

<u>NOTE</u>: 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.

- 1. CALL MEETING TO ORDER
- ROLL CALL Commission Members: Blair, Cox, Dawson, DeCelle, Fox, Lagomarsino, Chair Doyle
- 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 at the beginning of the meeting. Those wishing to speak for or against an agenda item 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
 - a. Approval Of The Meeting Minutes For October 14, 2015
- 6. PUBLIC HEARING
 - a. VERIZON CELL TOWER 6251 SUNRISE BOULEVARD

The applicant is requesting approval of a Use Permit for the installation of a 60-foot stealth communications pole and associated ground equipment to be constructed within an existing shopping center. This project is categorically exempt from further environmental review under the provisions of Section 15311, Accessory Structures, of the California Environmental Quality Act. Project Planner: Bermudez

Documents: STAFF REPORT VERIZONMONOPINESUNRISEBLVD.PDF, ATTACHMENTS 1-6.PDF, EXHIBIT A.PDF, EXHIBIT B.PDF

b. BIKEWAY MASTER PLAN UPDATE AND GENERAL PLAN BIKEWAY The City is requesting approval of an updated Bikeway Master Plan and updated General Plan Bikeway Map. The City is also seeking adoption of a Mitigated Negative Declaration and Mitigation Monitoring Plan. Project Planner: Kempenaar

Documents: STAFF REPORT - BMPAND GENERAL PLAN UPDATE -RECOMMENDATION TO CITY COUNCIL.PDF, EXHIBIT A - RESOLUTION BMP UPDATE.PDF, EXHIBIT A-1 - BMP - IS ND DRAFT.PDF, EXHIBIT A-2 -BMP MITIGATION MONITORING PROGRAM.PDF, EXHIBIT A-3 - GENERAL PLAN BIKEWAY MAP 2015.PDF, EXHIBIT A-4 -2015 BMP DRAFT.PDF, ATTACHMENT 1 -CREEK COORIDOR MAP.PDF, ATTACHMENT 2- LIST OF PROPOSED CHANGES.PDF, ATTACHMENT 3 - 2011 BMP MAP.PDF

c. MITIGATED NEGATIVE DECLARATION - AUBURN BLVD. IMPROVEMENTS - PHASE 2

Staff recommends that the Planning Commission find that the proposed project will not have a significant effect on the environment, as mitigated in the proposed Initial Study/Mitigated Negative Declaration. Phase 2 is a complete streets revitalization between Cripple Creek and Whyte Avenue. Project Planner: Kempenaar

Documents: STAFF REPORT - AUBURN BOULEVARD MND PHASE 2.PDF, EX A - RESOLUTION ADOPTING MND_AUBURN BOULEVARD PHASE 2 MND.PDF, EX A-1A - MND.PDF, AUBURN FINAL_ISMND_2015_1111.PDF

7. REGULAR CALENDAR

- a. None
- 8. 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, 7927 Auburn Boulevard, 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 7927 Auburn Boulevard, Citrus Heights, CA.

If you need a disability-related modification or accommodation, including auxiliary aids or services to participate in this meeting, please contact Karen Ramsay at 916-727-4742, at least 2 days prior to the meeting.

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 DIVISION STAFF REPORT PLANNING COMMISSION MEETING

Prepared by: Alison Bermudez, Associate Planner

REQUEST

The applicant requests approval of a Use Permit for the installation and operation of a 60-foot stealth cellular communication pole that would be designed as a pine tree ("monopine") for the concealment of the antennas.

File Number & Name:	UP-15-02 – Verizon Monopine Communication Pole
Project Address & APN:	6251 Sunrise Boulevard – APN # 243-0060-039
Applicant:	Michele Welz, Epic Wireless Group, 8700 Auburn Folsom Rd, Granite Bay, CA 95746
Property Owner:	Patterson Properties, 2270 Douglas Blvd #111, Roseville, CA 95661

SUMMARY RECOMMENDATION

The Planning Division recommends that the Planning Commission:

A. Approve the USE PERMIT for the installation of a 60-foot stealth communication pole and associated ground equipment subject to the findings and conditions of approval listed in the staff report.

BACKGROUND

The applicant proposes to construct a 60-foot unmanned telecommunications facility that would improve cellular communications in the area where the applicant has demonstrated a significant gap in coverage. The communication pole is proposed to be constructed within an existing commercial shopping center on Sunrise Boulevard, between Greenback Lane and Sun Hill Drive. The placement of the facility will be in the rear portion of the shopping center and includes an 18' x 10' lease area for the ground equipment. The antennas will be placed on a 60-foot tall stealth communication pole that will be disguised as a pine tree ("monopine") to blend the pole into the surrounding trees.

Location:	6251 Sunrise Boulevard
Parcel Description:	The site is an existing shopping center located Sunrise Boulevard, between Sun Hill Drive and Greenback Lane.
REACH Neighborhood:	The project is within the boundaries of the Neighborhood Association #10. The neighborhood association was notified of the project and no comments were received.

The project setting is summarized below:

The following chart below illustrates surrounding land uses and actual uses of surrounding properties.

LOCATION	ZONING	GENERAL PLAN LAND USE	ACTUAL USE OF PROPERTY
On-Site	SC	GC	Shopping Center
North	RD10	Medium Density Residential	Multi-family housing
South	SC	GCI	Shopping Center
East	SC	GC	Shopping Center
West	SC	GC	Shopping Center

ZONING AND LAND USES

Project Description

The applicant requests approval of a Use Permit for the installation and operation of a 60-foot stealth communication pole. The communication pole would be disguised as a pine tree ("monopine") as shown in the photo simulations (Attachment 2). The branches on the monopine will have a significant amount of foliage to conceal the antennas and the branches will be placed at a spacing distance to provide a natural look.

The facility will be located in the rear of an existing shopping center as shown in the site plan included in Exhibit A. The operation of the communications facility requires the installation of ground equipment at the base of the communication pole. This equipment will be screened and secured from the public by the installation of an eight foot tall precast masonry fence.

Use Permit – Analysis

The Citrus Heights Zoning Code requires a Use Permit to install cellular facilities. Section 106.44.050 of the Zoning Code requires findings be made by the Planning Commission in order to approve the Use Permit. The required findings are listed below in **bold italics** and are followed by the evaluation of the applicant's request.

The proposed communication pole is allowed within the SC zoning district and complies with all other provisions of the Zoning Code and Municipal Code, including the General Plan and is not located within a specific plan.

Zoning Location

The proposed location has a commercial zoning of "SC" (Shopping Center) and a communication pole is allowed within the SC commercial zone.

Development Standards		ndards
Project Proposal Allowed		Allowed
Height	60 feet	60 feet
Setbacks	North: +600 ft	North: 0 ft

Development Standards		
	Project Proposal	Allowed
Height	60 feet	60 feet
	South: 0 ft	South: 0 ft
	West: 0 ft	West: 0 ft
	East: +275 ft	East: 0 ft

As demonstrated above, the project conforms to Section 106.44.050.B of the Zoning Code, which provides criteria for the placement of new wireless communication facilities.

• The design, location, size and operating characteristics of the communication pole are compatible with the existing and future land uses in the vicinity.

Site Coverage

Verizon Wireless has provided color coded coverage maps illustrating that this area has a significant gap in service. The coverage maps are characterized by the color green indicating good coverage and yellow indicating areas with poor coverage. Attachment 3 shows the coverage if the site was "off-air" (antennas not operating) and Attachment 4 shows the "on-air" coverage (antennas operating). As demonstrated in the maps, the installation of the communication pole significantly improves service.

Alternative Sites and other Verizon Locations

The Zoning Code provides the preferred methods of placement for cellular communication antennas with a new communication pole being the least favored. Preferred locations include antennas collocated on existing cellular or utility poles or mounted on existing structures. As discussed in Attachment 5, the applicant searched the area for alternative sites that would be more favorable. Alternatives reviewed included adding antennas to the existing pole on Arcadia Drive and rooftop mounted antennas on buildings within the area. The analyses of these locations were found to not be sufficient in meeting the deficiency in service coverage.

- The site is physically suitable for the installation and operation of a communication pole including access, utilities, and the absence of physical constraints.
- Granting the Use Permit for the installation on operation of a communication pole as described herein and conditioned will not be detrimental to the health, safety, peace, morals, comfort or general welfare of persons residing or working in the neighborhood; and

Site Location and Access

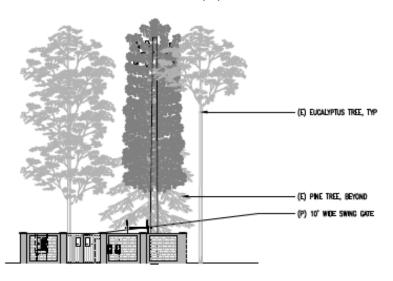
The communication pole and equipment shelter is proposed to be located in the south west corner of a commercial property where there is a Chuck E. Cheese's, Montage Salon Studios, and the former Institute of Technology (6241-6253 Sunrise Boulevard). Although not located on the same parcel, there are number of commercials buildings to the south of the project site including a Big 5 Sporting Goods, Kelly-Moore Paint, and a Sleep Train Mattress Center (7833 – 7851 Greenback



Lane). As shown below, the site location has minimal view to a public street and would typically only be visible when the rears of the buildings are accessed for deliveries.

<u>Aesthetics</u>

As shown below, the communication pole will be designed as a tree to blend into the existing landscape. The "monopine" will have design features (Condition 5) including "bark" on the communication pole and full foliage on the branches that are intended to provide a natural looking tree. The ground equipment will be screened with an eight foot tall precast masonry fence that will be painted to blend in with the surroundings. The applicant will be responsible for long term maintenance of the "tree" and of the equipment enclosure.



Landscaping

The proposed monopine will be built within and adjacent to an existing landscape planter where there are currently a variety of trees including eucalyptus and cedar. The monopine design will be compatible with these plantings and provide visual relief. Ground cover and shrubbery is lacking within the planters and currently large portions of the planter are bare. The project will revitalize the existing landscape planter by installing new plantings along the west and south sides of the enclosure. Plantings along the north and east sides will not be required since these areas are generally only seen by delivery trucks. Plants and shrubs will be appropriate species and size for the existing planter.

Use Permit - Conclusion

As proposed and conditioned, staff believes the findings can be made to approve the Use Permit. Staff recommends approval of the Use Permit subject to the conditions of approval contained in the staff report.

ENVIRONMENTAL DETERMINATION

As proposed, the project is categorically exempt from further environmental review under the provisions of Section 15311, *Accessory Structures*, of the California Environmental Quality Act.

PUBLIC OUTREACH

A public hearing notice for the proposed project was mailed to property owners within 500 feet of the project boundaries. The project is within the boundaries of Neighborhood Association Number 10. Planning staff has not received comments in favor of or in opposition to the proposed project from the Neighborhood Association or from any other interested group or individual.

RECOMMENDATION

Staff recommends that the Planning Commission:

A. Approve the USE PERMIT (file no. UP-15-02) for the installation of a 60-foot "monopine" communication pole for the purpose of concealing up to six (6) antennas along with the installation of associated ground equipment subject to the findings and conditions of approval in this report.

FINDINGS FOR USE PERMIT

- The proposed communication pole is allowed within the SC zoning district and complies with all other provisions of the Zoning Code and Municipal Code, including the General Plan and is not located within a specific plan.
- The design, location, size and operating characteristics of the communication pole are compatible with the existing and future land uses in the vicinity.

- The site is physically suitable for the installation and operation of a communication pole including access, utilities, and the absence of physical constraints.
- Granting the Use Permit for the installation on operation of a communication pole as described herein and conditioned will not be detrimental to the health, safety, peace, morals, comfort or general welfare of persons residing or working in the neighborhood.

CONDITIONS OF APPROVAL FOR USE PERMIT

- 1) This application is valid for two years from date of approval (expires 11-18-2017) unless the property owner and/or applicant obtains a time extension. (Planning)
- 2) 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, Uniform Building Code; Uniform Fire Code and Sacramento County Environmental Health Department standards.
- 3) Minor modifications to the design of the project, including site layout, may be approved by the Community and Economic Development Director provided such changes are consistent with the overall design as approved herein. Major modifications will require Planning Commission approval. (Planning).
- The ground lease area shall be screened with a precast masonry enclosure. The enclosure shall be a color to blend with the surroundings and shall be treated with anti-graffiti coating. (Planning)
- 5) The following design features shall be incorporated into the "monopine".
 - The "tree" shall have enough branches of foliage as needed to cover all sets of antennas
 - The branches shall begin at a maximum height of 20 feet from ground level
 - The tree trunk shall be designed to look like bark
 - The tree branches shall be a color that blends in with the surrounding tree environment
 - The antennas shall be covered with a screening material
 - The tree branches shall be angled a minimum of 15 degrees for the appearance of natural branches

The applicant shall be responsible for the long term maintenance of the "tree". The appearance of the tree shall be maintained in a green and healthy condition that may include the replacement of branches as needed

- 6) The site shall be landscaped as shown in Landscape Plan (L-1). In addition, the following conditions shall be followed as described in the letter from Foothill and Associates dated September 25, 2015.
 - a) The deodar cedar shall be pruned in compliance with the arborist recommendations.
 - b) Tree protection measures shall be followed and under the guidance of an arborist.
 - c) Existing irrigation system shall be repaired and remain in good working order.
- 7) The applicant shall obtain a Tree Permit from the Planning Division prior to the issuance of a Building Permit. (Planning)

- 8) Prior to the Final of Building Permits, the applicant shall call for inspection by the Planning Department to verify compliance with the approved plans. (Planning)
- 9) Construction shall be limited from the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday for any on-site and off-site work. (Building)
- 10) The applicant shall pay all appropriate development fees at the time of building permit issuance. (Planning)

Operation and maintenance standards

- 11) The owner or operator of any facility shall submit and maintain current at all times basic contact and site information. The applicant shall notify the City of any changes to the information submitted within 30 days of any change, including change of the name or legal status of the owner or operator. This information shall include the following:
 - Identity, including name, address, and telephone number, and legal status of the owner of the facility including official identification numbers and FCC certification, and if different from the owner, the identity and legal status of the person or entity responsible for operating the facility;
 - Name, address, and telephone number of a local contact person for emergencies;
 - Type of service provided; and
 - Identification signs, including emergency phone numbers of the utility provider, shall be posted at all communication facility sites.
- 12) No advertising signage or identifying logos shall be displayed on the facility except for small identification plates used for emergency notification.
- 13) All communication facilities and related equipment, including lighting, fences, shields, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter, graffiti, and other forms of vandalism, and any damage from any cause shall be repaired as soon as reasonably possible so as to minimize occurrences of dangerous conditions or visual blight. Graffiti shall be removed by the service provider from any facility or equipment as soon as practicable, and in no instances more than 48 hours from the time of notification by the City.
- 14) All trees, foliage, and other landscaping elements on a communication facility site, whether or not used as screening, shall be maintained in good condition at all times in compliance with the approved landscape plan. The facility owner or operator shall be responsible for replacing any damaged, dead, or decayed landscaping as promptly as reasonably possible. Amendments or modifications to the landscape plan shall be submitted for approval to the Director or for Design Review. The Commission may also require a landscape maintenance agreement.
- 15) Each communication facility shall be operated so as to minimize the generation of noise that is audible from off the site. Backup generators shall only be operated during periods of power outages, and shall not be tested on weekends or holidays, or between the hours of 10:00 p.m. and 7:00 a.m. on weekday nights. At no time shall equipment noise from any source exceed an exterior noise level of 60 dB at the property line.

- 16) The owner or operator of a facility shall routinely and regularly inspect each site to ensure compliance with the standards identified herein and within the regulations of the City's telecommunications regulations. (Planning)
- 17) Any exterior lighting shall be manually operated and used only during night maintenance or emergencies, unless otherwise required by applicable Federal law or FCC rules. The lighting shall be constructed or located so that only the intended area is illuminated and off-site glare is fully controlled. Light fixtures shall be low wattage, hooded, and downward directed.
- 18) The facility or combination of facilities shall at any time exceed the FCC adopted NIER (Nonionizing Electromagnetic Radiation) standard for human exposure. The owner of each facility shall demonstrate continued compliance with the FCC NIER standard by submitting an annual report to the City that documents compliance with the standard.
- 19) Towers and equipment buildings shall be properly secured to prevent unauthorized access.
- 20) A facility not operated for a continuous period of six months shall be considered abandoned, and the owner shall remove the facility within 90 days of notice from the City. If the facility is not removed within 90 days, the City may remove the facility at the owner's expense. If there are two or more users of a single wireless communication facility, then this provision shall not become effective until all users cease using the facility.
- 21) 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 Permit or any Project Approval or any Subsequent Project Approval, or otherwise arising out of or stemming from this Permit. 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 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

Attachments:

- 1. Vicinity Map
- 2. Photo simulations
- 3. "Off-air" Coverage Map
- 4. "On-air" coverage Map
- 5. Site Analysis
- 6. Reductions of plans

Exhibits:

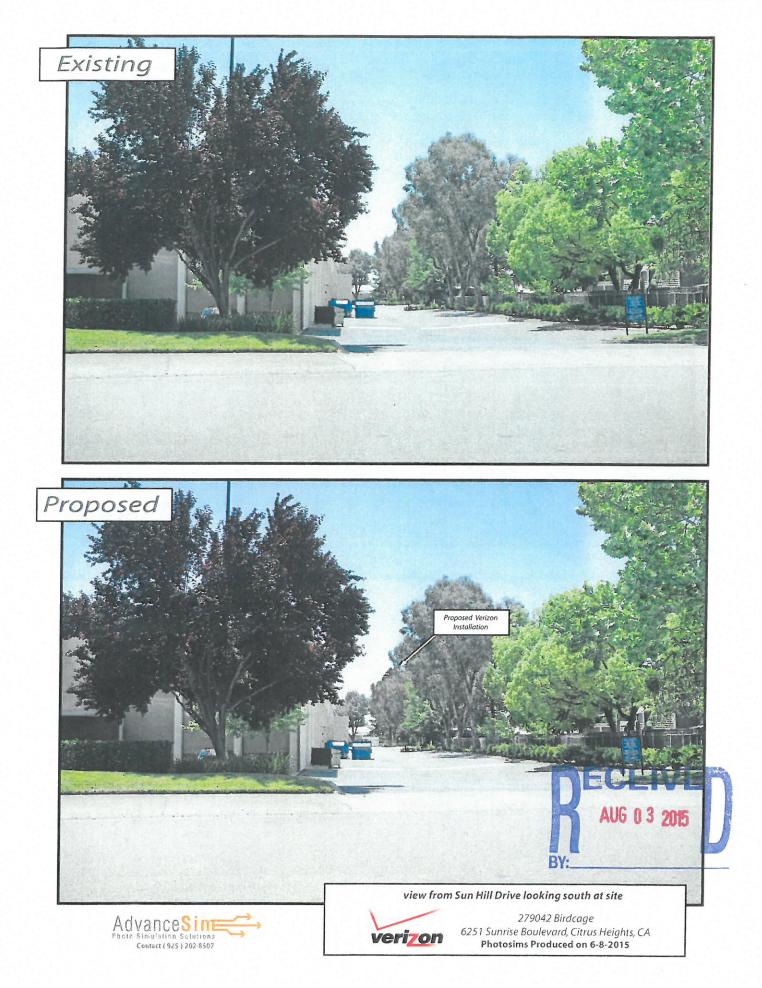
- A. Full Size Plans
- B. Landscape Plan

Attachment 1



Attachment 1

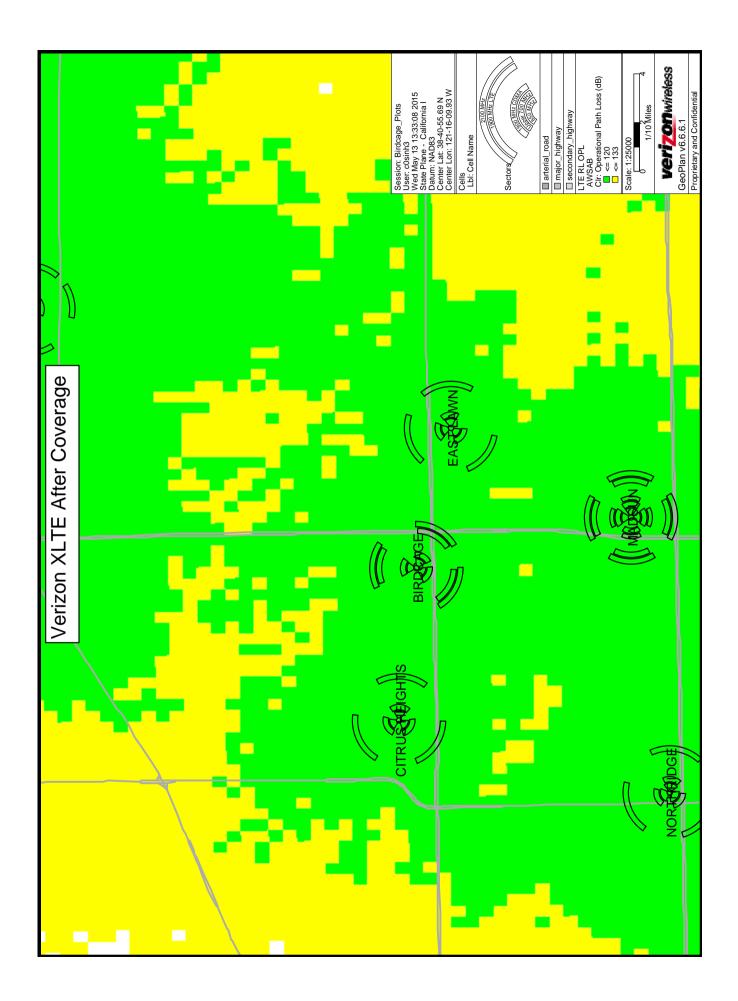
Attachment 2

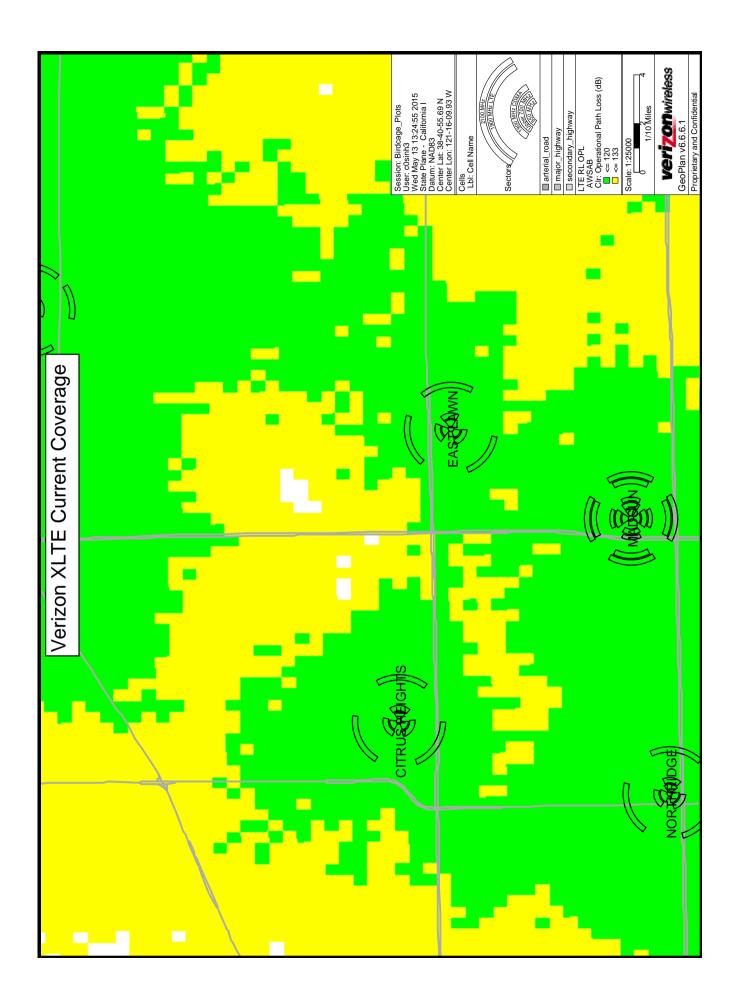














Alternative Site Analysis And Coverage Maps

Verizon Wireless Telecommunications Facility -BIRDCAGE

Monopine Telecommunications Tower <u>APN:243-0060-039-0000</u>

July 31, 2015

Summary of Site Evaluations and Technical Evidence Conducted by Epic Wireless Group, Inc.



I. <u>Executive Summary</u>

In the summer of 2013 Epic Wireless Group, Inc. was contracted to identify a wireless site location and design to serve a significant gap in wireless coverage identified by Verizon Wireless in the vicinity of Citrus Heights, California. After conducting a thorough research and evaluation of existing buildings and structures in the area that would accommodate a collocation, Verizon Wireless determined a new tower must be constructed to adequately meet the coverage and capacity goals. Epic Wireless investigated 5 potential alternatives and concluded that the presently proposed 65' monopine located on a Shopping Center zoned parcel currently being used as a small business strip mall at APN 243-0060-039-0000 is the least intrusive site that can offer the needed coverage to the area suffering from a significant gap in coverage.

