between Lichen Drive and the proposed coffee kiosk.

The project would not disrupt existing or planned transit facilities or conflict with adopted city transit plans, guidelines, policies, or standards relative to transit. The project would not add bicycle trips to a bicycle facility that does not meet current design standards and the project provides pedestrian connections between the site and adjacent residential streets. For these reasons, the proposed project impacts to transit, bicycles and pedestrian facilities are considered less than significant.

**Project Construction**

Construction of the proposed project would generate a variety of truck and employee trips during construction. Construction staging and lane closures could cause adverse effects if not carefully planned. Thus, the project could potentially cause a temporary but prolonged impact due to lane closures, need for temporary signals, traffic hazards to bikes/pedestrians, damage to roadbeds, or truck traffic on roadways not designated as truck routes. For these reasons, impacts during construction are considered potentially significant. Mitigation Measure 4 (Traffic) requires preparation of a construction traffic management plan to ensure that potential effects of construction traffic on public streets are minimized and a high level of safety for all roadway users is maintained.

b. No Impact. The proposed project is consistent with the assumptions included in the Citrus Heights General Plan and associated EIR. The project is accessible to transit along Antelope Road and considered infill development not resulting in a significant increase in Vehicle Miles Traveled beyond the assumptions in the General Plan.

c. With respect to safety considerations, the General Services Department reviewed the proposed site plan and adjacent conditions. The TIS prepared for the project evaluated both onsite and offsite circulation. The project has been conditioned to provide median improvements, "Keep Clear" markings to improve the existing driveway at Lichen Drive, as well as a post-development circulation analysis to evaluate and adjust the circulation pattern as necessary. As a result, the impact will be less than significant.

d. The proposed project would not result in inadequate emergency access during construction as access to the site during construction will be from Lichen Drive as well as Antelope Road and Brimstone Drive. Upon completion of the project, access to the site will be accessible from the same streets. For these reasons, impact to emergency vehicle access is considered less than significant.

***Mitigation Measures***

**Mitigation Measure 4 (Traffic):**

The applicant shall submit a Construction Traffic Management Plan (plan) to minimize traffic impacts to public streets and maintain a high level of safety for all roadway users. The plan shall include items such as: the number and size of trucks per day, expected arrival/departure times, truck circulation patterns, location of truck staging areas, employee parking, and the proposed use of traffic control/partial street closures on public streets. The City of Citrus Heights shall ensure that the plan has been developed and approved by the city's General Services Division prior to commencement of grading or construction for the project.

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **18. Tribal Cultural Resources. Would the project:** | | | | |
| Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:<br>a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as de3fined in Public Resources Code section 5020.1(k), or | | | X | |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe | | | X | |

Letters describing the proposed Project and maps depicting the Project Area were mailed to the interested tribal contacts to identify sites of Native American interest or concerned that could be impacted by the proposed Project, as well as to solicit opinions for avoiding or mitigating potential impacts.

The United Auburn Indian Community responded via email, on August 12, 2019 indicating they did not have concerns about the project affecting tribal cultural resources and concluded AB 52 consultation requirements between the city and UAIC.

a & b. As discussed in the Cultural Resources section, no known historical resources are known to existing on the site. However, inadvertent discoveries of Cultural or Tribal Cultural Resources may occur. Implementation of Mitigation Measure 3 (Cultural) would reduce any potential impacts to less than significant levels.

***Mitigation Measures***

No mitigation measures are necessary.

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **19. UTILITIES AND SERVICE SYSTEMS. Would the project:** | | | | |
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or which could cause significant environmental effects? | | | | X |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | | | | X |
| c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | | | | X |
| d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | | | | X |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | | | | X |

a-c The proposed project would be served by the Sacramento Regional Wastewater Treatment Plant (SRWTP). The SRWTP meets all applicable wastewater treatment requirements of the Central Valley Regional Water Quality Control Board. The SRWTP treats an average of about 150 million gallons of wastewater per day, and has the capacity to treat up to 181 million gallons per day (City of Citrus Heights 2011c, p.4.10-8). Wastewater generated from the proposed project would not cause the SRWTP to violate any wastewater treatment requirements. The project's wastewater generation is not expected to adversely affect the SRWTP's ability to meet existing commitments and planned development.

Direct water service to the Project would be provided by the California American Water. The project would be served with existing capacity and would not cause the need to expand existing water treatment facilities or obtain new water supplies. The project's water demand is not anticipated to adversely affect existing and planned water supplies provided by California American Water.

The project construction would increase impervious surfaces at the project site; however, the project is designed to comply with the Sacramento Stormwater Partnership design guidance to maintain pre-development drainage levels and would not increase the amount or rate of stormwater runoff from the site.

Electric and gas facilities are provided to the site through. No capacity issues have been identified for these services.

d-e The project would generate solid waste; however, the project proposes recycling measures to reduce waste. Consequently, project-generated waste is not anticipated to adversely affect landfill capacity. During construction activities, all construction waste and debris would be recycled in compliance with the city's Greenhouse Gas Reduction Plan.

The project would comply with federal, state, and local statutes and regulations related to solid waste.

***Mitigation Measures***

No mitigation measures are necessary.

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:** | | | | |
| a) Substantially impair an adopted emergency response plan or emergency evacuation? | | | | X |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | | | | X |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | | | | X |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | | | | X |

a-d. The City of Citrus Heights is not located in a Very High Fire Hazard Severity Zone. The project site is therefore not located within land classified as very high severity zones. Therefore there is no impact. (http://www.fire.ca.gov/fire_prevention/fhsz_maps_sacramento accessed 9.26.19).

| ENVIRONMENTAL IMPACTS | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **21. MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:** | | | | |
| a) Have the potential to substantially 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, substantially 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? | | X | | |
| 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 the past projects, the effects of other current projects, and the effects of probable future projects.) | | X | | |
| c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | | X | | |

a. The project site is an urbanized area which is fully developed with buildings and associated infrastructure. No known sensitive species exist onsite. Mitigation Measure 3 is included in this Initial Study to ensure that the proposed project does not eliminate any important cultural or tribal cultural resources.

b. The analysis provided throughout this Initial Study demonstrates that the project's contribution to cumulative impacts would be reduced to less than significant levels through mitigation. Specifically, Mitigation Measure 1 would ensure the project does not contribute to cumulative air quality impacts, Mitigation Measures 2 would ensure the project does not contribute to cumulative impacts to biological resources, and Mitigation Measure 3 would ensure the project does not contribute to cumulative impacts to cultural resources.

c. The analysis provided throughout this Initial Study identifies project impacts that may be potentially significant and identifies mitigation measures that would reduce each impact to a less than significant level, as discussed above.

## III. DETERMINATION

On the basis of this initial evaluation:

| | |
|---|---|
| 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 revisions in the project have been made by or agreed to by the project proponent. 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, nothing further is required. | |

_____ _____

Signature Date

Casey Kempenaar, Planning Manager

Printed Name and Title

## *Mitigation Measures for Summerhills Plaza Dutch Brothers*

**Mitigation Measure 1 (Air Quality):**

Prior to commencement of grading and/or building construction, the City of Citrus Heights shall ensure that site plan notes include requirements for the contractor to implement the following Basic Construction Emission Control Measures:

A. All exposed surfaces shall be watered two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.

B. Haul trucks transporting soil, sand, or other loose material on the site shall be covered and/or shall maintain at least two feet of free board space. Any haul trucks that would be traveling along freeways or major roadways shall be covered.

C. Wet power vacuum street sweepers shall be used to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.

D. Vehicle speeds on unpaved areas to shall be limited to a maximum of 15 miles per hour.

E. All roadways, driveways, sidewalks, parking lots to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

**Mitigation Measure 2 (Biological):**

Prior to construction of the project, the applicant shall prepare a Tree Protection and Replacement Plan that addresses each onsite tree that is protected under the city's Tree Preservation and Protection Ordinance. The Tree Protection and Replacement Plan shall generally be consistent with the Preliminary Site Plan included as Figure 2 of this IS/MND and shall identify any additional tree removal resulting from the construction of site infrastructure necessary to develop the Project consistent with the Preliminary Site Plan. The Tree Protection and Replacement Plan shall provide for appropriate protection measures for any trees (that qualify as protected under the city's ordinance) to be retained onsite and replacement of trees (that qualify as protected under the city's ordinance) to be removed. Replacement of trees shall meet the following standards.

A. The number and size of newly planted trees shall be calculated based upon an inch for an inch replacement of the diameter breast height (DBH) of the removed trees where a 15 gallon tree 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 to not less than the total diameter of the trees removed.

B. One or a combination of four methods may be used, including replacement, relocation, or payment of in-lieu mitigation fees. The preferred alternative is on-site replacement.

**Mitigation Measure 3 (Cultural):**

If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for pre-contact and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the lead agency, the City of Citrus Heights, and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Sacramento County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the Public Resources Code). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the Public Resources Code).

This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

**Mitigation Measure 4 (Traffic):**

The applicant shall submit a Construction Traffic Management Plan (plan) to minimize traffic impacts to public streets and maintain a high level of safety for all roadway users. The plan shall include items such as: the number and size of trucks per day, expected arrival/departure times, truck circulation patterns, location of truck staging areas, employee parking, and the proposed use of traffic control/partial street closures on public streets. The City of Citrus Heights shall ensure that the plan has been developed and approved by the city's General Services Division prior to commencement of grading or construction for the project.

# Summerhills Plaza
# Drive Through Coffee Kiosk
# Mitigation Monitoring and Reporting Program

## INTRODUCTION

The California Environmental Quality Act (CEQA) Guidelines Section 15097 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 and reporting program (MMRP) is intended to satisfy this requirement of the CEQA Guidelines as it relates to the Summerhills Plaza Coffee Kiosk project (proposed project). This MMRP will be used by the City of Citrus Heights staff to ensure compliance with all mitigation measures identified in the MND is achieved during project implementation. The MMRP provides for monitoring of construction activities, as necessary, and in the field identification and resolution of environmental concerns.

## MITIGATION MONITORING PROGRAM DESCRIPTION

The City of Citrus Heights will coordinate monitoring activities and document the implementation of mitigation measures for each project phase. Table 1 lists each mitigation measure as identified in the Final MND and the associated implementation, monitoring/reporting, timing and performance requirements. The table includes:

1. the full text of each applicable mitigation measure;
2. the party or parties responsible for implementation and monitoring of each measure and any reporting requirements;
3. the timing of implementation of each mitigation measure, including any ongoing monitoring and/or reporting 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 of Citrus Heights.

| Mitigation Measure | Implementation Responsibility | Monitoring Responsibility | Timing | Performance Evaluation Criteria |
|---|---|---|---|---|
| *Air Quality* | | | | |
| **Mitigation Measure 1:**<br><br>Prior to commencement of grading and/or building construction, the City of Citrus Heights shall ensure that site plan notes include requirements for the contractor to implement the following Basic Construction Emission Control Measures:<br>A. All exposed surfaces shall be watered two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.<br>B. Haul trucks transporting soil, sand, or other loose material on the site shall be covered and/or shall maintain at least two feet of free board space. Any haul trucks that would be traveling along freeways or major roadways shall be covered.<br>C. Wet power vacuum street sweepers shall be used to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.<br>D. Vehicle speeds on unpaved areas to shall be limited to a maximum of 15 miles per hour.<br>E. All roadways, driveways, sidewalks, parking lots to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. | Project applicant, contractor | City of Citrus Heights | • Requirements for implementing this measure are identified in site plans and contracts prior to issuance of demolition permits, grading permits, or building permits<br>• Compliance with performance standards must be achieved throughout all construction activities | • Site plans and construction contracts include notes requiring conformance with the performance standards identified in this mitigation measure.<br>• City may conduct unscheduled site visits throughout construction to verify achievement of performance standards |

| | | | | |
|---|---|---|---|---|
| *Biological Resources* | | | | |
| **Mitigation Measure 2:**<br>Prior to construction of the project, the applicant shall prepare a Tree Protection and Replacement Plan that addresses each onsite tree that is protected under the city's Tree Preservation and Protection Ordinance. The Tree Protection and Replacement Plan shall generally be consistent with the Preliminary Site Plan included as Figure 2 of the IS/MND and shall identify any additional tree removal resulting from the construction of site infrastructure necessary to develop the Project consistent with the Preliminary Site Plan. The Tree Protection and Replacement Plan shall provide for appropriate protection measures for any trees (that qualify as protected under the city's ordinance) to be retained onsite and replacement of trees (that qualify as protected under the city's ordinance) to be removed. Replacement of trees shall meet the following standards.<br>A.The number and size of newly planted trees shall be calculated based upon an inch for an inch replacement of the diameter breast height (DBH) of the removed trees where a 15 gallon tree 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 to not less than the total diameter of the trees removed.<br>B.One or a combination of methods may be used, including replacement, relocation, or payment of in-lieu mitigation fees. The preferred alternative is on-site replacement. | Project applicant, contractor | City of Citrus Heights | • Prior to commencing any site grading, tree removal, or any onsite activity. | • City approval of Tree Protection and Replacement Plan prepared by licensed arborist. |
| *Cultural Resources and Tribal Cultural Resources* | | | | |
| **Mitigation Measure 3:**<br>If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for pre- | Project applicant, contractor | City of Citrus Heights | • Throughout all construction activity | • Construction activity in the area of any potential archeological resource is stopped until the actions specified in this mitigation measure are completed, |

| | | | | |
|---|---|---|---|---|
| contact and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:<br>• If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.<br>• If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the lead federal agency, the City of Citrus Heights, and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to their satisfaction.<br>• If the find includes human remains, or remains that are potentially human, he or | | | | subject to approval from the City |

| | | | | |
|---|---|---|---|---|
| she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Sacramento County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the Public Resources Code). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the Public Resources Code).<br><br>This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no- | | | | |

| | | | | |
|---|---|---|---|---|
| work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction. | | | | |
| *Transportation* | | | | |
| **Mitigation Measure 4:**<br><br>The applicant shall submit a Construction Traffic Management Plan (plan) to minimize traffic impacts to public streets and maintain a high level of safety for all roadway users. The plan shall include items such as: the number and size of trucks per day, expected arrival/departure times, truck circulation patterns, location of truck staging areas, employee parking, and the proposed use of traffic control/partial street closures on public streets. The City of Citrus Heights shall ensure that the plan has been developed and approved by the City's General Services Division prior to commencement of grading or construction for the project. | Project applicant | City of Citrus Heights | • Prior to the issuance of Building Permit | Applicant prepares a Construction Traffic Management Plan for City approval that achieves the performance standards listed in this mitigation measure |

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Environmental Noise & Vibration Assessment

# Summerhills Plaza Apartments and Dutch Brothers

Citrus Heights, California

BAC Job # 2019-060

Prepared For:

City of Citrus Heights

Casey Kempenaar
6360 Fountain Square Drive
Citrus Heights, CA 95621

Prepared By:

**Bollard Acoustical Consultants, Inc.**

Dario Gotchet, Consultant

June 26, 2019

BOLLARD
Acoustical Consultants

# CEQA Checklist

| ***NOISE AND VIBRATION*** **– Would the Project Result in:** | **NA – Not Applicable** | **Potentially Significant Impact** | **Less than Significant with Mitigation Incorporated** | **Less Than Significant Impact** | **No Impact** |
|---|---|---|---|---|---|
| a) Generation of substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards? | | | **X** | | |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | | | | **X** | |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | | | | | **X** |

# Introduction

The Summerhills Plaza Apartments and Dutch Brothers project proposes the development of multi-family residential (apartments) and commercial (Dutch Brothers Coffee) components on a parcel located south of Zenith Drive and west of Brimstone Drive in Citrus Heights, California (APN: 209-0680-006). The apartment complex (approximately 22 units) is proposed to be constructed on the northeastern end of the parcel, near the intersection of Brimstone Drive and Zenith Drive. The Dutch Brothers Coffee restaurant is proposed to be constructed on the southwestern end of the parcel, near the intersection of Antelope Road and Lichen Drive. Existing land uses in the immediate project vicinity consist of single-family residential and commercial uses. The project site areas and site plans are shown on Figures 1-4, respectively.

Due to the proximity of the proposed project to existing residential uses, and the potential for elevated traffic and commercial noise levels at the project site, the City of Citrus Heights has requested an environmental noise and vibration assessment to ensure that the applicable noise standards are satisfied. In response to this request, Bollard Acoustical Consultants, Inc. (BAC) was retained to prepare this noise and vibration assessment. Specifically, this assessment focuses on the quantification of off-site traffic noise generation, future traffic noise exposure at the proposed residential component, on-site commercial noise levels from existing adjacent uses, off-site noise levels from proposed commercial uses, and project-generated construction noise and vibration levels.

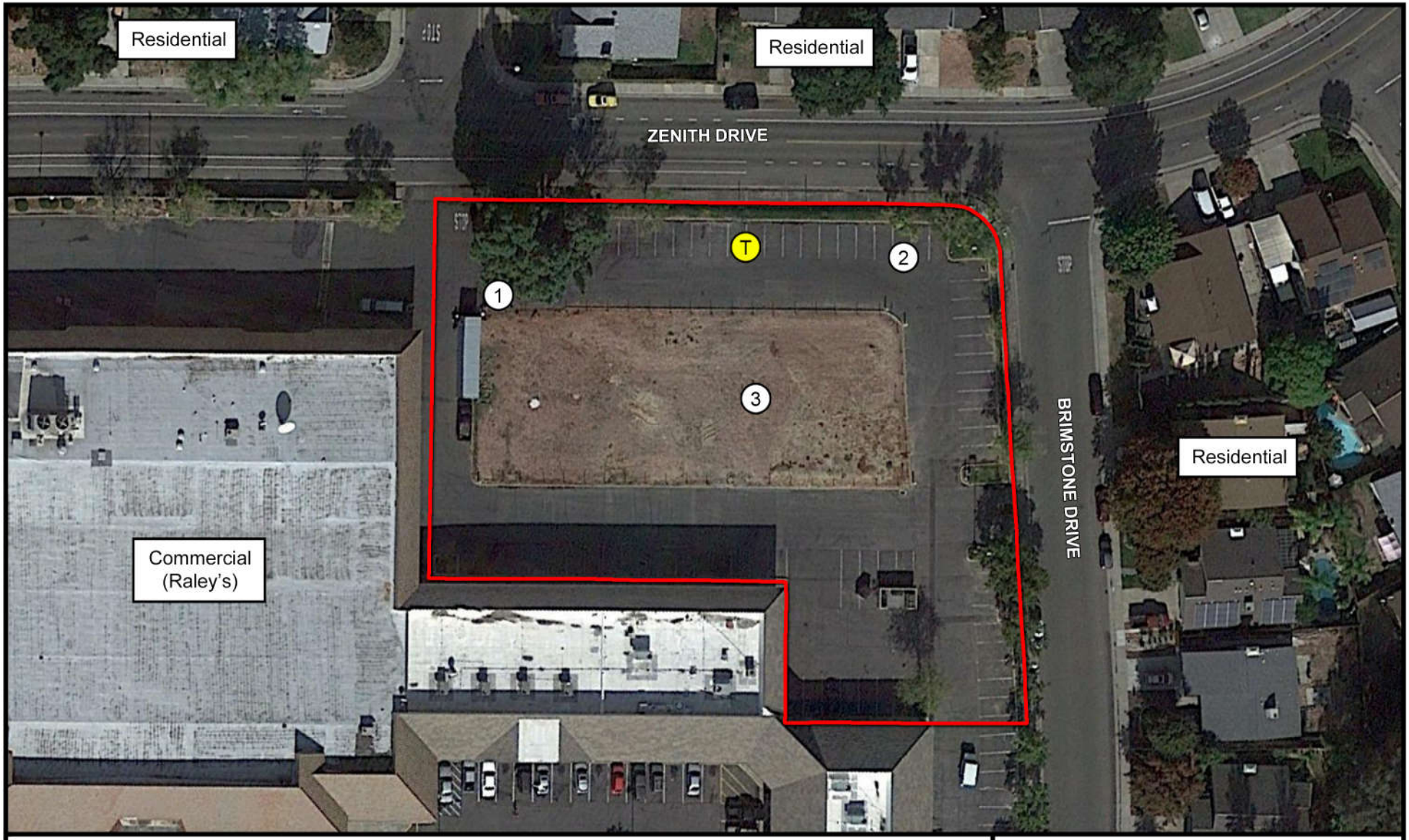
# Noise and Vibration Fundamentals

## Noise

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are designated as sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or Hertz (Hz). Definitions of acoustical terminology are provided in Appendix A.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure) as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in decibel levels correspond closely to human perception of relative loudness. Noise levels associated with common noise sources are provided in Figure 5.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by filtering the frequency response of a sound level meter by means of the standardized A-weighting network.