II. <u>Coverage Objective</u>

Area resident requests, customer complaints, and Verizon Wireless RF Engineers have confirmed a significant wireless coverage gap in the City of Citrus Heights within Sacramento County. The search ring of covers both the east and west segments of Sunrise Boulevard between Greenback Boulevard and Madison Avenue. The search ring was designed as a capacity site to offload the existing Verizon sites "Citrus Heights", "East Lawn", "Madsun", and "Northridge". The location has good visibility of the ring and would provide enhanced coverage and help to alleviate existing capacity concerns. The coverage objective is detailed in the attached coverage maps provided by Verizon Wireless RF Engineers.

The coverage maps indicate a lack in coverage denoted as white and yellow coloring. The lack of coverage is most heavily concentrated at the intersection of Sunrise St. and Greenback Rd. This area of Citrus Heights consists of multiple small and large shopping centers, small commercial businesses surrounded by residential. It is Verizon Wireless' goal to provide exceptional coverage to all of its current and future customers by filling existing significant gaps in coverage as identified in this section of Citrus Heights. The number of residents, business owners, office workers, and travelers that would benefit from this proposal each day are numbered in the thousands. In addition, the new tower will allow for collocation opportunities that may attract other carriers to this location in order to provide more enhanced coverage from multiple carriers and limit the need for additional cell facilities in the future, building a stronger network throughout Citrus Heights.



Methodology

In identifying the least intrusive site location and design, Verizon Wireless looks to local municipal code, ordinances, and general plans to identify the values significant to the local community for placement of wireless facilities. In addition, each proposed site must meet minimum requirements of a willing landlord, feasible construction, road access, available telephone and electrical utilities as well as compliance with local zoning requirements. In completing its site alternatives analysis and in compliance with the City of Citrus Heights Municipal Code 106.44.050(B), Epic Wireless first looked for available SMUD property or poles; an already existing stealth tower that was available; a rooftop or for collocation opportunities which could provide service to the identified coverage gap.

To analyze our compliance with Citrus Heights Code 106.44.050(B), please refer to the attached Search Ring Map. This is the map provided to me from the Verizon RF Engineers to guide my choice of location for the new site. You can see there are three existing towers in the vicinity that are already operating. This area is growing so quickly in population and drawing so much data and cellular capacity that another site was necessary to offload some of the draw and to fill a substantial lack of coverage.

As a result of its limited scope, no existing SMUD towers or poles were available inside the search ring (106.44.050(3)(a)). Likewise, no cell towers on which to collocate were identified in the area that could provide the needed coverage. Due to the location within Citrus Heights, existing multi-story buildings were reviewed for collocation opportunities. The existing height and the limited visual impact to the surrounding neighbors make multi-story buildings a viable option for collocation and referred to specifically in Code Section 106.44.050.3(d). However, most of the buildings in the search rings were not tall enough on which to place our antennas.

The locations listed below were the most attractive location opportunities to satisfy the identified coverage objective. Each of the locations were determined to be inadequate for various reasons explained below.

The following is a list of said properties.

1. Dimple Records (7830 Macy Plaza Dr): We looked at this property under the Code Section 106.44.050(d). This site is owned and operated by Patterson Properties. After meeting with their management and walking the site, it was determined based upon the location and lack of adequate space to support a wireless tower and its shelter that is would not be an adequate site.

2. Sunrise Marketplace (5912 Sunrise Mall): This site is owned and operated by Sunrise Marketplace Retail Properties. We met with Kathilynn Carpenter, Executive Director and walked the site. We looked at this property under the Code Section 106.44.050(d). Both parties expressed mutual interest and the project was moving along until we got to the leasing terms and both parties



required a mutual termination agreement which was not going to work and the lease negotiations fell apart.

3. Big 5 (7833 Greenback Lane): This candidate expressed interest in leasing space to Verizon. Verizon walked the site and determined where the antennas could go to achieve its objectives but Big 5 and Verizon could not agree on where the antennas could be placed without interfering with their business. We were considering this property under the Code Section 106.44.050(d).

4. LOWE'S (7849 Greenback Lane): We pursued this location for potential rooftop antennas under the Code Section 106.44.050(d). After trying to make contact and going back and forth with Lowe's, landlord stated they were not interested in moving forward.

5. Toys 'R' Us (7800 Greenback Lane): We pursued this location for potential rooftop antennas under the Code Section 106.44.050(d). After trying to make contact and going back and forth with management, they stated they were not interested in moving forward.

The City of Citrus Heights suggested the following properties:

The monopine on Arcadia Drive: This monopine was too far outside of the search ring. The farthest we could go was the site we are going on as it was the only option that worked. You can see by referring to the Search Ring Map, that it is also very close to the East Lawn site.

6060 Sunrise Vista : Verizon already has a site here. It is called East Lawn. The site Birdcage is being built to help offload this site.

7869 Kingswood: This area is already covered by our tower called Madsun which is designated on the Search Ring map.

MACY'S ROOF: This site was considered and discussed with RF. It was not a favored site because of lack of height and its proximity to the East Lawn site.

There are three existing Verizon cellular facilities denoted on the Search Ring Map. These towers are providing coverage and capacity as shown by coverage maps.The attached coverage maps are generated by Verizon Wireless Radio Frequency Engineers and supersede any online maps found. These are property of Verizon Wireless and demonstrate weak points of coverage and capacity within their network. Green depicts good cell coverage while yellow depicts no coverage to poor coverage. The search ring and coverage gap is a limited area that has many challenges for leasing.

IV. Site Summary

The proposed location is in a parking lot at the rear of the parcel. The facility will be predominantly screened by an existing strip mall which includes a Sleep Train, Kelly Moore Paint shop and Red Lobster restaurant. There are 6



eucalyptus trees in the rear of the shopping center ranging in size from 18 to 30 feet tall and a 18' pine tree.

The height of the proposed monopine is 65', the top of the antennas is 60' and the RAD is 56' and is required to offer the desired coverage. With the tower at a height of 60', this provides a centerline of 56' for Verizon Wireless antennas. The centerline of the antennas along with other factors such as surrounding topography and physical obstacles (buildings and trees) play a part in determining the degree of operational path loss or coverage loss. The higher the antennas the greater chance they are shooting a signal above any obstacles that may decrease the operational path of the antennas. The 56' centerline is the minimum height requirement for the desired coverage objective. In addition, the tower has been designed to accommodate future collocation of other carriers as preferred by the City.

IV. Conclusion

The identified site location and design of the proposed facility represents a thorough and responsible investigation of the alternative collocation possibilities. Verizon Wireless, with the help of Epic Wireless and Verizon Wireless RF Engineers, has determined the proposed site to be the best available location for a new wireless telecommunication facility in order to service the desired coverage objective and provide coverage to the existing residents, businesses, and travelers. This facility is believed to have the least impacts to the community while offering future opportunity for other carriers to collocate.

(P) GENERAL NOTES

- THE CONTRACTOR SHALL NOTIFY VERIZON WIRELESS (WHERE REQUIRED) OF ANY ERRORS, OMISSIONS, OR INCONSISTENCIES AS THEY MAY BE DISCOVERED IN PLANS, DOCUMENTS, NOTES, OR SPECIFICATIONS PRIOR TO STARTING CONSTRUCTION INCLUDING, BUT NOT LIMITED BY, DEMOLITION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY ERROR, OMISSION, OR INCONSISTENCY AFTER THE START OF CONSTRUCTION WHICH HAS NOT BEEN BROUGHT TO THE ATTENTION OF VERIZON WIRELESS (WHERE REQUIRED) AND SHALL INCUR ANY EXPENSES TO RECTIFY THE SITUATION. THE MEANS OF CORRECTING ANY ERROR SHALL FIRST BE APPROVED BY VERIZON WIRELESS (WHERE REQUIRED).
- 2. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING CONDITIONS PRIOR TO THE START OF ANY WORK. DISCREPANCIES WILL BE REPORTED IMMEDIATELY TO VERIZON WIRELESS (WHERE REQUIRED). THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK AND MATERIALS INCLUDING THOSE FURNISHED BY THE SUBCONTRACTOR(S).
- 3. A COPY OF GOVERNING AGENCY APPROVED PLANS SHALL BE KEPT IN A PLACE SPECIFIED BY THE GOVERNING AGENCY, AND BY LAW, SHALL BE AVAILABLE FOR INSPECTION AT ALL TIMES. THE PLANS ARE NOT TO BE USED BY THE WORKMEN. ALL CONSTRUCTION SETS SHALL REFLECT THE SAME INFORMATION AS GOVERNING AGENCY APPROVED PLANS. THE CONTRACTOR SHALL ALSO MAINTAIN ONE SET OF PLANS, IN GOOD CONDITION, COMPLETE WITH ALL REVISIONS, ADDENDA, AND CHANGE ORDERS ON THE PREMISES AT ALL TIMES UNDER THE DIRECT CARE OF THE SUPERINTENDENT. THE CONTRACTOR SHALL SUPPLY VERIZON WIRELESS (WHERE REQUIRED). WITH A COPY OF ALL REVISIONS, ADDENDA, AND/OR CHANGE ORDERS AT THE CONCLUSION OF THE WORK AS A PART OF THE AS-BUILT DRAWING RECORDS.
- 4. THE CONTRACTOR SHALL STUDY THE STRUCTURAL, ELECTRICAL, MECHANICAL, AND PLUMBING PLANS AND CROSS CHECK THEIR DETAILS, NOTES, DIMENSIONS, AND ALL REQUIREMENTS PRIOR TO THE START OF ANY WORK.
- 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE SECURITY OF THE PROJECT AND SITE WHILE THE WORK IS IN PROGRESS UNTIL THE JOB IS COMPLETE.
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- 7. THE REFERENCES ON THE DRAWINGS ARE FOR CONVENIENCE ONLY AND SHALL NOT LIMIT THE APPLICATION OF ANY DRAWING OR DETAIL.
- 8. ALL CONSTRUCTION THROUGHOUT THE PROJECT SHALL CONFORM TO TITLE 24 OF THE CALIFORNIA CODE OF REGULATIONS. EXCEPT WHERE EXEMPTED.
- 9. ALL GLASS AND GLAZING IS TO COMPLY WITH CHAPTER 54 OF THE U.S. CONSUMER SAFETY COMMISSION SAFETY STANDARDS FOR ARCHITECTURAL GLAZING MATERIALS (42 FR 1428, CFR PART 1201) AND LOCAL SECURITY REQUIREMENTS.
- 10. ALL EXISTING CONSTRUCTION, EQUIPMENT, AND FINISHES NOTED TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND WILL BE REMOVED FROM THE SITE WITH THE FOLLOWING EXCEPTIONS:
- A. PROPERTY NOTED TO BE RETURNED TO THE OWNER.B. PROPERTY NOTED TO BE REMOVED BY THE OWNER.
- 11. THE GOVERNING AGENCIES, CODE AUTHORITIES, AND BUILDING INSPECTORS SHALL PROVIDE THE MINIMUM STANDARDS FOR CONSTRUCTION TECHNIQUES, MATERIALS, AND FINISHES USED THROUGHOUT THE PROJECT. TRADE STANDARDS AND/OR PUBLISHED MANUFACTURERS SPECIFICATIONS MEETING OR EXCEEDING DESIGN REQUIREMENTS SHALL BE USED FOR INSTALLATION.
- 12. WHEN REQUIRED STORAGE OF MATERIALS OCCURS, THEY SHALL BE EVENLY DISTRIBUTED OVER ROUGH FRAMED FLOORS OR ROOFS SO AS NOT TO EXCEED THE DESIGNED LIVE LOADS FOR THE STRUCTURE. TEMPORARY SHORING AND/OR BRACING IS TO BE PROVIDED WHERE THE STRUCTURE HAS NOT ATTAINED THE DESIGN STRENGTH FOR THE CONDITIONS PRESENT.
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- 14. PRIOR TO THE POURING OF ANY NEW SLAB OVER AN EXISTING SLAB THE CONTRACTOR SHALL VERIFY LOCATIONS OF ALL OPENINGS, CHASES, AND EQUIPMENT WHICH ARE TO BE IMPLEMENTED INTO THE NEW WORK. ALL ITEMS DESIGNATED TO BE ABANDONED SHALL BE NOTED AND DISCUSSED WITH THE OWNER AND VERIZON WIRELESS (WHERE REQUIRED) AS PART OF THE AS-BUILT DRAWING PACKAGE.
- 15. BUILDING INSPECTORS AND/OR OTHER BUILDING OFFICIALS ARE TO BE NOTIFIED PRIOR TO ANY GRADING, CONSTRUCTION, AND ANY OTHER PROJECT EFFORT AS MANDATED BY THE GOVERNING AGENCY.
- 16. OWNER, CONTRACTOR, AND VERIZON WIRELESS (WHERE REQUIRED) SHALL MEET JOINTLY TO VERIFY ALL DRAWINGS AND SPECIFICATIONS PRIOR TO THE START OF CONSTRUCTION.
- 17. THE PROJECT, WHEN COMPLETED, SHALL COMPLY WITH LOCAL SECURITY CODES AND TITLE-24 ENERGY CONSERVATION REQUIREMENTS. (TITLE-24 WHEN APPLICABLE)
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- 20. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY BACKING, BLOCKING, AND/OR SLEEVES REQUIRED FOR THE INSTALLATION OF FIXTURES, MECHANICAL EQUIPMENT, PLUMBING, HARDWARE, AND FINISH ITEMS TO INSURE A PROPER AND COMPLETE JOB.
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- 22. THE CONTRACTOR IS TO PROVIDE PROTECTION FOR ADJOINING PROPERTIES FROM PHYSICAL HARM, NOISE, DUST, DIRT, AND FIRE AS REQUIRED BY THE GOVERNING AGENCIES.
- 23. WHERE SPECIFIED, MATERIALS TESTING SHALL BE TO THE LATEST STANDARDS AND/OR REVISIONS AVAILABLE AS REQUIRED BY THE GOVERNING

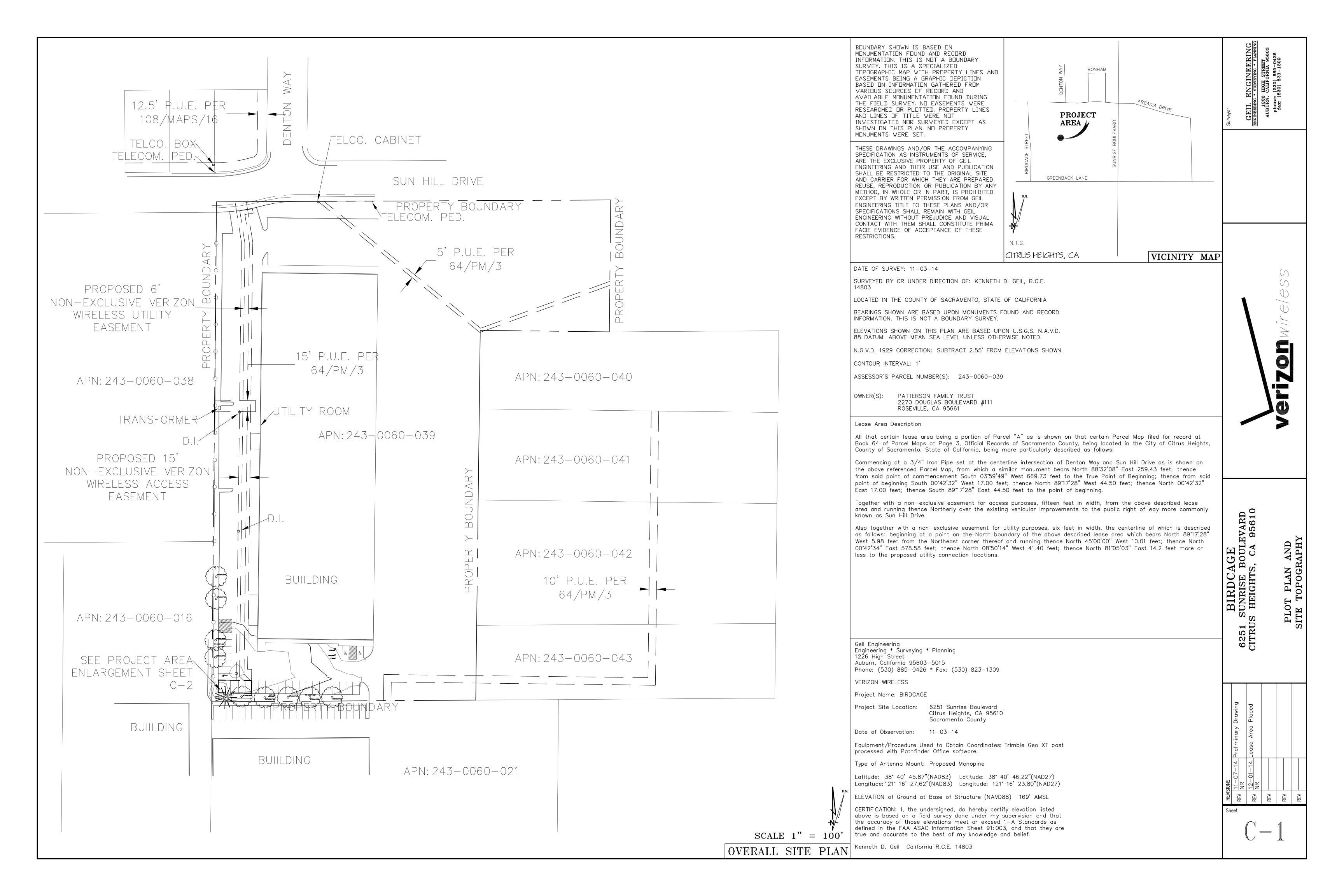
AGENCY RESPONSIBLE FOR RECORDING THE RESULTS.

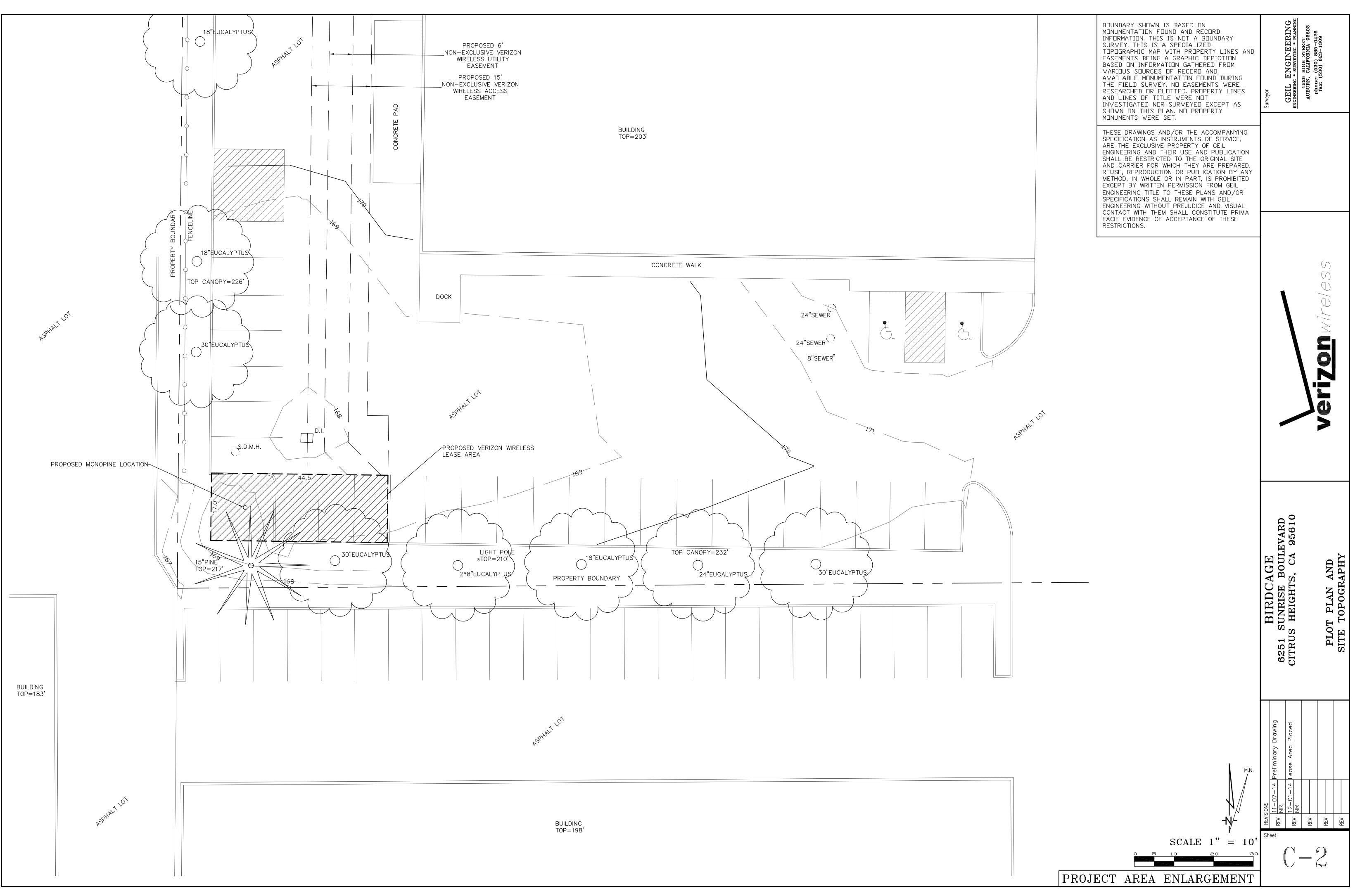
- 24. THE CONTRACTOR IS RESPONSIBLE FOR THE STORAGE OF ALL MATERIALS AND SHALL NOT DO SO ON PUBLIC PROPERTY WITHOUT A PERMIT TO DO SO FROM THE GOVERNING AGENCIES FOR THIS PURPOSE.
- 25. GENERAL NOTES AND STANDARD DETAILS ARE THE MINIMUM REQUIREMENTS TO BE USED IN CONDITIONS WHICH ARE NOT SPECIFICALLY SHOWN OTHERWISE.
- 26. TRADES INVOLVED IN THE PROJECT SHALL BE RESPONSIBLE FOR THEIR OWN CUTTING, FITTING, PATCHING, ETC., SO AS TO BE RECEIVED PROPERLY BY THE WORK OF OTHER TRADES.
- 27. ALL DEBRIS AND REFUSE IS TO BE REMOVED FROM THE PROJECT PREMISES AND SHALL BE LEFT IN A CLEAN (BROOM FINISH) CONDITION AT ALL TIMES BY EACH TRADE AS THEY PERFORM THEIR OWN PORTION OF THE WORK.
- 28. VERIZON WIRELESS (WHERE REQUIRED) DOES NOT GUARANTEE ANY PRODUCTS, FIXTURES, AND/OR ANY EQUIPMENT NAMED BY A TRADE OR MANUFACTURER. GUARANTEE OR WARRANTY THAT MAY BE IN EFFECT IS DONE SO THROUGH THE COMPANY OR MANUFACTURER PROVIDING THE PRODUCT, FIXTURE, AND/OR EQUIPMENT ONLY: UNLESS SPECIFIC RESPONSIBILITY IS ALSO PROVIDED BY THE CONTRACTOR/SUBCONTRACTOR IN WRITTEN FORM.
- 29. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR AND SHALL REMEDY ALL FAULTY, INFERIOR, AND/OR IMPROPER MATERIALS, DAMAGED GOODS, AND/OR FAULTY WORKMANSHIP FOR ONE (1) YEAR AFTER THE PROJECT IS COMPLETE AND ACCEPTED UNDER THIS CONTRACT; UNLESS NOTED OTHERWISE IN THE CONTRACT BETWEEN THE OWNER AND THE CONTRACTOR. (EXCEPTION) THE ROOFING SUBCONTRACTOR SHALL FURNISH A MAINTENANCE AGREEMENT FOR ALL WORK DONE, COSIGNED BY THE GENERAL CONTRACTOR, TO MAINTAIN THE ROOFING IN A WATERTIGHT CONDITION FOR A PERIOD OF TWO (2) YEARS STARTING AFTER THE DATE OF SUBSTANTIAL COMPLETION OF THE PROJECT, UNLESS OTHERWISE WRITTEN IN THE CONTRACT BETWEEN THE OWNER AND THE CONTRACTOR.
- 30. THE CONTRACTOR SHALL PROVIDE ADEQUATE PROTECTION FOR THE SAFETY OF THE OWNER'S EMPLOYEES, WORKMEN, AND ALL TIMES DURING THE CONSTRUCTION OF THE PROJECT.
- 31. THE CONTRACTOR SHALL BE REQUIRED TO PAY FOR ALL NECESSARY PERMITS AND/OR FEES WITH RESPECT TO THE WORK TO COMPLETE THE PROJECT. BUILDING PERMIT APPLICATIONS SHALL BE FILED BY THE OWNER OR HIS REPRESENTATIVE. CONTRACTOR SHALL OBTAIN PERMIT AND MAKE FINAL PAYMENT FOR SAID DOCUMENT.
- 32. THE ARCHITECT/ENGINEER IN CHARGE SHALL SIGN AND SEAL ALL DRAWINGS AND/OR SPECIFICATIONS.
- 33. FIRE EXTINGUISHER REQUIREMENTS SHALL BE VERIFIED WITH THE LOCAL FIRE MARSHALL.
- 34. VERIZON WIRELESS (WHERE REQUIRED) WILL REVIEW AND APPROVE SHOP DRAWINGS AND SAMPLES FOR CONFORMANCE WITH DESIGN CONCEPT. VERIZON WIRELESS (WHERE REQUIRED) PROJECT APPROVAL OF A SEPARATE ITEM SHALL NOT INCLUDE APPROVAL OF AN ASSEMBLY IN WHICH THE ITEM FUNCTIONS.
- 35. CONTRACTOR TO LOCATE ALL UTILITIES PRIOR TO PLACEMENT OF MONOPOLE FOOTING AND OTHER STRUCTURES TO BE PLACED IN GROUND. SEE GENERAL NOTE #6 ON THIS SHEET.
- 36. SEE CIVIL DRAWINGS FOR ADDITIONAL SITE INFORMATION.
- 37. CONTRACTOR TO PROVIDE TRENCH AS REQUIRED TO INSTALL BOTH ELECTRICAL AND TELEPHONE UNDERGROUND CONDUITS (#40 PVC) PER S.C.E. WORKORDER. BACKFILL WITH CLEAN SAND AND COMPACT TO THE SATISFACTION OF THE DISTRICTS INSPECTOR. REPLACE FINISH GRADE WITH MATCHING MATERIALS (GRASS, ASPHALT, CONCRETE, ETC.)
- 38. CALL BEFORE YOU DIG. CONTRACTOR IS REQUIRED TO CALL USA NORTH AT 1-800-227-2600 AT LEAST 72 HOURS BEFORE DIGGING.
- 39. CONTRACTOR TO PROVIDE HEAVY STEEL PLATES AT OPEN TRENCHES FOR SAFETY AND TO PROTECT EXISTING GROUND SURFACES FROM HEAVY EQUIPMENT UTILIZED DURING CONSTRUCTION.
- 40. CONTRACTOR TO PATCH AND REPAIR ALL GROUND SURFACES WITHIN THE CONSTRUCTION AREA AS NECESSARY TO PROVIDE A UNIFORM SURFACE AND MAINTAIN EXISTING SURFACE DRAINAGE SLOPES.
- 41. CONTRACTOR TO REPLACE LANDSCAPE VEGETATION THAT WAS DAMAGED DUE TO CONSTRUCTION, AND TO MODIFY REMAINING IRRIGATION LINES TO OPERATING CONDITION, PROVIDING FULL COVERAGE TO IMPACTED AREAS.
- 42. THIS FACILITY IS AN UNOCCUPIED WIRELESS TELECOMMUNICATION FACILITY.

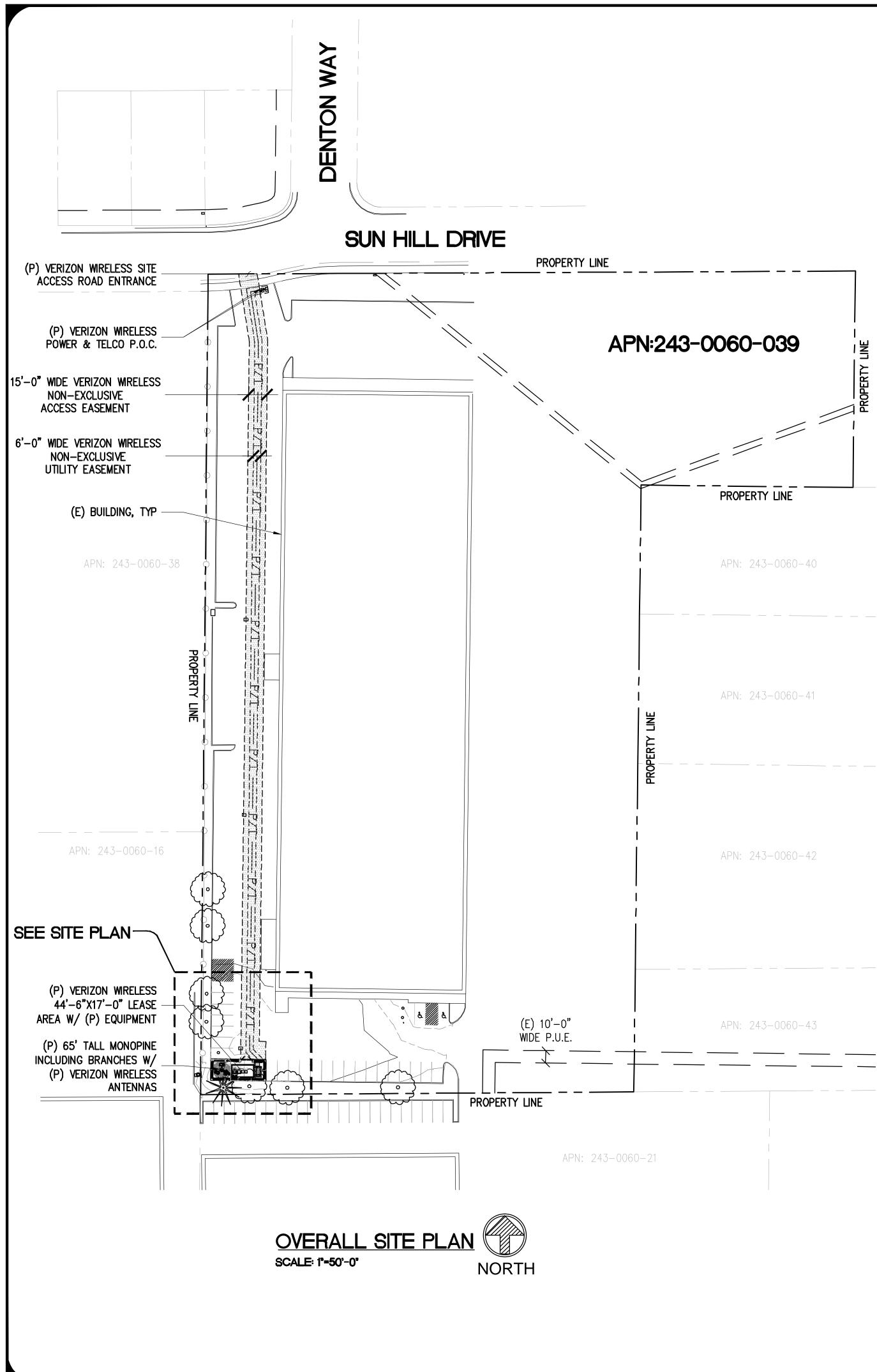


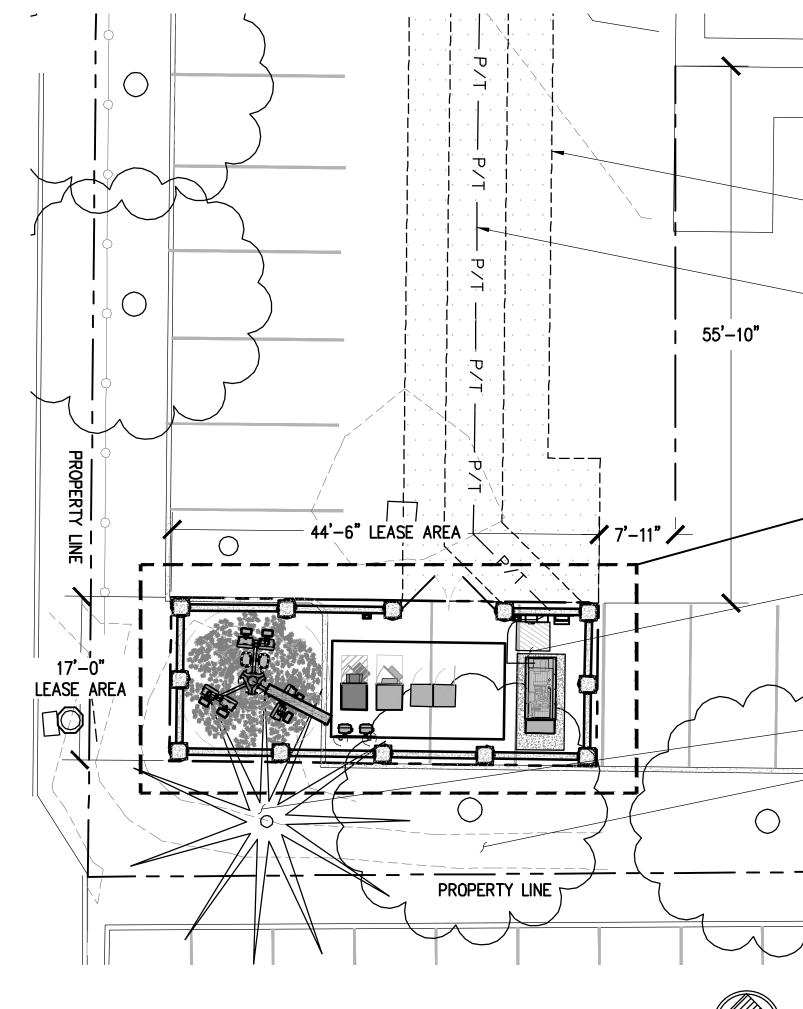
Verizonwireless BIRDCAGE 6251 SUNRISE BLVD., CITRUS HEIGHTS, CA 95610		
PROJECT ID: 20130974319	PS LOCATION #:	279042
VICINITY MAP	PROJECT	INFORMATION
ARCADIA DR PROJECT AREA GREENBACK LANE GREENBACK LANE NORTH DIRECTIONS TO SITE FROM VERIZON FROM: 255 PARKSHORE DR, FOLSOM, CA 95630 T0: 6251 SUNRISE BLVD, CITRUS HEIGHTS, CA 95610	PROPERTY INFORMATION: SITE NAME: BIRDCAGE PS LOCATION#: 279042 PROJECT ID: 20130974319 SITE ADDRESS: 6251 SUNRISE BLVD CITRUS HEIGHTS, CA 95610 APN: 243–0060–039 COUNTY: SACRAMENTO JURISDICTION: CITY OF CITRUS HEIGHTS ZONING: N/A (E) SETBACKS: 10', FRONT (P) USE: WIRELESS TELECOMMUNICATION FACILITY (P) OCCUPANCY: U (UNMANNED) (P) TOWER TYPE AND HT: 65' TALL MONOPINE INCLUDING BRANCHES GROUND ELEVATION: 169.0' AMSL	SITE MANAGER/DESIGN TEAM EPIC WIRELESS 8700 AUBURN FOLSOM ROAD; SUITE 4 GRANITE BAY, CA 95746 CONTACT: BRETT EWING TELEPHONE: (916) 844–9324 EMAIL: BRETT.EWING@EPICWIRELESS LEASING/ZONING MANAGER: EPIC WIRELESS 8700 AUBURN FOLSOM ROAD; SUITE 40 GRANITE BAY, CA 95746 CONTACT: MICHELE WELZ TELEPHONE: 773–383–1521 EMAIL: MICHELE.WELZ@EPICWIRELESS.NET PROPERTY OWNER: OWNER: PATTERSON PROPERTIES 2270 DOUGLAS BLVD, SUITE 111 ROSEVILLE, CA 95661
 HEAD NORTHEAST ON PARKSHORE DR TOWARD COOLIDGE DR TURN LEFT ONTO COOLIDGE DR TAKE THE 3RD LEFT ONTO GLENN DR TURN RIGHT ONTO FOLSOM BLVD TURN LEFT ONTO GREENBACK LN TURN RIGHT OT STAY ON GREENBACK LN TURN RIGHT ONTO ARCADIA DR TAKE THE 1ST LEFT ONTO SUNRISE BLVD 	FOLLOWING CODES AS ADOPTED BY PERMIT WORK NOT CONFORMING T 1. 2013 CALIFORNIA ADMINISTR 2. 2013 CALIFORNIA BUILDING (2012 INTERNATIONAL 3. 013 CALIFORNIA ELECTRICAL (2011 NATIONAL ELEC 4. 2013 CALIFORNIA MECHANICA (2012 UNIFORM MECH 5. 2013 CALIFORNIA PLUMBING (2012 UNIFORM PLUM 6. 2013 CALIFORNIA ENERGY C 7. 2013 CALIFORNIA ENERGY C 7. 2013 CALIFORNIA FIRE CODE (2012 INTERNATIONAL 8. 2013 CALIFORNIA FIRE CODE (2012 INTERNATIONAL 8. 2013 CALIFORNIA GREEN BU 9. 2013 CALIFORNIA REFERENC 10. ALONG WITH ANY OTHER AP 11. ANSI/EIA-TIA-222-G DISABLED ACCESS THIS FACILITY IS UNMANNED & NC	ATIVE CODE, PART 1, TITLE 24 C.C.F CODE (CBC), PART 2, TITLE 24 C.C BUILDING CODE VOLUMES 1–2 AND CODE (CEC), PART 3, TITLE 24 C.C CTRICAL CODE AND 2013 CALIFORNIA AL CODE (CMC), PART 4, TITLE 24 HANICAL CODE AND 2013 CALIFORNIA CODE (CPC), PART 5, TITLE 24 C.C.F CODE (CPC), PART 6, TITLE 24 C.C.F E, PART 9, TITLE 24 C.C.R FIRE CODE AND 2013 CALIFORNIA JILDING STANDARDS CODE, PART 11, CED STANDARDS, PART 12, TITLE 24 PLICABLE LOCAL & STATE LAWS AND REQUIREMENTS

	A CALINARIA CALINARI
SHEET INDEX T-1 TITLE SHEET, PROJECT INFORMATION C-1 SURVEY C-2 SURVEY A-1 OVERALL SITE PLAN & SITE PLAN A-2 ENLARGED SITE PLAN & ANTENNA PLAN A-3 ELEVATIONS 400 NEW (P) UNMANNED TELECOMMUNICATION SITE CONSISTING C 400 NEW (P) UNMANNED TELECOMMUNICATION SITE CONSISTING C 5.NET - (P) 44'-6" x 17'-0" (756.5 SQ FT) LEASE AREA CONTA 400 NEW (P) UNMANNED TELECOMMUNICATION SITE CONSISTING C 5.NET - (P) 44'-6" x 17'-0" (756.5 SQ FT) LEASE AREA CONTA 400 NEW (P) UNMENTED TELECOMMUNICATION SITE CONSISTING C 401 NEW (P) UNMANNED TELECOMMUNICATION SITE CONSISTING C 402 - (P) 44'-6" x 17'-0" (756.5 SQ FT) LEASE AREA CONTA 403 - (P) 44'-6" x 17'-0" (756.5 SQ FT) LEASE AREA CONTA 404 - (P) 44'-6" x 17'-0" (756.5 SQ FT) LEASE AREA CONTA 405 - (P) 44'-6" x 17'-0" (756.5 SQ FT) LEASE AREA CONTA 406 - (P) 45' TALL MONOPINE (12) (P) eNODE B CABINET 407 - (P) METER ON H-FRAME, AND DISCONNECT AT (P) LEASE AREA. 408 - (P) 65' TALL MONOPINE INCLUDING BRANCHES, (6) (P) (P) CONCRETE PAD 409	NING S. DIESEL 5'X10' C. D UP H A2 E. D UP H A2 D UP H
ACCORDANCE WITH THE CURRENT EDITIONS OF THE IES. NOTHING IN THESE PLANS IS TO BE CONSTRUCTED TO C.R. C.R. D 2013 CALIFORNIA AMENDMENTS) C.C.R. IA AMENDMENTS) C.C.R. IA AMENDMENTS) C.C.R. AMENDMENTS) C.C.R. AMENDMENTS) R. AMENDMENTS) J. TITLE 24 C.C.R. 4 C.C.R. ID REGULATIONS.	ISSUE STATUS INT DATE DESCRIPTION REV. AKG 11/19/14 90% ZD'S 0 CES 02/03/15 95% ZD'S 0 CES 02/03/15 100% REDESIGN ZD'S 1 EAS 10/20/15 100% REDESIGN ZD'S 2 BHEET TITLE: SHEET TITLE: TITLE SHEET & PROJECT INFORMATION T-1

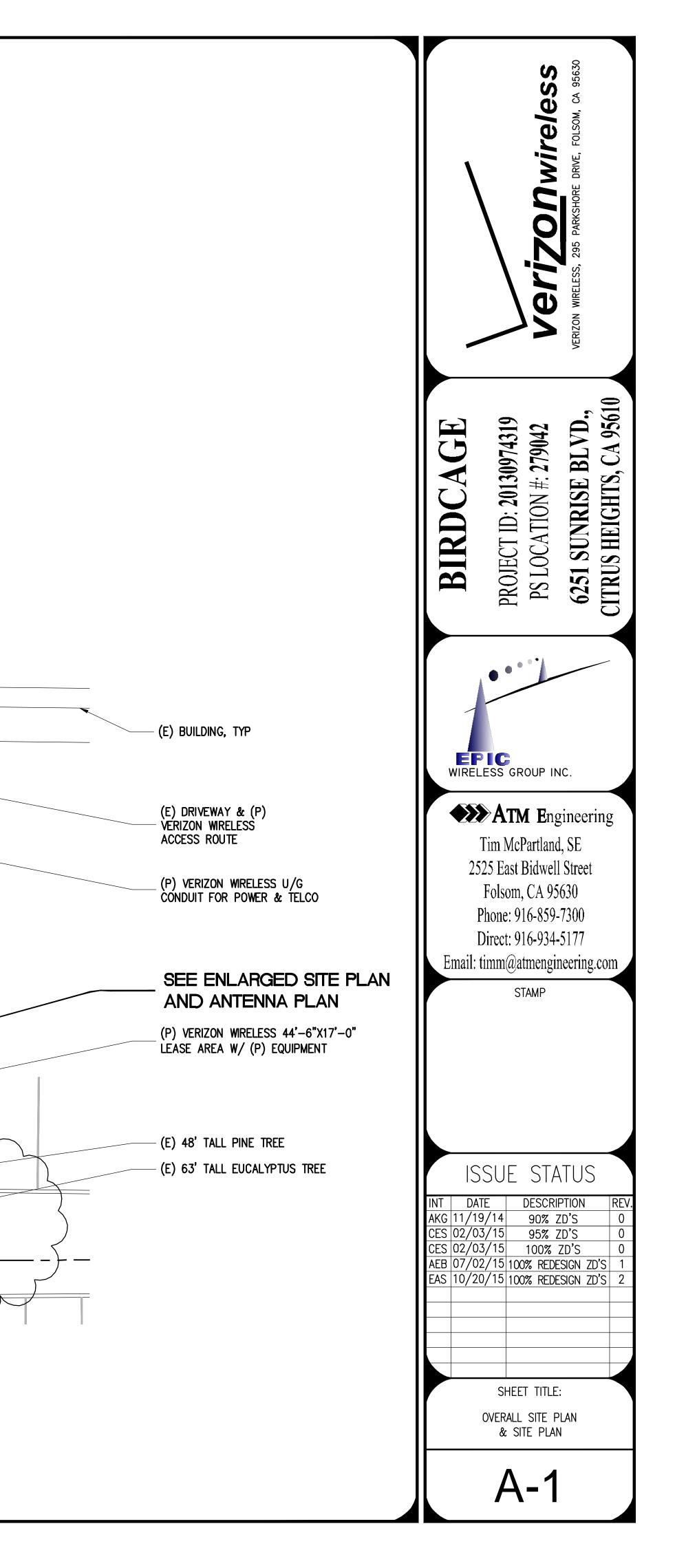


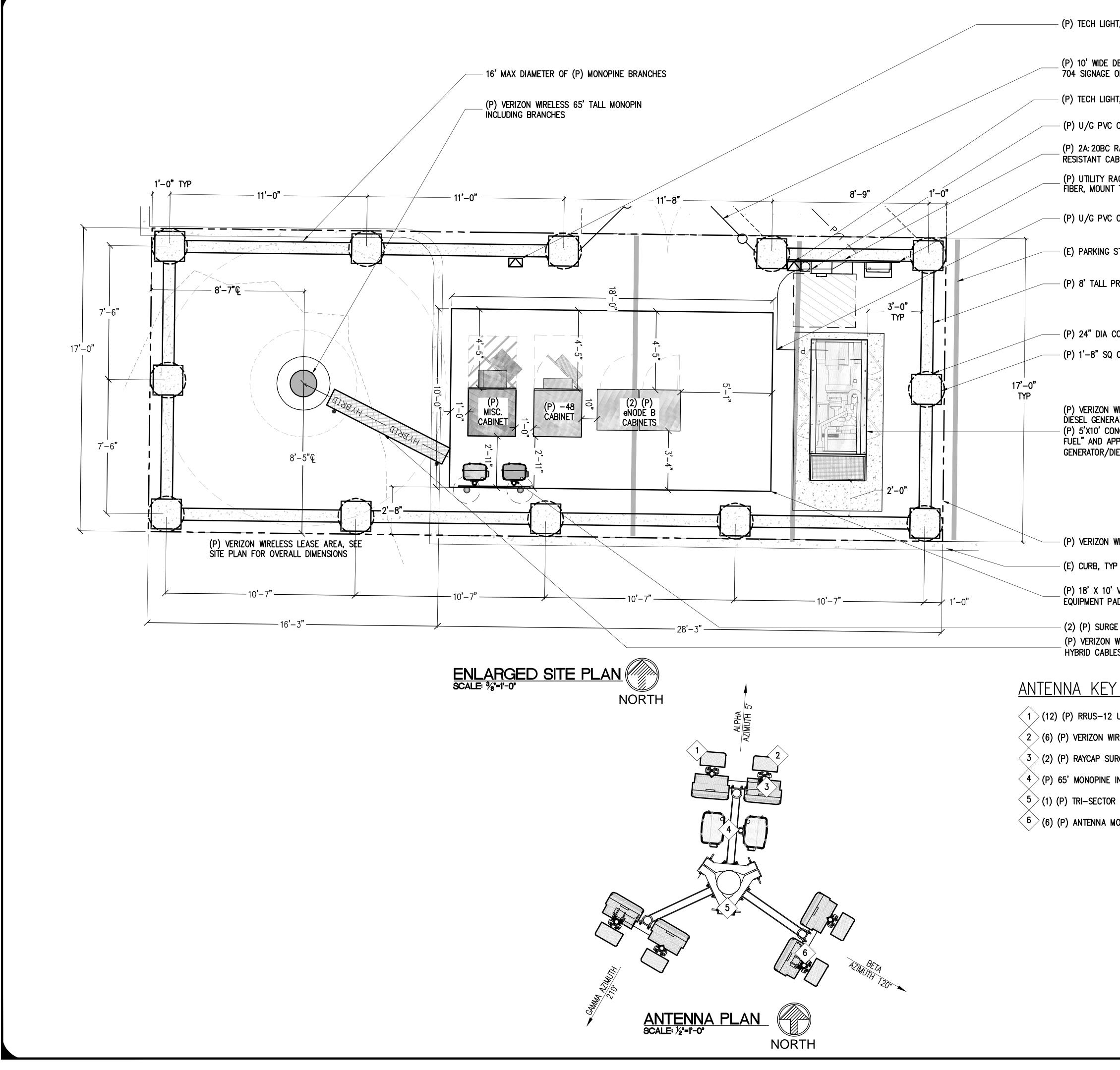






SCALE: 1"-10'-0" NORTH





ANTENNA KEY NOTES: (1) (12) (P) RRUS-12 UNITS W/ A2 RECEIVERS, STACK MOUNTED

 $\langle 2 \rangle$ (6) (P) VERIZON WIRELESS 6' ANTENNAS (3) (2) (P) RAYCAP SURGE SUPPRESSORS 4 (P) 65' MONOPINE INCLUDING BRANCHES 5 (1) (P) TRI-SECTOR MOUNTS 6 (6) (P) ANTENNA MOUNTS