***Legend***

- Project Border (Approximate)
- (#) Short-Term Noise & Vibration Level Measurement Locations
- (T) Traffic Calibration Location

N

Scale (feet)

0 30 60

# Summerhills Plaza - Apartments

Citrus Heights, California

Project Area

Figure 1

BOLLARD Acoustical Consultants




***Legend***

Project Border (Approximate)

(#) Short-Term Noise & Vibration Level Measurement Location

N

Scale (feet)

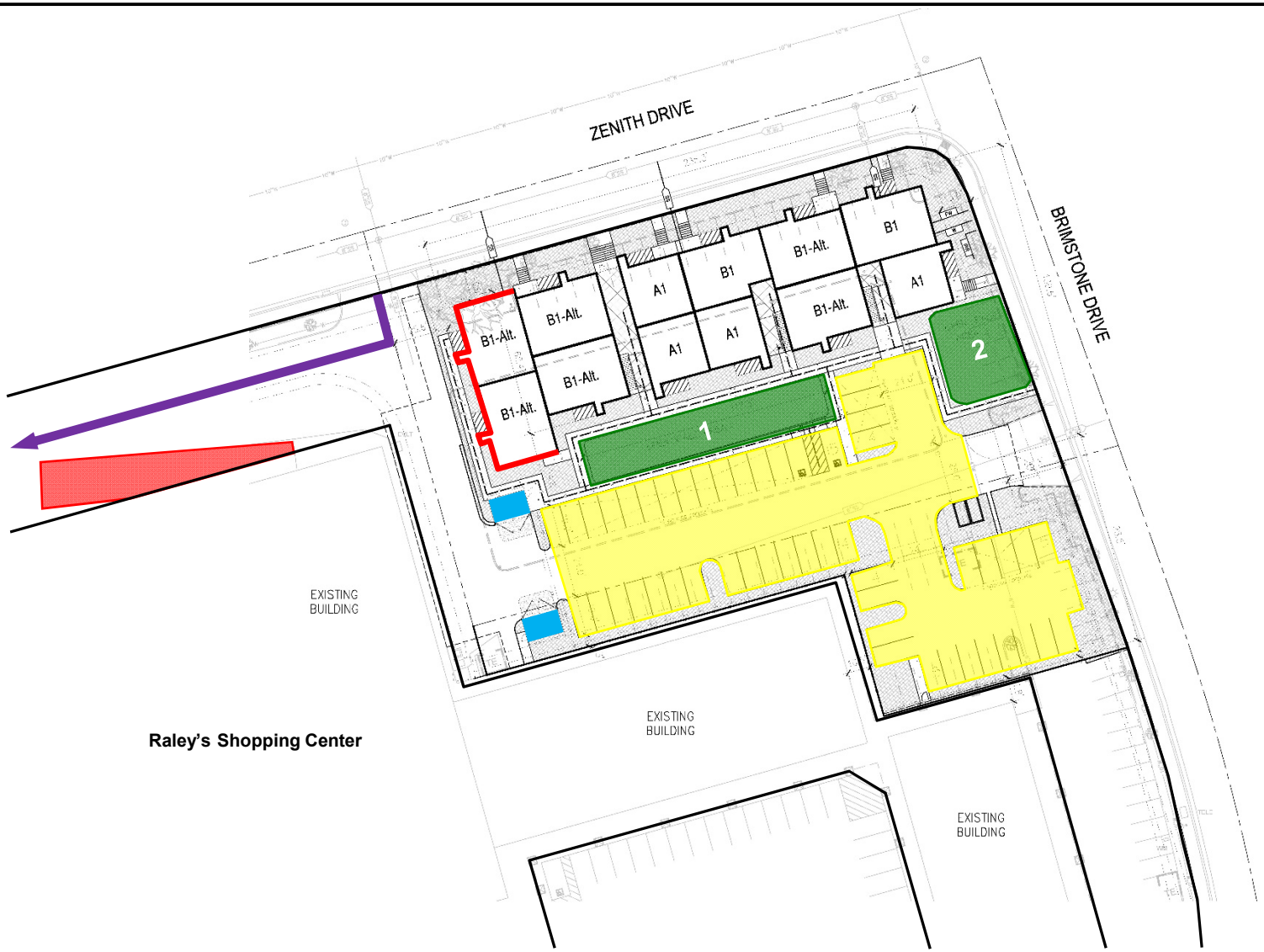
0 50 100

Summerhills Plaza - Dutch Brothers
Citrus Heights, California

Project Area

Figure 2

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Acoustical Consultants




***Legend***

- Parking Area
- Trash Enclosures
- Open Space Areas
- Loading Dock
- Delivery Truck Lane
- Recommended STC 32 Window and Door Assemblies

N

Scale (Feet)

0 50 100

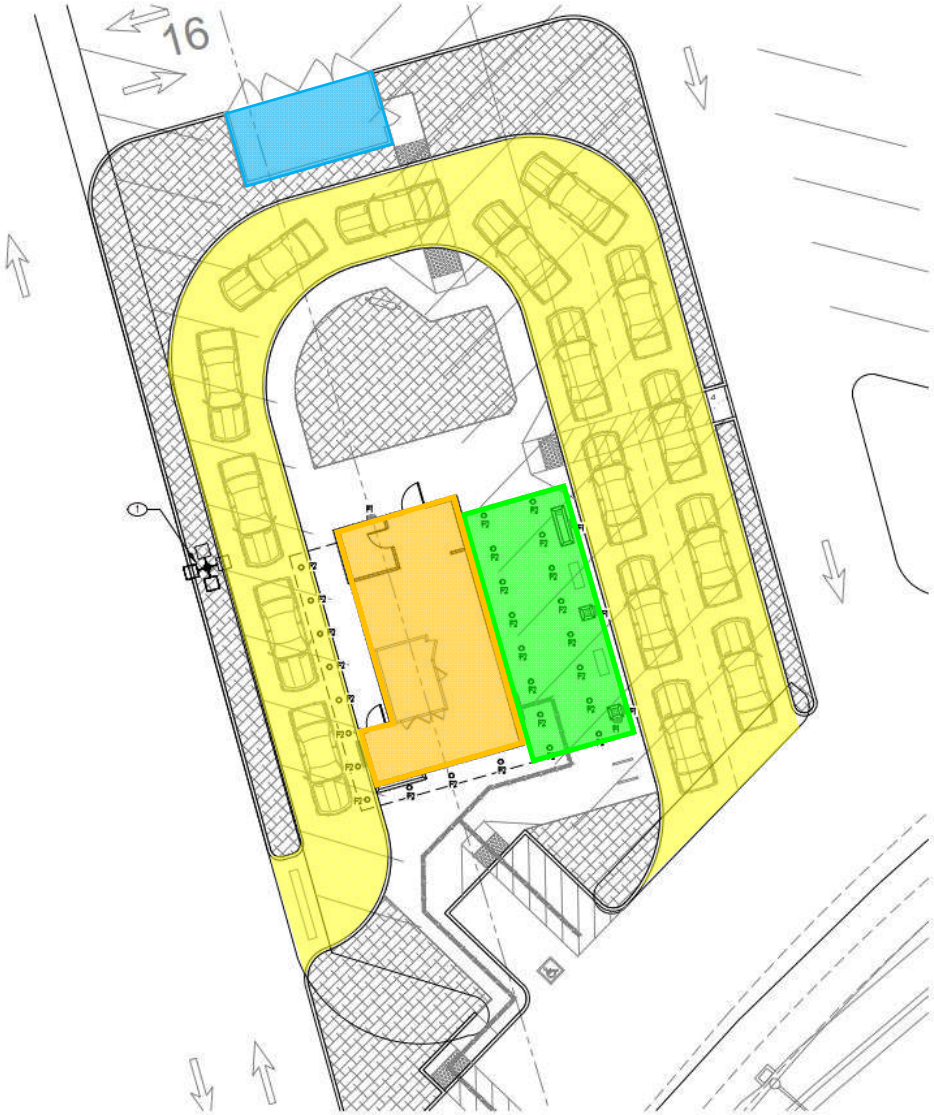
# Summerhills Plaza - Apartments

Citrus Heights, California

Project Site Plan

Figure 3

BOLLARD Acoustical Consultants




***Legend***

- Trash Enclosure
- Covered Outdoor Patio
- Restaurant Building
- Drive-Through Lane

N

Scale (Feet)

0 25 50

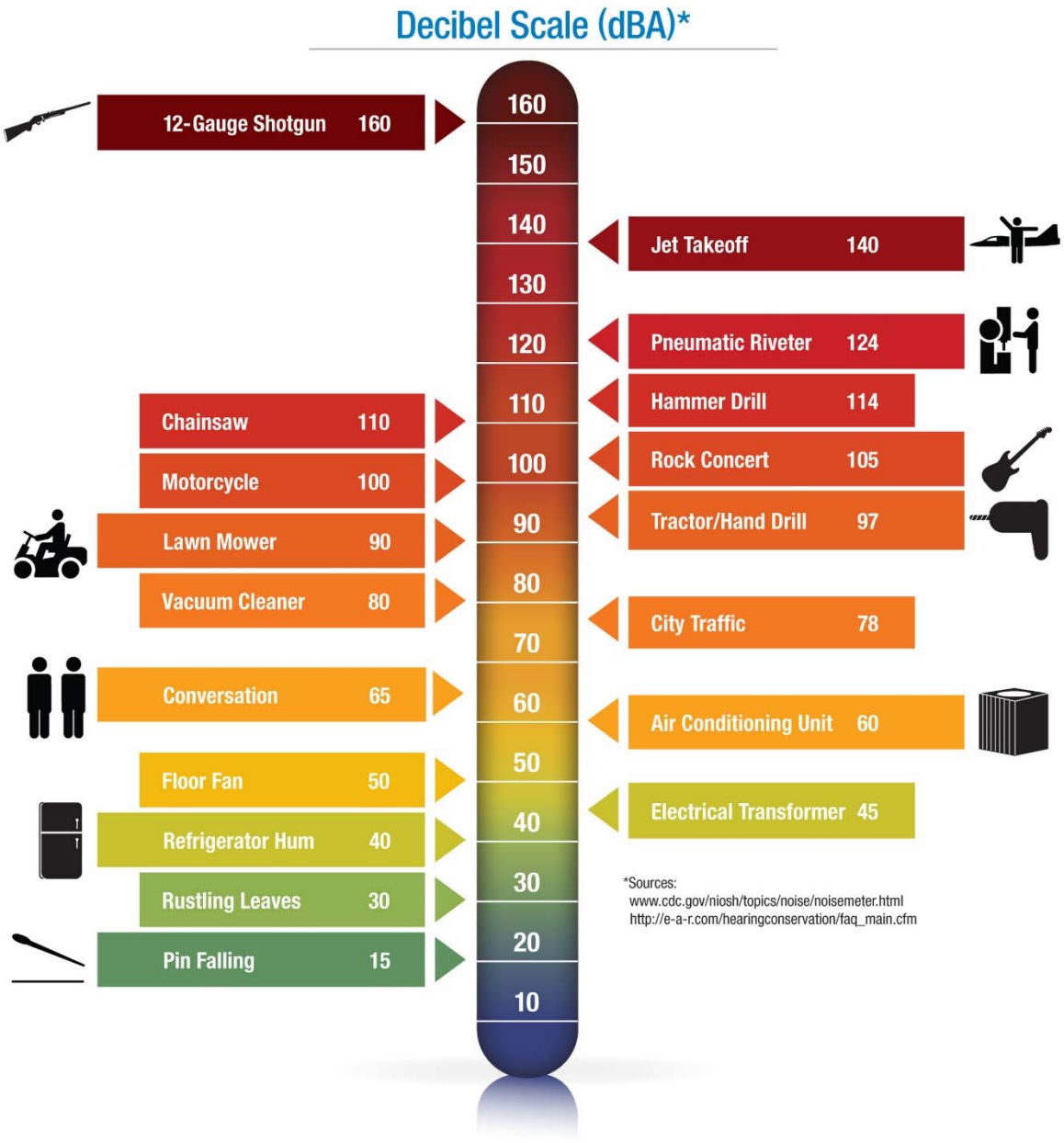
Summerhills Plaza – Dutch Brothers
Citrus Heights, California

Project Site Plan

Figure 4

BOLLARD Acoustical Consultants

**Figure 5**
**Noise Levels Associated with Common Noise Sources**



There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level ($L_{eq}$). The $L_{eq}$ is the foundation of the day/night average noise descriptor, $L_{dn}$, and shows very good correlation with community response to noise. The day/night average sound level ($L_{dn}$) is based on the average noise level over a 24-hour day, with a +10 decibel weighting applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours. The nighttime penalty is based on the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because $L_{dn}$ represents a 24-hour average, it tends to disguise short-term variations in the noise environment. For this reason, the City of Citrus Heights utilizes performance standards for non-transportation noise sources.

## Vibration

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, while vibration is usually associated with transmission through the ground or structures. As with noise, vibration consists of an amplitude and frequency. A person's response to vibration will depend on their individual sensitivity as well as the amplitude and frequency of the source.

Vibration can be described in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of velocity in inches per second peak particle velocity (IPS, PPV) or root-mean-square (VdB, RMS). Standards pertaining to perception as well as damage to structures have been developed for vibration in terms of peak particle velocity as well as RMS velocities.

As vibrations travel outward from the source, they excite the particles of rock and soil through which they pass and cause them to oscillate. Differences in subsurface geologic conditions and distance from the source of vibration will result in different vibration levels characterized by different frequencies and intensities. In all cases, vibration amplitudes will decrease with increasing distance. The maximum rate, or velocity of particle movement, is the commonly accepted descriptor of the vibration "strength".

Human response to vibration is difficult to quantify. Vibration can be felt or heard well below the levels that produce any damage to structures. The duration of the event has an effect on human response, as does frequency. Generally, as the duration and vibration frequency increase, the potential for adverse human response increases.

According to the Transportation and Construction-Induced Vibration Guidance Manual (Caltrans, June 2004), operation of construction equipment and construction techniques generate ground vibration. Traffic traveling on roadways can also be a source of such vibration. At high enough

amplitudes, ground vibration has the potential to damage structures and/or cause cosmetic damage. Ground vibration can also be a source of annoyance to individuals who live or work close to vibration-generating activities. However, traffic, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage.

# Environmental Setting - Existing Ambient Noise and Vibration Environment

## Noise Sensitive Land Uses in the Project Vicinity

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because intrusive noise can be disruptive to these activities.

The noise-sensitive land uses which would potentially be affected by the project consist of residential uses. Specifically, single-family residential land uses are located to the north, northwest, and east of the proposed apartment complex. The proposed Dutch Brothers Coffee restaurant is surrounded by commercial land uses, which typically aren't considered to be noise-sensitive. The project areas and surrounding land uses are shown on Figures 1 and 2.

## Existing Traffic Noise Levels along Project Area Roadway Network

The FHWA Traffic Noise Model (FHWA-RD-77-108) was used to develop existing noise contours expressed in terms of $L_{dn}$ for major roadways within the project study area. The FHWA model predicts hourly $L_{eq}$ values for free-flowing traffic conditions. Estimates of the hourly distribution of traffic for a typical 24-hour period were used to develop $L_{dn}$ values from $L_{eq}$ values.

Traffic data in the form of AM and PM peak hour movements for existing (baseline) conditions were obtained from Fehr & Peers (the project traffic consultant). Average daily traffic volumes were conservatively estimated by applying a factor of 10 to AM peak hour conditions. Using these data and the FHWA model, traffic noise levels were calculated. The traffic noise level at 50 feet from the roadway centerline and distances from the centerlines of selected roadways to the 60 dB, 65 dB, and 70 dB $L_{dn}$ contours are summarized in Table 1.

In many cases, the actual distances to noise level contours may vary from the distances predicted by the FHWA model. Factors such as roadway curvature, roadway grade, shielding from local topography or structures, elevated roadways, or elevated receivers may affect actual sound propagation.

It is also recognized that existing sensitive land uses within the project vicinity are located varying distances from the centerlines of the local roadway network. The 50 foot reference distance is utilized in this analysis to provide a reference position at which changes in existing and future traffic noise levels resulting from the project can be evaluated. Appendix B contains the FWHA model inputs for existing conditions.

**Table 1**
**Baseline (2019) Traffic Noise Modeling Results**

| Segment | Roadway | Description | $L_{dn}$ 50 Feet from Roadway | Distance to Contour (feet) | | |
|---|---|---|---|---|---|---|
| | | | | 70 dB $L_{dn}$ | 65 dB $L_{dn}$ | 60 dB $L_{dn}$ |
| 1 | Antelope Road | West of Zenith Drive | 71 | 56 | 121 | 261 |
| 2 | Antelope Road | Zenith Drive to Summerhill Place | 72 | 63 | 137 | 294 |
| 3 | Antelope Road | Summerhill Place to Lichen Drive | 72 | 64 | 137 | 295 |
| 4 | Antelope Road | East of Lichen Drive | 73 | 74 | 159 | 343 |
| 5 | Lichen Drive | Antelope Drive to Summerhill Place | 62 | 14 | 31 | 67 |
| 6 | Lichen Drive | North of Summerhill Place | 62 | 14 | 31 | 66 |
| 7 | Tupelo Drive | South of Antelope Road | 59 | 10 | 21 | 44 |
| 8 | Zenith Drive | North of Antelope Road | 59 | 10 | 21 | 44 |

*Source: FHWA-RD-77-108 with inputs from Fehr & Peers. A complete listing of traffic model inputs is provided in Appendix B.*

## Existing Ambient Noise Environment within the Project Areas

The ambient noise environment within the project areas is defined primarily by noise from traffic on nearby roadways and commercial operations. To generally quantify existing ambient noise levels within the project areas, four (4) short-term (30-minute) ambient noise surveys were conducted on April 3, 2019. The noise measurement locations are shown on Figures 1 and 2, identified as Site 1-4.

Larson Davis Laboratories (LDL) Model 820 and 831 precision integrating sound level meters were used to complete the noise level measurement surveys. The meters were calibrated before use with an LDL Model CA200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all specifications of the American National Standards Institute requirements for Type 1 sound level meters (ANSI S1.4). A summary of the measurement results is provided in Table 2.

**Table 2**
**Short-Term Noise Level Measurement Results – April 3, 2019**

| Site | Time of Day | Average Ambient Noise Level, dBA | | |
|---|---|---|---|---|
| | | $L_{50}$ | $L_{25}$ | $L_{max}$ |
| 1 | 6:35 AM | 56 | 59 | 82 |
| 2 | 7:39 AM | 59 | 61 | 76 |
| 3 | 8:25 AM | 54 | 54 | 66 |
| 4 | 9:25 AM | 61 | 63 | 74 |

*Source: Bollard Acoustical Consultants, Inc. (2019)*

As indicated in Table 2, measured median ($L_{50}$) ambient noise levels ranged from 54 to 61 dB, $L_{25}$ ambient noise levels ranged from 54 to 63 dB, and maximum ($L_{max}$) noise levels ranged from 66 to 82 dB. According to BAC field observations, commercial activities at the adjacent Raley's

shopping center and a nearby impermanent recycling center were present during the noise surveys at measurement Sites 1-3. However, it was noted that traffic on adjacent roadways was the dominant noise source at all measurement locations (Sites 1-4).

### Existing Ambient Vibration Environment within the Project Areas

During the site visit on April 3, 2019, vibration levels were below the threshold of perception within the project areas. Nonetheless, to quantify existing vibration levels within the project areas, BAC conducted short-term (15-minute) vibration measurements at four (4) locations on April 12, 2019. Specifically, vibration measurement surveys were conducted at short-term noise level measurement Sites 2-4.

A Larson-Davis Laboratories Model LxT precision integrating sound level meter equipped with a vibration transducer was used to complete the measurements. The results are summarized in Table 3. The Table 3 data indicate that measured average vibration levels within the project areas ranged from 51 to 54 VdB RMS.

**Table 3**
**Ambient Vibration Monitoring Results – April 12, 2019**

| Site | Time | Average Vibration Level, VdB RMS[1] |
|---|---|---|
| 2 | 12:54 p.m. | 51 |
| 3 | 4:49 p.m. | 54 |
| 4 | 12:20 p.m. | 54 |

[1] VdB RMS refers to root-mean-square measurements of vibration velocity, reported in decibels.

*Source: Bollard Acoustical Consultants, Inc. (2019)*

The low measured vibration levels reports in Table 3 support BAC staff observations that baseline vibration levels were below the threshold of perception at the project site.

## Regulatory Setting: Criteria for Acceptable Noise and Vibration Exposure

### Federal

There are no federal noise or vibration criteria which would be directly applicable to this project.

### State of California

#### California Environmental Quality Act (CEQA)

The State of California has established regulatory criteria that are applicable to this assessment. Specifically, Appendix G of the State of California Environmental Quality Act (CEQA) Guidelines are used to assess the potential significance of impacts pursuant to local General Plan policies, Municipal Code standards, or the applicable standards of other agencies. According to Appendix G of the CEQA guidelines, the project would result in a significant noise or vibration impact if the following occur:

A. Generation of substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?

B. Generation of excessive groundborne vibration or groundborne noise levels?

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

It should be noted that audibility is not a test of significance according to CEQA. If this were the case, any project which added any audible amount of noise to the environment would be considered unacceptable according to CEQA. Because every physical process creates noise, the use of audibility alone as significance criteria would be unworkable. CEQA requires a substantial increase in noise levels before noise impacts are identified, not simply an audible change.

**Federal Transit Administration (FTA)**

The City of Citrus Heights does not currently have adopted standards for groundborne vibration. As a result, vibration impact assessment criteria established by the U.S. Department of Transportation's Federal Transit Administration (FTA) criteria was applied to the project. The FTA vibration impact criteria is based on maximum overall levels for a single event, such as vehicle passbys on roadways and heavy equipment operations. This vibration impact criteria, identified in Table 6-3 of the FTA's Transit Noise and Vibration Impact Assessment Manual (September 2018), has been reproduced in Table 4.

**Table 4**
**Groundborne Vibration Impact Criteria**

| Land Use Category | Groundborne Vibration Impact Levels (VdB re 1 µinch/sec, RMS) | | |
|---|---|---|---|
| | Frequent Events[1] | Occasional Events[2] | Infrequent Events[3] |
| Category 1 – Buildings where vibration would interfere with interior operations | 65[4] | 65[4] | 65[4] |
| Category 2 – Residences and buildings where people normally sleep | 72 | 75 | 80 |
| Category 3 – Institutional land uses with primarily daytime use | 75 | 78 | 83 |

[1] "Frequent Events" is defined as more than 70 vibration events of the same source per day.

[2] "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.

[3] "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day.

[4] This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. For equipment that is more sensitive, a Detailed Vibration Analysis must be performed.

*Source: Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment Manual (Sep. 2018), Table 6-3*

## Local

### Citrus Heights General Plan

The City of Citrus Heights General Plan Health Element provides goals and policies to ensure that city residents are not subjected to noise beyond acceptable levels. The General Plan includes noise criteria for the evaluation of proposed land uses subjected to transportation noise sources (Table 5). The General Plan Community Health Element policies are reproduced below.

**Policies**

52.1 Review proposed development projects for compliance with the standards in Table 5: Acceptable Noise Levels. If it appears that a project may exceed the limits of Table 5, require an acoustical analysis to identify potential noise levels and attenuation methods.

52.2 New residential development projects shall be designed and constructed to meet acceptable exterior noise level standards shown in Table 5, as follows:

- The maximum exterior noise level of 60 dBA $L_{dn}$ shall be applied in residential areas where outdoor use is a major consideration (such as backyards in single family housing developments and recreation areas in multi-family housing projects). Where the City determines that providing a $L_{dn}$ of 60 dBA or lower is not feasible, the noise level in outdoor areas shall be reduced to as close to the standard as feasible through project design.
- Indoor noise levels shall not exceed an $L_{dn}$ of 45 dBA in new residential housing units.
- Noise levels in new residential development exposed to an exterior $L_{dn}$ of 60 dBA or greater shall be limited to a maximum instantaneous noise level (e.g., trucks on busy streets, train warning whistles) in bedrooms of 50 dBA $L_{max}$. Maximum instantaneous noise levels in all other habitable rooms shall not exceed 55 dBA $L_{max}$.

*Action A. Revise the Noise Ordinance to reflect noise limits to protect noise sensitive land uses from intrusion by stationary noise sources.*

**Table 5**
**Acceptable Noise Levels**

| Land Use Category | Community Noise Exposure (CNEL/$L_{dn}$, dB) | | | |
|---|---|---|---|---|
| | Normally Acceptable[1] | Conditionally Acceptable[2] | Normally Unacceptable[3] | Clearly Unacceptable[4] |
| Residential–Low Density Single Family, Duplex/Mobile Home | 60 | 65 | 75 | 85 |
| Residential–Multiple Family | 65 | 70 | 75 | 85 |
| Transient Lodging, Motel, Hotel | 65 | 70 | 80 | 85 |
| School, Library, Church, Hospital, Nursing Home | 70 | 70 | 80 | 85 |
| Auditorium, Concert Hall, Amphitheater | -- | 70 | -- | 85 |
| Sports Arena, Outdoor Spectator Sports | -- | 75 | -- | 85 |
| Playground, Neighborhood Park | 70 | -- | 75 | 85 |
| Golf Courses, Stable, Water Recreation, Cemetery | 75 | -- | 80 | 85 |
| Office Building, Business Commercial and Professional | 70 | 75 | 85 | -- |
| Industrial, Manufacturing, Utilities, Agriculture | 75 | 80 | 85 | -- |

[1] Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
[2] New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
[3] New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
[4] New construction or development should generally not be undertaken.

*Source: City of Citrus Heights General Plan Noise Element (Table 9), February 2002, Adapted from the Office of Planning and Research, State of California General Plan Guidelines.*

52.3 Protect the community, especially noise sensitive receptors, including schools, residences and care facilities, from excessive noise. Residential uses located in a commercial zone are not considered noise sensitive receptors.

*Action A. Amend the Noise Ordinance to identify short- and long-term unacceptable noise generating activities (including certain music bass levels), and to establish allowable duration for certain noise generators (including construction activities, car alarms and leaf blowers).*

52.4 Require major development proposals to reduce noise impacts on adjacent properties through appropriate techniques including, but not limited to, the following strategies:

- Permit well-designed sound walls when compatible with the surrounding area

- Screen and control noise sources such as parking, loading docks and mechanical equipment
- Increase setbacks for noise sources from adjacent dwellings
- Whenever possible, retain fences, walls or landscaping that serve as noise buffers (although design, safety and other impacts must also be addressed)
- Use soundproofing material and double-glazed windows
- Control hours of operation, including deliveries and trash pickup

52.5 When located adjacent to existing or planned sensitive residential and public/quasi-public uses, require new nonresidential development to mitigate noise to a maximum of 60 dBA $L_{dn}$ at the property line.

52.6 Use techniques such as roadway design, traffic signalization and other traffic management techniques (such as limiting heavy truck traffic in residential areas and requiring alternative paving material) to reduce noise caused by speed or acceleration of vehicles.

52.7 Protect receivers of roadway noise through appropriate attenuation techniques. The preference is for noise attenuation techniques that minimize the use of sound walls.

*Action A. Prepare and adopt Community Design Guidelines that favor site planning and design techniques over sound walls. Preferred approaches include: a) installing earth berms; b) increasing the distance between the noise source and the receiver; c) using non-sensitive structures to shield noise-sensitive areas; and d) orienting buildings to shield outdoor spaces from the noise source.*

52.8 Design sound barriers to be aesthetically pleasing and vandalism-resistant.

*Action A. Require non-earthen sound barriers to be landscaped, vegetated or otherwise designed and/or obscured to be attractive and discourage graffiti and other vandalism.*

52.9 Ensure that the City's noise regulations are clear, appropriate, and strictly enforced to protect residents from excessive noise.