- (P) TECH LIGHT, DOWN TILT W/ TIMER & MOTION SENSOR

(P) 10' WIDE DBL SWING GATE W/ APPROPRIATE NFPA 704 SIGNAGE ON SITE ACCESS GATE & KNOX BOX

- (P) TECH LIGHT, DOWN TILT W/ TIMER & MOTION SENSOR

- (P) U/G PVC CONDUIT FOR POWER & TELCO

(P) 2A: 20BC RATED FIRE EXTINGUISHER MOUNTED IN A WEATHER RESISTANT CABINET MOUNTED ON (P) UTILITY H-FRAME

_ (P) UTILITY RACK W/ A 200AMP METER & CIENA FOR FIBER, MOUNT TO INTERIOR OF PRECAST WALL

- (P) U/G PVC CONDUIT FOR GEN POWER

- (E) PARKING STALL STRIPING, TYP

- (P) 8' TALL PRECAST CONCRETE WALLS TYP

- (P) 24" DIA CONCRETE FOOTING TYP

- (P) 1'-8" SQ CONCRETE COLUMNS TYP

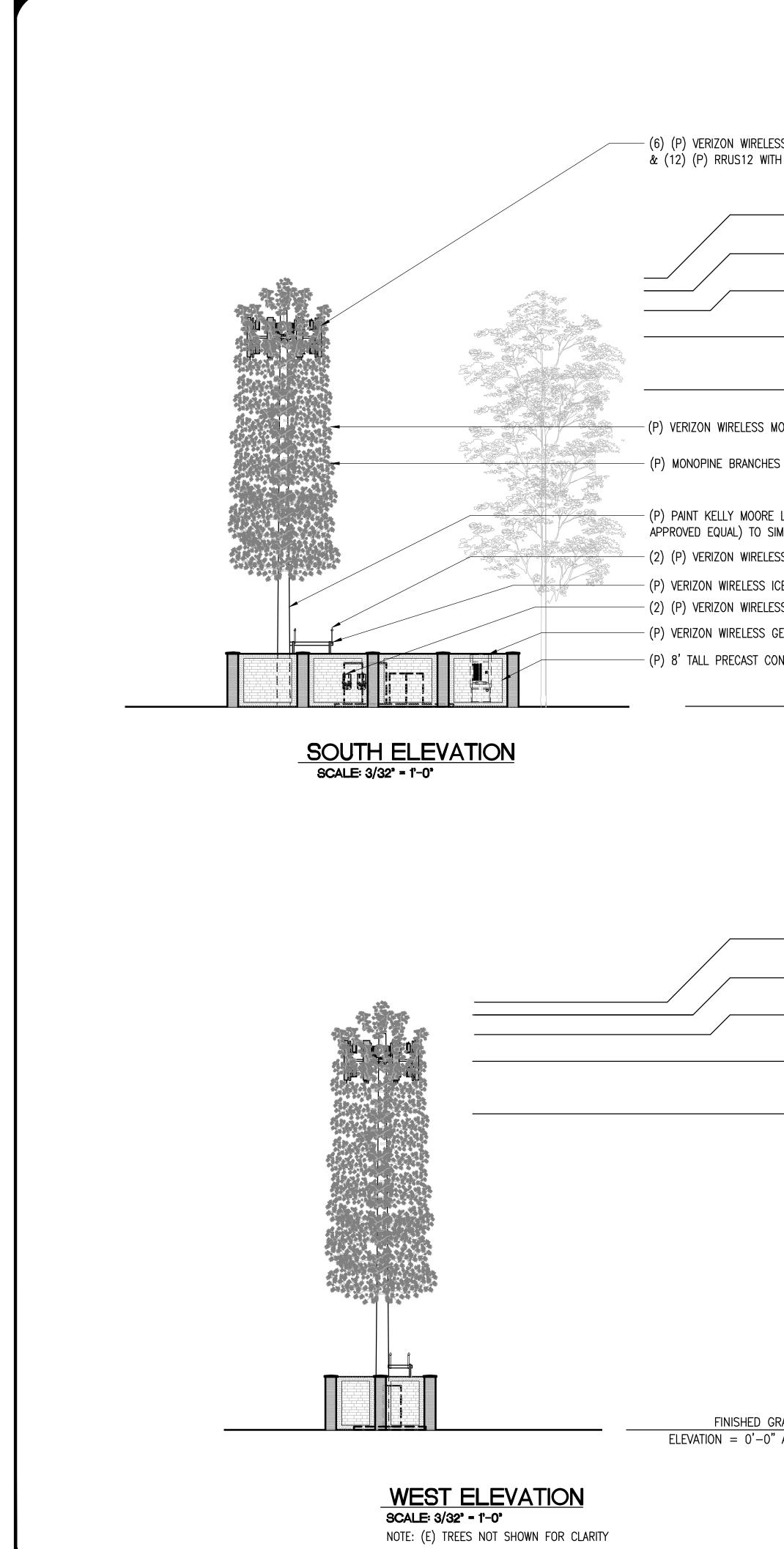
 (P) VERIZON WIRELESS STANDBY 30KW UL2200 STANDBY DIESEL GENERATOR WITH 132 GAL UL142 FUEL TANK ON A
 (P) 5'X10' CONCRETE PAD, WITH "NO SMOKING", "DIESEL FUEL" AND APPROPRIATE NFPA 704 SIGNAGE ON THE GENERATOR/DIESEL FUEL STORAGE TANK

(P) VERIZON WIRELESS 44'-6"X17'-0" (756.5 SQFT) LEASE AREA

(P) 18' X 10' VERIZON WRELESS CONCRETE ÈQUIPMENT PAD W/ (P) VERIZON WRELESS EQUIPMENT

- (2) (P) SURGE SUPPRESSORS ON H-FRAME (P) VERIZON WIRELESS ICE BRIDGE W/ (2) (P) HYBRID CABLES & (2) GPS ANTENNAS TYP



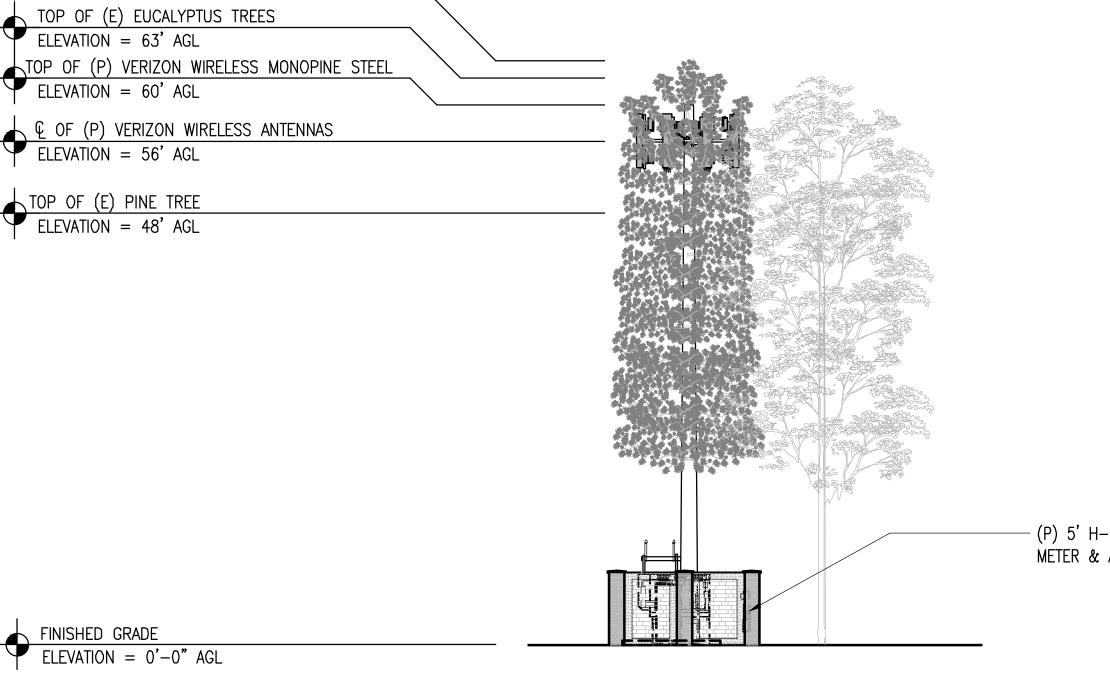




FINISHED GRADE ϕ FINISHED GRADE ELEVATION = 0'-0" AGL ϕ ELEVATION = 0'-0" AGL

TOP OF (E) PINE TREE ELEVATION = 48' AGL

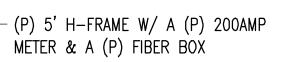
TOP OF (P) MONOPINE BRANCHES ELEVATION = 65' AGL



TOP OF (E) EUCALYPTUS TREES ELEVATION = 63' AGL TOP OF (P) VERIZON WIRELESS MONOPINE STEEL	
$\Psi \text{ ELEVATION } = 60' \text{ AGL}$	
TOP OF (E) PINE TREE	
ELEVATION = $48'$ AGL	
MONOPINE	
ES TYP	
E LOG CABIN BROWN (OR SIMULATE BARK TYP	
ESS GPS ANTENNAS TYP	
ICE BRIDGE TYP	
ESS SURGE SUPPRESSORS	
GENERATOR TYP	
ONCRETE WALLS TYP	
FINISHED GRADE	
ELEVATION = $0'-0''$ AGL	
	NORTH ELEVATION SCALE: 3/32" = 1'-0"

- (6) (P) VERIZON WIRELESS ANTENNAS, (2) (P) SURGE SUPPRESSORS, & (12) (P) RRUS12 WITH A2 RECEIVERS

TOP OF (P) MONOPINE BRANCHES ELEVATION = 65' AGL



- (E) PINE TREE, BEYOND

- (E) EUCALYPTUS TREE, TYP

- (P) 10' WIDE SWING GATE



(P) GENERAL NOTES

- THE CONTRACTOR SHALL NOTIFY VERIZON WIRELESS (WHERE REQUIRED) OF ANY ERRORS, OMISSIONS, OR INCONSISTENCIES AS THEY MAY BE DISCOVERED IN PLANS, DOCUMENTS, NOTES, OR SPECIFICATIONS PRIOR TO STARTING CONSTRUCTION INCLUDING, BUT NOT LIMITED BY, DEMOLITION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY ERROR, OMISSION, OR INCONSISTENCY AFTER THE START OF CONSTRUCTION WHICH HAS NOT BEEN BROUGHT TO THE ATTENTION OF VERIZON WIRELESS (WHERE REQUIRED) AND SHALL INCUR ANY EXPENSES TO RECTIFY THE SITUATION. THE MEANS OF CORRECTING ANY ERROR SHALL FIRST BE APPROVED BY VERIZON WIRELESS (WHERE REQUIRED).
- 2. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING CONDITIONS PRIOR TO THE START OF ANY WORK. DISCREPANCIES WILL BE REPORTED IMMEDIATELY TO VERIZON WIRELESS (WHERE REQUIRED). THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK AND MATERIALS INCLUDING THOSE FURNISHED BY THE SUBCONTRACTOR(S).
- 3. A COPY OF GOVERNING AGENCY APPROVED PLANS SHALL BE KEPT IN A PLACE SPECIFIED BY THE GOVERNING AGENCY, AND BY LAW, SHALL BE AVAILABLE FOR INSPECTION AT ALL TIMES. THE PLANS ARE NOT TO BE USED BY THE WORKMEN. ALL CONSTRUCTION SETS SHALL REFLECT THE SAME INFORMATION AS GOVERNING AGENCY APPROVED PLANS. THE CONTRACTOR SHALL ALSO MAINTAIN ONE SET OF PLANS, IN GOOD CONDITION, COMPLETE WITH ALL REVISIONS, ADDENDA, AND CHANGE ORDERS ON THE PREMISES AT ALL TIMES UNDER THE DIRECT CARE OF THE SUPERINTENDENT. THE CONTRACTOR SHALL SUPPLY VERIZON WIRELESS (WHERE REQUIRED). WITH A COPY OF ALL REVISIONS, ADDENDA, AND/OR CHANGE ORDERS AT THE CONCLUSION OF THE WORK AS A PART OF THE AS-BUILT DRAWING RECORDS.
- 4. THE CONTRACTOR SHALL STUDY THE STRUCTURAL, ELECTRICAL, MECHANICAL, AND PLUMBING PLANS AND CROSS CHECK THEIR DETAILS, NOTES, DIMENSIONS, AND ALL REQUIREMENTS PRIOR TO THE START OF ANY WORK.
- 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE SECURITY OF THE PROJECT AND SITE WHILE THE WORK IS IN PROGRESS UNTIL THE JOB IS COMPLETE.
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- 12. WHEN REQUIRED STORAGE OF MATERIALS OCCURS, THEY SHALL BE EVENLY DISTRIBUTED OVER ROUGH FRAMED FLOORS OR ROOFS SO AS NOT TO EXCEED THE DESIGNED LIVE LOADS FOR THE STRUCTURE. TEMPORARY SHORING AND/OR BRACING IS TO BE PROVIDED WHERE THE STRUCTURE HAS NOT ATTAINED THE DESIGN STRENGTH FOR THE CONDITIONS PRESENT.
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- 14. PRIOR TO THE POURING OF ANY NEW SLAB OVER AN EXISTING SLAB THE CONTRACTOR SHALL VERIFY LOCATIONS OF ALL OPENINGS, CHASES, AND EQUIPMENT WHICH ARE TO BE IMPLEMENTED INTO THE NEW WORK. ALL ITEMS DESIGNATED TO BE ABANDONED SHALL BE NOTED AND DISCUSSED WITH THE OWNER AND VERIZON WIRELESS (WHERE REQUIRED) AS PART OF THE AS-BUILT DRAWING PACKAGE.
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- 21. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING A PROJECT LEVEL, STRAIGHT, AND TRUE ACCORDING TO THE PLANS. THE CONTRACTOR SHALL COMPARE THE LINES AND LEVELS OF THE EXISTING CONDITIONS WITH THOSE SHOWN ON THE PLANS PRIOR TO THE START OF ANY CONSTRUCTION. VERIZON WIRELESS (WHERE REQUIRED) SHALL BE NOTIFIED OF ANY ERRORS, OMISSIONS, OR INCONSISTENCIES PRIOR TO ANY CONSTRUCTION.
- 22. THE CONTRACTOR IS TO PROVIDE PROTECTION FOR ADJOINING PROPERTIES FROM PHYSICAL HARM, NOISE, DUST, DIRT, AND FIRE AS REQUIRED BY THE GOVERNING AGENCIES.
- 23. WHERE SPECIFIED, MATERIALS TESTING SHALL BE TO THE LATEST STANDARDS AND/OR REVISIONS AVAILABLE AS REQUIRED BY THE GOVERNING

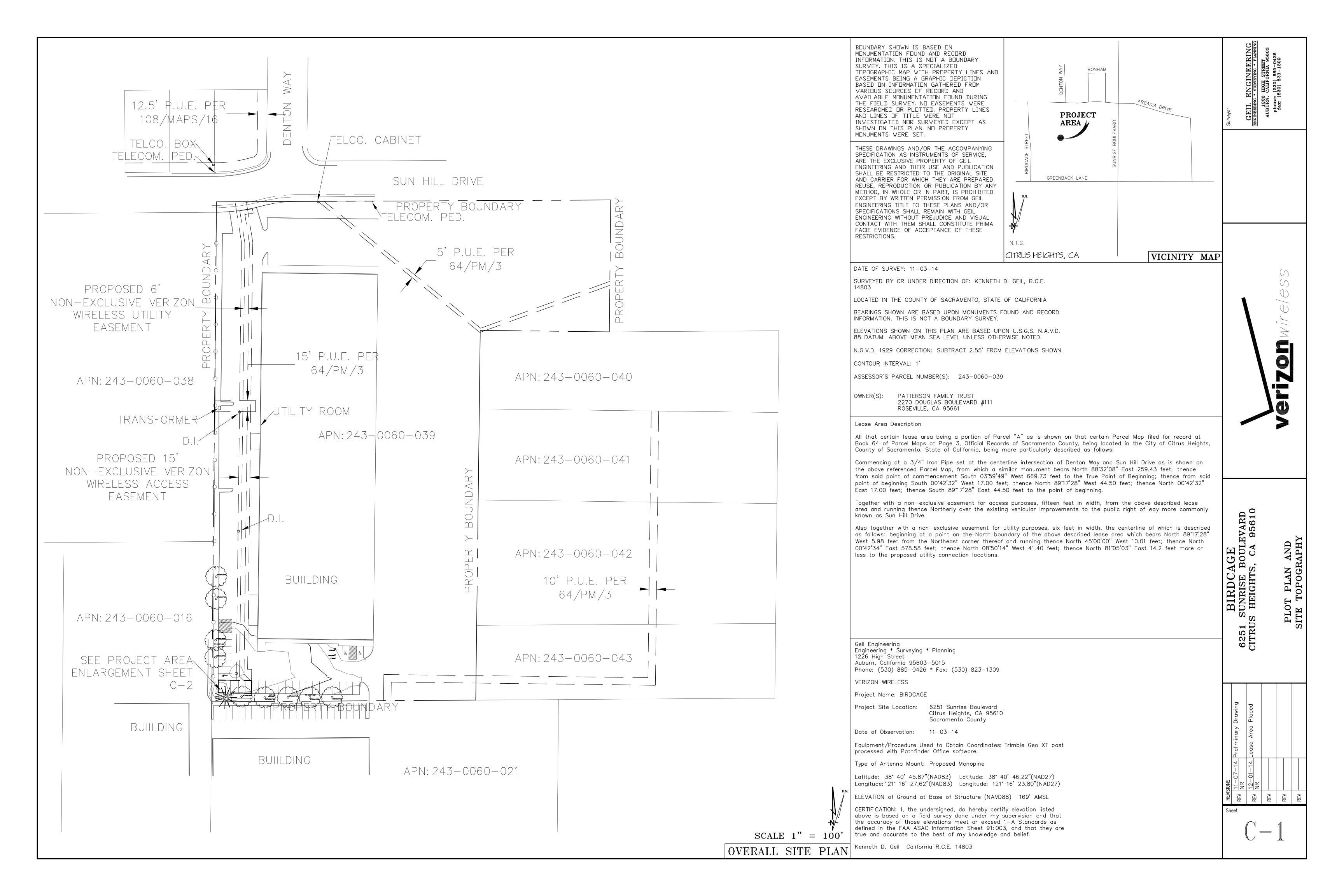
AGENCY RESPONSIBLE FOR RECORDING THE RESULTS.

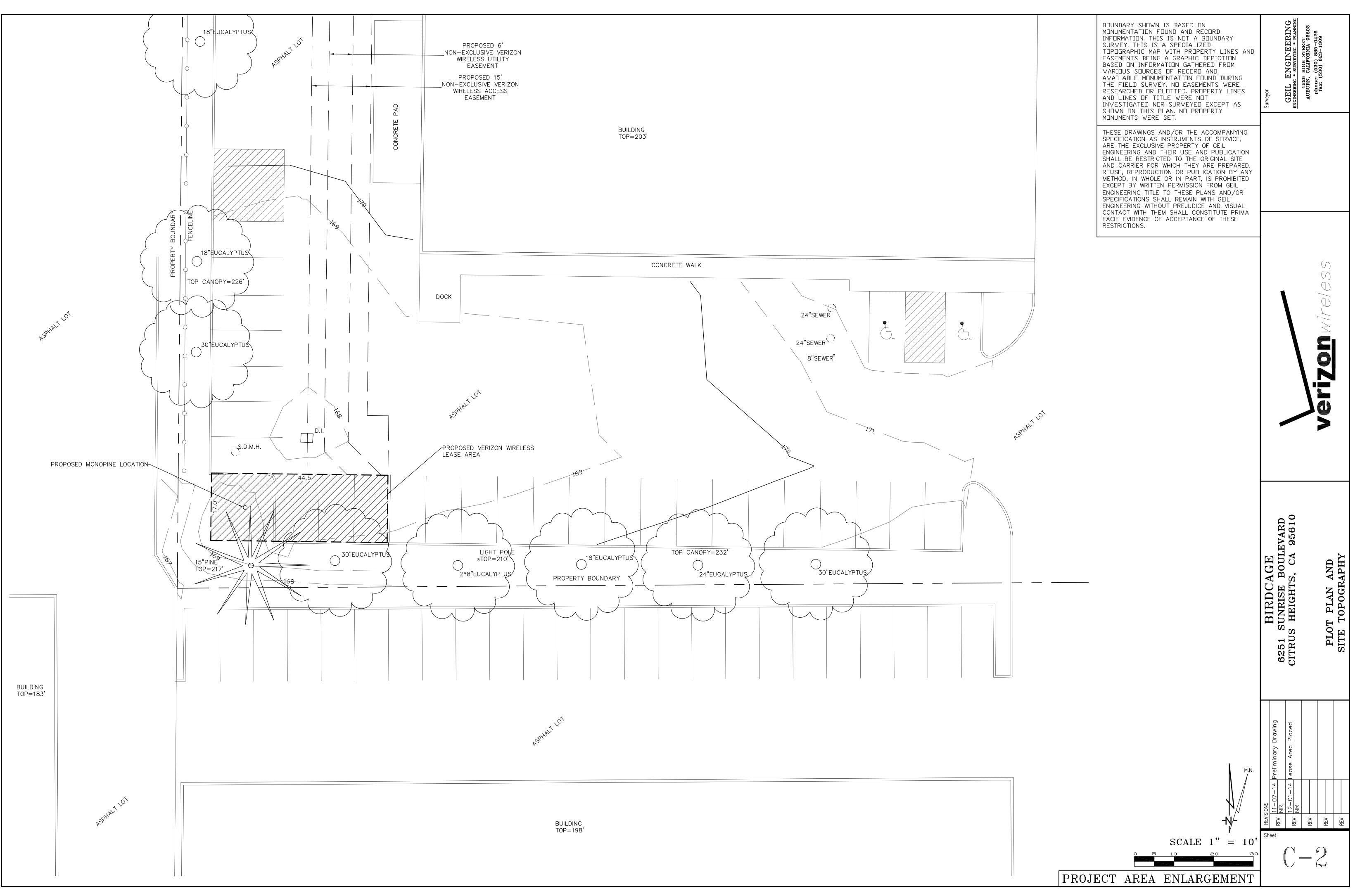
- 24. THE CONTRACTOR IS RESPONSIBLE FOR THE STORAGE OF ALL MATERIALS AND SHALL NOT DO SO ON PUBLIC PROPERTY WITHOUT A PERMIT TO DO SO FROM THE GOVERNING AGENCIES FOR THIS PURPOSE.
- 25. GENERAL NOTES AND STANDARD DETAILS ARE THE MINIMUM REQUIREMENTS TO BE USED IN CONDITIONS WHICH ARE NOT SPECIFICALLY SHOWN OTHERWISE.
- 26. TRADES INVOLVED IN THE PROJECT SHALL BE RESPONSIBLE FOR THEIR OWN CUTTING, FITTING, PATCHING, ETC., SO AS TO BE RECEIVED PROPERLY BY THE WORK OF OTHER TRADES.
- 27. ALL DEBRIS AND REFUSE IS TO BE REMOVED FROM THE PROJECT PREMISES AND SHALL BE LEFT IN A CLEAN (BROOM FINISH) CONDITION AT ALL TIMES BY EACH TRADE AS THEY PERFORM THEIR OWN PORTION OF THE WORK.
- 28. VERIZON WIRELESS (WHERE REQUIRED) DOES NOT GUARANTEE ANY PRODUCTS, FIXTURES, AND/OR ANY EQUIPMENT NAMED BY A TRADE OR MANUFACTURER. GUARANTEE OR WARRANTY THAT MAY BE IN EFFECT IS DONE SO THROUGH THE COMPANY OR MANUFACTURER PROVIDING THE PRODUCT, FIXTURE, AND/OR EQUIPMENT ONLY: UNLESS SPECIFIC RESPONSIBILITY IS ALSO PROVIDED BY THE CONTRACTOR/SUBCONTRACTOR IN WRITTEN FORM.
- 29. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR AND SHALL REMEDY ALL FAULTY, INFERIOR, AND/OR IMPROPER MATERIALS, DAMAGED GOODS, AND/OR FAULTY WORKMANSHIP FOR ONE (1) YEAR AFTER THE PROJECT IS COMPLETE AND ACCEPTED UNDER THIS CONTRACT; UNLESS NOTED OTHERWISE IN THE CONTRACT BETWEEN THE OWNER AND THE CONTRACTOR. (EXCEPTION) THE ROOFING SUBCONTRACTOR SHALL FURNISH A MAINTENANCE AGREEMENT FOR ALL WORK DONE, COSIGNED BY THE GENERAL CONTRACTOR, TO MAINTAIN THE ROOFING IN A WATERTIGHT CONDITION FOR A PERIOD OF TWO (2) YEARS STARTING AFTER THE DATE OF SUBSTANTIAL COMPLETION OF THE PROJECT, UNLESS OTHERWISE WRITTEN IN THE CONTRACT BETWEEN THE OWNER AND THE CONTRACTOR.
- 30. THE CONTRACTOR SHALL PROVIDE ADEQUATE PROTECTION FOR THE SAFETY OF THE OWNER'S EMPLOYEES, WORKMEN, AND ALL TIMES DURING THE CONSTRUCTION OF THE PROJECT.
- 31. THE CONTRACTOR SHALL BE REQUIRED TO PAY FOR ALL NECESSARY PERMITS AND/OR FEES WITH RESPECT TO THE WORK TO COMPLETE THE PROJECT. BUILDING PERMIT APPLICATIONS SHALL BE FILED BY THE OWNER OR HIS REPRESENTATIVE. CONTRACTOR SHALL OBTAIN PERMIT AND MAKE FINAL PAYMENT FOR SAID DOCUMENT.
- 32. THE ARCHITECT/ENGINEER IN CHARGE SHALL SIGN AND SEAL ALL DRAWINGS AND/OR SPECIFICATIONS.
- 33. FIRE EXTINGUISHER REQUIREMENTS SHALL BE VERIFIED WITH THE LOCAL FIRE MARSHALL.
- 34. VERIZON WIRELESS (WHERE REQUIRED) WILL REVIEW AND APPROVE SHOP DRAWINGS AND SAMPLES FOR CONFORMANCE WITH DESIGN CONCEPT. VERIZON WIRELESS (WHERE REQUIRED) PROJECT APPROVAL OF A SEPARATE ITEM SHALL NOT INCLUDE APPROVAL OF AN ASSEMBLY IN WHICH THE ITEM FUNCTIONS.
- 35. CONTRACTOR TO LOCATE ALL UTILITIES PRIOR TO PLACEMENT OF MONOPOLE FOOTING AND OTHER STRUCTURES TO BE PLACED IN GROUND. SEE GENERAL NOTE #6 ON THIS SHEET.
- 36. SEE CIVIL DRAWINGS FOR ADDITIONAL SITE INFORMATION.
- 37. CONTRACTOR TO PROVIDE TRENCH AS REQUIRED TO INSTALL BOTH ELECTRICAL AND TELEPHONE UNDERGROUND CONDUITS (#40 PVC) PER S.C.E. WORKORDER. BACKFILL WITH CLEAN SAND AND COMPACT TO THE SATISFACTION OF THE DISTRICTS INSPECTOR. REPLACE FINISH GRADE WITH MATCHING MATERIALS (GRASS, ASPHALT, CONCRETE, ETC.)
- 38. CALL BEFORE YOU DIG. CONTRACTOR IS REQUIRED TO CALL USA NORTH AT 1-800-227-2600 AT LEAST 72 HOURS BEFORE DIGGING.
- 39. CONTRACTOR TO PROVIDE HEAVY STEEL PLATES AT OPEN TRENCHES FOR SAFETY AND TO PROTECT EXISTING GROUND SURFACES FROM HEAVY EQUIPMENT UTILIZED DURING CONSTRUCTION.
- 40. CONTRACTOR TO PATCH AND REPAIR ALL GROUND SURFACES WITHIN THE CONSTRUCTION AREA AS NECESSARY TO PROVIDE A UNIFORM SURFACE AND MAINTAIN EXISTING SURFACE DRAINAGE SLOPES.
- 41. CONTRACTOR TO REPLACE LANDSCAPE VEGETATION THAT WAS DAMAGED DUE TO CONSTRUCTION, AND TO MODIFY REMAINING IRRIGATION LINES TO OPERATING CONDITION, PROVIDING FULL COVERAGE TO IMPACTED AREAS.
- 42. THIS FACILITY IS AN UNOCCUPIED WIRELESS TELECOMMUNICATION FACILITY.

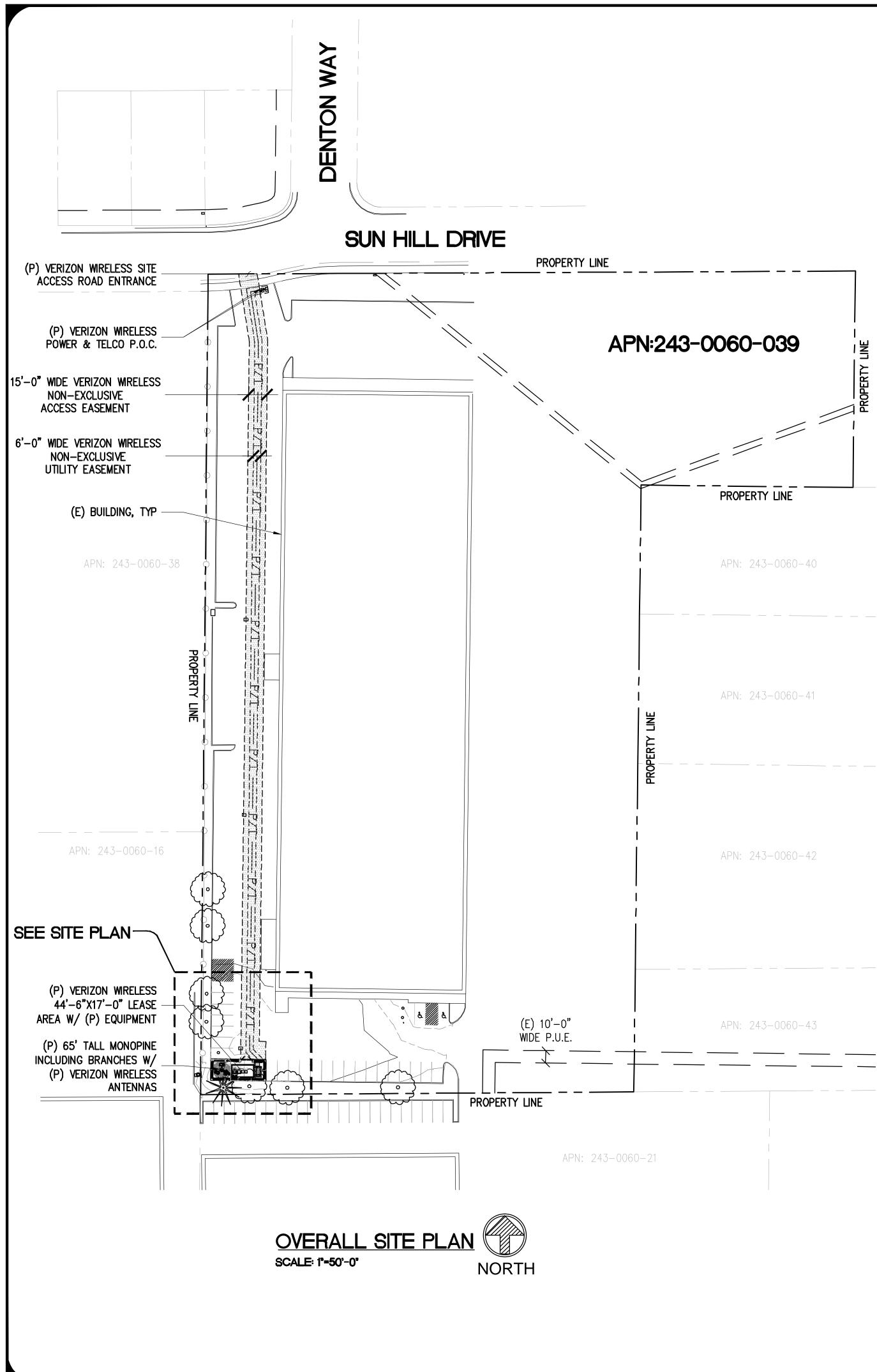


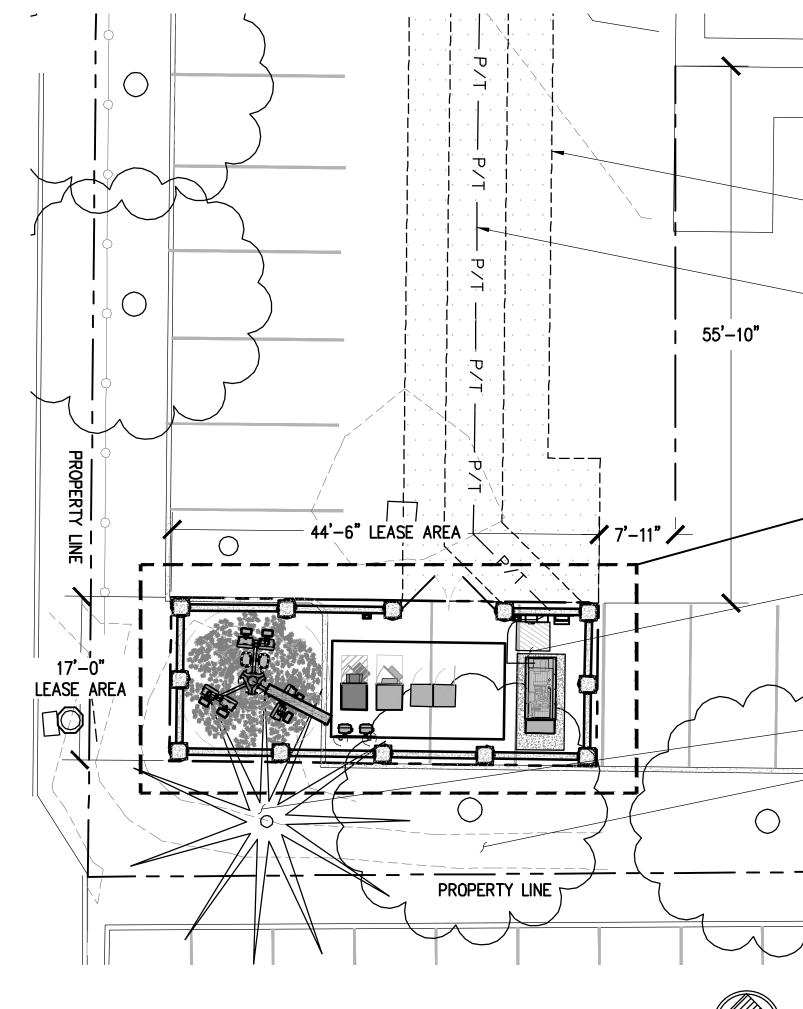
Verizonwireless BIRDCAGE 6251 SUNRISE BLVD., CITRUS HEIGHTS, CA 95610		
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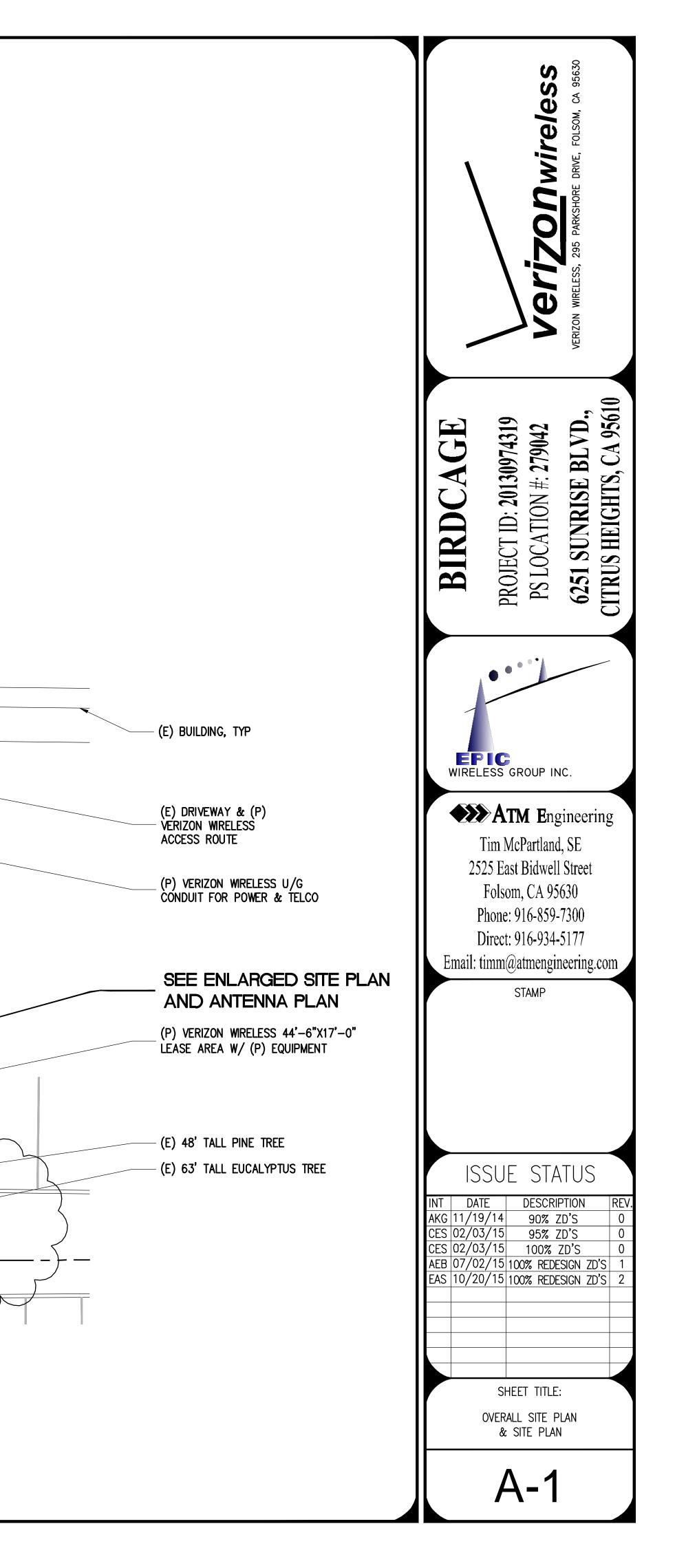


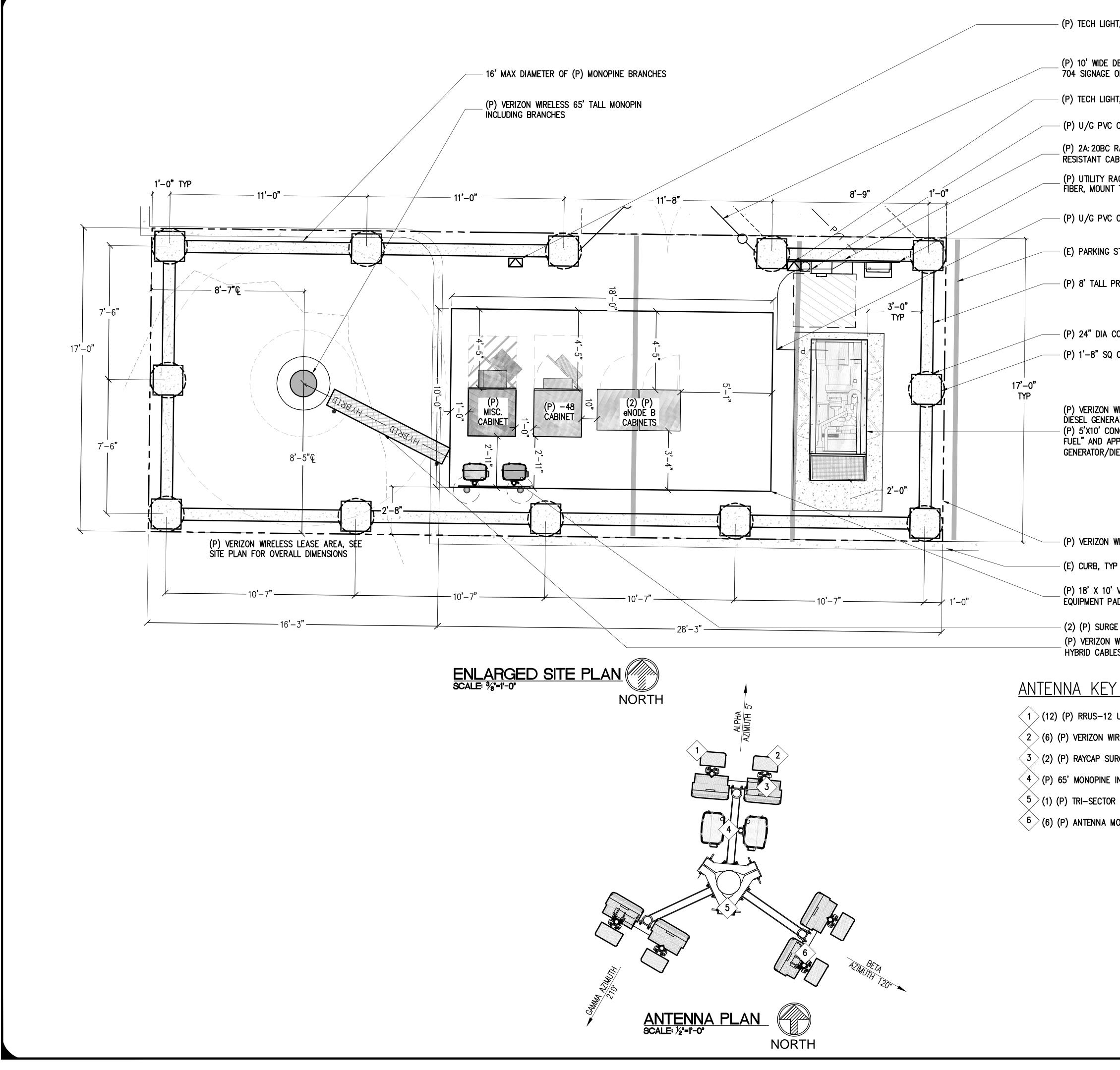






SCALE: 1"-10'-0" NORTH





ANTENNA KEY NOTES: (1) (12) (P) RRUS-12 UNITS W/ A2 RECEIVERS, STACK MOUNTED

 $\langle 2 \rangle$ (6) (P) VERIZON WIRELESS 6' ANTENNAS (3) (2) (P) RAYCAP SURGE SUPPRESSORS 4 (P) 65' MONOPINE INCLUDING BRANCHES 5 (1) (P) TRI-SECTOR MOUNTS 6 (6) (P) ANTENNA MOUNTS

- (P) TECH LIGHT, DOWN TILT W/ TIMER & MOTION SENSOR

(P) 10' WIDE DBL SWING GATE W/ APPROPRIATE NFPA 704 SIGNAGE ON SITE ACCESS GATE & KNOX BOX

- (P) TECH LIGHT, DOWN TILT W/ TIMER & MOTION SENSOR

- (P) U/G PVC CONDUIT FOR POWER & TELCO

(P) 2A: 20BC RATED FIRE EXTINGUISHER MOUNTED IN A WEATHER RESISTANT CABINET MOUNTED ON (P) UTILITY H-FRAME

_ (P) UTILITY RACK W/ A 200AMP METER & CIENA FOR FIBER, MOUNT TO INTERIOR OF PRECAST WALL

- (P) U/G PVC CONDUIT FOR GEN POWER

- (E) PARKING STALL STRIPING, TYP

- (P) 8' TALL PRECAST CONCRETE WALLS TYP

- (P) 24" DIA CONCRETE FOOTING TYP

- (P) 1'-8" SQ CONCRETE COLUMNS TYP

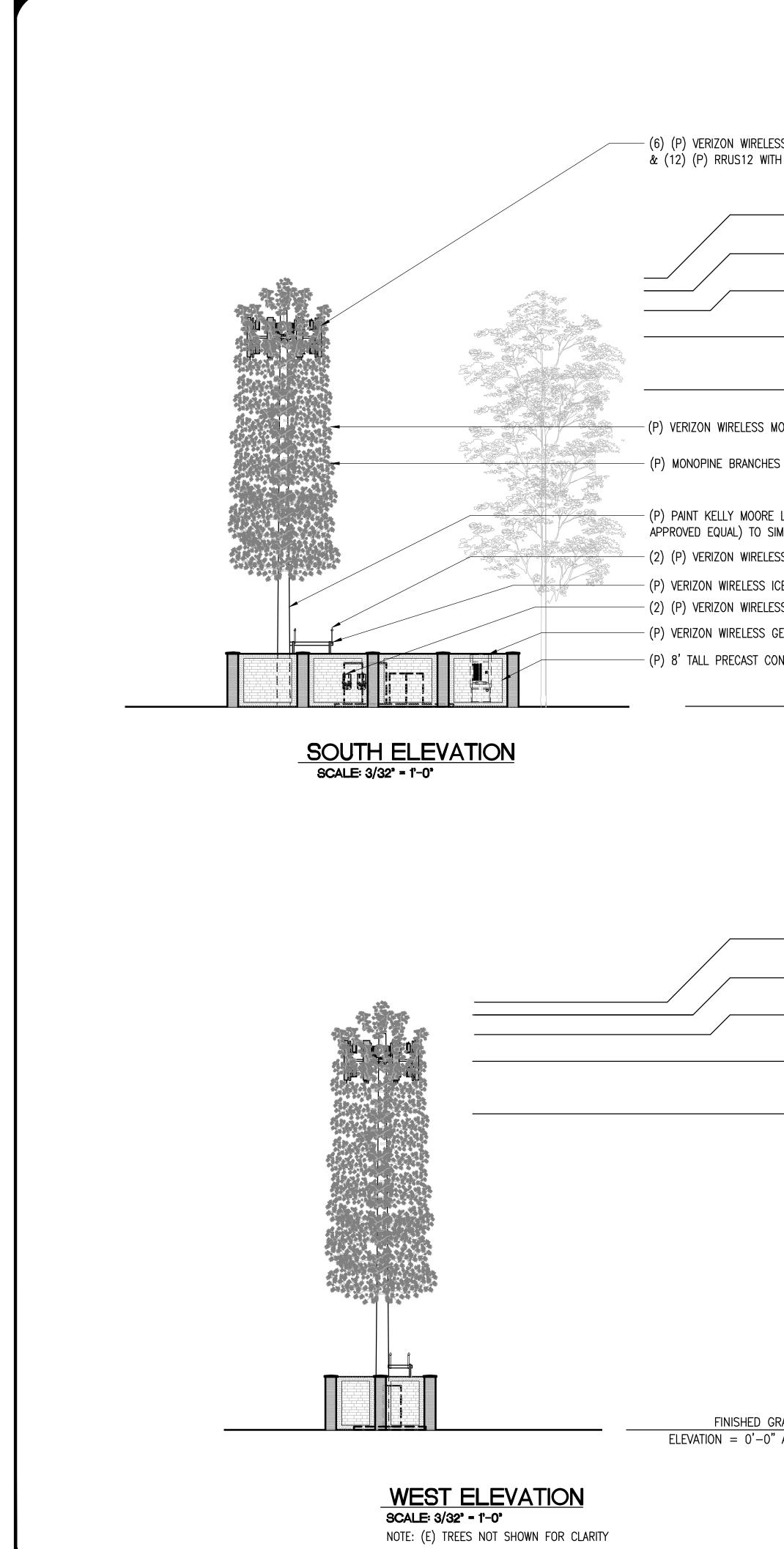
 (P) VERIZON WIRELESS STANDBY 30KW UL2200 STANDBY DIESEL GENERATOR WITH 132 GAL UL142 FUEL TANK ON A
 (P) 5'X10' CONCRETE PAD, WITH "NO SMOKING", "DIESEL FUEL" AND APPROPRIATE NFPA 704 SIGNAGE ON THE GENERATOR/DIESEL FUEL STORAGE TANK

(P) VERIZON WIRELESS 44'-6"X17'-0" (756.5 SQFT) LEASE AREA

(P) 18' X 10' VERIZON WRELESS CONCRETE ÈQUIPMENT PAD W/ (P) VERIZON WRELESS EQUIPMENT

- (2) (P) SURGE SUPPRESSORS ON H-FRAME (P) VERIZON WIRELESS ICE BRIDGE W/ (2) (P) HYBRID CABLES & (2) GPS ANTENNAS TYP



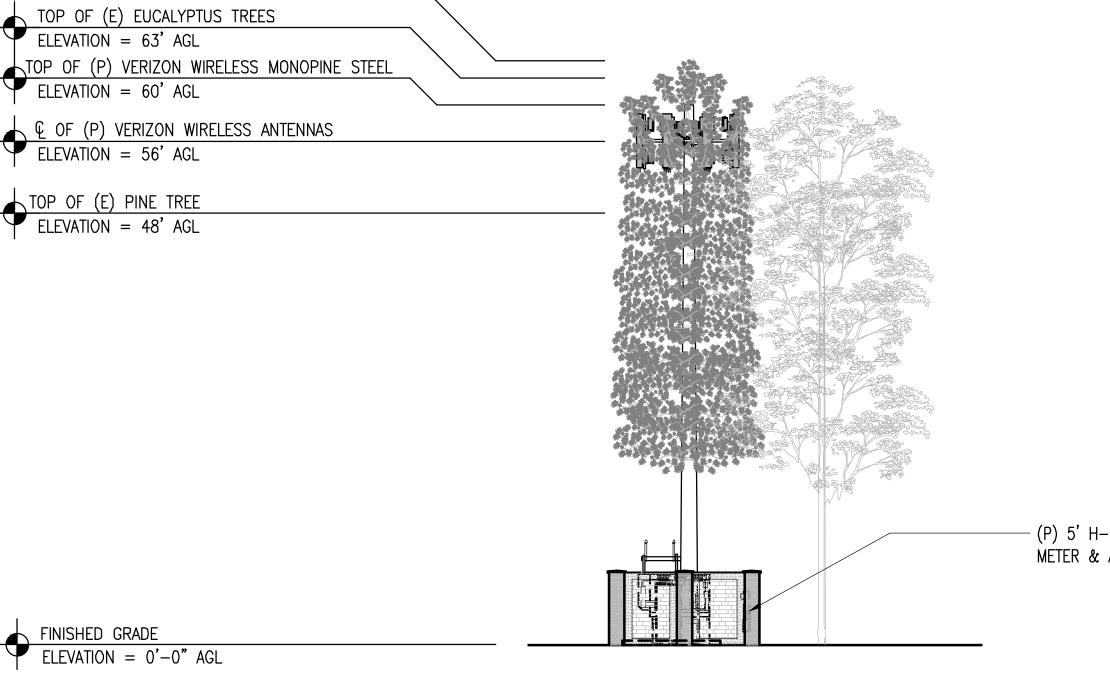




FINISHED GRADE ϕ FINISHED GRADE ELEVATION = 0'-0" AGL ϕ ELEVATION = 0'-0" AGL

TOP OF (E) PINE TREE ELEVATION = 48' AGL

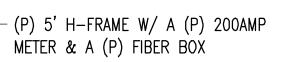
TOP OF (P) MONOPINE BRANCHES ELEVATION = 65' AGL



TOP OF (E) EUCALYPTUS TREES ELEVATION = 63' AGL TOP OF (P) VERIZON WIRELESS MONOPINE STEEL	
$\Psi \text{ ELEVATION } = 60' \text{ AGL}$	
TOP OF (E) PINE TREE	
ELEVATION = $48'$ AGL	
MONOPINE	
ES TYP	
E LOG CABIN BROWN (OR SIMULATE BARK TYP	
ESS GPS ANTENNAS TYP	
ICE BRIDGE TYP	
ESS SURGE SUPPRESSORS	
GENERATOR TYP	
ONCRETE WALLS TYP	
FINISHED GRADE	
ELEVATION = $0'-0''$ AGL	
	NORTH ELEVATION SCALE: 3/32" = 1'-0"

- (6) (P) VERIZON WIRELESS ANTENNAS, (2) (P) SURGE SUPPRESSORS, & (12) (P) RRUS12 WITH A2 RECEIVERS

TOP OF (P) MONOPINE BRANCHES ELEVATION = 65' AGL



- (E) PINE TREE, BEYOND

- (E) EUCALYPTUS TREE, TYP

- (P) 10' WIDE SWING GATE



IG DAYS BEFORE DIGGING. PROTECT ALL EXISTING UTILTIES AND N THROUGHOUT WORKS. ALL DAMAGES SHALL BE REPAIRED OR DTOR'S EXPENSE. IF EXISTING UTILITIES OR INFRASTRUCTURE DOES NOT BE IMPLEMENTED AS SHOWN, THE CONTRACTOR SHALL NOTIFY THE TELEPHONE OR IN WRITING. DO NOT PROCEED WITH WORKS WITHOUT SERVICE P RESPONSIBLE 811 (UNDERGROUND $\overline{\mathbb{O}}$ CONTRACTOR OR OWNER. CALL WORK. ARCHITECT REMAIN: 01 ASTRUCTURE TO REM. ALL UTILITILIES PRIOR THE LANDSCAPE

THIS PLANT MATERIAL TO REMAIN. S INCURRED AS A RESULT OF AND DAMAGE TREES ANΥ PROTECT ALL EXISTING NO ADDITIONAL COST A SATISFACTION. 0 N

DAYS OF AWARD OF CONTRACT, THE CONTRACTOR SHALL NOTIFY THE TELEPHONE OR IN WRITING IF SPECIFIED PLANT MATERIALS ARE H CONDITIONS, THE LANDSCAPE ARCHITECT WILL PROVIDE ALTERNATE IS FOR PLANTS THAT ARE UNAVAILABLE. OTHERWISE, THE ONSIBLE FOR FINDING ALTERNATIVE PLANT MATERIAL SELECTIONS AT APPROVAL OF LANDSCAPE ARCHITECT. SUCH CHANGES WILL NOT TO THE OWNER. ORIGINAL BID PRICE UNLESS A CREDIT IS DUE

S SHOWN ON THE PLANT LIST AND IN LABELS ARE FOR THE E AND ARE NOT TO BE CONSTRUED AS THE COMPLETE AND E PLANTS REQUIRED FOR THE CONTRACT. CONTRACTOR SHALL SHOWN SCHEMATICALLY ON THE DRAWINGS. PLANTS

SOIL ". AVOID CAUSING A MANUAL HOE TO BE PROFESSIONALLY SAMPLED AND TESTED. AMEND PER TEST RECOMMENDATIONS BY CULTIVATION. TO BREAK UP TO A DEPTH OF 12". AVOID CAUSING ENCOUNTERED, USE E ANY DEEPER. CULTIVATE ARE ROOTS OR DO NOT HOE TO Щ ROTARY ROOTS.