*Action A. Review and update the Noise Ordinance to include appropriate and clear standards.*

**Citrus Heights Municipal Code (Noise Ordinance)**

The provisions of the City of Citrus Heights Noise Ordinance which would be most applicable to this project are reproduced below. The complete text of the City Noise Ordinance is provided in Appendix C.

Section 34-86 of the Noise Ordinance establishes acceptable noise level criteria for non-transportation noise sources, which would include all sources of noise occurring within the project site (i.e., on-site traffic circulation, restaurant drive-through vehicles, patron activities, parking lot activities, and garbage collection), as well as for existing commercial sources of noise in the immediate project vicinity (i.e., delivery truck and loading dock activities). The City's exterior noise standards are provided below in Table 6.

It should be noted that the criteria contained in Section 34-86 of the Noise Ordinance (Table 6) is applicable to non-transportation noise sources affecting *residentially zoned districts*. The Noise Ordinance does not contain criteria applicable to non-transportation noise sources affecting commercially zoned districts.

**Table 6**
**Exterior Noise Standards**
**City of Citrus Heights Municipal Code**

| Noise Metric | Duration of Hour | Daytime (7 AM to 10 PM) | Nighttime (10 PM to 7 AM) |
|---|---|---|---|
| $L_{max}$ | Any Time | 75 | 70 |
| $L_{02}$ | 1-5 minutes | 70 | 65 |
| $L_{08}$ | 5-15 minutes | 65 | 60 |
| $L_{25}$ | 15-30 minutes | 60 | 55 |
| $L_{50}$ | 30-60 minutes | 55 | 50 |

-Each of the noise limits specified above shall be reduced by 5 dB for impulsive or simple tone noises or for noises consisting of speech or music.

*Source: City of Citrus Heights Municipal Code*

Section 34-88 provides activities which are exempt from the Noise Ordinance. Section 34-88 (5), pertaining to construction noise, is reproduced below:

> 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.

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.

# Impacts and Mitigation Measures

## Thresholds of Significance

For the purposes of this report, a noise and vibration impact is considered significant if the project would result in:

- Generation of substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards; or
- Generation of excessive groundborne vibration or groundborne noise levels; or
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

The project site is not within the vicinity of a private airstrip; therefore, the last threshold listed above is not discussed further. CEQA requires the identification of significant noise impacts if the project would result in substantial permanent or temporary increases in noise. Audibility is not a test of significance according to CEQA. If this were the case, any project which added any audible amount of noise to the environment would be considered unacceptable according to CEQA. Because every physical process creates noise, whether by the addition of a single vehicle on a roadway, or a tractor in an agricultural field, the use of audibility alone as significance criteria would be unworkable. CEQA requires a substantial increase in noise levels before noise impacts are identified, not simply an audible change.

The CEQA guidelines, however, do not specify the numeric noise level increase which is considered substantial. It is generally recognized that an increase of at least 3 dB for similar noise sources is usually required before most people will perceive a change in noise levels, and an

increase of 6 dB is required before the change will be clearly noticeable (Egan, Architectural Acoustics, page 21, 2007, McGraw Hill).

The Federal Interagency Commission on Noise (FICON) has developed a graduated scale for use in the assessment of project related noise level increases. Table 7 was developed by FICON as a means of developing thresholds for impact identification for project related noise level increases. The FICON standards have been used extensively in recent years by the authors of this section in the preparation of the noise sections of Environmental Impact Reports that have been certified in many California Cities and Counties.

**Table 7**
**Significance of Changes in Cumulative Noise Exposure**

| Ambient Noise Level Without Project, $L_{dn}$ | Increase Required for Significant Impact |
|---|---|
| <60 dB | +5.0 dB or more |
| 60-65 dB | +3.0 dB or more |
| >65 dB | +1.5 dB or more |

*Source: Federal Interagency Committee on Noise (FICON)*

Based on the FICON research, as shown in Table 7, a 5 dB increase in noise levels due to a project is required for a finding of significant noise impact where ambient noise levels without the project are less than 60 dB $L_{dn}$. Where pre-project ambient conditions are between 60 and 65 dB $L_{dn}$, a 3 dB increase is applied as the standard of significance. Finally, in areas already exposed to higher noise levels, specifically pre-project noise levels in excess of 65 dB $L_{dn}$, a 1.5 dB increase is considered by FICON as the threshold of significance. The rationale for the graduated scale used in the FICON standards is that test subjects' reactions to increases in noise levels varied depending on the starting level of noise. Specifically, with lower ambient noise environments, such as those below 60 dB $L_{dn}$, a larger increase in noise levels was required to achieve a negative reaction than was necessary in more elevated noise environments.

The use of the FICON standards are considered conservative relative to thresholds used by other agencies in the State of California. For example, the California Department of Transportation (Caltrans) requires a project related traffic noise level increase of 12 dB for a finding of significance, and the California Energy Commission (CEC) considers project related noise level increases between 5 and 10 dB significant, depending on local factors. Therefore, the use of the FICON standards, which set the threshold for finding of significant noise impacts as low as 1.5 dB, provides a very conservative approach to impact assessment for this project.

The following criteria based on standards identified in the General Plan, Municipal Code, Federal Transit Administration (FTA), and FICON were used to evaluate the significance of environmental noise resulting from the project:

- A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the General Plan or Municipal Code.

- A significant impact would be identified if the construction of the project would expose persons to excessive vibration levels. Specifically, an impact would be identified if groundborne vibration levels due to project construction activities exceed the FTA Groundborne Vibration Impact criteria provided in Table 4.

- A significant impact would be identified if off-site traffic or on-site activities generated by the project would substantially increase noise levels at sensitive receptors in the vicinity. A substantial increase would be identified relative to the FICON standards provided in Table 7.

## Noise Impacts Associated with Off-Site Traffic

With development of the multi-family residential and commercial components of the project, traffic volumes on the local roadway network will increase. Those increases in daily traffic volumes will result in a corresponding increase in traffic noise levels at existing uses located along those roadways. The FHWA Model was used with traffic data provided by the client (prepared by Fehr & Peers) to predict project traffic noise level increases relative to Existing (2019), and Existing Plus Project conditions.

### Impact 1: Project-Related Changes in Off-Site Traffic Noise Levels

Existing (2019) versus Existing Plus Project traffic noise levels on the local roadway network are shown in Table 8. The following section includes an assessment of predicted traffic noise levels relative to the FICON significance noise criteria identified in Table 7. The Table 8 data are provided in terms of $L_{dn}$ at a standard distance of 50 feet from the centerlines of the roadways in the project vicinity. Appendix B contains the FWHA model inputs.

**Table 8**
**Off-Site Traffic Noise Levels**

| | | | $L_{dn}$ 50 Feet from Roadway | | | |
|---|---|---|---|---|---|---|
| **Segment** | **Roadway** | **Description** | **Existing** | **Existing + Project** | **Change** | **Substantial Increase?** |
| 1 | Antelope Road | West of Zenith Drive | 70.8 | 70.8 | 0.0 | No |
| 2 | Antelope Road | Zenith Drive to Summerhill Place | 71.5 | 71.5 | 0.0 | No |
| 3 | Antelope Road | Summerhill Place to Lichen Drive | 71.6 | 71.5 | -0.1 | No |
| 4 | Antelope Road | East of Lichen Drive | 72.5 | 72.6 | 0.1 | No |
| 5 | Lichen Drive | Antelope Drive to Summerhill Place | 61.9 | 62.6 | 0.7 | No |
| 6 | Lichen Drive | North of Summerhill Place | 61.8 | 62.2 | 0.4 | No |
| 7 | Tupelo Drive | South of Antelope Road | 59.2 | 59.3 | 0.1 | No |
| 8 | Zenith Drive | North of Antelope Road | 59.2 | 59.6 | 0.4 | No |

Notes:
[1] A complete listing of traffic model inputs is provided in Appendix B.
*Source: FHWA-RD-77-108 with inputs from Fehr & Peers*

The data in Table 8 indicate that traffic generated by the project would not result in an increase of traffic noise levels on the local roadway network. Relative to the FICON significance criteria identified in Table 7, the increases would not be considered substantial. As a result, off-site traffic noise impacts related to increases in traffic resulting from the implementation of the project are identified as being ***less than significant***.

## Noise Impacts Associated with Proposed On-Site Activities

The noise-producing components associated with the proposed multi-family residential component of the project (apartment complex) consist of on-site traffic circulation, parking lot activities (vehicles arriving and departing, doors opening and closing, etc.), and garbage collection. The primary noise sources associated the commercial component of the project (Dutch Brothers Coffee restaurant) have been identified as restaurant drive-through vehicle passages, patron-related noise (outdoor patio conversation), and garbage collection. It is our understanding that the project does not propose an outdoor drive-through speaker associated with the restaurant. An assessment of each project-related noise source follows. The locations of the on-site noise sources identified for each component are shown on Figures 3 and 4.

### Impact 2: On-Site Traffic Circulation Noise – Apartment Complex

The FHWA Model, discussed in a previous section of this report, was utilized to determine the on-site traffic circulation noise generated by the interior roadway of the proposed apartment complex upon the existing adjacent residential uses.

The property line of the nearest existing residential use is located approximately 90 feet east from the centerline of the future driveway of the apartment complex. According to information obtained from the City of Citrus Heights, the proposed apartment complex is expected to generate approximately 125 daily trips. Assuming an on-site vehicle speed of 25 mph (through the parking area), 13 vehicles trips in a worst-case hour (10% of total daily trips – conservative), and a distance of 90 feet from the centerline of the driveway, the FHWA Model predicts a traffic noise level of 39 dB $L_{eq}$ at the nearest residential property line. Median ($L_{50}$) traffic noise levels would be approximately 5 dB less than hourly average noise levels ($L_{eq}$). Therefore, on-site traffic circulation noise levels at the nearest residential property line would be approximately 34 dB $L_{50}$.

As shown in Table 6, the City of Citrus Heights Municipal Code exterior noise level standards are graduated depending on the duration of the intruding noise source. Because on-site traffic circulation would occur throughout the course of an hour (i.e., in excess of 30 minutes), the applicable noise level descriptor for on-site circulation would be the median noise level metric ($L_{50}$). The predicted on-site traffic circulation noise level of 34 dB $L_{50}$ at the property line of the nearest existing residential use would satisfy the Municipal Code exterior median noise level standards of 55 and 50 dB $L_{50}$ for daytime and nighttime hours, respectively. Furthermore, the predicted median noise level exposure due to on-site traffic circulation is well below measured ambient median daytime noise levels in the project vicinity, and are expected to be below ambient median nighttime noise levels for a typical urban environment. As a result, on-site traffic circulation noise impacts associated with the proposed apartment complex are identified as being ***less than significant***.

**Impact 3: Parking Lot Activity Noise – Apartment Complex**

As a means of determining the noise levels due to parking lot activities at the proposed apartment complex, BAC utilized noise level data collected at various parking lots in the Sacramento region over the years. That data indicate that a typical Sound Exposure Level (SEL) due to automobile arrivals/departures, including car doors slamming and people conversing is approximately 70 dB, at a distance of 50 feet. The maximum noise level associated with parking lot activity typically did not exceed 65 dB $L_{max}$ at the same reference distance.

To compute hourly average noise levels generated by parking lot activities, the approximate number of hourly operations in any given area and distance to the effective noise center of those activities is required. The hourly average noise level generated by parking lot movements is computed using the following formula:

$$Peak\ Hour\ L_{eq} = 70+10*log\ (N) – 35.6$$

Where 70 is the mean Sound Exposure Level (SEL) for an automobile parking lot arrival or departure, N is the number of parking lot operations in a given hour, and 35.6 is 10 times the logarithm of the number of seconds in an hour.

According to the project site plans, the apartment complex will contain a total of 52 parking spaces. The effective noise center of the parking area is located approximately 170 feet from property line of the nearest existing residential use (east). At that distance, the computed $L_{eq}$ using the formula provided above would be 41 dB $L_{eq}$. Median ($L_{50}$) parking lot noise levels would be approximately 5 dB less than hourly average noise levels ($L_{eq}$). Therefore, parking lot activity noise levels at the nearest residential property line would be approximately 36 dB $L_{50}$.

As shown in Table 6, the City of Citrus Heights Municipal Code exterior noise level standards are graduated depending on the duration of the intruding noise source. Because on-site traffic circulation (and parking) would occur throughout the course of an hour (i.e., in excess of 30 minutes), the applicable noise level descriptor for parking lot activity noise would be the median noise level metric ($L_{50}$). The predicted parking lot activity noise level of 36 dB $L_{50}$ at the nearest residential property line would satisfy the median noise level standards of 55 and 50 dB $L_{50}$ for daytime and nighttime hours, respectively. Furthermore, the predicted median noise level exposure due to parking lot activities is well below measured ambient median daytime noise levels in the project vicinity, and are expected to be below ambient median nighttime noise levels for a typical urban environment. As a result, noise impacts due to parking lot operations associated with the proposed apartment complex are identified as being ***less than significant***.

**Impact 4: Garbage Collection Noise – Apartment Complex**

The garbage collection at the proposed apartment complex is proposed to occur near the western boundary of the project area. The trash enclosure areas are located approximately 200 feet from the nearest residential property line (north). Section 34-93 of the City of Citrus Heights Municipal Code requires that waste disposal vehicles not generate a noise level in excess of 80 dB at a distance of 50 feet from the equipment. For the purpose of this analysis, it was assumed that waste collection vehicles currently operating within the city satisfy the requirements of the

Municipal Code. More specifically, it was assumed that the waste disposal vehicles generate a worst-case noise level of 80 dB at 50 feet. At the nearest residential property line located approximately 200 feet from the trash enclosure areas, predicted maximum garbage collection noise levels would be 68 dB.

Noise generated by garbage collection is a common component of residential, commercial, and professional uses throughout the city. While very short-term increases in ambient noise levels will occur during the periodic garbage collection activities at the project site, it is important to note that those activities would occur approximately 200 feet from the property line of the nearest residential uses. Further, trash collection for those same existing residences occurs at the front of the houses, at a distance of 10 feet from the property lines. As a result, routine garbage collection activities currently occurring at the surrounding residences generate higher noise levels at those areas than will result from garbage collection activities at the project site. Therefore, adverse noise impacts at the closest existing residential uses resulting from garbage collection activities at the proposed apartment complex are identified as being ***less than significant***.

**Impact 5: Drive-Through Vehicle Noise – Dutch Brothers Coffee**

The project proposes to include a drive-through lane at the proposed Dutch Brothers Coffee restaurant. To quantify the noise emissions of restaurant vehicle passages from the proposed drive-through lane, BAC utilized noise measurement data collected for similar drive-through operations. Those measurements indicate that vehicle idling noise levels are approximately 60 dB $L_{eq}$ and 70 dB $L_{max}$ at a reference distance of 5 feet from the drive-through lane.

As indicated on Figure 2, the Dutch Brothers Coffee restaurant is proposed to be located in a parking lot adjacent to existing commercial uses. As mentioned previously, the City of Citrus Heights Municipal Code does not contain noise level limits applicable to non-transportation noise sources affecting commercial uses. The property line of the nearest residential use is located approximately 600 feet to the east of the proposed drive-through lane. At that distance, noise levels associated with project drive-through lane usage would be less than 20 dB $L_{eq}/L_{50}$.

As shown in Table 6, the City of Citrus Heights Municipal Code exterior noise level standards are graduated depending on the duration of the intruding noise source. Because drive-through operations would occur throughout the course of an hour (i.e., in excess of 30 minutes), the applicable noise level descriptor for drive-through operations would be the median noise level metric ($L_{50}$). The predicted drive-through operations noise level of less than 20 dB $L_{50}$ at the nearest residential property line would satisfy the median noise level standards of 55 and 50 dB $L_{50}$ for daytime and nighttime hours, respectively. Furthermore, the predicted median noise level exposure due to drive-through operations is well below measured ambient median daytime noise levels in the project vicinity, and are expected to be below ambient median nighttime noise levels for a typical urban environment. As a result, noise impacts due to the proposed Dutch Brothers Coffee restaurant drive-through operations are identified as being ***less than significant***.

**Impact 6: Outdoor Patron Noise – Dutch Brothers Coffee**

The project proposes a small outdoor patio area for patrons on the east side of the restaurant building. Based on the project site plans, the outdoor patio area could accommodate

approximately 20 people. In order to quantify outdoor patio area noise levels at the nearest uses, BAC utilized reference file data for persons speaking in normal and raised voices (normal voice = 57 dB per person at 3 feet and raised voice = 64 dB per person at 3 feet).

As indicated on Figure 2, the Dutch Brothers Coffee restaurant is proposed to be located in a parking lot adjacent to existing commercial uses. As mentioned previously, the City of Citrus Heights Municipal Code does not contain noise level limits applicable to non-transportation noise sources affecting commercial uses. The property line of the nearest residential use is located approximately 620 feet to the east of the proposed restaurant outdoor patio area. At that distance, noise levels associated with restaurant patron outdoor noise would be approximately 31 dB $L_{25}$.

As shown in Table 6, the City of Citrus Heights Municipal Code exterior noise level standards are graduated depending on the duration of the intruding noise source. Based on the restaurant type, it is assumed that that patrons would occupy the outdoor patio for a duration of approximately 15 to 30 minutes of an hour. The corresponding Municipal Code noise level descriptor for this duration would be the $L_{25}$ noise level metric. However, the footnote of Table 6 indicates that the noise limits shall be reduced by 5 dB for noises consisting of speech or music. After consideration of noise source duration (15 to 30 minutes) and character of source (-5 dB for speech), the corresponding Municipal Code noise level limits applicable to restaurant patron noise would be 55 and 50 $L_{25}$ dB during daytime and nighttime hours, respectively. The predicted outdoor patio patron noise level of 31 dB $L_{25}$ at the nearest residential property line would satisfy the City's adjusted noise level standards of 55 and 50 dB $L_{25}$ for daytime and nighttime hours, respectively. Furthermore, the predicted noise level exposure due to outdoor patron noise is well below measured ambient $L_{25}$ daytime noise levels in the project vicinity, and are expected to be below ambient $L_{25}$ nighttime noise levels for a typical urban environment. As a result, noise impacts due to outdoor patron noise from the proposed Dutch Brothers Coffee restaurant are identified as being ***less than significant***.

**Impact 7: Garbage Collection Noise – Dutch Brothers Coffee**

The garbage collection at the proposed Dutch Brothers Coffee restaurant is proposed to occur north of the building. The trash enclosure area is located approximately 640 feet from the nearest residential property line (east). Section 34-93 of the City of Citrus Heights Municipal Code requires that waste disposal vehicles not generate a noise level in excess of 80 dB at a distance of 50 feet from the equipment. For the purpose of this analysis, it was assumed that waste collection vehicles currently operating within the city satisfy the requirements of the Municipal Code. More specifically, it was assumed that the waste disposal vehicles generate a worst-case noise level of 80 dB at 50 feet. At the nearest residential property line located approximately 640 feet from the trash enclosure area, predicted maximum garbage collection noise levels would be 58 dB.

Noise generated by garbage collection is a common component of residential, commercial, and professional uses throughout the city. While very short-term increases in ambient noise levels will occur during the periodic garbage collection activities at the project site, it is important to note that those activities would occur approximately 640 feet from the property line of the nearest residential use. Further, trash collection for that same residence occurs at the front of the house,

at a distance of 10 feet from the property line. As a result, routine garbage collection activities currently occurring at the surrounding residences generate higher noise levels at those areas than will result from garbage collection activities at the project site. Therefore, adverse noise impacts at the closest existing residential uses resulting from garbage collection activities at the proposed Dutch Brothers Coffee restaurant are identified as being ***less than significant***.

**Impact 8: Project Construction Noise – Apartment Complex and Dutch Brothers Coffee**

During the construction phases of the proposed project, noise from construction activities would add to the noise environment in the immediate project vicinity. Activities involved in typical construction would generate maximum noise levels, as indicated in Table 9, ranging from 55 to 90 dB at a distance of 50 feet.

**Table 9**
**Typical Construction Equipment Noise**

| Equipment Description | Maximum Noise Level at 50 feet, dBA |
|---|---|
| Auger drill rig | 85 |
| Backhoe | 80 |
| Bar bender | 80 |
| Boring jack power unit | 80 |
| Compactor (ground) | 80 |
| Compressor (air) | 80 |
| Concrete batch plant | 83 |
| Concrete mixer truck | 85 |
| Concrete pump truck | 82 |
| Concrete saw | 90 |
| Crane (mobile or stationary) | 85 |
| Dozer | 85 |
| Dump truck | 84 |
| Excavator | 85 |
| Flatbed truck | 84 |
| Front end loader | 80 |
| Generator (more than 25 kVA) | 82 |
| Grader | 85 |
| Hydra break ram | 90 |
| Jackhammer | 85 |
| Mounted impact hammer (hoe ram) | 90 |
| Paver | 85 |
| Pickup truck | 55 |
| Pneumatic tools | 85 |
| Pumps | 77 |
| Rock drill | 85 |
| Scraper | 85 |
| Soil mix drill rig | 80 |
| Tractor | 84 |
| Vacuum street sweeper | 80 |
| Vibratory concrete mixer | 80 |

*Source: Federal Highway Administration 2006*

The project areas for the proposed apartment complex and Dutch Brothers Coffee restaurant are located approximately 50 and 575 feet from the nearest residential property lines, respectively. At those distances, maximum noise levels from project construction would be expected to be approximately 55 to 90 dB $L_{max}$ (at 50 feet) and 34 to 69 dB $L_{max}$ (at 575 feet). Although noise levels in those ranges would generally fall within the range of measured maximum noise levels in the project vicinity, it is possible that a portion of the project construction equipment could result in a substantial short-term increase over ambient maximum noise levels shown in Table 2.

As noted in the Regulatory Setting Section of this report, Section 34-88(5) of the Citrus Heights Noise Ordinance exempts noise sources associated with construction provided such 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. Provided project construction activities do not occur during these hours, construction activities would be exempt and this impact would be considered less than significant.

However, if construction activities are proposed during the hours not exempted by Noise Ordinance Section 34-88(5), noise levels generated by construction activities would likely exceed the maximum noise level standards identified in Table 2 at the nearest residences. As a result, noise impacts associated with construction activities are identified as being ***potentially significant.***

**Mitigation for Impact 8**: Construction Noise Control Measures

MM-8: To the maximum extent practical, the following measures should be incorporated into the project construction operations:

- Noise-generating construction activities shall not occur within the hours identified in Noise Ordinance Section 34-88(5).
- All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition.
- All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of project activity.
- Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.
- Project area and site access road speed limits shall be established and enforced during the construction period.

- Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.

**Significance of Impact 8 following Mitigation: *Less than Significant***

## Vibration Impacts Associated with Construction Activities

### Impact 9: Project Construction Vibration – Apartment Complex and Dutch Brothers Coffee

During project construction heavy equipment would be used for grading excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of the construction. The nearest structure to the apartment complex project area is a residence located approximately 75 feet away (north). The nearest structure to the Dutch Brothers Coffee project area is a commercial building (Wendy's restaurant) located approximately 165 feet away (southeast).

The range of vibration source levels for construction equipment commonly used in similar projects are shown in Table 10. The vibration levels depicted in Table 10 are representative of measurements at a distance of 25 feet from the equipment source.

**Table 10**
**Vibration Source Levels for Construction Equipment**

| Equipment | Approximate RMS $L_V$[1] at 25 feet |
|---|---|
| Vibratory roller | 94 |
| Large bulldozer | 87 |
| Loaded trucks | 86 |
| Jackhammer | 79 |
| Small bulldozer | 58 |

Notes:

[1] RMS velocity in decibels (VdB) re 1 micro-inch/second

*Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual (2018)*

Because vibration levels generated by the type of construction equipment which will be required for this project dissipates very rapidly with distance, vibration levels at the nearest residences are expected to be below 70 VdB over the course of project construction activities. Construction-generated vibration levels of less than the 70 VdB RMS at nearby existing receptors would satisfy the strictest applicable Federal Transportation Authority (FTA) groundborne vibration impact criteria of 72 VdB shown in Table 4 (regardless of number of vibration events from a source). Therefore, project construction within the apartment complex or Dutch Brothers Coffee project areas would not result in the exposure of persons to excessive groundborne vibration levels.