DRAINAGE: THE CONTRACTOR SHALL ENSURE ALL EXCAVATED PLANT PITS HAVE POSITIVE DRAINAGE. PLANT PITS WHEN FULLY FILLED WITH WATER SHALL DRAIN WITHIN 1 HOUR OF FILLING. IF AN IMPERMEABLE SOIL LAYER (i.e. HARDPAN) EXISTS, DRILL A 6 INCH DIAMETER AUGURED HOLE THROUGH LAYER OR TO A 10 FOOT DEPTH -- WHICHEVER IS LESS. FILL AUGURED HOLE WITH BACKFILL MIX OR DRAIN ROCK.

ЧО LAYER SHRUB/GROUNDCOVER PLANTERS. INCH М \triangleleft AND ABRIC Ц BARRIER ALL FABRIC IN WEED \triangleleft INSTALL THE SHALL

ШHП I<u>RRIGATION:</u> THERE IS AN EXISTING DRIP IRRIGATION SYSTEM WITHIN THE PLANTER. REUSE EXISTING VALVES, MAINLINES AND LATERALS. ADJUST EXISTING DRIPLINE WHERE REQUIRED TO MAINTAIN IRRIGATION TO EXISTING PLANTS. PROVIDE NEW DRIPLINE AND FITTINGS TO IRRIGATE TH NEW PLANTS. ENSURE THAT IRRIGATION SYSTEM OPERATES PROPERLY FOR THE ENTIRE PLANTER AREA UPON COMPLETION.

SHRUB, SEE PLANS

ROOTBALL

GRADE ABOVE FINAL 2, SET ROOTBALL

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FINISH GRADE

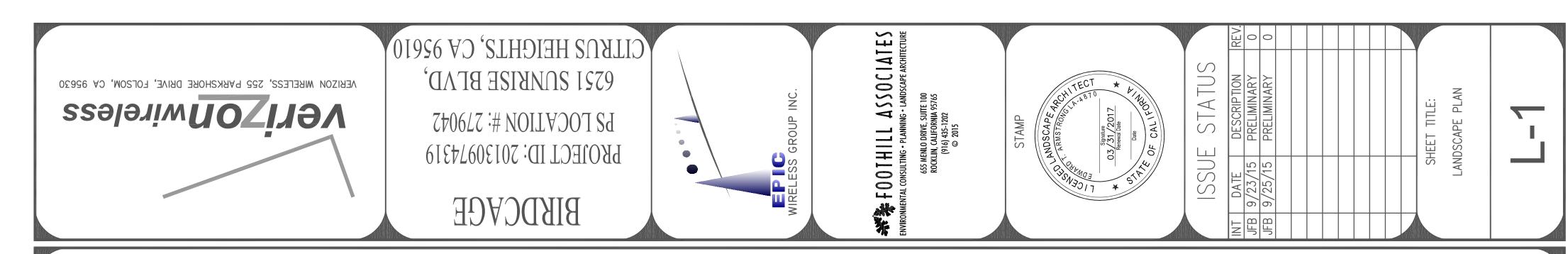
" HIGH, FOR DRY SEASON USE, SEASON PROVIDE A BREAK IN WATERING BASIN, 3" I DURING THE RAINY SE THE BASIN

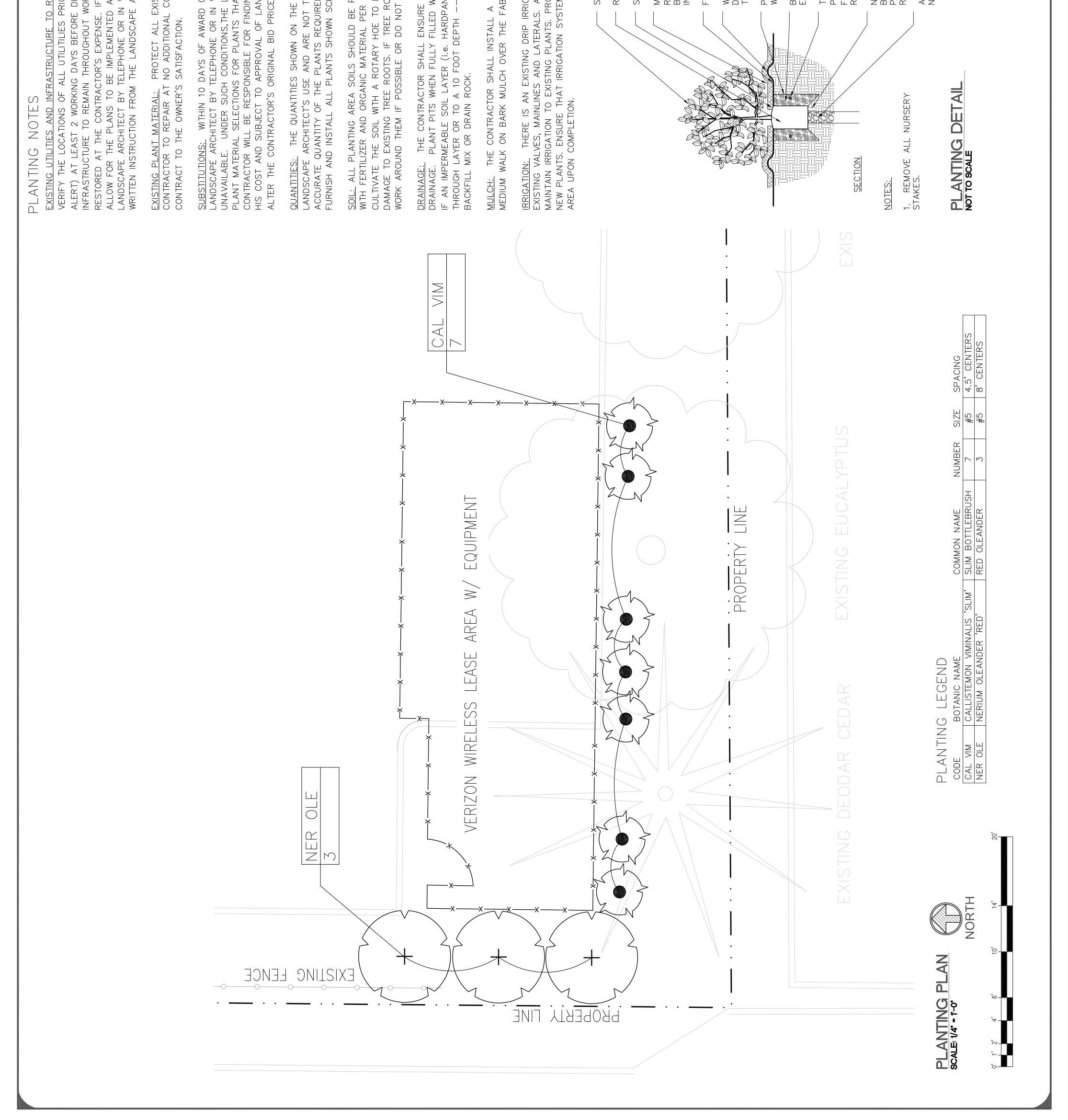
TWO TIMES THE CONTAINER PLANTING PIT . WIDTH THE SAME SOIL WHICH WAS THE PLANTING PIT BACKFILL – USE 1 EXCAVATED FROM

PER THE TIME RELEASE FERTILIZER TABLETS (20–10–5), PLANTING NOTES, PLACED ABOUT 8" BELOW FINISHED GRADE AND 4 TO 6" AWAY FROM THE ROOTBALL

" MINIMUM DEPTH E OF THE PLANT HOLE. AWAY FROM NATIVE SOIL, SCARIFIED TO 3" BELOW THE BOTTOM SURFACE PROVIDE POSITIVE DRAINAGE A ROOTBALL

AUGERED HOLE IF NECESSARY, SEE PLANTING NOTES







CITY OF CITRUS HEIGHTS PLANNING DIVISION STAFF REPORT PLANNING COMMISSION MEETING

Prepared by: Casey Kempenaar, Senior Planner

<u>REQUEST</u>

The City is requesting approval of an updated Bikeway Master Plan and updated General Plan Bikeway Map. The City is also seeking adoption of a Mitigated Negative Declaration and Mitigation Monitoring Plan.

File Name & Numbers:	2015 Bikeway Master Plan Update and General Plan Bikeway Map Update File #GPA-15-01
Applicant:	City of Citrus Heights 6237 Fountain Square Drive Citrus Heights, CA 95621

SUMMARY RECOMMENDATION

Staff recommends approval of the following motion:

MOTION 1: MOVE TO RECOMMEND THAT THE CITY COUNCIL ADOPT THE ATTACHED RESOLUTION ADOPTING THE MITIGATED NEGATIVE DECLARATION, ADOPTING THE MITIGATION MONITORING PLAN, AND ADOPTING THE 2015 BIKEWAY MASTER PLAN UPDATE AND ADOPTING THE GENERAL PLAN BIKEWAY MAP UPDATE.

Background

The City's first Bikeway Master Plan was initiated in the early 2000s to enable the City to be eligible for grant funding for bikeways throughout the City. Between 2003 and 2004, the City conducted public outreach associated with the City's first Bikeway Master Plan via the City's network of Neighborhood Associations. The public outreach unveiled concern related to the Class I bikeways within the City's creek corridors including Brooktree, Cripple, and Arcade Creeks. Uncertainty of trail feasibility, costs, and exact trail location created a great deal of concern, particularly with property owners that abut the creek corridor. As a result of the uncertainty of trail placement and feasibility, the City temporarily eliminated the majority of Class I trails along creeks when it adopted the City's first Bikeway Master Plan in 2009.

In 2011, the City Council adopted minor revisions to the Bikeway Master Plan to be consistent with State Law and to fix various errors and omissions. In August 2011, the City adopted an updated General Plan, Greenhouse Gas Reduction Plan, and Environmental Impact Report that addressed sustainability topics such as climate change, water quality, mobility, and complete streets. The General Plan includes Goal 55: *Reduce community-wide greenhouse gas emissions 10-15% below 2005 levels by 2020* including as well as Map 8 (Planned Bikeway System Map) depicting the planned bicycle network for the City.

The 2011 General Plan Update and Greenhouse Gas Reduction Plan acknowledged that the transportation sector is the single largest contributor of greenhouse gas emissions in the City (43%). As a result, improvements to the City's transportation network are imperative to reach the City's emissions target. The General Plan includes several goals and policies that encourage improved mobility across the City including several goals and policies related to the City's Creek Corridors:

Goal 29: Plan, design, construct, and manage a Complete Streets transportation network that accommodates the needs of all mobility types, users, and ability levels.

Policy 29: Support safe, complete, and well-connected neighbor street, bicycle, and pedestrian access and connection that balance circulation needs with the neighborhood context.

Policy 29.4.F: Update the Bikeway Master Plan (BMP) and complete the proposed bikeway network in Map 8 within 10 years and prioritize projects that close existing gaps in the network

Goal 34: Preserve, protect, and enhance natural habitat areas, including creek and riparian corridors, oak woodlands, and wetlands.

Goal 38: Establish a system of creekside trails, passive open space, and parks for public use.

Goal 39: Create open spaces in future urban development with natural features for public use and enjoyment.

Goal 59: Ensure that ample and appropriate parks and recreation facilities and programs are available to all residents.

The City's Greenhouse Gas Reduction Plan also includes several objectives associated with mobility:

Measure 3-5.A: Maximize pedestrian and bicycle use through high quality design, enhanced infrastructure, and enforcing bike and pedestrian travel rights.

Measure 3-5.A includes two action items, including the reevaluation of the City's Bikeway Master Plan and the development of a Pedestrian Master Plan.

Creek Corridor Trail Project

The City recognized that its creek corridors are currently undeveloped and can serve an important role in achieving the General Plan and Greenhouse Gas Reduction Plan goals as well as improving mobility and quality of life in the City. Given the City's previous efforts, the City determined that a detailed technical study and robust community engagement effort would be necessary to ensure that only feasible trail segments are included in the City's future plans for trail development. As a result, the City developed the Creek Corridor Trail Project.

In 2013 and 2014 the City partnered with Sunrise Recreation and Park District as well as Orangevale Recreation and Park District to evaluate approximately 26 miles of creek and utility corridors in the City of Citrus Heights and a small portion in Orangevale (Sacramento County). The Study included Brooktree, Cripple, Arcade Creek and tributaries, and the SMUD corridor.

The Project Goals include:

- Providing improved connections to key destinations such as schools, shopping areas, neighborhoods, parks and other trail networks;
- Improving access to the creek corridors for residents of all abilities;
- Increasing the number of recreational facilities to more neighborhoods; and
- Improving transportation choices in the City.

Objectives for the Creek Corridor Trail Project included:

- Evaluating the feasibility of optimizing the existing creek and utility corridors by creating a multiuse trail network
- Engaging the community to fit the project within the context of the community
- Incorporating feasible trail segments into future policy documents, including the General Plan, the Pedestrian Master Plan, the Bikeway Master Plan, the Safe Routes to School Master Plan and the ADA Master Plan. Incorporation of feasible segments into these documents enables the City to pursue funding for trails, require easement dedication for new development and ensure compatibility with future infrastructure projects.

Summary of Creek Corridor Trail Project

The Creek Corridor Trail Project evaluated the City's creek and utility corridors to determine the feasibility of constructing a multi-use trail network. The Feasibility Report showed that multi-use trails are considered feasible for approximately 16-miles of these corridors out of approximately 26 miles evaluated.

The Creek Corridor Trail Project Feasibility Report provides a detailed analysis of preliminary trail feasibility in the City's Creeks and SMUD corridors. The Report provides a professional preliminary evaluation of relative trail feasibility based on a variety of data sets, field reviews, and feedback from the community. The Report provides a baseline understanding of the engineering design, costs, environmental issues, and design features necessary for any future trail construction.

The Creek Corridor Trail Project Feasibility Report did not create or adopt policy; rather it identified what trails were feasible for future policy consideration.

City Council Direction for Creek Corridors

On March 27, 2014 the City Council reviewed and accepted the Creek Corridor Trail Project. The City Council Directed staff to incorporate ONLY the Priority 1 Trail segments and Priority 3 segments (A04 – Arcade Creek Park Preserve and A02 – Tempo Park) into the City's regulatory documents including the General Plan, Bikeway Master Plan, and Pedestrian Master Plan. This direction results in over 4-miles of multi-use trails along Arcade Creek and the SMUD Corridor between Sylvan Library and Wachtel Way. (See Attachment 1- Creek Corridor Trail Project Map).

The proposed update to the General Plan Bikeway Map and Bikeway Master Plan includes only these trail segments to implement the City Council's direction.

Bikeway Master Plan Update

The Bikeway Master Plan (BMP) is the City's policy document which guides the development of the City's Bicycle network. The BMP includes goals, policies and objectives as well as a map depicting the existing and proposed bicycle network in the City. The Bikeway Master Plan is a key document necessary to obtain federal, state, and regional funding for the development of the bikeway network.

The proposed update is found in Exhibit A-4 in redline/strikeout format. The proposed update includes updated information (where available) for demographic data found in the previous 2011 BMP and updated discussion based on bikeway projects that have been completed and additional changes made related to the Creek Corridor Trail Project. No changes to the previously adopted goals, policies and objectives of the BMP are proposed at this time.

In addition to the updated demographic information, the proposed update is largely focused on the map portion (Figure 4 of the Bikeway Master Plan). Figure 4 depicts the existing and proposed bikeway infrastructure for the City. Below is a summary of the proposed changes to Figure 4:

- Update map to include Creek Corridor Trails (Sylvan Library to Wachtel Way only) as directed by the City Council
- Updating map to reflect Class II and Class III bikeways that have been installed since 2011
- Addition of Bike Lanes along various roadways
- Addition of Bike Lanes that have been striped previously but were not included in the last update
- Addition of Bike Lanes that were part of Neighborhood Safety Improvements
- Corrections of Errors and Omissions

A complete list and markup map of the proposed changes to Figure 4 is included as Attachment 2. The 2011 Bikeway Master Plan Map is included as Attachment 3 for reference.

General Plan Bikeway Map Update

The update of the Bikeway Master Plan necessitates the update of the General Plan Planned Bikeway System Map (Exhibit A-3) to maintain consistency with between the City's regulatory documents.

Proposed changes to both the General Plan Map and the Bikeway Master Plan Map are listed on Attachment 2 and include:

- Update map to include Creek Corridor Trails (Sylvan Library to Wachtel Way only) as directed by the City Council
- Updating map to reflect Class II and Class III bikeways that have been installed since 2011
- Addition of Bike Lanes along various roadways
- Addition of Bike Lanes that have been striped previously but were not included in the last update
- Addition of Bike Lanes that were part of Neighborhood Safety Improvements
- Corrections of Errors and Omissions

The update to the Bikeway Master Plan and the General Plan Bikeway Map will result in the construction of nearly 24-miles of new bikeways as identified in Table 1.

Table 1: Existing and Proposed Bikeway Classification (Miles)					
Bikeway Classification	Existing	Proposed	Total		
Class I	4.5	4.9	9.4		
Class II	40.9	14.5	55.4		
Class III	3.5	4.4	7.9		
Total	48.9	23.8	72.7		

General Plan Bikeway Map Amendment

Section 106.74.060.A of the Zoning Code consists of findings the City Council must make to approve or disapprove an application for a General Plan Amendment, including map amendments. The findings are written below in **bold italics** and are followed by a review of the proposal against the findings.

1. The amendment is internally consistent with all other provisions of the General Plan

The proposed amendment is internally consistent with all other provisions of the General Plan. In particular the proposed amendment serves to implement several General Plan goals, including:

Goal 29: Plan, design, construct, and manage a Complete Streets transportation network that accommodates the needs of all mobility types, users, and ability levels.

Policy 29: Support safe, complete, and well-connected neighbor street, bicycle, and pedestrian access and connection that balance circulation needs with the neighborhood context.

Policy 29.4.F: Update the Bikeway Master Plan (BMP) and complete the proposed bikeway network in Map 8 within 10 years and prioritize projects that close existing gaps in the network

Goal 34: Preserve, protect, and enhance natural habitat areas, including creek and riparian corridors, oak woodlands, and wetlands.

Goal 38: Establish a system of creekside trails, passive open space, and parks for public use.

Goal 39: Create open spaces in future urban development with natural features for public use and enjoyment.

Goal 59: Ensure that ample and appropriate parks and recreation facilities and programs are available to all residents.

2. The proposed amendment will not be detrimental to the public interest, health, safety, convenience and welfare of the City.

The proposed amendment will provide for improved bicycle infrastructure throughout the city enabling residents and visitors to safely travel in the City. The amendment will not be detrimental to the public interest, health, safety, convenience and welfare of the City

3. The affected sites are physically suitable for the proposed bicycle infrastructure.

The bicycle infrastructure proposed is located throughout the City. The Mitigation Monitoring and Plan provides mitigation to ensure development of the bicycle network will be compatible with sites that are adjacent to the proposed infrastructure.

General Plan Bikeway Map and Bikeway Master Plan Amendment – Conclusion

The proposed update to the General Plan Bikeway Map and the Bikeway Master Plan is consistent with the direction provided by the City Council during the development of the Creek Corridor Trail Project and implements several goals of the General Plan. Based on the above, staff recommends that the Planning Commission recommend approval to the City Council of the proposed Bikeway Master Plan Update and General Plan Bikeway Map amendment.

Environmental Determination

A Mitigated Negative Declaration (Exhibit A-1) was prepared for this project. The Mitigated Negative Declaration was released for a 30-day review period on October 16, 2015.

The Mitigated Negative Declaration (MND) provides mitigation for the construction and development of the trails identified in the updated Bikeway Master Plan. The MND acknowledges that in addition to the mitigations provided, additional environmental review is required for each improvement. The alignments shown on the bikeway system map are conceptual in nature and as more detailed information becomes available additional environmental studies and subsequent CEQA document will be required.

The MND and associated Mitigation Monitoring Plan (MMP) include mitigation for the following environmental categories:

- Biological Resources
- Cultural Resources
- Air Quality
- Hydrology and Water Quality

As the City identifies funding and begins the design and environmental review phase of future bikeway projects, these mitigations as well as other resulting from more detailed environmental review will be incorporated into project implementation.

Staff recommends that the Planning Commission recommend adoption of the Mitigated Negative Declaration to the City Council, as well as adoption of the Mitigation Monitoring Plan.

CONCLUSION

Based on the above, staff recommends that the Planning Commission recommend approval to the City Council of the proposed General Plan Bikeway Map Update and Bikeway Master Plan Update.

RECOMMENDATION

The Planning Division recommends that the Planning Commission take the following action:

MOTION 1: MOVE TO RECOMMEND THAT THE CITY COUNCIL ADOPT THE ATTACHED RESOLUTION ADOPTING THE MITIGATED NEGATIVE DECLARATION, ADOPTING THE MITIGATION MONITORING PLAN, AND ADOPTING THE 2015 BIKEWAY MASTER PLAN UPDATE AND ADOPTING THE GENERAL PLAN BIKEWAY MAP UPDATE.

Exhibits:

- A: Resolution Adopting the MND, Mitigation Monitoring Plan, Updated General Plan Map 8 and updated Bikeway Master Plan:
 - 1. Mitigated Negative Declaration
 - 2. Mitigation Monitoring Plan
 - 3. General Plan Bikeway Map
 - 4. Bikeway Master Plan (Redline/Strikeout)

Attachments:

- 1. Creek Corridor Trail Project Map
- 2. List of Changed/Modified Bikeway Segments
- 3. Existing Bikeway Master Plan Map (2011)

RESOLUTION NO. 2015 - ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CITRUS HEIGHTS ADOPTING THE CITRUS HEIGHTS BIKEWAY MASTER PLAN AND THE GENERAL PLAN BIKEWAY MAP UPDATE AND ADOPTING A MITIGATED NEGATIVE DECLARATION

WHEREAS, The City adopted an Updated General Plan in 2011 with a focus on complete streets and sustainability including Policy 29.4.f directing the update of a Bikeway Master Plan focused on closing existing gaps in the Bikeway Master Plan;

WHEREAS, The City Council accepted the Creek Corridor Trail Project Feasibility Report on March 27, 2014 and directed staff to incorporate the Priority 1 Trail segments into the City's regulatory documents including General Plan, Bikeway Master Plan, and Pedestrian Master Plan;

WHEREAS, The proposed update to the Bikeway Master Plan and General Plan Bikeway Map adds over 4-miles of Class I multi-use trails, 14.5 miles of Class II bike lanes and 4.4 miles of Class III Bike Routes to the Bikeway Master Plan and the General Plan Bikeway Map to close gaps and increase biking opportunities throughout the City;

WHEREAS, the Planning Commission held a public hearing on November 18, 2015, and the City Council held a public hearing on December 10, 2015, wherein public testimony was taken and based upon the Initial Study and comments received, potential impacts could be avoided or reduced to a level of insignificance by mitigation measures; and

NOW, THEREFORE, BE IT RESOLVED that the Citrus Heights City Council hereby finds as follows:

Findings for a Mitigated Negative Declaration:

- 1. An Initial Study was prepared for the Citrus Heights Bikeway Master Plan and The General Plan Bikeway Map Update project and proper notice was provided in accordance with CEQA and local guidelines.
- 2. That based upon the Initial Study, potential impacts resulting from the project have been identified. Mitigation measures have been proposed that will reduce potential impacts to less than significant. In addition, there is no substantial evidence that supports a fair argument that the project, as mitigated, would have a significant effect on the environment.
- 3. That the project does not have the potential to have a significant adverse impact on wildlife resources as defined in the State Fish and Game Code, either individually or cumulatively and is not exempt from Fish and Game filing fees.
- 4. That the project is not located on a site listed on any Hazardous Waste Site List compiled by the State pursuant to Section 65962.5 of the California Government Code.

- 5. That the Planning Commission and City Council reviewed the Initial Study and considered public comments before making a recommendation on the project.
- 6. That a Mitigation Monitoring Plan has been prepared to ensure compliance with the adopted mitigation measures, which Mitigation Monitoring Program was considered by the Citrus Heights Planning Commission and City Council and which Mitigation Monitoring Program is made a part of this resolution.
- 7. That the Mitigated Negative Declaration prepared concerning the Citrus Heights Bikeway Master Plan and The General Plan Bikeway Map Update project reflects the independent judgment and analysis of the City Council of the City of Citrus Heights.
- 8. The City Council hereby adopts as "final" the Citrus Heights Bikeway Master Plan and The General Plan Bikeway Map Update project Mitigated Negative Declaration comprised of: the draft Mitigated Negative Declaration (attached as Exhibit A-1) and the Mitigation Monitoring Plan (attached as Exhibit A-2)
- 9. That the record of proceedings of the decision on the project is available for public review at the City of Citrus Heights Community and Economic Development Department, 7927 Auburn Boulevard, Citrus Heights CA, 95610.

BE IT FURTHER RESOLVED that the Citrus Heights City Council, in reference to the potential impacts identified in the Initial Study, hereby adopts the Mitigated Negative Declaration prepared for the Bikeway Master Plan and The General Plan Bikeway Map Update project including the mitigation measures (contained within the attached Negative Declaration and Mitigation Monitoring Plan) and included in this resolution by reference.

BE IT FURTHER RESOLVED that the Citrus Heights City Council hereby adopts the Bikeway Master Plan and The General Plan Bikeway Map Update project.

IT IS HEREBY CERTIFIED that the foregoing Resolution No. 15-____was duly introduced and legally adopted by the City Council of the City of Citrus Heights at its regular meeting held on this 10th day of December 2015, by the following roll call vote:

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

Sue Frost, Mayor

ATTEST:

Amy Van, City Clerk

Attachments:

- A-1 Mitigated Negative Declaration
- A-2 Mitigation Monitoring Plan
- A-3 General Plan Bikeway Map
- A-4 Bikeway Master Plan



City of Citrus Heights COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT

7927 Auburn Boulevard, Citrus Heights, CA 95621 (916) 727-4740 Fax (916) 725-5799

MITIGATED NEGATIVE DECLARATION

Pursuant to Title 14, Chapter 3, Article 6, Sections 15070 and 15071 of the California Code of Regulations the **City of Citrus Heights** does prepare, make, declare, publish, and cause to be filed with the County Clerk of Sacramento County, State of California, this Mitigated Negative Declaration for the Project, described as follows:

PROJECT TITLE: 2015 Bikeway Master Plan Update and General Plan Bikeway Map Update GPA-15-01

PROJECT DESCRIPTION: The project is the update of the Bikeway Master Plan and the General Plan Bikeway Map. The proposed project describes a network of existing and proposed Class I, II and III bikeways that are intended to serve the Citrus Heights community. The proposed bikeways are capital improvements that will be built in segments over a 30-year time frame.

For Class I trails, the plan includes just over 4 miles of trails along Arcade Creek and the SMUD Utility Corridor (Priority 1 Trails from the Creek Corridor Trail Project). Class II bike lanes will typically be constructed as part of ongoing road maintenance or roadway Complete streets projects. However, there may be several stand-alone projects for Class II bike lanes.

New bike lanes are not intended to replace existing or planned vehicle lanes. Class III bike routes may involve signs and/or striping of roadways, but will not otherwise affect the designated roads. Right-of-way acquisition may be necessary for both Class I paths and II bike lanes.

PROJECT LOCATION: City-wide

NAME OF PUBLIC AGENCY APPROVING PROJECT: City of Citrus Heights

CONTACT PERSON: Casey Kempenaar, Senior Planner, Planning Department, (916) 727-4740.

NAME OF ENTITY OR AGENCY CARRYING OUT PROJECT: City of Citrus Heights

MITIGATED NEGATIVE DECLARATION: The City of Citrus Heights has determined that the subject project, further defined and discussed in the attached Environmental Checklist/Initial Study could have a significant effect on the environment, however, it is hereby determined that, based on the information contained in the attached Initial Study, the project would not have a significant adverse effect on the environment as mitigation measures necessary to avoid the potentially significant effects on the environment are included in the attached Initial Study, which is hereby incorporated and fully made part of this Mitigated Negative Declaration. The City of Citrus Heights has hereby agreed to implement each of the identified mitigation measures, which would be adopted as part of the Mitigation Monitoring and Program.

The attached Environmental Checklist/Initial Study has been prepared by the City of Citrus Heights in support of this Mitigated Negative Declaration. Further information including the project file and supporting reports and studies may be reviewed at the Planning Department, 7927 Auburn Blvd. Citrus Heights, California, 95610.

Casey Kempenaar, Senior Planner Citrus Heights Planning Division



INITIAL STUDY/ENVIRONMENTAL CHECKLIST

Citrus Heights Bikeway Master Plan and General Plan Bikeway Map Update

1.	Project Title:	Bikeway Master Plan and General Plan Update
2.	Lead Agency Name and Address:	City of Citrus Heights 6237 Fountain Square Drive Citrus Heights 95621
3.	Contact Person and Phone Number:	Casey Kempenaar, Senior Planner (916) 727-4740
4.	Project Location:	City-wide
	··· ·	
5.	Project Sponsor's Name and Address:	City of Citrus Heights 7927 Auburn Blvd Citrus Heights 95621
-	-	City of Citrus Heights 7927 Auburn Blvd

8. Description of Project:

Summary

The City of Citrus Heights Bikeway Master Plan is intended to guide and influence bikeway policies, programs and development standards to make bicycling in Citrus Heights more safe, comfortable, convenient and enjoyable for all bicyclists. The Bikeway Master Plan recommends physical improvements, including on-street bike lanes and bike routes, off-street bike paths, and appurtenances such as signs, bike racks and associated improvements.

Background

The City of Citrus Heights adopted its first General Plan in 2000. The General Plan included several policies related to bicycle transportation as well as Map 7: Proposed Bikeway System, largely focused on on-street bicycle facilities.

The first Citrus Heights Bikeway Master Plan (BMP) was adopted in 2009 pursuant to the State of California Bicycle Transportation Act. The 2009 BMP remained largely focused on on-street bikeways; however it also included several off-street (Class 1) bikeway additions. The BMP was updated with minor changes in 2011.

In 2013-2014, the City conducted the Creek Corridor Trail Project (CCTP). This study identified creek and utility corridors considered feasible to accommodate multi-use trail construction for future trail development. In March 2014, the City Council reviewed and accepted the CCTP and directed staff to incorporate only the Priority 1 trail segments into the City's regulatory documents including the Bikeway Master Plan, Pedestrian Master Plan, and General Plan.

Project Objectives

The 2014 BMP and General Plan update is a focused update to:

- 1. To include off-street multi-use trails (Class 1) identified as Priority 1 in the Creek Corridor Trail Project (CCTP)
- 2. Reflect changes in bikeways that have been installed since plan adoption
- 3. Fix errors and omissions or other minor changes
- 4. Ensure consistency between the General Plan Bikeway Map and the Bikeway Master Plan Map

Bikeway Types

Class I Off-Street Bike Paths –

Class I paths are located in a separate right of way, for the exclusive use of bicycles and pedestrians, with minimal cross flow by motor vehicles. Off-street bike paths are typically paved 10' wide with 2' graded shoulder on each side, for a total width of 14 feet. Class I trails are usually located within open space corridors along creeks, high voltage power line corridors and community/city-wide parks. They may also be located within developments or adjacent to streets for the purpose of providing important bicycle and pedestrian linkages between uses.

Class II On-Street Bike Lanes – Class II bike lanes are areas within paved streets that are identified by striping and signs for bicycle use. Vehicle cross flow is generally permitted at intersections and driveways. In Citrus Heights, bike lanes are typically 4-5 feet wide.

Class III On-Street Bike Route - Class III Bikeways are on-street routes where bikes share the road with cars. Class III routes are intended to provide continuity to the bikeway system and are usually established along through routes not served by Class I or II bike routes, or as an alternative to bicycling on busy streets. Bike routes are designated by signs or permanent markings and are shared by motorists.

Project Description

The proposed project describes a network of existing and proposed Class I, II and III bikeways that are intended to serve the Citrus Heights community. The proposed bikeways are capital improvements that will be built in segments over a 30-year time frame. The existing and proposed bikeway network in the Bikeway Master Plan is shown in Figure 1 and the existing and proposed bikeway network in the General Plan is shown in Figure 2.

For Class I trails, the plan includes just over 4 miles of trails along Arcade Creek and the SMUD Utility Corridor (Priority 1 Trails from the CCTP). Additional controlled and/or grade-separated crossings of other local streets and creeks may be provided. The type of crossing to be used in each location will be subject to further analysis conducted as each project is implemented.

Class II bike lanes will typically be constructed as part of ongoing road maintenance or roadway Complete streets projects. However, there may be several stand-alone projects for Class II bike lanes.

New bike lanes are not intended to replace existing or planned vehicle lanes. Class III bike routes may involve signs and/or striping of roadways, but will not otherwise affect the designated roads. Right-of-way acquisition may be necessary for both Class I paths and II bike lanes.

Table1:IClassification	Existing (Miles)	and Propos	sed Bikeway
Bikeway Classification	Existing	Proposed	Total
Class I	4.5	4.9	9.4
Class II	40.9	14.5	55.4
Class III	3.5	4.4	7.9
Total	48.9	23.8	72.7

The total miles of existing and proposed trails are shown in Table 1:

Future bikeway improvement projects may involve a single segment or multiple logically connected segments bundled into a single project. The actual number of bikeway miles to be constructed in a given year is unknown and highly variable. Construction phasing will be dependent upon need, suitability, and readiness.

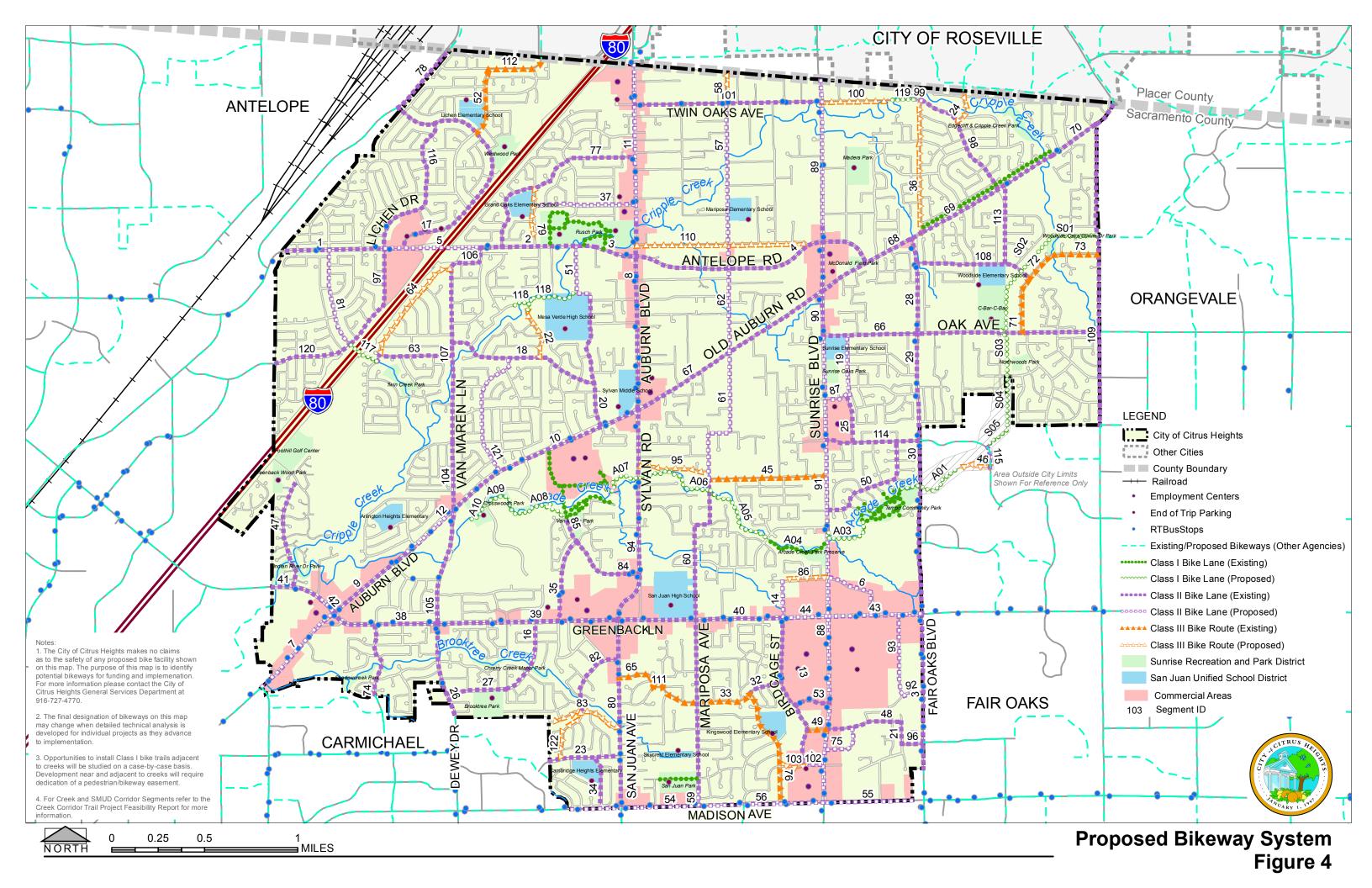
As discussed in the BMP, bikeway support facilities include lighting, signs, bike parking, and trailhead parking lots. Bikeway support facilities may be installed in conjunction with a bikeway project, or as a separate improvement project. Once a bikeway is constructed, it would be operated and maintained in the same way as other pavement and park assets in the City.

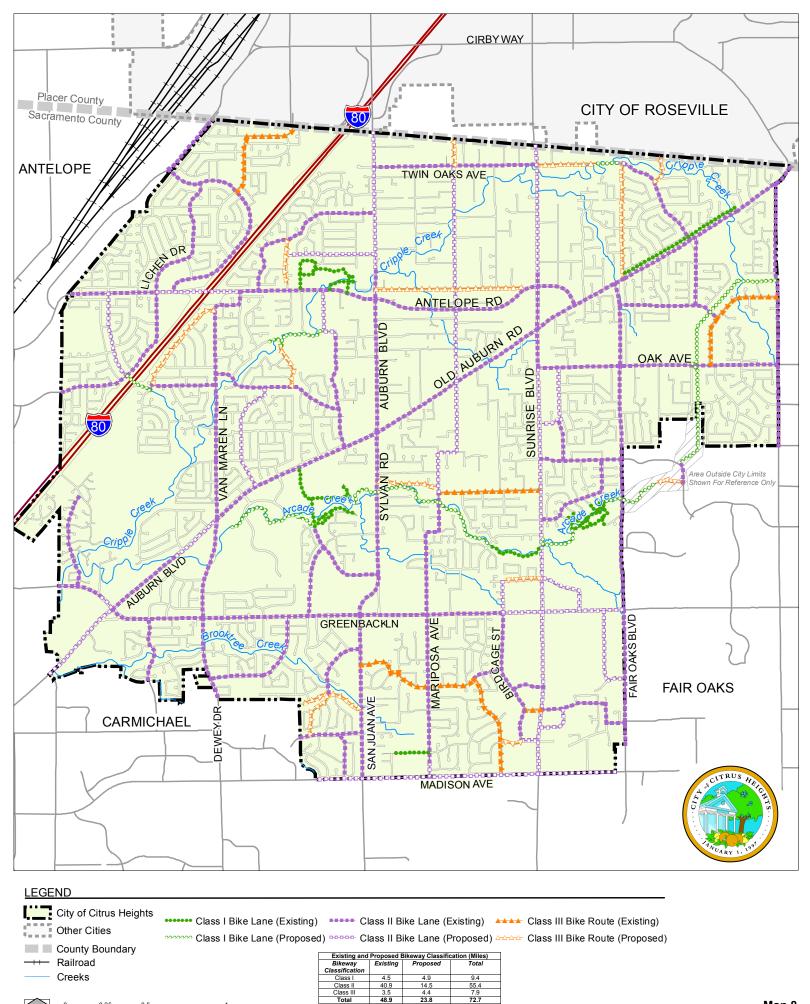
As noted previously, this Initial Study is intended as a program-level analysis of the bikeway program and facilities. Specific improvement plans and details are not available at this time and would be part of project level evaluation when bikeway projects are scheduled for implementation.

Funding

The BMP estimates that the cost of fully implementing the proposed bikeway system over the next 30 years will be \$52 million. Planning and development processes would be timed to take advantage of funding as it becomes available and to leverage the availability of grant funds.

Detailed information regarding sources of federal, state and local funding is provided in the BMP Update. Funding will generally be directed to higher priority projects as identified in the BMP Update, but will occasionally be directed otherwise based upon project readiness and criteria of a particular funding source.





\sim	0	0.25	0.5	
ORTH		-		

MILES

Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

\square	Aesthetics	\boxtimes	Agriculture and Forestry Resources	\boxtimes	Air Quality
\square	Biological Resources	\boxtimes	Cultural Resources	\boxtimes	Geology, Soils and Seismicity
\boxtimes	Greenhouse Gas Emissions	\boxtimes	Hazards and Hazardous Materials	\boxtimes	Hydrology and Water Quality
\boxtimes	Land Use and Land Use Planning	\boxtimes	Mineral Resources	\boxtimes	Noise
\square	Population and Housing	\boxtimes	Public Services	\boxtimes	Recreation
⊠т	ransportation and Traffic	١	Jtilities and Service Systems	\boxtimes	Mandatory Findings of Significance

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☑ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation is incorporated to reduce all impacts to a less than significant level. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- □ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- □ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Signature

Date

Casey Kempenaar, Senior Planner Printed Name <u>City of Citrus Heights</u> For

Environmental Checklist Aesthetics

Issi	ies (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
1.	AESTHETICS — Would the project:				
a)	Have a substantial adverse effect on a scenic vista?				\boxtimes
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				\boxtimes
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?				\boxtimes
d)	Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?			\boxtimes	

Impact Analysis

- a) **No Impact.** The project is not located within a recognized scenic vista.
- b) **No Impact.** The project is adjacent to Interstate 80 but this is not designated as a scenic highway. There are no scenic highways within the project vicinity.
- c) Less than Significant. Implementation of Class II bike lanes and Class III bike routes involves the installation of signs and/or pavement markings on existing or new streets. For several Class II projects, it may also involve nominal street widening. Street improvement projects will be conducted in accordance with City Standards. When considered in context with the entirety of the roadway and compliance with City standards would ensure continuity across the community and would mitigate this potential impact to a less than significant level.

Class I trails include paving, dirt shoulders, vegetation clearing, signs and may include bridges, undercrossings, tunnels or other structures. The trails will traverse open space and parks, and may also be located in proximity to residences and businesses. This would introduce pavement and recreational users into a previously natural aesthetic environment and has the potential to change the character of the private viewsheds enjoyed be homeowners, residents and businesses. However, the City General Plan notes that increasing public access into open space areas is a goal that benefits City residents as a whole. As a result, this impact is considered less than significant.

The City's creek corridors include waterways and their associated riparian habitat. Trails are located in consideration of a number of constraints. These include but are not limited to: Setbacks/avoidance from native oaks, riparian areas, wetlands, and special-status species; topography; setbacks from residences; public safety; compliance with adopted design standards; and availability of right-of-way. As a result, Class I bikeway projects may result in the removal of riparian habitat or other natural features.

The City's tree preservation ordinance is in place to limit impacts to trees within the creek corridors and aid in mitigation for necessary tree removal. Nonetheless, this is considered a potentially significant impact. Mitigation Measures BIO-6& BIO7are intended to minimize the impact on waterways and their associated riparian habitat, including avoidance where feasible reducing this impact to a less than significant level.

During construction, viewers from neighboring properties and adjacent roadways may be able to see construction activities and construction vehicles and equipment. These activities represent an intrusion into the existing visual character of an area, including open space areas. However, the intrusion would be for a short time period (typically no more than one construction season). As a result, this impact is less than significant.

d) Less than Significant. Lighting for Class II bike lanes and Class III bike routes will be provided by existing street lights, or in the case of new roads with new street lights. Street lights are present on all City streets regardless of the presence of bike facilities. Class II and III bikeways do not require increased lighting levels and will not result in new or additional lighting above what is normally required for roadways. Class I bike trails typically do not include lighting; however, lighting may be provided for Class I trails within limited locations or at undercrossings or tunnels. Lighting will be provided consistent with the Zoning Code, which include standards for shielding light to avoid excessive off-site glare. The potential impact is less than significant.

Agricultural and Forest Resources

Issi	es (and Supporting Information Source	s):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
2.	AGRICULTURAL In determining whether impacts to a to the California Agricultural Land Department of Conservation as a determining whether impacts to for agencies may refer to information c state's inventory of forest land, i Assessment project; and forest ca California Would the project:	d Evaluation and n optional model rrest resources, in ompiled by the Cal ncluding the Fore	Site Assessme to use in asses cluding timberla ifornia Departme est and Range	environmental e ent Model (1997 ssing impacts or nd, are significal ent of Forestry an Assessment Pro) prepared by agriculture and nt environmenta d Fire Protection pject and the F	the California d farmland. In l effects, lead n regarding the Forest Legacy
a)	Convert Prime Farmland, Uniqu Farmland of Statewide Importance shown on the maps prepared Farmland Mapping and Monitoring California Resources Agency, to use?	e (Farmland), as pursuant to the Program of the				
b)	Conflict with existing zoning for agr Williamson Act contract?	icultural use, or a				\boxtimes
c)	Conflict with existing zoning for, o of, forest land (as defined in Public section 12220(g)), timberland (as o Resources Code section 4526), or Timberland Production (as defined Code section 51104(g))?	Resources Code defined by Public timberland zoned				
d)	Result in the loss of forest land forest land to non-forest use?	or conversion of				\boxtimes
e)	Involve other changes in the exis which, due to their location or natu conversion of Farmland to non-ag conversion of forest land to non-fore	re, could result in gricultural use or				\boxtimes

Impact Analysis

a – e. **No Impact.** There are no areas within the City of Citrus Heights which are designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or areas which are part of Williamson Act Contracts. No lands in the City are zoned for agricultural purposes. No additional impacts related to the project would impact agricultural resources.