As indicated in Table 3, the measured average vibration levels at the project site were well below the strictest FTA groundborne vibration impact criteria (ranged from 51 to 54 VdB RMS).

Therefore, the project would not result in the exposure of persons to excessive groundborne vibration levels at the project site.

It is our understanding that the development is not proposing equipment that would generate significant vibration levels. Therefore, it is not expected that the proposed uses of the development will experience excessive groundborne vibration.

Because vibration levels due to and upon the proposed project will satisfy the applicable FTA groundborne impact vibration criteria, this impact is considered to be ***less than significant***.

## Noise Impacts Upon the Project

The California Supreme Court issued an opinion in *California Building Industry Association v. Bay Area Air Quality Management District (2015)* holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project's future users or residents. Nevertheless, the City has policies that address existing/future conditions affecting the proposed project, which are discussed in the following section.

It should be noted that the preceding section (noise impacts due to the project) included impact assessments involving the application of the City's Municipal Code exterior noise level standards at the property lines of the nearest existing residential uses. The following impact discussions (noise impacts upon the project) include assessments involving the application of the City's noise level limits at the common outdoor activity areas of the proposed multi-family residential use (Open Space Areas 1 and 2).

### On-Site Traffic Noise Impacts

#### Impact 10: Future Exterior Traffic Noise Levels at Apartment Complex

The FHWA Model was used to predict traffic noise levels at the project site. The FHWA Model provides reasonably accurate traffic noise predictions under "ideal" roadway conditions. Ideal conditions are generally considered to be long straight roadway segments with uniform vehicle speeds, a flat roadway surface, good pavement conditions, a statistically large volume of traffic, and an unimpeded view of the roadway from the receiver location. Such conditions appeared to be in effect at this project site. Nonetheless, BAC conducted a calibration of the FHWA Model through site-specific traffic noise level measurements and concurrent traffic counts.

The calibration process was performed at one location on the project site on the morning of April 3, 2019. The measurements were conducted at a height of 5 feet above existing grade to quantify traffic noise levels at the building facades of the proposed residences nearest to Zenith Drive. The traffic calibration measurement location is shown on Figure 1. Detailed results of this procedure are provided in Appendix D.

As indicated in Appendix D, the FHWA Model was found to under-predict traffic noise levels at the measurement site by 5.8 dB. However, because a statistically low number of vehicles were

observed during the traffic noise level measurement, no calibration adjustment was applied to the FHWA Model in the prediction of future Zenith Drive traffic noise levels at the project site.

The FHWA Model was used with existing (2017) traffic count data to predict future Zenith Drive exterior traffic noise levels at the nearest proposed building facades and outdoor activity areas of the proposed apartment complex. Specifically, future Zenith Drive average daily traffic volumes were conservatively estimated by assuming a 50 percent increase in the future, resulting in a 2 dB increase in traffic noise levels relative to existing conditions. The predicted future traffic noise levels at the project site are summarized in Table 11. Detailed FHWA Model inputs and results are provided in Appendix E.

**Table 11**
**Predicted Future Exterior Traffic Noise Levels at Proposed Apartment Complex[1]**
**Summerhills Plaza Apartments and Dutch Brothers – Citrus Heights, California**

| Roadway | Location | Distance from Centerline (ft)[2] | Offset (dB)[3] | $L_{dn}$ (dB) |
|---|---|---|---|---|
| Zenith Drive | Open Space Area 1 | 120 | -7 | 48 |
| | Open Space Area 2 | 120 | | 55 |
| | First-floor facades | 50 | | 59 |
| | Upper-floor facades | 50 | +2 | 61 |

Notes:

1 A complete listing of FHWA Model inputs and results are provided in Appendix E.

2 Distances measured from indicated location to the centerline of Zenith Drive.

3 A +2 dB offset was applied to the upper-floor facades due to reduced ground absorption at elevated floor levels. Because Open Space Area 1 will be partially screened from view of Zenith Drive by the intervening project buildings, an offset of -7 dB was applied. No screening offset was applied at Open Space Area 2. Figure 3 shows the locations of the proposed areas.

*Source: Bollard Acoustical Consultants, Inc. (2019)*

Given the shielding provided by intervening project buildings and setback from the roadway, future Zenith Drive traffic noise levels at the proposed common outdoor areas of the apartment complex (Open Space Areas 1 and 2) are predicted to range from 48 to 55 dB $L_{dn}$. The City of Citrus Heights General Plan sets forth an exterior noise level standard of 65 dB $L_{dn}$ for the common outdoor areas of multi-family developments. The predicted exterior noise levels of 48 and 55 dB $L_{dn}$ would satisfy the City's 65 dB $L_{dn}$ exterior noise level standard. Because future traffic noise levels at the common outdoor areas of the proposed apartment complex would satisfy the applicable City of Citrus Heights criteria, this impact is considered to be ***less than significant***.

**Impact 11: Future Interior Traffic Noise Levels at Apartment Complex**

The Table 11 data indicate that at the nearest proposed building facades, future Zenith Drive traffic noise levels are predicted to be 59 and 61 dB $L_{dn}$ at first-floor and upper-floor facades, respectively. Standard residential construction (wood or stucco siding, Sound Transmission Class (STC) 27 windows, door weather-stripping, exterior wall insulation, composition plywood roof) typically results in a minimum exterior-to-interior noise level reduction (NLR) of 25 dB with windows closed, and approximately 15 dB with windows open. Therefore, at the buildings proposed nearest to Zenith Drive, future Zenith Drive traffic noise levels are predicted to be 34

and 36 dB $L_{dn}$ within the interior of first-floor and upper-floor living spaces, respectively. The City of Citrus Heights General Plan sets forth an interior noise level standard of 45 dB $L_{dn}$ for residential developments. Therefore, the predicted interior noise levels of 34 and 36 dB $L_{dn}$ would satisfy the City's 45 dB $L_{dn}$ interior noise level standard and no further consideration of noise mitigation would be warranted relative to the Day-Night Average ($L_{dn}$) noise level descriptor.

Noise level measurements conducted on the project site on April 3, 2019 indicate that the maximum noise level during the survey period were 73 dB $L_{max}$ at a position 5 feet above ground, 50 feet from the centerline of Zenith Drive. Although average daily traffic volumes on the roadway are expected to increase in the future resulting in elevated day-night average noise levels at the project site relative to existing conditions, individual maximum noise levels are not expected to vary significantly relative to existing maximum levels.

According to the project site plan, the apartment buildings nearest to Zenith Drive are setback approximately 50 feet from the centerline of the roadway. As mentioned previously, due to reduced ground absorption at elevated positions, average hourly maximum noise levels at the upper-floor facades of the residences would be 2 dB higher, or 75 dB $L_{max}$. After consideration of the 25 dB NLR provided by standard residential building construction, maximum noise levels due to Zenith Drive traffic within the nearest first-floor and upper-floor living spaces are predicted to be 48 dB and 50 dB $L_{max}$, respectively.

For new residential developments, the City of Citrus Heights sets forth an interior maximum traffic noise level standard of 50 dB and 55 dB $L_{max}$ within bedrooms and within all other habitable rooms, respectively. Within the buildings nearest to Zenith Drive, maximum traffic noise levels are predicted to be 48 dB and 50 dB $L_{max}$ within first-floor and upper-floor living spaces, which would satisfy the City's interior maximum traffic noise level criteria. Therefore, noise impacts associated with maximum traffic noise levels within the interior areas of the proposed apartment units are considered to be ***less than significant***.

**On-Site Commercial Noise Impacts**

As indicated on Figures 1 and 3, an existing Raley's grocery store is located adjacent to the proposed apartment complex project area. The primary noise sources commonly associated with these commercial operations are parking lot movements, on-site delivery truck circulation, loading dock operations, and mechanical equipment (e.g., rooftop HVAC units, garbage/cardboard compaction, food cold storage equipment, etc.). According to BAC staff field observations, the rooftop mounted cooling system equipment of the grocery center was completely inaudible at the project site, and shielded from view by the building's rooftop parapet. In addition, the grocery center parking lot (located on the south side of the store) would be screened from view of the proposed apartments by the grocery store building itself. As a result, the primary noise sources associated with the adjacent grocery center have been identified as delivery truck circulation and loading dock operations.

**Impact 12: Delivery Truck Circulation Noise at Proposed Apartment Complex**

The Raley's delivery truck lane is located on the north side of the grocery store, as indicated in Figure 3. The truck passby route is approximately 150 feet from the nearest common outdoor area of the proposed apartment complex (Open Space Area 1).

Heavy truck arrivals and departures, and on-site truck circulation, will occur at low speeds. According to BAC file data, single-event truck passby noise levels are approximately 74 dB $L_{max}$ and 83 dB SEL at a reference distance of 50 feet. Based on a conservative 2 heavy truck trips per hour, and an SEL of 83 dB SEL per passby, the hourly average noise level generated by on-site circulation computes to 50 dB $L_{eq}$ at a reference distance of 50 feet from the passby route.

According to the site plans, the center of the nearest common outdoor area of the proposed apartment complex (Open Space Area 1) would be completely shielded from view of the delivery truck route by the intervening project building. Based on the above mentioned levels and assumptions, and taking into consideration the screening provided by the intervening project building (conservatively determined to provide approximately 7 dB of noise level reduction), heavy truck passby noise levels at the nearest common outdoor area of the proposed apartment complex (Open Space Area 1) are predicted to be approximately 34 dB $L_{eq}$ and 57 dB $L_{max}$.

Because heavy delivery truck passbys would occur for a brief duration (i.e., less than 1 minute), the applicable Municipal Code noise level descriptor for heavy truck passbys at the adjacent commercial use would be the maximum noise level metric ($L_{max}$). As a result, the Municipal Code noise level limits applicable to heavy truck passby noise would be 75 dB and 70 dB $L_{max}$ during daytime and nighttime hours, respectively. The predicted heavy truck passby noise level of 57 dB $L_{max}$ at the nearest outdoor activity area proposed at the apartment complex (Open Space Area 1) would satisfy the maximum noise level standards of 75 dB and 70 dB $L_{max}$ for daytime and nighttime hours, respectively. As a result, noise impacts due to existing commercial heavy delivery truck passbys at the proposed apartment complex are identified as being ***less than significant***.

**Impact 13: Loading Dock Operations Noise at Proposed Apartment Complex**

As indicated in Figure 3, the Raley's grocery store loading dock area is located on the north side of the building near the delivery truck lane. The primary noise sources associated with loading dock operations are heavy trucks stopping (air brakes), backing into the loading docks (back-up alarms), and pulling out of the loading docks (revving engines). The loading dock area is located approximately 230 feet from the nearest proposed common outdoor area of the apartment complex (Open Space Area 1).

To quantify the noise generated by truck loading dock operations, BAC utilized noise level data obtained from BAC field measurements of a commercial loading dock facility. According to BAC measurement data, loading dock average and maximum noise levels are approximately 63 dB $L_{eq}$ and 75 dB $L_{max}$ at a reference distance of 50 feet.

According to the site plans, the center of the nearest common outdoor area of the proposed apartment complex (Open Space Area 1) would be completely shielded from view of the

commercial loading dock area by the intervening project building. Based on the above mentioned levels and assumptions, and taking into consideration the screening provided by the intervening project building (conservatively determined to provide approximately 7 dB of noise level reduction), loading dock noise levels at the nearest common outdoor area of the proposed apartment complex (Open Space Area 1) 230 feet away are predicted to be approximately 43 dB $L_{eq}$ and 55 dB $L_{max}$. Median ($L_{50}$) loading dock noise levels would be approximately 5 dB less than hourly average noise levels ($L_{eq}$). Therefore, loading dock noise levels at the nearest common outdoor area of the proposed apartment complex (Open Space Area 1) would be approximately 38 dB $L_{50}$.

Because loading dock activities could occur throughout the course of an hour (i.e., in excess of 30 minutes), the applicable noise level descriptor for loading dock activities would be the median noise level metric ($L_{50}$). The predicted loading dock noise level of 38 dB $L_{50}$ at the nearest common outdoor area of the proposed apartment complex (Open Space Area 1) would satisfy the Municipal Code exterior median noise level standards of 55 dB and 50 dB $L_{50}$ for daytime and nighttime hours, respectively.

As indicated above, loading dock noise exposure from adjacent existing commercial operations is predicted to satisfy the Municipal Code daytime and nighttime exterior median noise level standards at the proposed outdoor areas of the apartment complex. Although the General Plan 50 and 55 dB $L_{max}$ interior noise level standards are applicable to transportation noise sources only, it is possible that maximum noise levels generated from adjacent existing commercial (non-transportation) noise sources could cause annoyance within the interior areas of the nearest proposed apartment units during nighttime and/or early morning hours. Therefore, noise impacts associated with existing loading dock operations within interior areas of the proposed apartment complex are considered to be ***potentially significant***.

**Mitigation for Impact 13**: Building Improvement Measures

MM-13: In order to minimize the potential for sleep disturbance at the proposed apartment complex, the following measures should be incorporated into the building facade construction:

- For the units located nearest to the adjacent commercial loading dock/delivery areas, all north-, south-, and west-facing building facades should maintain minimum window and door assembly STC ratings of 32. Figure 3 illustrates the facades requiring improved building construction.

- Disclosure statements should be given to prospective residences regarding the presence of a loading dock and potential nighttime loading dock activities.

**Significance of Impact 13 following Mitigation: *Less than Significant***

This concludes BAC's noise and vibration assessment of the Summerhills Plaza Apartments and Dutch Brothers project in Citrus Heights, California. Please contact BAC at (916) 663-0500 or dariog@bacnoise.com if you have any comments or questions regarding this report.

**Appendix A**

## Acoustical Terminology

**Acoustics** The science of sound.

**Ambient Noise** The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.

**Attenuation** The reduction of an acoustic signal.

**A-Weighting** A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.

**Decibel or dB** Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.

**CNEL** Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.

**Frequency** The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.

**Ldn** Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.

**Leq** Equivalent or energy-averaged sound level.

**Lmax** The highest root-mean-square (RMS) sound level measured over a given period of time.

**Loudness** A subjective term for the sensation of the magnitude of sound.

**Masking** The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.

**Noise** Unwanted sound.

**Peak Noise** The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the Maximum level, which is the highest RMS level.

**$RT_{60}$** The time it takes reverberant sound to decay by 60 dB once the source has been removed.

**Sabin** The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 sabin.

**SEL** A rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy of the event into a 1-s time period.

**Threshold of Hearing** The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.

**Threshold of Pain** Approximately 120 dB above the threshold of hearing.

**Appendix B-1**

## FHWA-RD-77-108 Highway Traffic Noise Prediction Model
## Data Input Sheet

Project #: 2019-060 Summerhills Plaza Apartments and Dutch Brothers
Description: Existing
Ldn/CNEL: Ldn
Hard/Soft: Soft

| Segment | Roadway Name | Segment Description | ADT | Day % | Eve % | Night % | % Med. Trucks | % Hvy. Trucks | Speed | Distance | Offset (dB) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Antelope Road | West of Zenith Drive | 25,150 | 80 | | 20 | 2 | 1 | 40 | 50 | |
| 2 | Antelope Road | Zenith Drive to Summerhill Place | 30,110 | 80 | | 20 | 2 | 1 | 40 | 50 | |
| 3 | Antelope Road | Summerhill Place to Lichen Drive | 30,260 | 80 | | 20 | 2 | 1 | 40 | 50 | |
| 4 | Antelope Road | East of Lichen Drive | 37,880 | 80 | | 20 | 2 | 1 | 40 | 50 | |
| 5 | Lichen Drive | Antelope Road to Summerhill Place | 8,260 | 80 | | 20 | 2 | 1 | 25 | 50 | |
| 6 | Lichen Drive | North of Summerhill Place | 8,050 | 80 | | 20 | 2 | 1 | 25 | 50 | |
| 7 | Tupelo Drive | South of Antelope Road | 4,440 | 80 | | 20 | 2 | 1 | 25 | 50 | |
| 8 | Zenith Drive | North of Antelope Road | 4,420 | 80 | | 20 | 2 | 1 | 25 | 50 | |

**Appendix B-2**

## FHWA-RD-77-108 Highway Traffic Noise Prediction Model
## Data Input Sheet

Project #: 2019-060 Summerhills Plaza Apartments and Dutch Brothers
Description: Existing+Project
Ldn/CNEL: Ldn
Hard/Soft: Soft

| Segment | Roadway Name | Segment Description | ADT | Day % | Eve % | Night % | % Med. Trucks | % Hvy. Trucks | Speed | Distance | Offset (dB) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Antelope Road | West of Zenith Drive | 25,430 | 80 | | 20 | 2 | 1 | 40 | 50 | |
| 2 | Antelope Road | Zenith Drive to Summerhill Place | 30,070 | 80 | | 20 | 2 | 1 | 40 | 50 | |
| 3 | Antelope Road | Summerhill Place to Lichen Drive | 30,070 | 80 | | 20 | 2 | 1 | 40 | 50 | |
| 4 | Antelope Road | East of Lichen Drive | 38,360 | 80 | | 20 | 2 | 1 | 40 | 50 | |
| 5 | Lichen Drive | Antelope Road to Summerhill Place | 9,740 | 80 | | 20 | 2 | 1 | 25 | 50 | |
| 6 | Lichen Drive | North of Summerhill Place | 8,770 | 80 | | 20 | 2 | 1 | 25 | 50 | |
| 7 | Tupelo Drive | South of Antelope Road | 4,490 | 80 | | 20 | 2 | 1 | 25 | 50 | |
| 8 | Zenith Drive | North of Antelope Road | 4,810 | 80 | | 20 | 2 | 1 | 25 | 50 | |

# Appendix C – City of Citrus Heights Noise Ordinance

ARTICLE III. - NOISE CONTROL[3]

Footnotes:

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**Editor's note—** Ord. No. 2015-011, § 1, adopted January 14, 2016, repealed the former article III, §§ 34-81—34-104, and enacted a new article III as set out herein. The former article III pertained to similar subject matter and derived from Ord. No. 97-01, adopted January 2, 1997; Ord. No. 97-13, adopted March 26, 1997 and Ord. No. 97-17, adopted September 24, 1997.

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.

(Ord. No. 2015-011, § 1, 1-14-2016)

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.

(Ord. No. 2015-011, § 1, 1-14-2016)

Sec. 34-83. - Liberal construction.

This article shall be liberally construed to effectuate its purposes.

(Ord. No. 2015-011, § 1, 1-14-2016)

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, human power 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.

(Ord. No. 2015-011, § 1, 1-14-2016)

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.

(Ord. No. 2015-011, § 1, 1-14-2016)

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)<br>10:00 p.m. to 7:00 a.m. (Nighttime) | 55 dBA (Leq)<br>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.

(Ord. No. 2015-011, § 1, 1-14-2016)

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.

(Ord. No. 2015-011, § 1, 1-14-2016)

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.

(Ord. No. 2015-011, § 1, 1-14-2016)

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.

(Ord. No. 2015-011, § 1, 1-14-2016)

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.

(Ord. No. 2015-011, § 1, 1-14-2016)

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.

(Ord. No. 2015-011, § 1, 1-14-2016)

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.

(Ord. No. 2015-011, § 1, 1-14-2016)

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.

(Ord. No. 2015-011, § 1, 1-14-2016)

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.

(Ord. No. 2015-011, § 1, 1-14-2016)

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.

(Ord. No. 2015-011, § 1, 1-14-2016)

Sec. 34-96. - Administration.

The administration of this article is vested in the community and economic development director.

(Ord. No. 2015-011, § 1, 1-14-2016)

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.

(Ord. No. 2015-011, § 1, 1-14-2016)

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.

(Ord. No. 2015-011, § 1, 1-14-2016)

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.

(Ord. No. 2015-011, § 1, 1-14-2016)

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.

(Ord. No. 2015-011, § 1, 1-14-2016)

Secs. 34-102—34-130. - Reserved.

**Appendix D**

## FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
## Calibration Worksheet

| | | |
|---|---|---|
| **Project Information:** | Job Number: | 2019-060 |
| | Project Name: | Summerhills Plaza Apartments & Dutch Brothers |
| | Roadway Tested: | Zenith Drive |
| | Test Location: | Traffic Calibration Site |
| | Test Date: | April 3, 2019 |
| **Weather Conditions:** | Temperature (Fahrenheit): | 55 |
| | Relative Humidity: | 88% |
| | Wind Speed and Direction: | SE 6 mph |
| | Cloud Cover: | Cloudy |
| **Sound Level Meter:** | Sound Level Meter: | LDL Model 820 (BAC #4) |
| | Calibrator: | LDL Model CAL200 |
| | Meter Calibrated: | Immediately before |
| | Meter Settings: | A-weighted, slow response |
| **Microphone:** | Microphone Location: | On project site |
| | Distance to Centerline (feet): | 50 |
| | Microphone Height: | 5 feet above ground |
| | Intervening Ground (Hard or Soft): | **Hard** |
| | Elevation Relative to Road (feet): | 5 |
| **Roadway Condition:** | Pavement Type | Asphalt |
| | Pavement Condition: | Good |
| | Number of Lanes: | 2 |
| | Posted Maximum Speed (mph): | 25 |
| **Test Parameters:** | Test Time: | 7:57 AM |
| | Test Duration (minutes): | 15 |
| | Observed Number Automobiles: | 45 |
| | Observed Number Medium Trucks: | 0 |
| | Observed Number Heavy Trucks: | 0 |
| | Observed Average Speed (mph): | 25 |
| **Model Calibration:** | Measured Average Level ($L_{eq}$): | 59.3 |
| | Level Predicted by FHWA Model: | 53.5 |
| | ***Difference:*** | ***-5.8 dB*** |

**Conclusions:** Due to a statiscally low number of observed vehicles during the survey, no calibration offset was applied.

BOLLARD
Acoustical Consultants

**Appendix E**

## FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
## Noise Prediction Worksheet

**Project Information:**

Job Number: 2019-060
Project Name: Summerhills Plaza Apartments & Dutch Brothers
Roadway Name: Zenith Drive

**Traffic Data:**

| | |
|---|---|
| Year: | Future |
| Average Future Daily Traffic Volume: | 2,882 |
| Percent Daytime Traffic: | 80 |
| Percent Nighttime Traffic: | 20 |
| Percent Medium Trucks (2 axle): | 2 |
| Percent Heavy Trucks (3+ axle): | 1 |
| Assumed Vehicle Speed (mph): | 25 |
| Intervening Ground Type (hard/soft): | **Hard** |

**Traffic Noise Levels:**

| | | | | ----------$L_{dn}$, dB---------- | | | |
|---|---|---|---|---|---|---|---|
| **Location** | **Description** | **Distance** | **Offset (dB)** | **Autos** | **Medium Trucks** | **Heavy Trucks** | **Total** |
| 1 | Open Space Area 1 | 120 | -7 | 44 | 39 | 44 | 48 |
| 2 | Open Space Area 2 | 120 | 0 | 51 | 46 | 51 | 55 |
| 3 | First-Floor Facades | 50 | 0 | 55 | 50 | 55 | 59 |
| 4 | Upper-Floor Facades | 50 | 2 | 57 | 52 | 57 | 61 |

**Traffic Noise Contours (No Calibration Offset):**

| $L_{dn}$ Contour, dB | Distance from Centerline, (ft) |
|---|---|
| 75 | 1 |
| 70 | 4 |
| 65 | 11 |
| 60 | 36 |

**Notes:** 1. Existing (2017) average daily traffic volume for Zenith Drive was obtained from the City of Citrus Heights General Service Department traffic counts. Future average daily traffic volume for Zenith Drive was estimated by conservatively assuming a 50% increase relative to existing conditions, resulting in a 2 dB increase in traffic noise levels relative to existing conditions.
2. A +2 dB offset was applied at upper-level facades to account for reduced ground absorption at elevated locations. To account for the patial shielding provided by proposed intervening apartment buildings, a -7 dB offset was applied at Open Space Area 1. No screening offset was applied at Open Space Area 2.



FEHR PEERS

# MEMORANDUM

Date: October 11, 2019

To: Casey Kempenaar, City of Citrus Heights

From: Rebecca Shafer and John Gard, Fehr & Peers

**Subject: Traffic Study for Proposed Dutch Bros. Coffee Kiosk at Summerhill Plaza**

*RS19-3781.00*

This memorandum documents the transportation and site access analysis of the proposed Dutch Bros. coffee kiosk project to be located in the Summerhill Plaza Shopping Center on Lichen Drive in Citrus Heights, California. The coffee kiosk would be 805 square feet with a drive-through window and no indoor seating.

This memorandum is organized into the following sections:

- Existing Conditions
- Existing Plus Project Conditions
- Site Access and On-Site Circulation

## Existing Conditions

### Project Site Setting

Figure 1 displays the project location.

In July 2019, Fehr & Peers and City staff met with the project applicant to present several concerns regarding the proposed site plan and circulation. That meeting led to a number of modifications to the site plan to address those concerns. The following paragraph discusses the revised project and those changes.

The Dutch Bros. coffee kiosk would be situated adjacent to Lichen Drive on the southern edge of Summerhill Plaza, closest to the southern driveway from Lichen Drive. This driveway, which is situated 160 feet north of Antelope Road (as measured from the limit line to the driveway

centerline) is currently restricted to right-turns only (via delineators in the median). Construction of the Dutch Bros. would involve installing a raised median on Lichen Drive to formalize the right-in/right-out movements of the driveway while allowing full access for the gas station driveway on the other side of the street. A drive aisle would also be created to the north of the site, and the east curb return radius at the Lichen Drive driveway would be increased to accommodate vehicles desiring to turn right immediately after entering the driveway to access the drive-through lane. The drive-through would provide space for 16 vehicles to queue as they wait to patronize the facility. The drive-through entrance has been redesigned to intersect the southern drive aisle at a perpendicular angle by reconfiguring the adjacent row of parking. Figure 2 shows the project site plan.

## Methodology

This study analyzes traffic conditions at the study intersections using Level of Service (LOS) as the primary measure of operational performance. LOS is a qualitative measure of traffic flow from the perspective of motorists and is an indication of the comfort associated with driving. Typical factors that affect LOS include speed, travel time, and traffic interruptions. Empirical LOS criteria and methods of calculation have been documented in the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). LOS is a letter classification system, from A (representing free-flow traffic conditions) to F (oversaturated conditions where traffic demand exceeds capacity, resulting in long queues and delays). These methodologies were implemented using SimTraffic 10 simulation software, which considers the effects of lane utilization, turn pocket storage lengths, upstream/downstream queue spillbacks, coordinated signal timings, pedestrian crossing activity, and other conditions on intersection and overall corridor operations.

AM (6:30-9:00 AM) and PM (4:00-6:00 PM) peak period intersection turning movements were collected on Wednesday, April 3, 2019 at the following study intersections, which were selected based on their proximity to the site and expected use by project trips:

1. Antelope Road/Lichen Drive/Stones Hall Driveway
2. Antelope Road/Zenith Drive/Tupelo Drive
3. Antelope Road/Summerhill Plaza Driveway East
4. Lichen Drive/Summerhill Plaza Driveway South

During the time of collection, schools were in session, weather conditions were dry, and no unusual traffic events were observed. Figure 3 presents the existing AM and PM peak hour intersection

turning movements. The AM peak hour occurred between 7:15 and 8:15 AM, and the PM peak hour occurred between 5:00 and 6:00 PM.

## Intersection Analysis

Table 1 displays the existing average delay and level of service at the study intersections. Technical calculations are available in Appendix A. All intersections operate acceptably during peak hours according to Policy 29.2 of the *Citrus Heights General Plan* (2011), which allows for LOS E or better conditions on City roadway and intersections during peak hours.

**Table 1: Intersection Level of Service - Existing Conditions**

| Intersection | Control[1] | LOS[2] / Delay[3] (s) | |
|---|---|---|---|
| | | AM Peak Hour | PM Peak Hour |
| 1. Antelope Road/Lichen Drive/Stones Hall Driveway | Signal | C / 20 | C / 22 |
| 2. Antelope Road/Zenith Drive/Tupelo Drive | Signal | C / 29 | C / 25 |
| 3. Antelope Road/Summerhill Plaza Driveway (East) | SSSC | A (A) / 4 (6) | A (B) / 4 (13) |
| 4. Lichen Drive/Summerhill Plaza Driveway (South) | SSSC | A (D) / 7 (28) | A (D) / 6 (26) |

Notes:
1. SSSC represents side-street stop-controlled intersections
2. LOS represents Level of Service
3. Average control delay and LOS for signalized intersections is the weighted average for all movements. For SSSC intersections, the weighted average delay and LOS reported as well as the delay and LOS for the worst movement, the latter of which is shown in parentheses.
4. SimTraffic results represent the average of 10 simulation runs.

Source: Fehr & Peers, 2019.

The maximum queues on the southbound approach of Antelope Road/Lichen Drive/Stones Hall Driveway and on the eastbound (exiting) approach of Lichen Drive/Summerhill Plaza Driveway are shown in Table 2. As shown, the southbound left-turn queue extends out of the available storage of the turn pocket at Antelope Road/Lichen Drive/Stones Hall Driveway. The southbound through-movement queue spills back past the southern driveway for Summerhill Plaza on Lichen Drive during both peak hours. Additionally, the maximum eastbound (outbound) right-turn queue of five vehicles exceeds the available throat depth at Lichen Drive/Summerhill Plaza Driveway (South).

**Table 2: Maximum Queues - Existing Conditions**

| Intersection | Approach | Lane | Storage (ft) | Maximum Queue[1] (ft) | |
|---|---|---|---|---|---|
| | | | | AM Peak Hour | PM Peak Hour |
| Antelope Road/Lichen Drive/Stones Hall Driveway | SB | Left | 150 | **175** | **175** |
| | | Left/Through/Right | 750 | 475 | 325 |
| Lichen Drive/Summerhill Plaza Driveway | EB | Right | 25 | **75** | **125** |

Notes:
**Bold** text indicates the maximum queue has exceed the available storage
1. Maximum queues are rounded up to the nearest 25 feet.
2. SimTraffic results represent the average of 10 simulation runs.

Source: Fehr & Peers, 2019.

# Existing Plus Project Conditions

## Project Travel Characteristics

### Trip Generation

The Dutch Bros. coffee kiosk trip generation is based on data collected at other Dutch Bros. coffee kiosks in the Sacramento region. Given its unique size and marketing approach, this approach was favored over relying on conventional Institute of Transportation Engineers (ITE) trip rates. The following describes how the project's AM and PM peak hour trip generation was estimated:

- AM Peak Hour – In 2017, a trip generation study was completed by Kimley-Horn Associates using trip generation counts at three similar drive-through coffee facilities: Starbucks at 1241 Pleasant Grove Boulevard in Roseville, Dutch Bros. at 1225 Baseline Road in Roseville, and Dutch Bros. at 3450 Sunset Boulevard in Rocklin. A weighted average of the sample sites' data (weighted by floor area of the facilities) yielded an AM peak hour trip rate of 332 trips per 1,000 square feet.
- PM Peak Hour – In April 2019, Fehr & Peers performed a trip generation study at the busiest of the three sites that Kimley-Horn Associates studied, the Rocklin Dutch Bros. The PM peak hour trip rate was measured to be 338 trips per 1,000 square feet.

Pass-by trips represent drivers already traveling on the street adjacent to the project, even if it were not constructed, that decide to patronize the project. Pass-by trips are not generated by the project

but attract trips to the site from Antelope Road. These rates are available in ITE's *Trip Generation Handbook, 3rd Edition* (2017), which has a daily pass-by rate for a Coffee/Donut Shop with Drive-Through of 89 percent. However, the studies that were used for this calculation are dated (about 20 years old), so pass-by rate of 70 percent was applied to the Dutch Bros. trips. This approach is conservative because fewer pass-by trips implies a greater percentage of trips generated by the project are "new," which means they are added to the surrounding roadway system.

Table 3 shows the project's expected trip generation.

**Table 3: Project Trip Generation**

| Land Use | Quantity | Units[1] | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total |
| Dutch Bros. Coffee Kiosk[2] | 0.805 | ksf | 134 | 133 | 267 | 136 | 136 | 272 |
| *Pass-By Trip Reduction (70%)* | | | *-93* | *-93* | *-186* | *-95* | *-95* | *-190* |
| Net New External Trips | | | **41** | **40** | **81** | **41** | **41** | **82** |

Notes:
1. "ksf" represents kilo-square feet
2. The AM peak hour trip rate is 332 trips per ksf, calculated in "Douglas Boulevard Coffee Kiosk Traffic Evaluation," a technical memorandum by Kimley-Horn Associates (2017). The PM peak hour trip rate is 338 trips per ksf, based on a trip generation count performed at the Rocklin Dutch Bros. coffee kiosk on April 3, 2019.

Source: Fehr & Peers, 2019.

## Trip Distribution and Trip Assignment

New project trips were assigned to the roadway network based on existing traffic patterns and the general distribution of jobs, schools, and housing in the area, as well as permitted driveway movements. The existing Summerhill Plaza driveways on Antelope Road and the southern driveway on Lichen Drive permit right-in/right-out only. Figure 4A shows the project trip distribution for the net new trips.

Pass-by trips were assigned based on the volume of eastbound and westbound traffic on Antelope Road and ease of performing pass-by maneuvers. Figure 4B shows the pass-by trip distribution for the Dutch Bros. pass-by trips.

At the time the analysis was performed, the proposed project also included a 22-unit multi-family project that would have been located in the northeastern portion of the Summerhill Plaza site (near the Zenith Drive/Brimstone Drive intersection). The application to develop that project has since

been withdrawn. However, that project's trips (11 during the AM peak hour and 15 during the PM peak hour) are conservatively considered when the 'existing plus project' conditions analysis is performed.

## Intersection Analysis

Figure 5 shows the existing plus project peak hour intersection turning movements. Table 4 displays the average delay and LOS for the study intersections under existing plus project conditions. Technical calculations are available in the appendix. As shown, the project would add modest delays at each intersection, none of which result in an overall level of service degradation. The delay and level of service degrades for the eastbound right-turn at the Lichen Drive/Summerhill Plaza Driveway intersection. During the AM peak hour, the delay worsens from LOS D to LOS F for that movement, and during the PM peak hour, the delay worsens from LOS C to LOS E. All intersections operate acceptably during peak hours according to Policy 29.2 of the *Citrus Heights General Plan* (2011), which allows for LOS E or better conditions on City roadways and intersections during peak hours.

**Table 4: Intersection Operations – Existing Plus Project Conditions**

| Intersection | Control[1] | LOS[2] / Delay[3] (s) | | | |
|---|---|---|---|---|---|
| | | Existing Conditions | | Existing Plus Project Conditions | |
| | | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour |
| 1. Antelope Road/Lichen Drive/Stones Hall Driveway | Signal | C / 20 | C / 22 | C / 24 | C / 25 |
| 2. Antelope Road/Zenith Drive/Tupelo Drive | Signal | C / 29 | C / 25 | C / 33 | C / 26 |
| 3. Antelope Road/Summerhill Plaza Driveway (East) | SSSC | A (A) / 4 (6) | A (B) / 4 (13) | A (A) / 4 (6) | A (C) / 4 (15) |
| 4. Lichen Drive/Summerhill Plaza Driveway (South) | SSSC | A (D) / 7 (28) | A (D) / 6 (26) | C (F) / 21 (105) | A (E) / 10 (49) |

Notes:

1. SSSC represents side-street stop-controlled intersections
2. LOS represents Level of Service
3. Average control delay and LOS for signalized intersections is the weighted average for all movements. For SSSC intersections, the weighted average delay and LOS reported as well as the delay and LOS for the worst movement, the latter of which is shown in parentheses.

Source: Fehr & Peers, 2019.

Table 5 shows the maximum queues on the southbound approach of Antelope Road/Lichen Drive/Stones Hall Driveway and on the eastbound approach of Lichen Drive/Summerhill Plaza Driveway under Existing Plus Project conditions. The southbound queue at the Antelope Road/Lichen Drive/Stones Hall Driveway intersection would increase by 100 feet during the AM peak hour and 25 feet during the PM peak hour. The eastbound right-turn queue at the Lichen Drive/Summerhill Plaza Driveway intersection would increase by 150 feet during the AM peak hour and 50 feet during the PM peak hour under Existing Plus Project conditions.

The lengthy queue exiting the Summerhill Plaza Driveway is the result of two factors. First, the Dutch Bros. coffee kiosk would cause the outbound volume during the AM peak hour to increase from 31 to 111 vehicles. Second, the project would result in more lengthy queues on southbound Lichen Drive (approaching Antelope Road) that would more frequently block egress from the driveway.

**Table 5: Maximum Queues – Existing Plus Project Conditions**

| Intersection | Approach | Lane | Storage (ft) | Maximum Queue[1] (ft) | | | |
|---|---|---|---|---|---|---|---|
| | | | | Existing Conditions | | Existing Plus Project Conditions | |
| | | | | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour |
| Antelope Road/Lichen Drive/Stones Hall Driveway | SB | Left | 150 | **175** | **175** | **175** | **175** |
| | | Left/ Through/ Right | 750 | 475 | 325 | 575 | 350 |
| Lichen Drive/Summerhill Plaza Driveway | EB | Right | 25 | **75** | **125** | **225** | **175** |

Notes:
**Bold** text indicates the maximum queue has exceed the available storage
1. Maximum queues are rounded up to the nearest 25 feet.
2. SimTraffic results represent the average of 10 simulation runs.

Source: Fehr & Peers, 2019.

Table 7 of the City of Citrus Heights's *Transportation Impact Study Guidelines* (2013) indicates that a significant impact shall be determined if a roadway segment or intersection operates acceptably according to General Plan Policy 29.2 under a no project scenario and the addition of project trips causes the overall traffic operations on the facility to operate unacceptably. For this study, the

addition of project trips does not degrade traffic operations to operate unacceptably under General Plan Policy 29.2, so in this regard, there is no significant impact.

Table 7 also indicates that a significant impact shall be determined if the addition of project traffic causes an all-way stop-controlled or side-street stop-controlled intersection to meet Caltrans signal warrant criteria. The peak hour signal warrant from the *Manual on Uniform Traffic Control Devices* (Caltrans, 2014) was used to evaluate the Lichen Drive/Summerhill Plaza Driveway (South), which has a side-street delay of 105 seconds (LOS F) during the AM peak hour under existing plus project conditions. The intersection turning movements during both the AM and PM peak hours do not meet the criteria to satisfy the peak hour signal warrant under existing and existing plus project conditions, so the impact would not be significant. Technical calculations for the peak hour signal warrant evaluation are located in the appendix.

## Evaluation of Project Access and Circulation

Figure 6 shows Fehr & Peers' recommendations for the Summerhill Dutch Bros. site plan.

### Throat Depth at Southern Lichen Drive Driveway

Development of the proposed project would require a throat depth of 225 feet at the southern Summerhill Plaza driveway on Lichen Drive. This is caused by the heavy outbound exiting AM peak hour traffic volume (111 vehicles) combined with queue spillback on the southbound approach of the Antelope Road/Lichen Drive/Stones Hall Driveway intersection. The project site plan does not show adequate storage to accommodate the anticipated on-site queues.

The current Lichen Drive/Summerhill Plaza Driveway (South) intersection configuration has a small throat depth (less than 25 feet), as there is essentially a five-legged intersection within Summerhill Plaza directly adjacent to the driveway intersection. Under existing conditions, the exiting queue is often spread between multiple legs of this intersection, as shown in the following image.

**Exiting Queue at Lichen Drive Summerhill Plaza Driveway (South)**



Source: Google Street View, image capture May 2016, accessed May 2019.

Fehr & Peers recommends installing "Keep Clear" striping to deter queuing of outbound traffic within the internal intersection. This is shown in Figure 6. This recommendation is intended to reduce the number of conflicting turning movements at this on-site intersection, while also reducing the potential for outbound queue vehicles to cause inbound traffic to be blocked and therefore queue onto Lichen Drive.

Fehr & Peers recommends the City of Citrus Heights condition the project to have operations and queuing at this driveway monitored by a transportation professional to determine if unsafe movements, driver confusion, or other undesirable activities are occurring. If deemed to occur with regular frequency, the City and applicant should discuss and implement measures to counteract those behaviors.

## Site Access and Circulation

As mentioned previously, the southern driveway to Summerhill Plaza from Lichen Drive is restricted to right-in/right-out. The median is striped with traffic delineators to prohibit the northbound and eastbound left-turns at the Lichen Drive/Summerhill Plaza Driveway intersection. However, the counts taken for this study captured vehicles occasionally making a northbound U-turn movement to access this driveway. Given that the presence of a Dutch Bros. coffee kiosk would be in close proximity to this driveway, it is likely that more frequent U-turn activity would occur. Therefore, Fehr & Peers recommends installing "No U-Turn" signs on the proposed raised medians of Lichen Drive to discourage this movement as shown in Figure 6.

With the project, the east curb return radius at the Lichen Drive driveway would be increased. This would provide an adequate path for vehicles to essentially make a "U-Turn" to the right if vehicles driving southbound on Lichen Drive would like to access the drive aisle to the south of the site in the Summerhill Plaza parking lot. With the increased radius, vehicles are able to make this movement without encroaching onto the curb or into the path of outbound vehicles. Fehr & Peers recommends that the monitoring discussed previously include observations of this movement to determine if any part of regular travel requires use of the oncoming/opposing travel lane.

## Drive-Through Circulation

The primary issue related to internal circulation is the adequacy of storage in the on-site drive-through lane to accommodate vehicles during the peak periods. To evaluate this condition, field observations were conducted during the PM peak period at the Dutch Bros. coffee kiosk in Rocklin, California. Fehr & Peers also relied on the "Queueing Summary" technical memorandum by Kimley-Horn Associates (2018), which described AM peak period queuing observations at the Dutch Bros. coffee kiosk located in Rocklin and Roseville, CA. A summary of these queueing observations are provided below:

- During the AM peak period, the Rocklin Dutch Bros. drive-through had a maximum queue of 23 queued vehicles combined over two service windows, which occurred between 8:30 and 8:45 AM. The maximum queue of the Roseville Dutch Bros. drive-through was 13 vehicles during the AM peak period[1].
- During the PM peak period, the Rocklin Dutch Bros. drive-through had a maximum queue of 19 queued vehicles, which occurred between 4:15 and 4:30 PM.

The project site plan shows that the drive-through window is on the west side of the building, and the drive-through allows single-lane vehicle queueing on the west and north sides of the building, and two lanes of vehicle queueing on the east side of the building. In total, 16 waiting vehicles can be accommodated within the drive-through lane. If the proposed Dutch Bros. coffee kiosk operates similarly to the Rocklin Dutch Bros. coffee kiosk, maximum queues during the AM and PM peak

[1] The discrepancy in queuing can be partially, but not fully, explained by overall busier conditions at the Rocklin Dutch Bros. coffee kiosk. However, this data suggests that other site operational characteristics (e.g., speed that orders are filled, advanced order taking, etc.) may also be playing a role.

hours could result in three to seven vehicles (depending on the peak hour) waiting within the parking lot to access the drive-through lane.[2]

The internal five-legged intersection adjacent to Lichen Drive is approximately 85 feet from the drive-through entrance. This storage could accommodate a three-vehicle queue without encroaching into the internal intersection. However, it is not known the specific travel routes motorists would take within the Summerhill Plaza center to access the drive-through lane. Therefore, it is recommended that the monitoring mentioned previously also include observations of the extent to which vehicular queuing in the drive-through lane affects operations at the driveway near Lichen Drive. If any adverse effects are noted, the City and applicant should discuss and implement options for addressing those issues.

## References

California Department of Transportation (2014). *Manual on Uniform Control Devices*.

City of Citrus Heights (2011). *Citrus Heights General Plan*.

City of Citrus Heights (2013). *Transportation Impact Study Guidelines*.

Institute of Transportation Engineers (2017). *Trip Generation Handbook, 3rd Edition*.

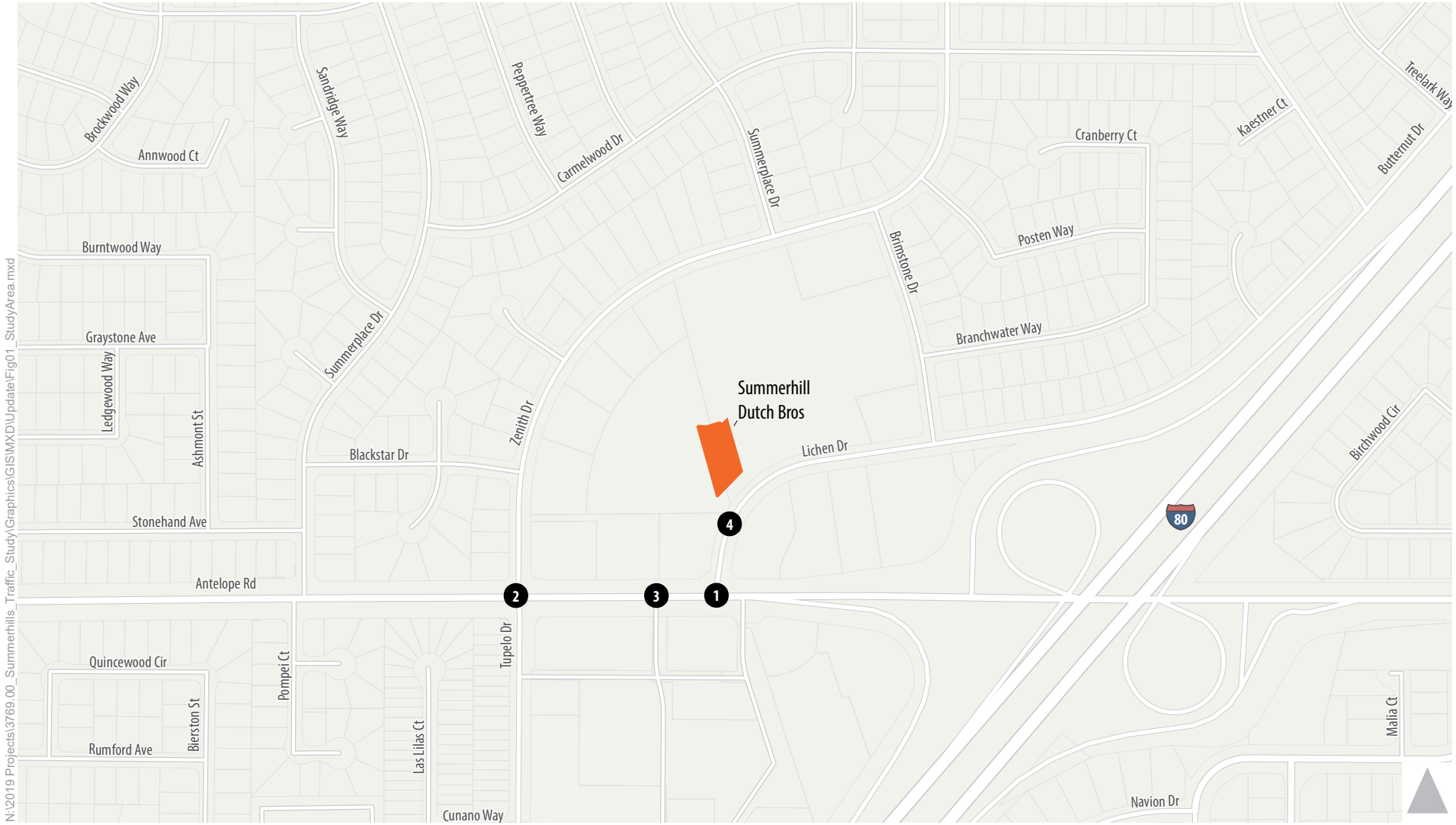
Institute of Transportation Engineers (2017). *Trip Generation Manual, 10th Edition*.

Kimley-Horn Associates (2017). "Douglas Boulevard Coffee Kiosk Traffic Evaluation." [Technical Memorandum]

Kimley-Horn Associates (2018). "Citrus Heights Dutch Bros. Queueing Summary." [Technical Memorandum]

Transportation Research Board (2016). *Highway Capacity Manual, 6th Edition*.

[2] A more detailed, operational study of Dutch Bros. coffee kiosk operations would be needed in order to provide a more accurate estimate of anticipated vehicle queues. For instance, the operational benefits of having two drive-through windows are not known. The service transaction may not be the most time-intensive task that is contributing to queuing.

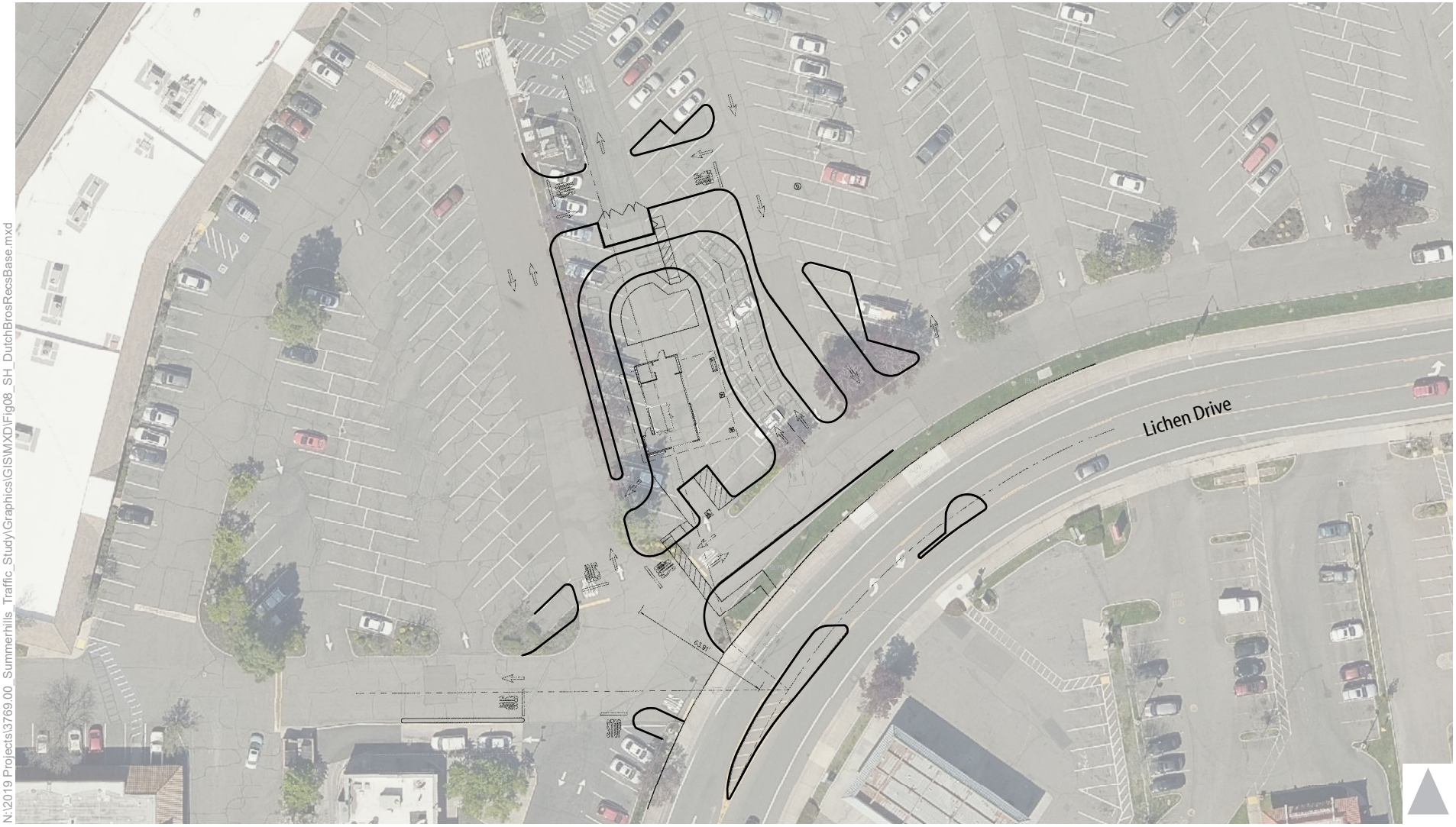



1 Study Intersection

Project Site

Figure 1

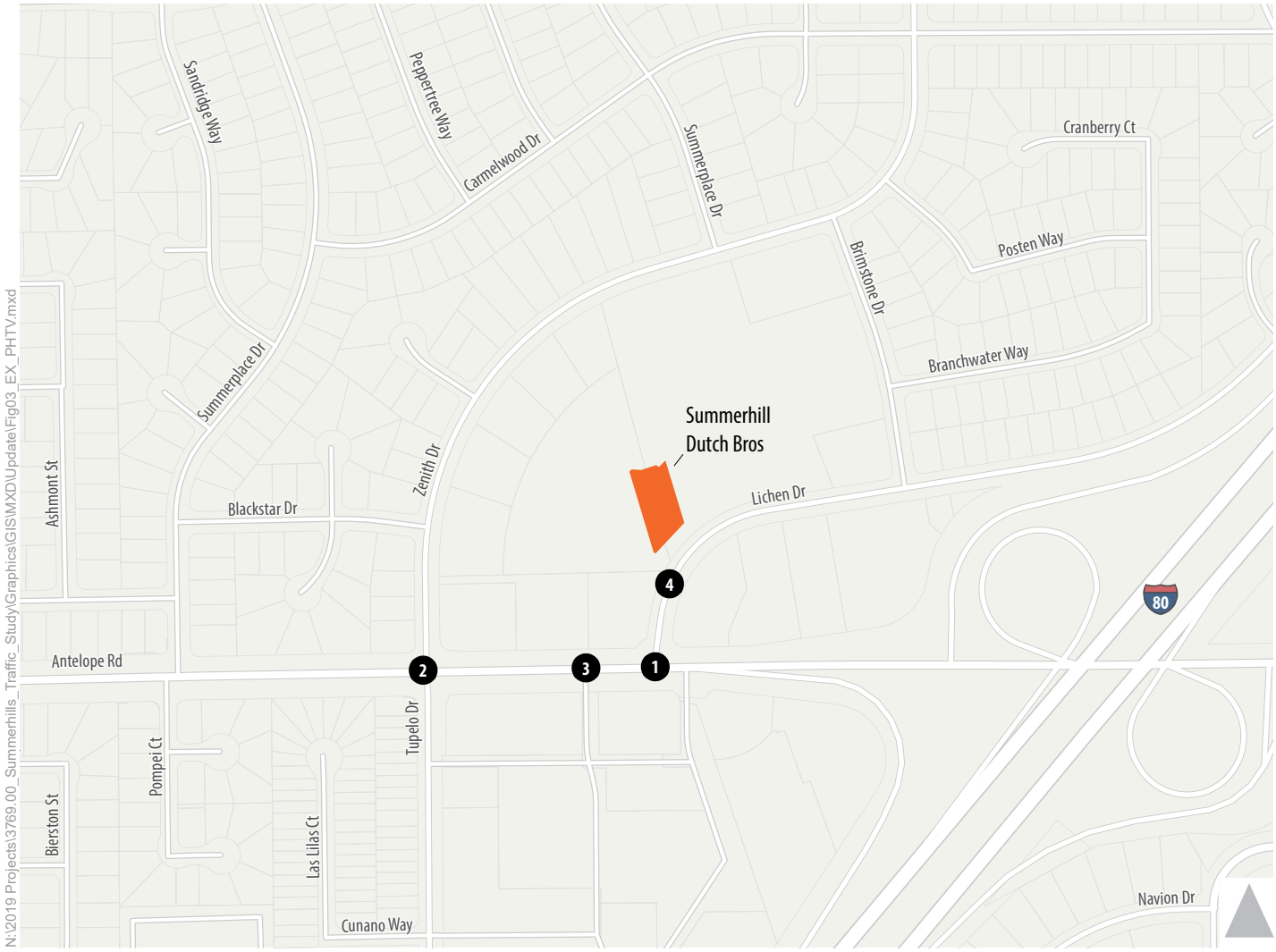
## Study Area




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Figure 2

Summerhill Dutch Bros. Site Plan



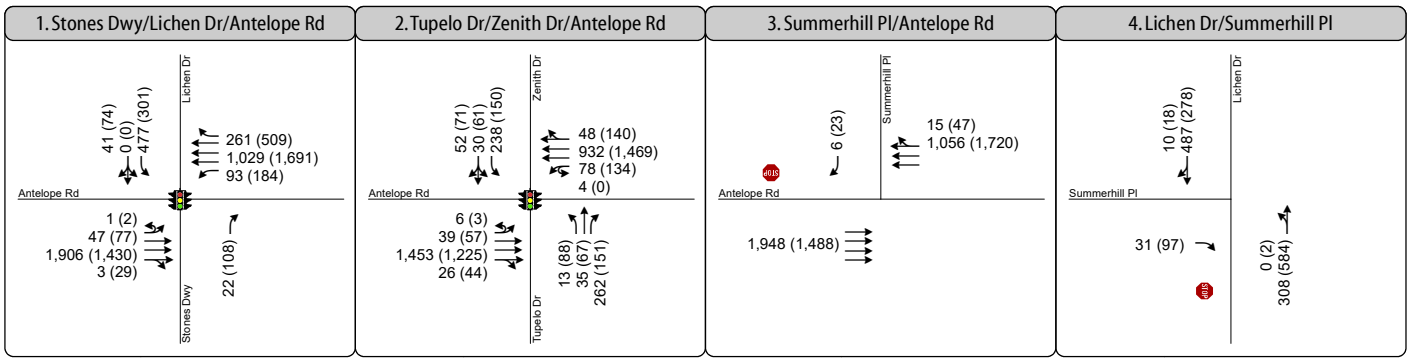




Figure 3

## Peak Hour Traffic Volumes and Lane Configurations - Existing Conditions

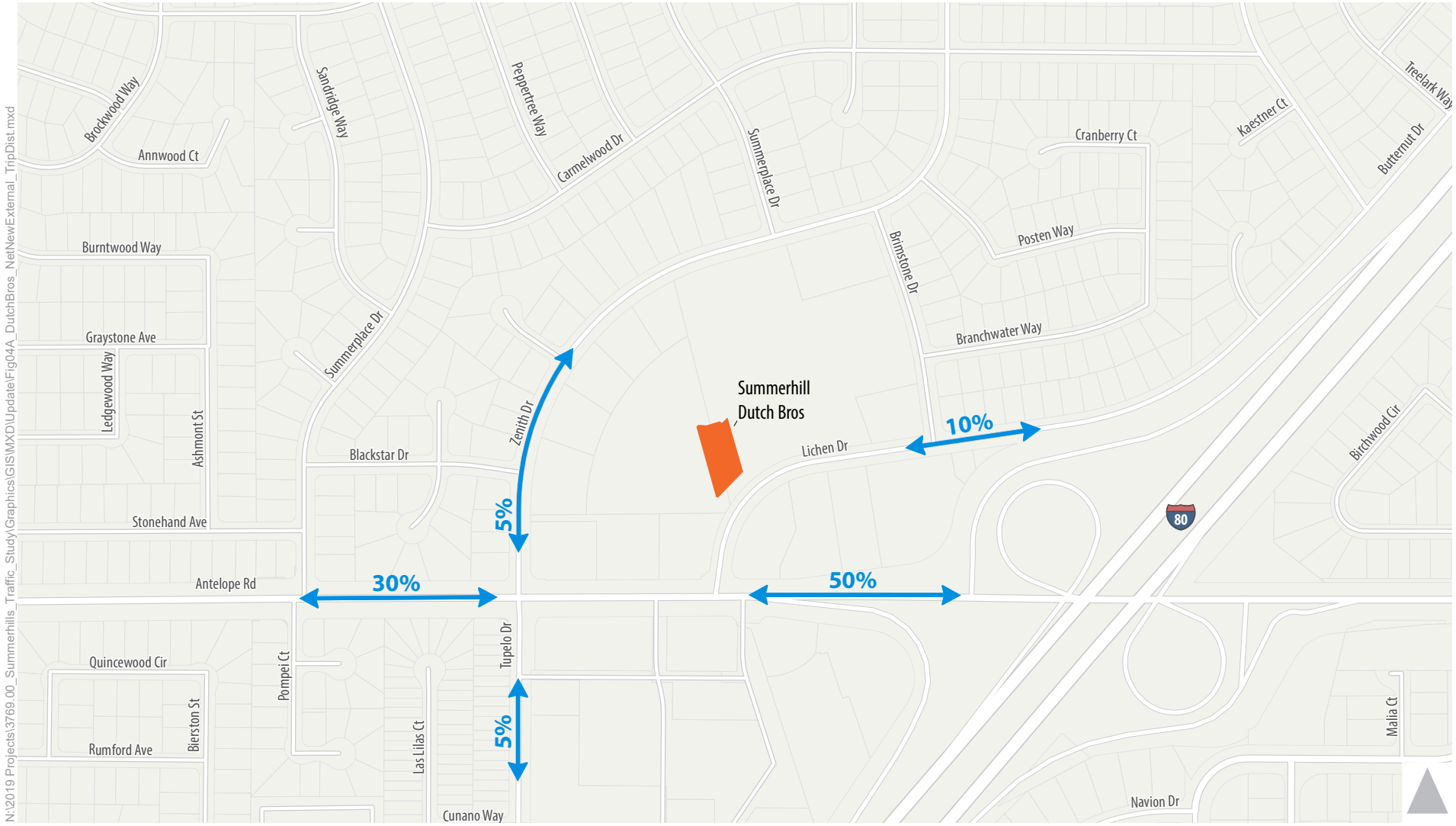
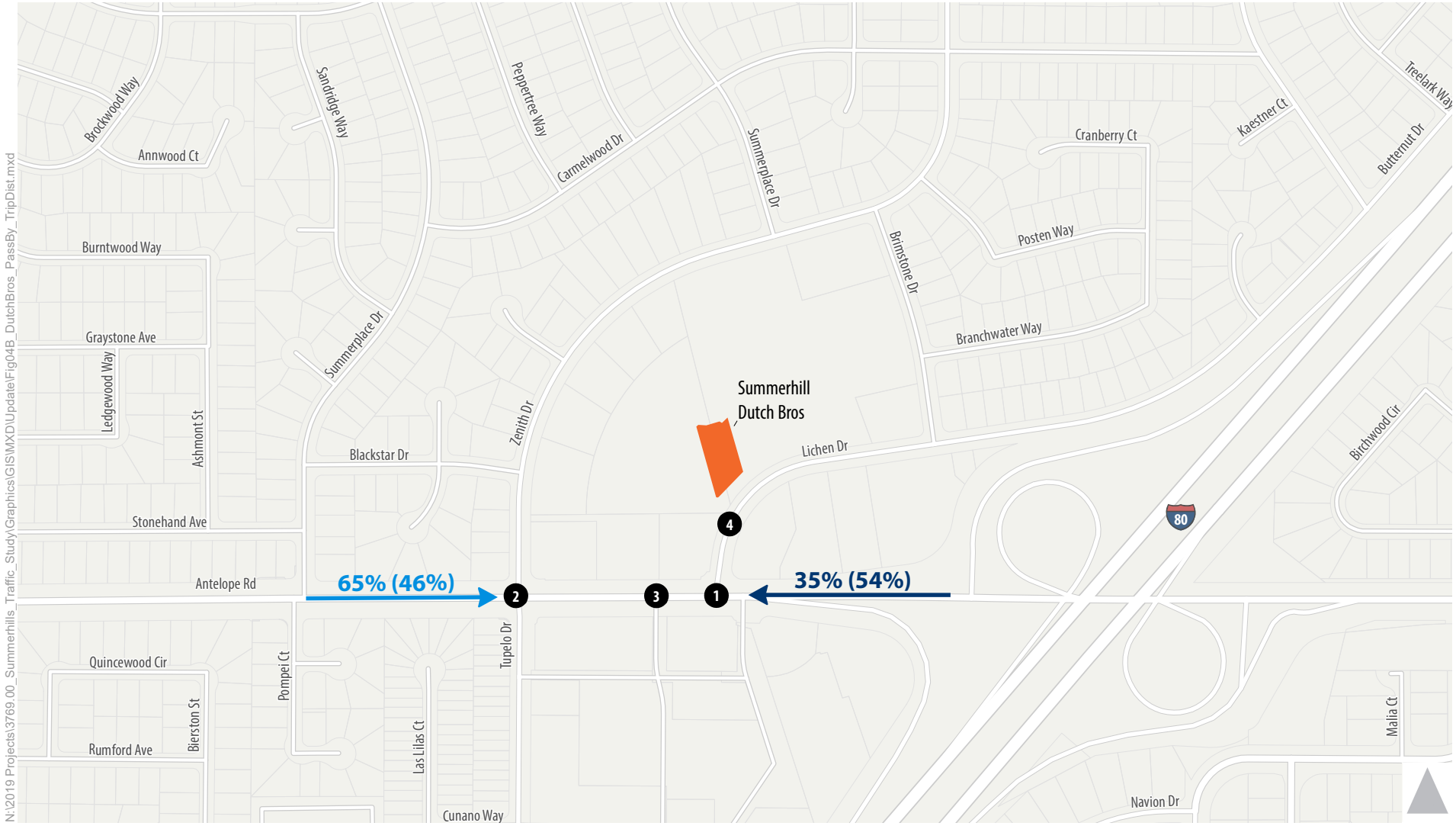



Figure 4A

## Trip Distribution - Dutch Bros. Coffee Kiosk Net New External Trips




1 Study Intersection

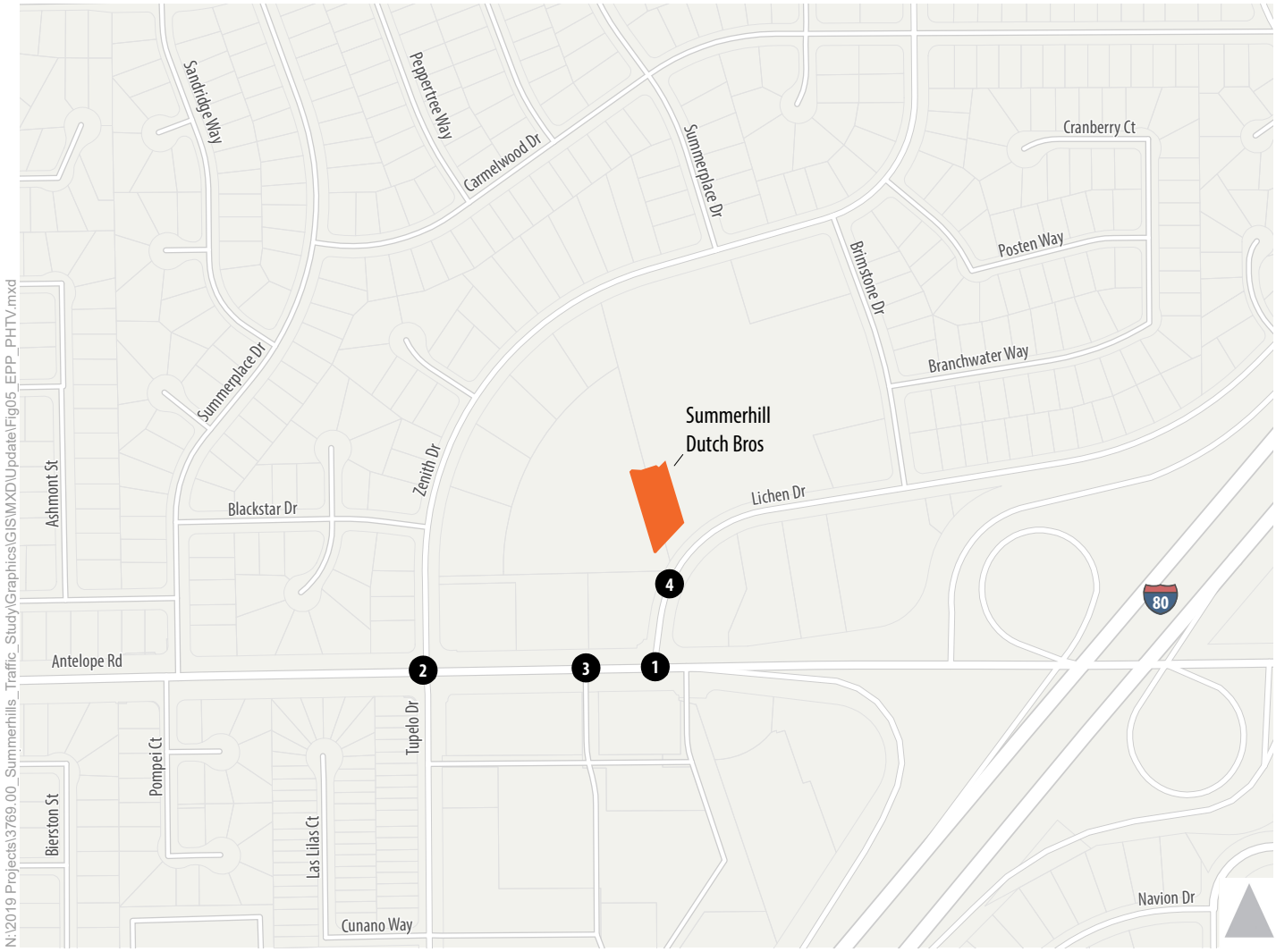
Project Site

**AM (PM)%** Pass-By Route (from West of Site) Trip Distribution Percentage

**AM (PM)%** Pass-By Route (from East of Site) Trip Distribution Percentage

Figure 4B

# Trip Distribution - Dutch Bros. Coffee Kiosk Pass-By Trips



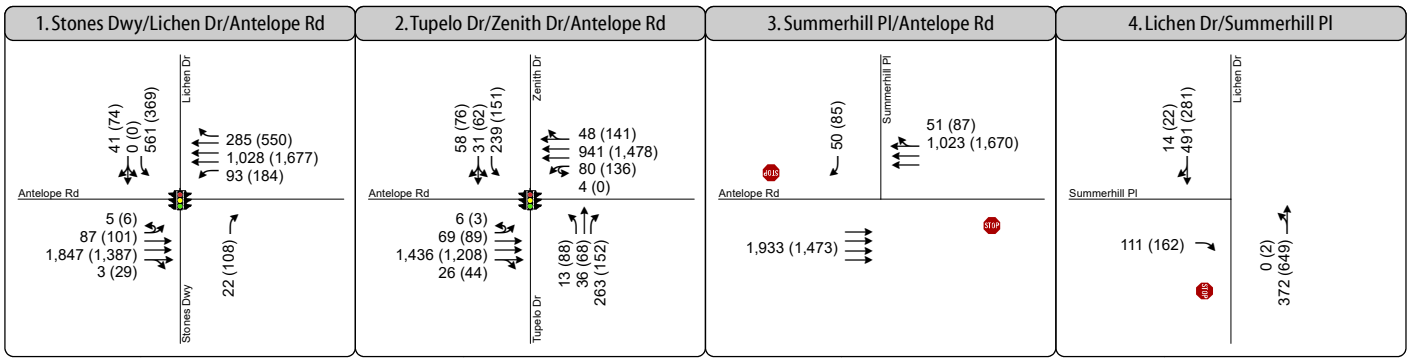
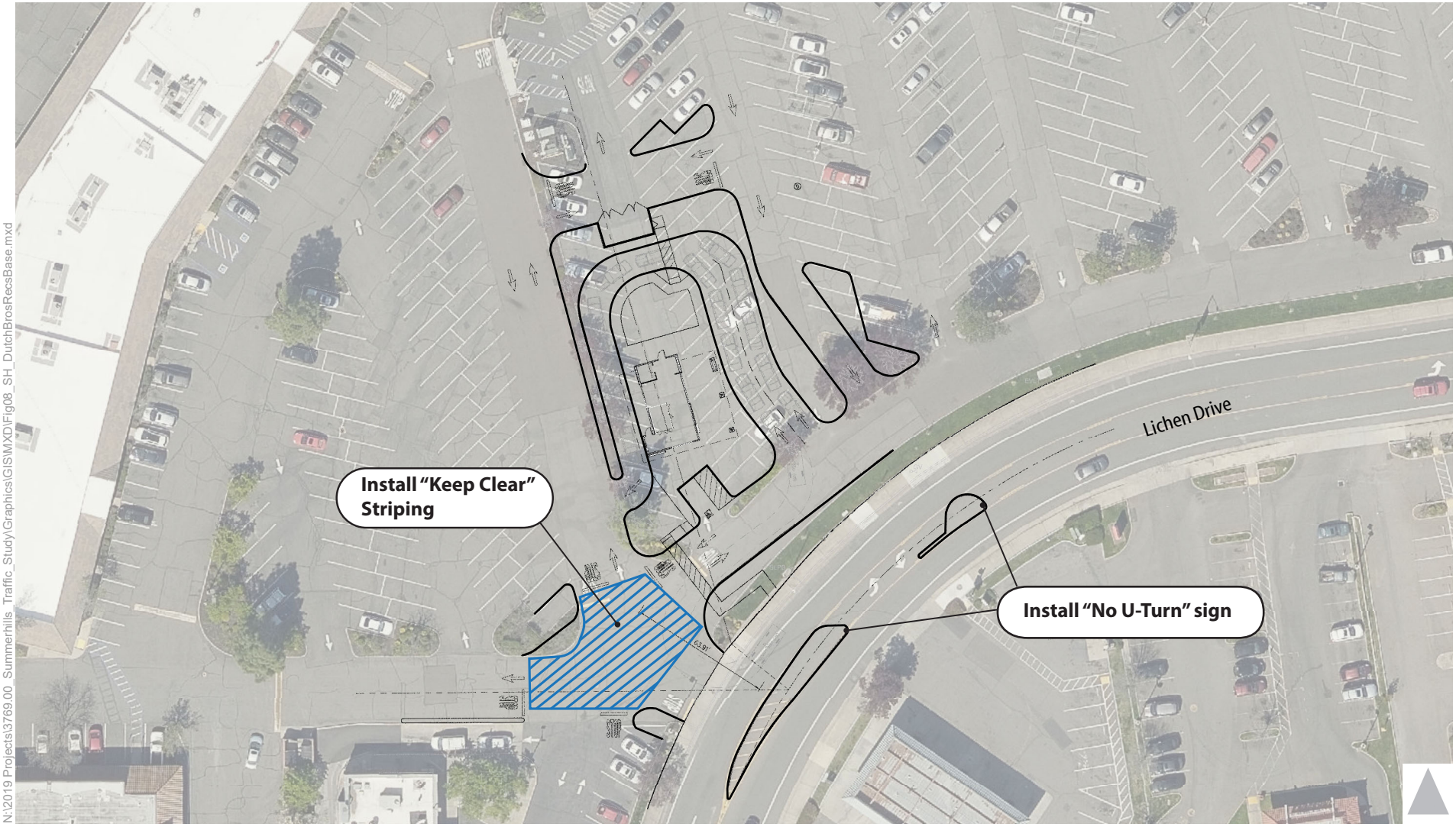




Figure 5

# Peak Hour Traffic Volumes and Lane Configurations - Existing Plus Project Conditions




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Figure 6

April 5, 2019

Ralph Deppisch
Summerhills Plaza, LLC
c/o Cliffhaven Companies, Inc.
4340 Von Karman Avenue, Suite 110
Newport Beach, CA 92660

**RE: Arborist Report for the Dutch Bros Project in the City of Citrus Heights, California**

Dear Mr. Deppisch:

The purpose of this letter is to document the existing trees within the proposed ±0.33-acre Dutch Bros Project Site (project site), Assessor's Parcel Number (APN) 209-0680-006. The project site is located at 7867 Lichen Avenue in the Summerhills Plaza Shopping Center in the City of Citrus Heights, California. The project site is located within Township 10 North, Range 6 East, Section 22 of the USGS 7.5-minute *Citrus Heights* quadrangle (**Figure 1**).

**PROJECT DESCRIPTION**

The proposed project will build an 805-square foot Dutch Bros building, and associated infrastructure, including a two-lane drive-thru, a pedestrian crossing and ramp, trash bin enclosure, and several landscape islands, within the existing Summerhills Plaza Shopping Center.

**REGULATORY BACKGROUND**

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: (1) native oaks with a single trunk greater than 6 inches in diameter at breast height (DBH; 54-inches from the ground), or an aggregate of trunks greater than 10 inches in diameter; (2) a heritage or landmark tree or grove, and significant groves or stands of trees as identified by a Resolution by the Council; (3) a tree required to be planted, relocated, or preserved in accordance with the zoning code, discretionary permit, or tree ordinance; (4) a tree measuring 19 inches or more in diameter that is located within 25 feet of a seasonal stream; and (5) a mature tree with trunks that are 19 inches in diameter or greater, excluding willow (*Salix* spp.), alder (*Alnus* spp.), fruit tree, eucalyptus (*Eucalyptus* spp.), cottonwood (*Populus* spp.), pine (*Pinus* spp.), catalpa (*Catalpa* spp.), fruitless mulberry (*Morus* spp.), and palm (*Arecaceae* spp.). A tree permit is required to remove, relocate, prune, or conduct any ground-disturbing activities within the protected zone of protected trees. The protected zone is defined as a radius that is equal to the trunk diameter inches, that is converted to feet; or for

trees with multiple trunks below DBH, is the narrowest trunk diameter between the base and 54-inches above the ground. Mitigation is not required for dead or dying trees that are recommended for removal by an arborist.

### METHODOLOGY

ISA-Certified Arborist Charlotte Marks (WE-10519A) conducted a survey of the site on March 25, 2019. All trees within or overhanging the project footprint were inventoried. All trees were identified to species and the DBH, dripline radius (DLR), height, health, and structure were noted. A diameter tape was used to verify each trunk diameter. The measurement from the trunk to the end of the longest lateral limb was used as the dripline radius. All trees were tagged with a pre-printed aluminum tag that corresponds to the numbering in **Attachment A**. Approximate tree locations were mapped using a Trimble GeoXT Global Positioning System (GPS) hand-held unit with sub-meter accuracy.

The overall health and structure of each tree was evaluated on a scale ranging from poor to good. The health rating considers factors such as the size, color, and density of the foliage; the amount of deadwood within the canopy; bud viability; evidence of wound closure; and the presence or evidence of stress, disease, nutrient deficiency, and insect infestation. The structural rating reflects the trunk and branch configuration; canopy balance; the presence of included bark and other structural defects such as decay; and the potential for structural failure.

### RESULTS

A total of seven trees were surveyed consisting of one Canary Island pine (*Pinus canariensis*) and six purple leaf plum (*Prunus ceracifera*) trees. All of the trees are protected under the City Tree Ordinance, since they were required as part of the construction of the Summerhills Plaza Shopping Center. The trees range in condition from poor-fair to fair. Four trees are recommended for removal due to trunk decay. Tree inventory data for all surveyed trees is detailed in **Attachment A**. The approximate locations of all surveyed trees and their driplines are shown on **Figure 2**.

### IMPACT ASSESSMENT AND MITIGATION REQUIREMENTS

The Proposed Project will remove a total of three trees (#1401, #1409, and #1411). Tree # 1401 is recommended for removal due to trunk decay, therefore no mitigation is required. Mitigation is required for the remaining two trees, which total 26 trunk inches. This may take the form of on-site planting or payment of in-lieu fees at a rate of $298 per trunk inch, or a combination of both. Two 36”-box trees are proposed to be planted as part of the project, which provides a total of 6 inches of mitigation credit. Mitigation for the remaining 20 inches will be completed by payment of in-lieu fees totaling $5,960.

### TREE PROTECTION RECOMMENDATIONS

The following measures are recommended to protect preserved trees to remain onsite during construction, as required by the Tree Ordinance.

- Install minimum 4-tall high-visibility tree protection fencing around the perimeter of the tree protection zone (dripline radius + 1 foot) of all trees immediately adjacent to the project footprint, staging and storage areas, and any other areas of grading or ground disturbance. In cases where proposed work infringes on TPZ, fence shall be placed at edge of work. The fencing shall remain in place until the completion of construction.
- 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"
- Avoid grade changes within the protected zone of any protected tree to the greatest extent possible.
- Avoid trenching utilities through the protected zone of any protected tree.
- No parking, portable toilets, dumping or storage of any construction materials, grading, excavation, trenching, or other infringement by workers or domesticated animals is allowed in the TPZ.
- No signs, ropes, cables, or any other item shall be attached to a protected tree, unless recommended by an ISA-Certified Arborist.
- If pruning of trees to remain is required for project access, all pruning should be done in accordance with ISA standards using tree maintenance best practices, under the supervision of an ISA-Certified Arborist.

Please do not hesitate to call me at (916) 435-1202 or email at cmarks@foothill.com, if you have any questions about this report.

Sincerely,



Charlotte Marks
ISA-Certified Arborist #WE-10519A

Enclosures (3)




# SITE AND VICINITY

FOOTHILL ASSOCIATES
ENVIRONMENTAL CONSULTING • PLANNING • LANDSCAPE ARCHITECTURE

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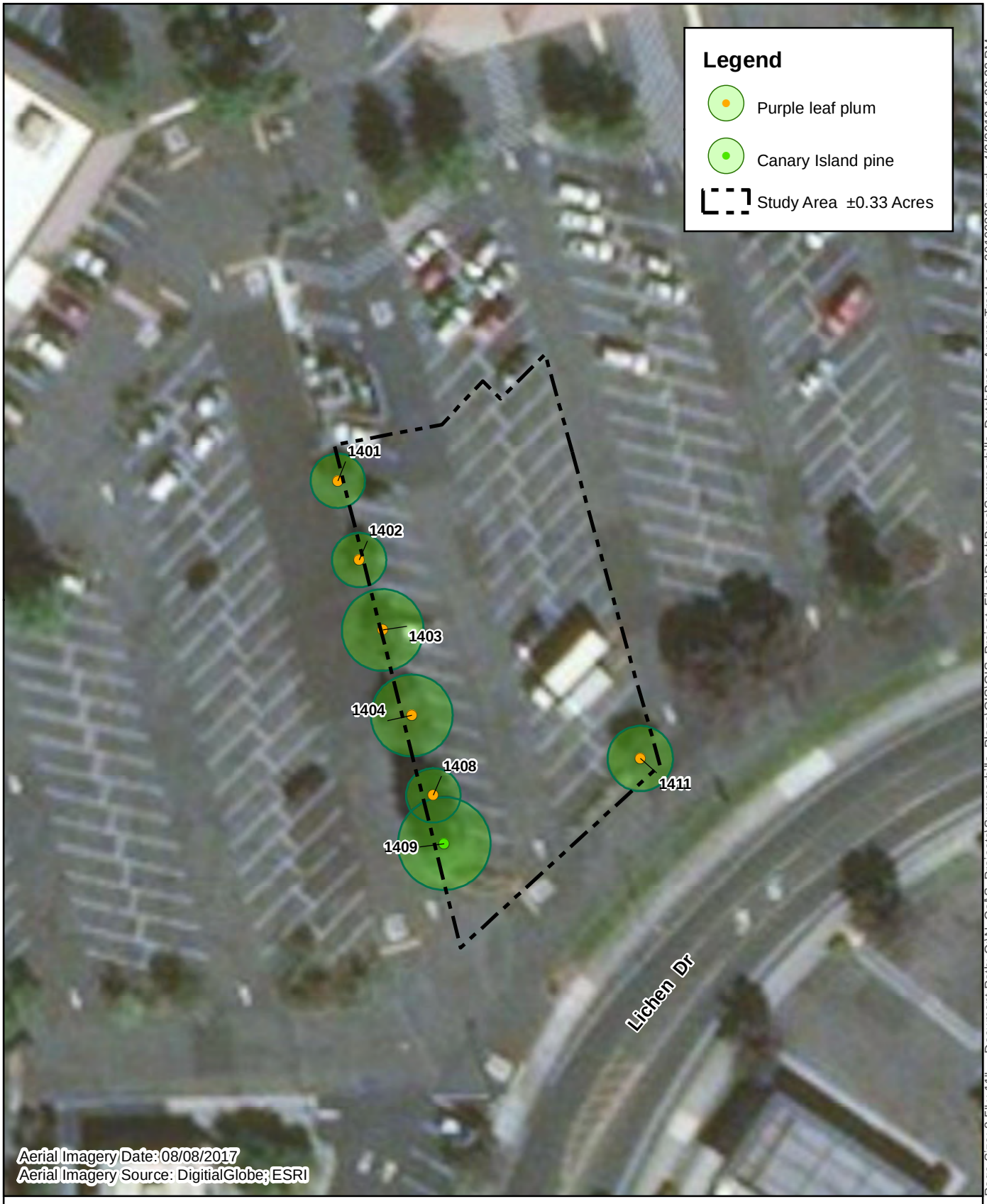
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**FIGURE 1**

SUMMERHILLS PLAZA - DUTCH BROS

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# APPROXIMATE TREE LOCATIONS

FOOTHILL ASSOCIATES
ENVIRONMENTAL CONSULTING • PLANNING • LANDSCAPE ARCHITECTURE
© 2019

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Feet
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Drawn By: JCD
QA/QC: CTG
Date: 4/2/2019

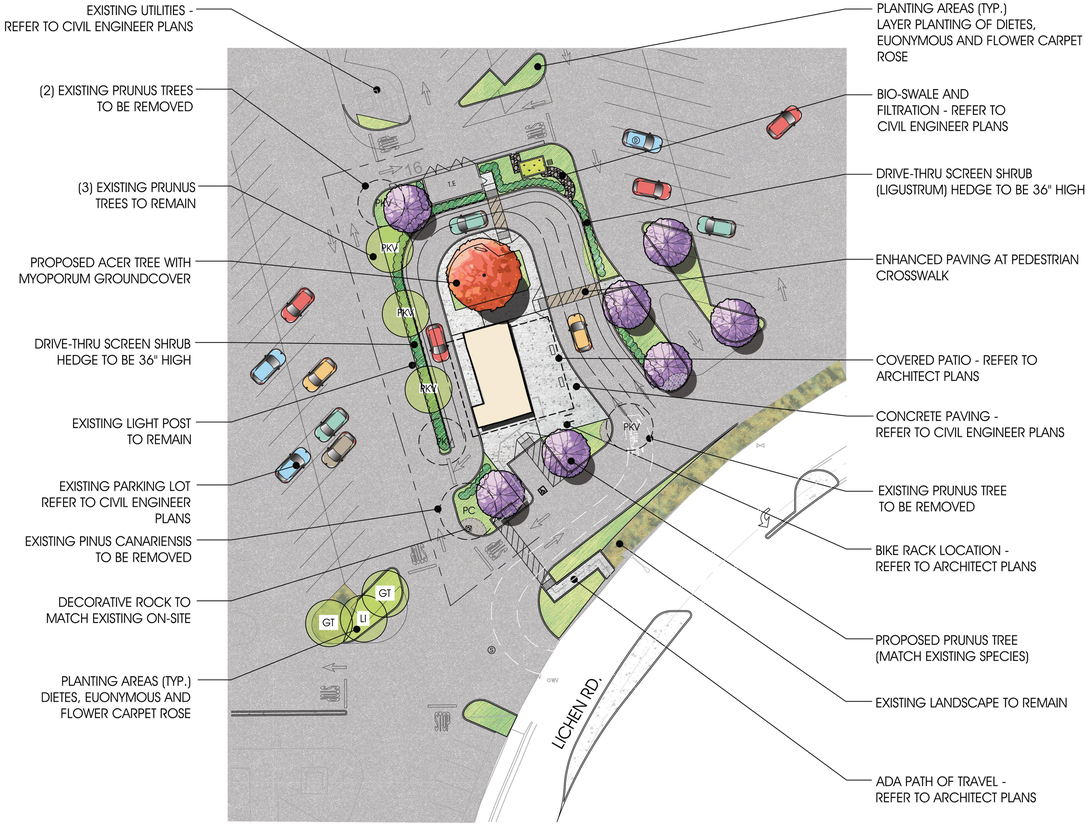
**FIGURE 2**

SUMMERHILLS PLAZA - DUTCH BROS

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# Attachment A — Tree Inventory Data

| Tree # | Tree Species | # of Trunks | DBH (Inches) | Height (Feet) | DLR (feet) | Condition | | Notes | Removed by Project |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Health | Structure | | |
| 1401 | Purple leaf plum | 4 | 4,2,4,3 | 12 | 10 | Poor-Fair | Fair | trunk scar, exfoliating bark, included bark, pruning cuts, trunk rot **Recommended for Removal** | Yes |
| 1402 | Purple leaf plum | 4 | 4,1,3,3 | 12 | 10 | Poor-Fair | Poor-Fair | fungus, included bark, limb rot, trunk wound **Recommended for Removal** | No |
| 1403 | Purple leaf plum | 6 | 4,3,2,3,3,2 | 15 | 15 | Fair | Fair | limb rot, included bark, pruning cuts, bark wound | No |
| 1404 | Purple leaf plum | 4 | 5,6,6,3 | 20 | 15 | Poor-Fair | Poor-Fair | pruning cuts, fungus, included bark, limb rot, trunk rot, exfoliating bark **Recommended for Removal** | No |
| 1408 | Purple leaf plum | 1 | 2,3,2,4 | 15 | 10 | Poor-Fair | Poor-Fair | burls, trunk rot, lean, included bark, pruning bark, exfoliating bark **Recommended for Removal** | No |
| 1409 | Canary Island pine | 1 | 19 | 50 | 17 | Fair | Fair | pruning cuts, included bark | Yes |
| 1411 | Purple leaf plum | 1 | 7 | 22 | 12 | Fair | Fair | slight lean, included bark, pruning cuts | Yes |




TREES



Acer rubrum 'October Glory'
October Glory Maple



Prunus cerasifera
Purple Leaf Plum

SHRUBS AND GROUNDCOVER



Rosa x 'Noatraum'
Flower Carpet Rose



Dietes bicolor
Fortnight Lily



Euonymus 'Aureoverlegatus'
Gold Spot Euonymus



Ligustrum japonicum 'Texanum'
Waxleaf Privet



Myoporum parvifolium 'Pink'
Pink Australian Racer

**Maximum Applied Water Allowance (MAWA)**

**MAWA = (Eto x 0.62 x 0.45 x LA) + ( Eto x 0.62 x 0.55 x SLA)**

| | | | |
|---|---|---|---|
| MAWA = | Maximum Applied Water Allowance (gallon per year) | | |
| Eto = | Reference Evapotranspiration (inches per year) | = | 50.40 |
| 0.62 = | Conversion factor (to gallon per square foot) | = | 0.62 |
| 0.4 = | ET Adjustment Factor (ETAF) | = | 0.4 |
| LA = | Landscape Area (square foot) | = | 5,917 |
| 0.6 = | The additional ET Adjustment Factor for Special Landscape Area (1.0 - 0.45 = 0.55) | = | 0.60 |
| SLA = | Portion of the landscape area identified as Special Landscape Area (square foot) | = | 0 |

***MAWA =*** **( 50.40 x 0.62 x 0.40 x 5,917 ) + ( 50.40 x 0.62 x 0.60 x 0 ) = 73,958** ***gallon per year***

Note:
Effective Precipitation was not considered in this calculation.

**CIMIS Station #131 Fair Oaks**
**Central Valley**

| Month | Eto (Inches) | Water Budget % |
|---|---|---|
| Jan | 1.0 | 12% |
| Feb | 1.6 | 20% |
| Mar | 3.4 | 42% |
| Apr | 4.1 | 51% |
| May | 6.5 | 80% |
| Jun | 7.5 | 93% |
| Jul | 8.1 | 100% |
| Aug | 7.1 | 88% |
| Sep | 5.2 | 64% |
| Oct | 3.4 | 42% |
| Nov | 1.5 | 19% |
| Dec | 1.0 | 12% |
| Annual Total | 50.40 | |

LANDSCAPE WATER CONSERVATION STATEMENT

Water conservation is achieved in this landscape construction document as described below.

1 All plant materials selected for this site were appropriate for the geographical location and local climate, their adaptability to drought. Data from WULCOLS III has been used for determining species' plant factor for the water use calculations.

2 Plants with similar water use requirements were grouped together.

3 96% of landscape areas are planted with low water use plants, the balance with moderate use plants. No high water use plants are used.

4 Irrigation sections/hydrozones are separated by considering plant species factor, plant density and microclimate. If low water use plants are mixed with moderate water use plants in the same hydrozone, the moderate water use factor is used for water use calculations.

5 The irrigation system utilizes low-volume distribution system with a master valve, flow sensor, check valves, ET based automatic controllers with Cycle+Soak and water budgeting capability, weather station, rain shut-off.

6 Non turf is proposed. All tree, shrub and groundcover areas will be dressed with 2" layer of mulch moisture retention and to discourage weeds.

7 There is no Special Landscape Area in this project.

QUARTER (25%)

NOTE:
EXCAVATION AROUND EXISTING TREES TO BE PRESERVED: THE CONTRACTOR SHALL USE ALL POSSIBLE CARE TO AVOID INJURY TO TREES AND TREE ROOTS. EXCAVATION SHALL BE DONE BY HAND WHERE ROOTS THAT ARE TWO (2) INCHES OR LARGER IN DIAMETER OCCUR. ALL ROOTS TWO (2) INCHES AND LARGER IN DIAMETER, EXCEPT DIRECTLY IN THE PATH OF PIPE OR CONDUIT, SHALL BE TUNNELED UNDER AND SHALL BE HEAVILY WRAPPED WITH WET BURLAP TO PREVENT SCARRING OR EXCESSIVE DRYING. WHERE A TRENCHING MACHINE IS RUN CLOSE TO TREES HAVING ROOTS SMALLER THAN TWO (2) INCHES IN DIAMETER, THE WALL OF THE TRENCH ADJACENT TO THE TREE SHALL BE HAND-TRIMMED, MAKING CLEAN-CUTS THROUGH, WITH EQUIPMENT THAT HAS BEEN CLEANED AND DISINFECTED PRIOR TO USE ONSITE. ROOTS ONE (1) INCH AND LARGER IN DIAMETER SHALL BE PAINTED WITH TWO COATS OF TREE SEAL OR EQUAL. TRENCHES ADJACENT TO TREES SHALL BE CLOSED WITHIN TWENTY FOUR (24) HOURS; AND WHERE THIS IS NOT POSSIBLE, THE SIDE OF THE TRENCH ADJACENT TO THE TREE SHALL BE KEPT SHADED WITH BURLAP OR CANVAS AND KEPT DAMP.

PARKING LOT SHADE CALCULATION

| BOTANICAL NAME | TREE DIAMETER | FULL (100%) | THREE QTR (75%) | HALF (50%) |
|---|---|---|---|---|
| Prunus cerasifera | 20' Ø | NA | NA | 1 @ 202 SF NA = 202 SF |

| | |
|---|---|
| TOTAL SHADING AREA | = 202 S.F. |
| TOTAL PARKING AREA TO BE SHADED | = 327 S.F. |
| PERCENT SHADE | = 62 % |
| REQUIRED PERCENT SHADE | = MINIMUM 50% |

PLANT PALETTE

SUNSET ZONE: 14

| Symbol | Botanical Name | Common Name | WUCOLS (Region 2) | MATURE WIDTH/ HEIGHT |
|---|---|---|---|---|
| TREES | | | | |
| PROPOSED | | | | |
| | Acer rubrum 'October Glory' | Red Maple | Mod (1) 48" Box. | 30'/ 40' |
| | Prunus cerasifera (Match Summer Hills Plaza species) | Purple Leaf Plum | Mod (7) 36" Box. | 20'/ 25' |
| EXISTING TREES TO REMAIN - PROTECT IN PLACE | | | | |
| PKV | Prunus ceracifera 'Krauter Vesuvius' | Krauter Vesuvius Purple Leaf Plum | Mod | 15'/ 20' |
| LI | Lagerstroemia indica | Crape myrtle | | |
| GT | Gleditsia triacanthos | Honey locust | | |
| EXISTING TREES TO BE REMOVED | | | | |
| PKV | Prunus ceracifera 'Krauter Vesuvius' | Krauter Vesuvius Purple Leaf Plum | | |
| PC | Pinus Mondell | Mondell Pine | | |

| Symbol | Botanical Name | Common Name | WUCOLS (Region 2) | MATURE WIDTH/ HEIGHT |
|---|---|---|---|---|
| SHRUBS/ GROUNDCOVERS | | | | |
| | Rosa x Dietes bicolor Euonymus j. 'Aureoveriegatus' Myoporum parvifolium 'Pink' | Flower Carpet 'Rose' Fortnight Lily Gold Spot Euonymous Pink Australian Racer | Mod Low Low Low | 2'/ 3-1/2' 2'/ 3' 4'/ 6' 6'/ <1' |
| | Existing landscape to remain | | | |
| SCREEN HEDGE | | | | |
| | Ligustrum japonicum 'Texanum' | Waxleaf Privet | Low | 4'/ 8' |

NOTES:

PLANT MATERIAL NOT LISTED MAY BE USED, SUBJECT TO APPROVAL BY THE CITY.

ALL LANDSCAPE PLANS AND INSTALLATIONS SHALL ADHERE TO CITY DESIGN GUIDELINES, CODES AND REGULATIONS.

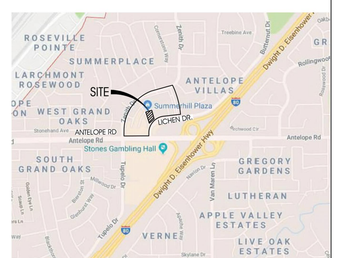
ALL LANDSCAPE AREAS SHALL RECEIVE AUTOMATIC IRRIGATION SYSTEM.

ALL LANDSCAPE INSTALLATION SHALL BE PERMANENTLY MAINTAINED.

PROTECT EXISTING TREES TO REMAIN IN PLACE.

EXISTING IRRIGATION TO BE MODIFIED PER NEW SITE PLAN AND RENOVATE EXISTING AS NECESSARY.

ALL PROPOSED TREES TO COMPLY WITH THE MINIMUM SOIL REQUIREMENTS.




N.T.S.

# CONCEPTUAL LANDSCAPE PLAN

## DUTCH BROS COFFEE

CITRUS HEIGHTS, CA.

CLIFFHAVEN DEVELOPMENT
Commercial Real Estate

0' 15' 30' 60' 90'
SCALE:1"=30'
CDPC PROJECT NO. 18127

OCTOBER 15, 2019

NORTH

conceptual design & planning company
Corporate Office:
3195-C Airport Loop Drive
Studio One
Costa Mesa, CA 92626
T: 949.399.0870
www.cdpcinc.com
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L-1

EXISTING BUILDING

EXISTING BUILDING

SDCB
155.86 RIM
152.86 INV

(E) ELECTRIC VEHICLE CHARGING STATIONS (3)

(P) LANDSCAPING

(E) PARKING LOT TO REMAIN

10' P.U.E.

(P) LANDSCAPING

(P) FILTERRA TREATMENT UNIT

(P) TWO WAY DRIVE AISLE

(P) DECORATIVE PAVING AT CROSSWALK

(P) TRASH ENCLOSURE

(P) DECORATIVE PAVING AT PEDESTRIAN CROSSWALK WITH RAMP FOR STOCK DELEVERIES

(P) LANDSCAPING

(E) LOT LINE TO BE ADJUSTED

(P) LANDSCAPING

(P) LOT LINE

(P) DUTCH BROS STORE ±805 SF

(E) PARKING LOT TO REMAIN

(P) TWO LANE DRIVE THRU AISLE

(P) BENCHES

(P) ACCESSIBLE PATH OF TRAVEL

(P) BIKE RACKS

(P) LANDSCAPING

(P) IRRIGATION SERVICE

(E) TWO-WAY LEFT TURN LANE STRIPING TO REMAIN

(P) DECORATIVE PAVING AT PEDESTRIAN CROSSWALK

(P) DOMESTIC WATER SERVICE

(P) RAISED CONCRETE MEDIAN WITH TURN POCKET

(P) SANITARY SEWER LATERAL

(E) TWO-WAY LEFT TURN LANE STRIPING TO BE REMOVED

(P) LANDSCAPING

LICHEN DRVIE

(P) RAISED CONCRETE ISLAND

(P) LANDSCAPING

(P) RAISED CONCRETE MEDIAN

(E) FULL ACCESS DRIVEWAY TO REMAIN

(P) 4-WAY STOP

EXISTING BUILDING

EXISTING BUILDING

## VICINITY MAP




## SITE DATA

| | |
|---|---|
| **PROJECT INFORMATION:** | |
| ASSESSOR'S PARCEL NUMBER(S): | 209-0680-006-0000 |
| ADDRESS: | 7811-7895 LICHEN DRIVE<br>CITRUS HEIGHTS, CA 95621 |
| PROJECT DESCRIPTION: | NEW CONSTRUCTION |
| EXISTING ZONING: | SPA (SPECIAL PLANNING AREA) |
| PROPOSED ZONING: | SPA (SPECIAL PLANNING AREA) |
| **BUILDING INFORMATION:** | |
| PROPOSED SITE AREA: | |
| PROPOSED BUILDING AREA: | ±805 SF |
| BUILDING HEIGHT: | MAXIMUM-24' |
| SETBACKS: | 50' ALONG ALL ROADWAYS |

## LEGEND

| | |
|---|---|
| (E) | EXISTING |
| EVLT | ELECTRICAL VAULT |
| INV | INVERT |
| (P) | PROPOSED |
| P.U.E. | PUBLIC UTILITY EASEMENT |
| RIM | MANHOLE RIM |
| SDCB | STORM DRAIN CATCH BASIN |
| SLPB | STREET LIGHT PULL BOX |
| FH | EXISTING FIRE HYDRANT |
| GV | EXISTING GAS VALVE |
| SMH | EXISTING SANITARY SEWER MANHOLE |
| | EXISTING STREET LIGHT |
| | EXISTING TREE |
| | EXISTING WATER VALVE |
| | EXISTING YARD LIGHT |
| | PROPOSED CATCH BASIN |
| | PROPOSED FILTERRA UNIT |
| SDMH | PROPOSED STORM DRAIN MANHOLE |
| | EXISTING PROPERTY LINES |
| | EXISTING LOT LINES |
| | PROPOSED LOT LINES |
| | ACCESSIBLE PATH OF TRAVEL |
| SS | EXISTING SANITARY SEWER LINE |
| SD | EXISTING STORM DRAIN LINE |
| SD | PROPOSED STORM DRAIN |
| | CONCRETE PAVING |
| | LANDSCAPE AREA |

20.00
3.00 11.50
Shuttle Van

| | feet |
|---|---|
| Width | : 6.50 |
| Track | : 6.50 |
| Lock to Lock Time | : 6.0 |
| Steering Angle | : 31.5 |

GRAPHIC SCALE
20 0 10 20
(IN FEET)
1 inch = 20 feet

**BENCHMARK:**
DESCRIPTION:
2" BRONZE DISC STAMPED "CALIF. DIV. OF HWYS. 24-537" LOCATED IN HE EASTERLY CORNER OF D.I. AT LIP OF GUTTER NEAR CENTER OF CURB RETURN @ THE WESTERLY CORNER OF LICHEN DR. & BUTTERNUT DR. & APPROX. 0.45 MILE NORTHEASTERLY FROM ANTELOPE RD. SEE L.L. UT-141. LEVELS RUN FROM U.S.C.& G.S. B.M. J-855 RESET 1964.
BM_ID: 8-75
ELEVATION: 152.51

| NO. | DESCRIPTION | BY | DATE | CHK |
|---|---|---|---|---|
| | REVISIONS | | | |


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San Diego
Bolse
Phoenix
Houston
Denver


PRELIMINARY SITE PLAN

SUMMERHILLS PLAZA DUTCH BROS

7811-7895 LICHEN DRIVE
CITRUS HEIGHTS, CA 95621

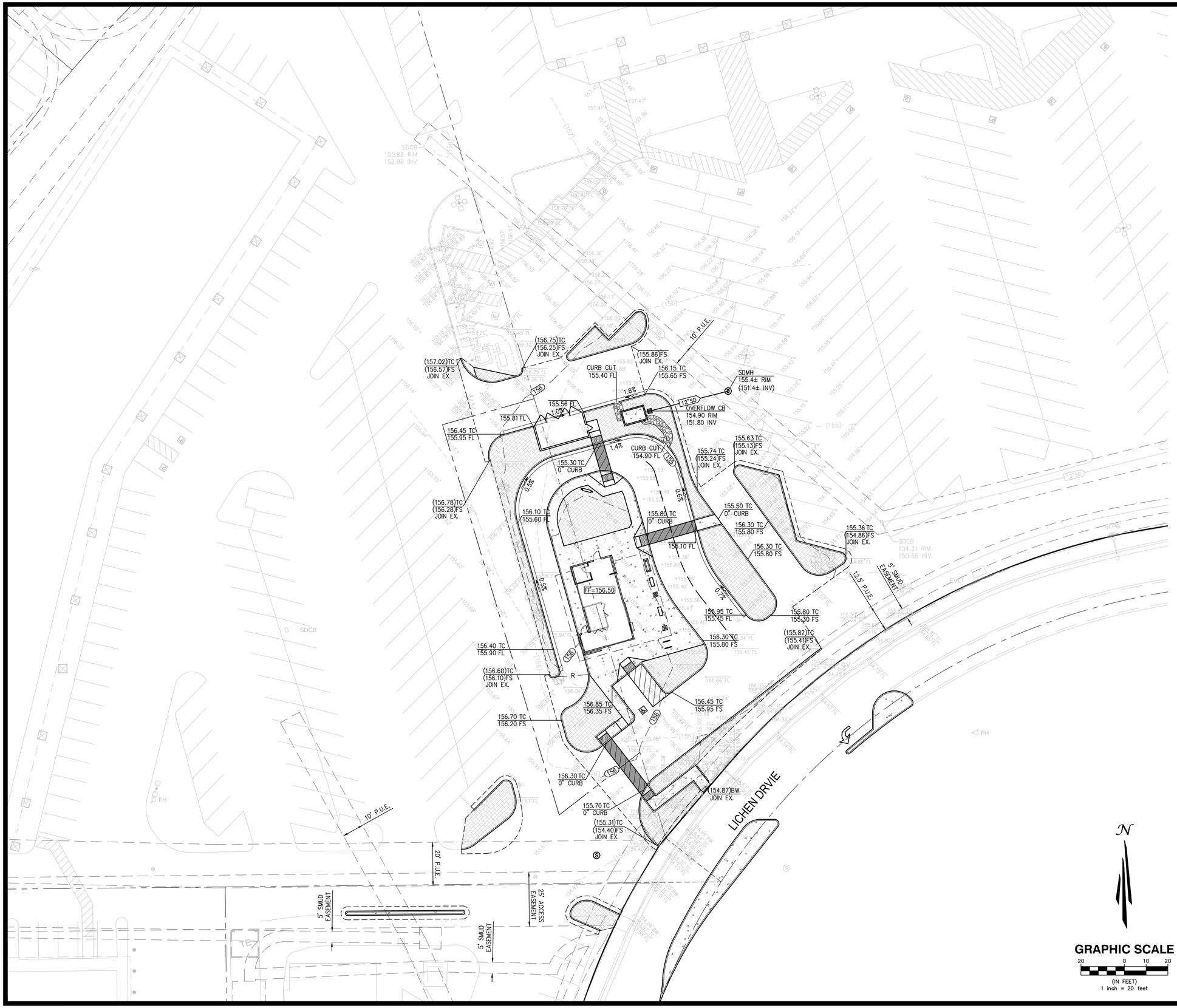

CLIFFHAVEN COMPANIES, INC.
4340 VON KARMAN AVENUE, SUITE 110
NEWPORT BEACH, CA 92660


DRAWN: STB
DATE: 10/15/19
CHECKED: JR
DATE: 10/15/19
REVISION #: - - -
DATE: - - -
JOB NO: SP8445

C1

SHEET 1 OF 3


Oct 15, 2019 - 8:58am by sbecker G:\CLIENTS\SP\SP84450 - CITRUS HEIGHTS, Summerhill Dutch Bros\Drawings\Planning\SP8445-C1.dwg




## LEGEND

| | |
|---|---|
| BW | BACK OF WALK |
| EVLT | ELECTRICAL VAULT |
| FF | FINISH FLOOR |
| FS | FINISH SURFACE |
| FL | FLOW LINE |
| INV | INVERT |
| LIP | LIP OF GUTTER |
| P.U.E. | PUBLIC UTILITY EASEMENT |
| RIM | MANHOLE RIM |
| SDCB | STORM DRAIN CATCH BASIN |
| SLPB | STREET LIGHT PULL BOX |
| TC | TOP OF CURB |
| TOG | TOP OF GRATE |
| FH | EXISTING FIRE HYDRANT |
| GV | EXISTING GAS VALVE |
| SMH | EXISTING SANITARY SEWER MANHOLE |
| | EXISTING STREET LIGHT |
| | EXISTING TREE |
| | EXISTING WATER VALVE |
| | EXISTING YARD LIGHT |
| | PROPOSED CATCH BASIN |
| | PROPOSED FILTERRA UNIT |
| SDMH | PROPOSED STORM DRAIN MANHOLE |
| | DRAINAGE ARROWS |
| 000.00 XX / 000.00 XX | PROPOSED ELEVATION |
| (000.00 XX±) / (000.00 XX±) JOIN EX. | EXISTING ELEVATION |
| 000.00 XX / 000.00 XX / 000.00 XX / 000.00 XX | EXISTING ELEVATION |
| | EXISTING PROPERTY LINES |
| | EXISTING LOT LINES |
| | PROPOSED LOT LINES |
| | SAWCUT LINE |
| (000) | EXISTING CONTOUR LINE |
| 000 | PROPOSED CONTOUR LINE |
| R | RIDGE LINE |
| S | SWALE LINE |
| SD | EXISTING STORM DRAIN |
| SD | PROPOSED STORM DRAIN |
| | CONCRETE PAVING |
| | LANDSCAPE AREA |

N

**GRAPHIC SCALE**

20 0 10 20

(IN FEET)
1 inch = 20 feet

**BENCHMARK:**

DESCRIPTION:
2" BRONZE DISC STAMPED "CALIF. DIV. OF HWYS. 24-537" LOCATED IN HE EASTERLY CORNER OF D.I. AT LIP OF GUTTER NEAR CENTER OF CURB RETURN @ THE WESTERLY CORNER OF LICHEN DR. & BUTTERNUT DR. & APPROX. 0.45 MILE NORTHEASTERLY FROM ANTELOPE RD. SEE L.L UT-141. LEVELS RUN FROM U.S.C.& G.S. B.M. J-855 RESET 1964.
BM_ID: 8-75
ELEVATION: 152.51

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PRELIMINARY GRADING PLAN

SUMMERHILLS PLAZA DUTCH BROS

7811-7895 LICHEN DRIVE
CITRUS HEIGHTS, CA 95621


CLIFFHAVEN COMPANIES, INC.
4340 VON KARMAN AVENUE, SUITE 110
NEWPORT BEACH, CA 92660


DRAWN: STB
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DATE: 10/15/19
REVISION #: - -
DATE:
JOB NO: SP8445

C2

SHEET 2 OF 3

Oct 15, 2019 - 9:21am by stecker G:\CLIENTS\SP\SP8445 - CITRUS HEIGHTS, Summerhill Dutch Bros\Drawings\Planning\SP8445-C2.dwg

DISTURBED AREA = 23,529 SF (0.54 AC)

**POST CONSTRUCTION MEASURES**

| TYPE | IMPERVIOUS AREA | PERVIOUS AREA | WATER QUALITY FLOW |
|---|---|---|---|
| TREATMENT UNIT | 0.40 AC | 0.14 AC | 0.068 CFS |

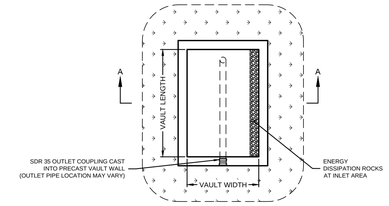
**FILTERRA UNITS DESIGN CALCULATIONS**

WQF = 2 YR, 6 HR STORM EVENT
WQF = CIA
WHERE: C = COEFFICIENT OF RUNOFF ~ 0.95
I = RAINFALL INTENSITY - 2 YR, 6 HR = 0.18 IN/HR
A = WATERSHED AREA

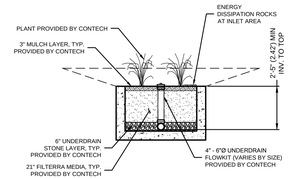
WATERSHED 1 AREA = A3 - TOTAL = 0.54 AC
LANDSCAPE 0.14 AC

**TREATMENT TO BE DUEL FILTERRA BIOSCAPE VAULT (FTBSV1206-B):**

WQF = CIA = .95(.18)(A3-LANDSCAPE) = 0.068 CFS
FILTERRA PERC. RATE = 50 IN/HR
TREATMENT AREA REQUIRED = 59.10 FT
FILTERRA AREA PROVIDED = 60 FT
(6WX10L UNIT)



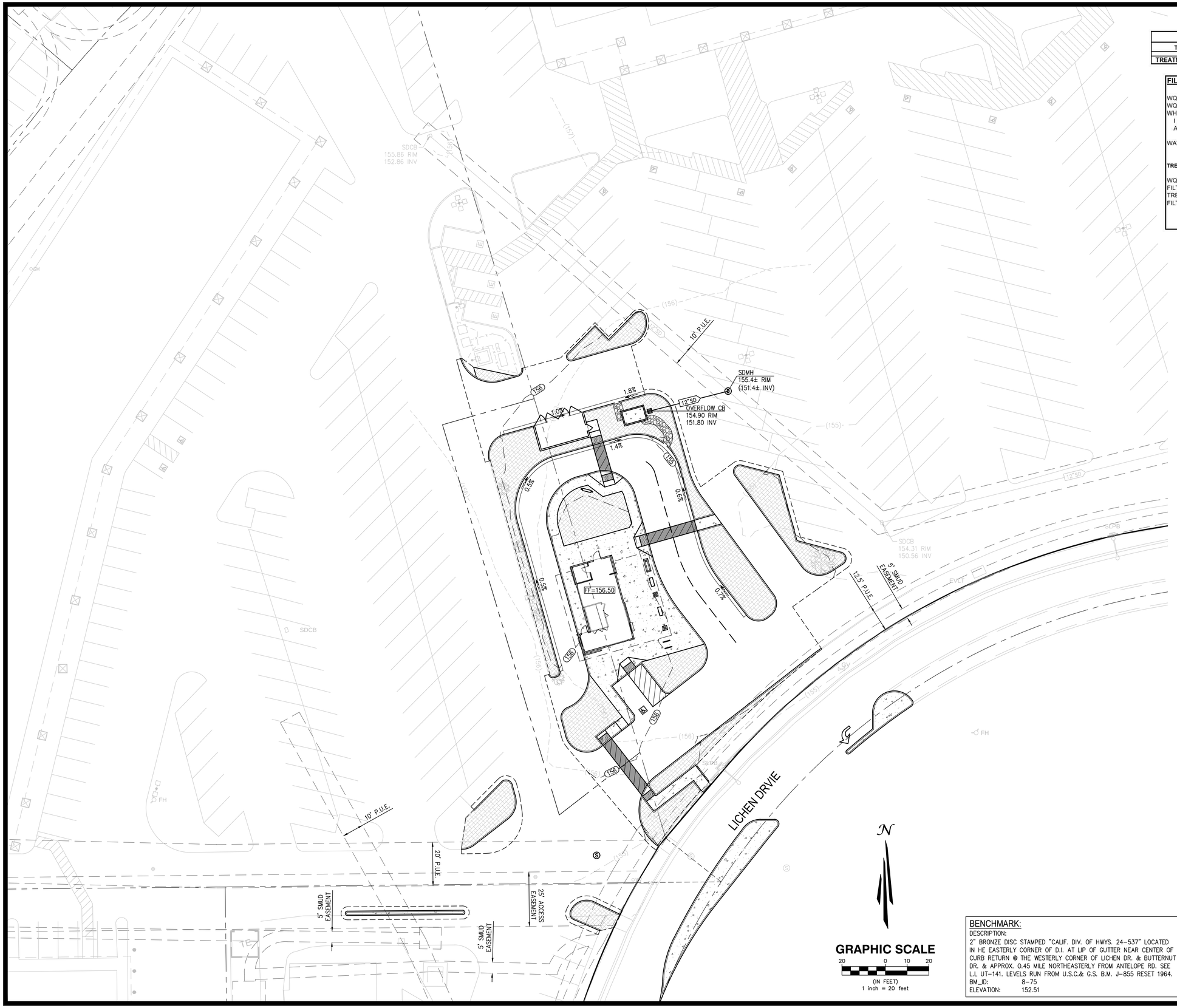

PLAN VIEW




SECTION A-A

## FILTERRA TREATMENT UNIT

SCALE: NTS




N

**GRAPHIC SCALE**

20 0 10 20
(IN FEET)
1 inch = 20 feet

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BM_ID: 8-75
ELEVATION: 152.51

## LEGEND

| | |
|---|---|
| BW | BACK OF WALK |
| EVLT | ELECTRICAL VAULT |
| FF | FINISHED FLOOR |
| INV | INVERT |
| P.U.E. | PUBLIC UTILITY EASEMENT |
| RIM | MANHOLE RIM |
| SDCB | STORM DRAIN CATCH BASIN |
| SLPB | STREET LIGHT PULL BOX |
| TOG | TOP OF GRATE |
| FH | EXISTING FIRE HYDRANT |
| GV | EXISTING GAS VALVE |
| SMH | EXISTING SANITARY SEWER MANHOLE |
| | EXISTING STREET LIGHT |
| | EXISTING TREE |
| | EXISTING WATER VALVE |
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| SDMH | PROPOSED STORM DRAIN MANHOLE |
| | DRAINAGE ARROWS |
| | EXISTING PROPERTY LINES |
| | EXISTING LOT LINES |
| | PROPOSED LOT LINES |
| | SAWCUT LINE |
| (000) | EXISTING CONTOUR LINE |
| 000 | PROPOSED CONTOUR LINE |
| SD | EXISTING STORM DRAIN |
| SD | PROPOSED STORM DRAIN |

| NO. | DESCRIPTION | BY | DATE | CHK |
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STORMWATER QUALITY TREATMENT PLAN

SUMMERHILLS PLAZA DUTCH BROS

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CITRUS HEIGHTS, CA 95621

CLIFFHAVEN COMPANIES, INC.
4340 VON KARMAN AVENUE, SUITE 110
NEWPORT BEACH, CA 92660

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SHEET 3 OF 3


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PM DESIGN
Architectural Solutions Group

38 EXECUTIVE PARK
SUITE 310
IRVINE, CA 92614

Contact: Jeff Liederman
(949) 430-7051
jliederman@pmdginc.com

Jeff Liederman, Architect

LICENSED ARCHITECT
JEFFREY S. LIEDERMAN
No. C-29534
APR. 30, 2017
RENEWAL DATE
STATE OF CALIFORNIA

Seal

| MARK | DATE | REVISION |
|---|---|---|

DUTCH BROS DRIVE THRU
SUMMER HILLS PLAZA
CITRUS HEIGHTS, CA

Project Number
CCO18002.0

Sheet Name
COLOR ELEVATIONS

Sheet Number
A-3







PM DESIGN
Architectural Solutions Group

38 EXECUTIVE PARK
SUITE 310
IRVINE, CA 92614

Contact: Jeff Liederman
(949) 430-7051
jliederman@pmdginc.com

Jeff Liederman, Architect

LICENSED ARCHITECT
JEFFREY S. LIEDERMAN
No. C-29534
APR. 30, 2017
RENEWAL DATE
STATE OF CALIFORNIA

Seal

| MARK | DATE | REVISION |
|---|---|---|
| | | |

DUTCH BROS DRIVE THRU
SUMMER HILLS PLAZA
CITRUS HEIGHTS, CA

Project Number
CCO18002.0

Sheet Name
COLOR ELEVATIONS

Sheet Number
A3-1