Air Quality

Issu	es (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3.	AIR Where available, the significance criteria established district may be relied upon Would the project:	QUALITY by the applicable to make			collution control determinations.
a)	Conflict with or obstruct implementation of the applicable air quality plan?				\boxtimes
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		\boxtimes		
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				
d)	Expose sensitive receptors to substantial pollutant concentrations?				\boxtimes
e)	Create objectionable odors affecting a substantial number of people?				\boxtimes

Impact Analysis

a. **No Impact**. Implementation of the BMP and General Plan Amendment would not conflict with or obstruct implementation of any applicable air quality plan. By design, proposed improvements include consistency with the goals and policies identified by the City's General Plan pertaining to sustainability and an overall strategy for reduction of greenhouse gas emissions and air quality improvement.

The City of Citrus Heights General Plan identifies the following goals and policies applicable to Air Quality and relevant to the Proposed Project:

Goal 53: Protect and improve air quality in the Citrus Heights area to the maximum extent possible.

Policy 53.1: Promote measures that improve air quality and help meet air quality attainment standards.

Action B. Support the Sacramento Metropolitan Air Quality Management District in its development of improved ambient air quality monitoring capabilities and establishment of standards, thresholds and rules to address and, where necessary, mitigate the air quality impacts of new development.

Action C. Enforce air pollution control measures during construction.

Action E. Assure that recommended inclusions into any regional transportation plan are consistent with the air quality goals and policies of this General Plan.

Policy 53.3: Promote use of clean alternative fuel vehicles and construction equipment.

Action A. Incorporate alternative fuel vehicles into the City fleet to achieve the objective of using clean fuels in 70% of nonsafety City vehicles.

Action B. Adopt a "proactive contracting" policy that gives preference to contractors using reduced emission equipment for City construction projects as well as for City contracts for services (e.g., garbage collection).

Construction and operation of proposed improvements would be implemented consistent with applicable regulatory standards and requirements, including consistency with all applicable Sacramento Air Quality Management District (SMAQMD) rules and thresholds. Therefore No Impact is anticipated and no mitigation is required.

b. Less Than Significant With Mitigation Incorporated. The City of Citrus Heights is located within the Sacramento Valley Air Basin. Local and regional air quality management districts, including the SMAQMD, are responsible for implementing and enforcing emissions standards and other regulations pursuant to federal and State laws. The Sacramento region's air districts work jointly with the U.S. Environmental Protection Agency (USEPA), California Air Resources Board (CARB), Sacramento Area Council of Governments (SACOG), county transportation and planning departments, cities and counties, and multiple non-governmental organizations to improve air quality through a variety of programs. These programs include the adoption of regulations and policies, as well as implementation of extensive education and public outreach programs, and emission reducing incentive programs (SMAQMD 2015).¹

Sacramento County is currently designated as in "attainment" for all state and federal ambient air quality standards, except ozone, PM_{10} and $PM_{2.5}$. The current "non-attainment" status for ozone, PM_{10} and $PM_{2.5}$ signifies that these pollutant concentrations have exceeded the established standard.

In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants, the SMAQMD has established significance thresholds for emissions of PM_{2.5} and PM₁₀, and ozone precursors – reactive organic gases (ROG) and nitrous oxides (NO_x). The significance thresholds, expressed in pounds per day (lbs/day), listed in **Table 2** below are the SMAQMD's current established thresholds of significance for use in the evaluation of air quality impacts associated with proposed development projects. The City of Citrus Heights, as Lead Agency, utilizes the SMAQMD's recommended project-level criteria air pollutant thresholds of significance for CEQA evaluation purposes. Thus, if the Proposed Project's emissions exceed the pollutant thresholds presented in **Table 2able 2**, the project would have the potential to result in significant effects to air quality, and affect the attainment of federal and State Ambient Air Quality Standards.

¹ SMAQMD 2015. Sacramento Metropolitan Air Quality Management District, CEQA Guide December 2009, Revised May 2011, June 2014, November 2014, June 2015

Pollutant	Construction Threshold (Ibs/day)	Operational Threshold (Ibs/day)	
ROG	None	65	
NO _X	85	65	
PM ₁₀	80 ²	80 ³	
PM _{2.5}	82 ⁴	82 ⁵	

Table 2 — Current SMAQMD Mass Emissions Thresholds of Significance

Source: SMAQMD 2015⁶

Construction Emissions

During construction of improvements proposed by the BMP and General Plan Amendment, various standard types of equipment and vehicles would be used to implement construction activities. Construction exhaust emissions would be generated from construction equipment, earth movement activities, construction worker commutes, and construction material hauling during the construction work window. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM emissions. As construction of improvements proposed by the BMP would generate air pollutant emissions intermittently until all construction has been completed, it is not anticipated that implementation of the BMP and General Plan Amendment would result in emissions exceeding SMAQMD established thresholds. However, construction-related activities remain of potential concern due to the fact that the City is currently designated as "nonattainment" for ozone and PM.

Operational Emissions

Operational emissions of ROG, NO_X, PM_{2.5}, and PM₁₀ are generated by mobile and stationary sources, including day-to-day activities such as vehicle trips to and from a given site, heavy equipment operation, natural gas combustion from heating mechanisms, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, cleaning products, spray paint, etc.). Implementation of the BMP and the General Plan Update are not anticipated to result in a substantial increase in vehicle trips, nor would proposed improvements significantly modify the existing land use or operations within individual sites. Implementation of the BMP would not involve mobile, stationary, or area sources and new operational emissions would therefore not occur. Therefore, the Proposed Project would be considered to result in a less than significant impact associated with operational emissions.

² Assumes all feasible BACT/BMPs are applied.

³ Assumes all feasible BACT/BMPs are applied.

⁴ Assumes all feasible BACT/BMPs are applied.

⁵ Assumes all feasible BACT/BMPs are applied.

⁶ SMAQMD 2015. Sacramento Metropolitan Air Quality Management District, CEQA Guide December 2009, Revised May 2011, June 2014, November 2014, June 2015

Conclusion

Implementation of the BMP and General Plan Amendment is not anticipated to exceed the current applicable thresholds of significance for air pollutant emissions operation. However, due to the fact that proposed improvements would be designed and constructed over a thirty year timeframe, it is impossible to anticipate future regulatory thresholds and analyze potential construction-related impacts for individual projects. Therefore, implementation of the BMP and General Plan Amendment would result in Less Than Significant With Mitigation Incorporated construction-related impacts related to air quality. Implementation of Mitigation Measure AQ - 1 would reduce potential impacts to less than significant levels.

c. Less Than Significant Impact. The City of Citrus Heights is currently designated as "nonattainment" for ozone and PM. Projected growth and combined population, vehicle usage, and business activity within the City, in combination with other past, present, and reasonably foreseeable projects within the City and surrounding areas, could either delay attainment of established standards or require the adoption of additional controls on existing and future air pollution sources to offset emission increases.

Implementation of the BMP and General Plan Amendment would only involve emissions during construction, as proposed improvements would not require frequent maintenance and would not result in a substantial increase in long-term operational emissions. Construction emissions would be short-term in duration, and would be implemented intermittently throughout a thirty-year timeframe. Accordingly, the incremental contribution of the Proposed Project's construction-related emissions would not be considered cumulatively considerable. Therefore, the Proposed Project would result in a Less Than Significant Impact, cumulatively. No mitigation is required.

d. Less Than Significant Impact. Development of the BMP and General Plan Amendment would not involve on-site operations other than recreational use by pedestrians and bicyclists. Emissions of diesel particulate matter (DPM) resulting from construction-related equipment and vehicles would be temporary and sensitive receptors (surrounding neighborhood residents) would not be exposed to substantial long-term concentrations of DPM emissions associated with construction of proposed improvements.

Implementation of the BMP and General Plan Amendment would not introduce any sensitive receptors to the area, and, thus, would not expose new sources of sensitive receptors to any existing sources of substantial pollutant concentrations.

In conclusion, the Proposed Project would not introduce sensitive receptors to the area and would not generate substantial levels of pollutant concentrations that would affect existing sensitive receptors in the area. Therefore, impacts related to exposing sensitive receptors to substantial pollutant concentrations would be considered a Less Than Significant Impact. No mitigation is required.

e. Less Than Significant Impact. While offensive odors rarely cause any physical harm, they can be unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and air districts. Project-related odor emissions would be limited to the construction period, when emissions from equipment may be evident in the immediately surrounding area. These activities would be short-term and would not result in the creation of long-term objectionable odors. This impact is therefore considered to be a Less Than Significant Impact. No mitigation is required.

Mitigation Measures

Mitigation Measure AQ – 1:

Prior to implementation of any improvements proposed by the Master Plan that require a grading permit, the City shall consult with the SMAQMD. This consultation shall determine if a project-specific air quality analysis for project construction would be required. If a project-specific air quality analysis is required, the City shall conduct the analysis using the SMAQMD's Guide to Air Quality Assessment and recommended methodology. The methodology may include, but not be limited to, the SMAQMD's Roadway Construction Emissions Estimator Model (CalEEMod), the SMAQMD's Roadway Construction Emissions Model (appropriate for bike paths and trails), or other methodology identified by SMAQMD. Should the project-specific analysis estimate that emissions, (including GHG emissions) could exceed the SMAQMD thresholds, the project shall incorporate the appropriate level of SMAQMD mitigation measures, which may include additional fugitive dust/particulate matter control as well as the applicable standard construction mitigation measures, or other measures identified to reduce GHG emissions in accordance with the current SMAQMD CEQA Guide to Air Quality Assessment.

Biological Resources

Issu	ies (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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 Game or U.S. Fish and Wildlife Service?				
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		\boxtimes		
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?				

Impact Analysis

- a. Less Than Significant Impact With Mitigation Incorporated. The City of Citrus Heights Bikeway Master Plan (BMP) is proposing a conceptual planning framework for the development of existing and proposed Class I, II, and III bikeways intended to serve the community of Citrus Heights. A Biological Resources Assessment (BRA) was prepared for the Citrus Heights Bikeway Master Plan Project, City of Citrus Heights, Sacramento County, California. The Study Area for the BRA was defined as a 100-foot buffer around the proposed trail alignments (Study Area) (Figure 3). A table identifying regionally occurring special-status species was compiled based on the California Natural Diversity Database (CNDDB), the U.S. Fish and Wildlife Service (USFWS) Information and Planning Conservation (IPaC), and the California Native Plant Society (CNPS) lists. Biological surveys were subsequently conducted to determine whether regionally occurring specialstatus species or presence of habitat required by the species. The following set of criteria has been used to determine each species potential for occurrence within the Study Area:
 - **Present**: Species known to occur within the Study Area based on CNDDB records and/or observed within the Study Area during the biological surveys.

- **High**: Species known to occur on or near the Study Area (based on CNDDB records within 5 miles and/or based on professional expertise specific to the Study Area or species) and there is suitable habitat within the Study Area.
- Low: Species known to occur in the vicinity of the Study Area and there is marginal habitat within the Study Area -OR- Species is not known to occur in the vicinity of the site, however, there is suitable habitat within the Study Area.
- None: Species is not known to occur on or in the vicinity of the Study Area and there is no suitable habitat within the Study Area -OR- Species was surveyed for during the appropriate season with negative results -OR- Species is not known in Study Area.

The following biological communities occur within the Study Area: annual grassland, oak woodland, riparian woodland, and developed areas. Special-status species that are known to be present or that have a high or low potential for occurrence are discussed herein.

Special-Status Plants

Three special-status plant species, dwarf downingia (*Downingia pusilla*), Sanford's arrowhead (*Sagittaria sanfordii*), and stinkbell (*Fritillaria agrestis*) have a *high* potential to occur within the Study Area. One special-status plant, Ahart's dwarf rush (*Juncus leiospermus* var. *ahartii*), has a *low* potential to occur within the Study Area.

Plant Species with a High Potential to Occur

Dwarf Downingia

Dwarf downingia is an annual herb found in mesic valley, foothill grassland and vernal pools below 450 meters in elevation. This species blooms from March through May (CNPS 2015). The annual grassland within the Study Area provides habitat for this species and there are four CNDDB records within 5 miles of the Study Area (CDFW 2015) (**Figure 4**). This species has a *high* potential to occur within the Study Area.

Sanford's Arrowhead

Sanford's arrowhead is a perennial herb found in marshes, swamps, and shallow freshwater areas below 650 meters in elevation. The blooming period is from May through November (CNPS 2015). Although not observed during the site surveys, there is potential habitat within the creek corridors in the Study Area and there are three CNDDB records within the Study Area (CDFW 2015). There are two documented occurrences (Occurrence #46 and #49) dated 1997 and one from 1994 (Occurrence #50) (**Figure 4**). All three occurrences are considered extant (CDFW 2015). Due to the recorded occurrences in the immediate vicinity, there is *high* potential for Sanford's arrowhead to occur in the Study Area.

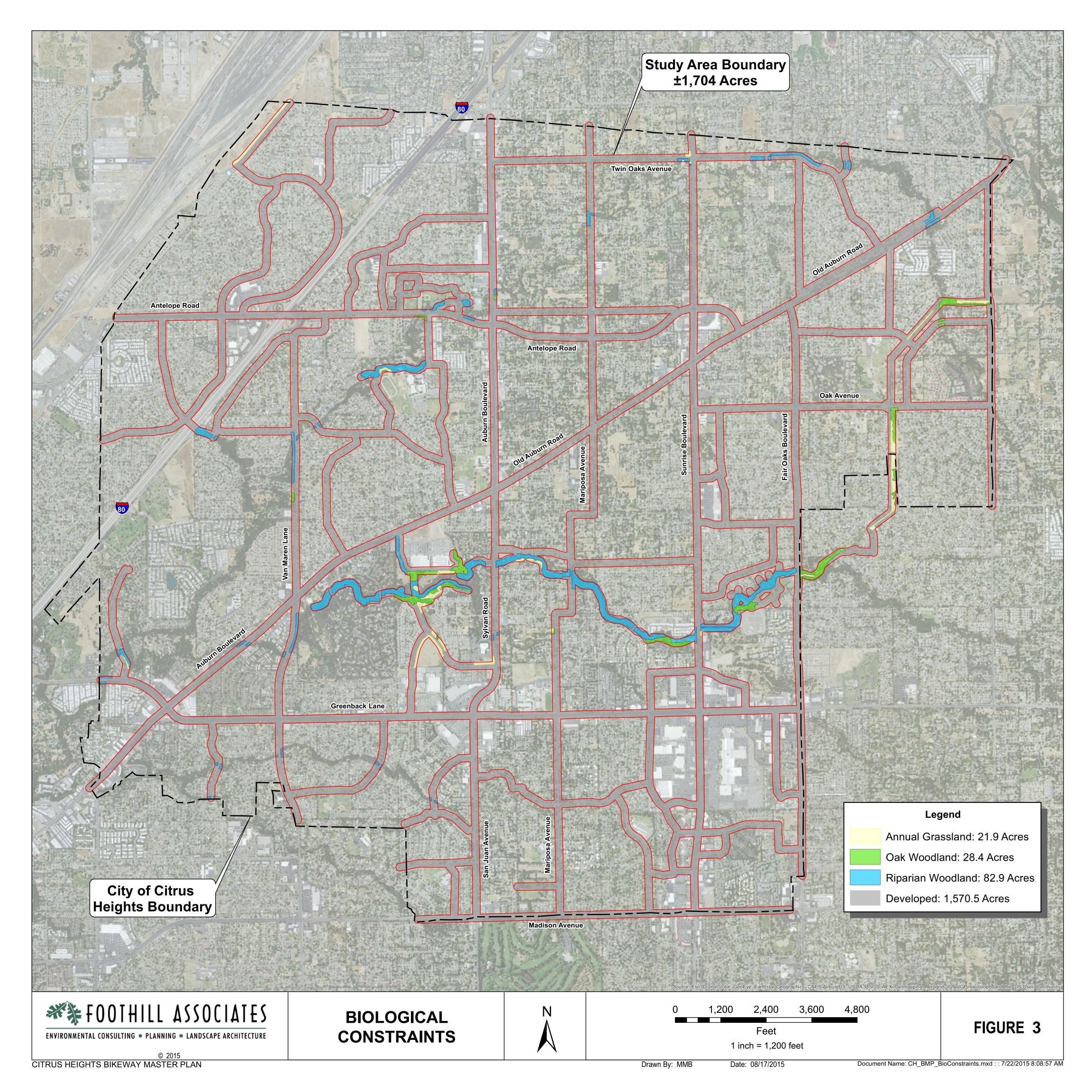
Stinkbells

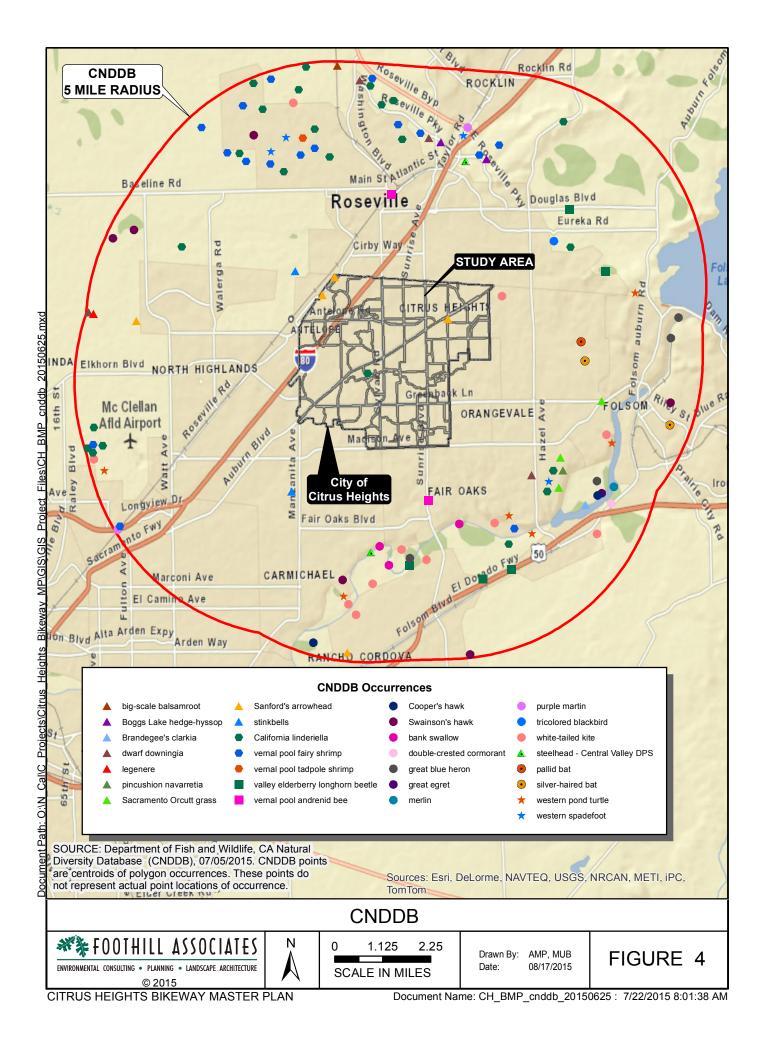
Stinkbells are a perennial bulb found in clay soils in valley and foothill grasslands. The blooming period is from March through June. The oak woodland and annual grassland provide suitable habitat for this species and there are two recorded occurrences within five miles of the Study Area (**Figure 4** (CDFW 2015). Therefore, there is a *high* potential for this species to occur in the Study Area.

Plant Species with a Low Potential to Occur

Ahart's Dwarf Rush

Ahart's dwarf rush is an annual herb found on moist soils in valley and foothill grasslands between 30 to 100 meters in elevation. The blooming period is from March through May (CNPS 2015). Although there are no CNDDB records for Ahart's dwarf rush within five miles of the Study Area (CDFW 2015), the annual grassland within the Study Area provides potential habitat for this species Figure 4. Therefore, this species has a *low* potential to occur within the Study Area.





Special-Status Wildlife

There are 14 special-status wildlife species with the potential to occur in the Study Area. Species that are considered to have a *high* potential to occur within the Study Area include: valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), western pond turtle (*Emys marmorata*), burrowing owl (*Athene cunicularia*), white-tailed kite (*Elanus leucurus*), pallid bat (*Antrozous pallidus*), and silver-haired bat (*Lasionycteris noctivagans*). Additionally, a number of migratory bird and other raptor species have a *high* potential to occur within the Study Area. Species that are considered to have a *low* potential to occur within the Study Area include: Central Valley steelhead (*Oncorhynchus mykiss*), western spadefoot (*Spea hammondi*), peregrine falcon (*Falco peregrinus*), and Swainson's hawk (*Buteo swainsoni*).

Wildlife Species with a High Potential to Occur

Valley Elderberry Longhorn Beetle (VELB)

The USFWS considers the range of VELB to include the watersheds of the American, San Joaquin, and Sacramento rivers and their tributaries up to approximately 3,000 feet above MSL (USFWS 1980). VELB are completely dependent on elderberry (*Sambucus* sp.) shrubs as their host plants during their entire life cycle. VELB typically utilize stems that are greater than one inch in diameter at ground level (DGL) (USFWS 1994).

There are five CNDDB occurrences for this species within five miles of the Study Area (CDFW 2015) (**Figure 4**). Elderberry shrubs were identified along both Arcade Creek and Cripple Creek. One of the shrubs along Cripple Creek has potential VELB exit holes. Therefore, there is a *high* potential for VELB to occur within the Study Area.

Western Pond Turtle

Western pond turtles require slow moving perennial aquatic habitats with suitable basking sites. Suitable aquatic habitat typically has a muddy or rocky bottom with emergent aquatic vegetation for cover (Stebbins 2003). Western pond turtles, however, occasionally inhabit irrigation ditches. Western pond turtles typically overwinter within 300 feet of aquatic habitat in areas with moderate woody vegetation. Nests are generally located in annual grasslands within 100 feet of aquatic habitat. Eggs are laid between May and August and hatch in approximately 80 days (Rathbun *et. al.* 2002). There are six CNDDB records for this species within five miles of the Study Area (**Figure**) (CDFW 2015). The creek corridors and riparian habitat in the Study Area provide habitat for this species. No western pond turtles were observed within the Study Area during the biological surveys. This species has a *high* potential to occur within the Study Area.

Burrowing Owl

The burrowing owl is a small ground-dwelling owl that occurs in western North America from Canada to Mexico, and east to Texas and Louisiana. Although in certain areas of its range burrowing owls are migratory, these owls are predominantly non-migratory in California. The breeding season for burrowing owls occurs from March to August, peaking in April and May (Zeiner *et. al.* 1990). Burrowing owls nest in burrows in the ground, often in old ground squirrel burrows. Burrowing owls are also known to use artificial burrows, including pipes, culverts, and nest boxes and will nest in close proximity to residences. In California, the breeding season for burrowing owl is from February 1 to August 31 (Haug *et. al.* 1993). There are six CNDDB records for this species within five miles of the Study Area (CDFW 2015) (**Figure**). The annual

grassland areas, particularly in the SMUD corridors, provide potential habitat for this species. This species has a *high* potential to occur within the Study Area.

White-Tailed Kite

White-tailed kite (*Elanus leucurus*) is a year-long resident in California's coastal and valley lowlands. White-tailed kites breed from February to October, peaking from May to August (Zeiner *et. al.* 1990). This species nests near the top of dense oaks, willows, or other large trees. There are five CNDDB records of white-tailed kite listed within 5 miles of the Study Area (CDFW 2015) (**Figure**). The trees within the riparian and oak woodland in the Study Area provide nesting habitat, while the annual grassland provides foraging habitat. This species has a *high* potential to occur within the Study Area.

Migratory Birds and Other Birds of Prey

Many migratory bird species and other birds of prey are protected under 50 CFR 10 of the MBTA and/or Section 3503 of the California Fish and Game Code and have the potential to nest throughout the Study Area. Federal or State Species of Concern with the potential to occur in the Study Area include: Cooper's hawk (*Accipiter cooperil*), grasshopper sparrow (*Ammodramus savannarum*), loggerhead shrike (*Lanius ludovicianus*), Nuttall's woodpecker (*Picoides nuttallii*), oak titmouse (*Baeolophus inornatus*), purple martin (*Progne subis*), song sparrow (*Melospiza melodia*), and yellow-billed magpie (*Pica nuttalli*). Migratory birds and other birds of prey have a high potential to nest within the Study Area during the nesting season. The generally accepted nesting season is from February 1 through August 31.

Special-Status Bat Species

Several special-status bat species, which are State Species of Concern, may be found in the Study Area, including pallid bat and silver-haired bat. Pallid bats roost in rock crevices, caves, and occasionally hollow trees and buildings. Silver-haired bats roost in hollow trees, crevices, buildings, and under loose bark, generally near water. The riparian and oak woodlands provide suitable habitat in the Study Area for these special-status bat species. There are CNDDB records for these species within five miles of the Study Area (CDFW 2015) (**Figure**). Special-status bats have a *high* potential to occur within the Study Area.

Special-Status Species with Low Potential to Occur

Central Valley Steelhead

Central Valley steelhead rely on streams, rivers, estuaries and marine habitat during their lifecycle. In freshwater and estuarine habitats, steelhead feed on small crustaceans, insects, and small fishes. Eggs are laid in small and medium gravel and require adequate water flow for oxygen to survive. After emerging from the redd steelhead remain in streams and rivers for 1 to 4 years before migrating through estuaries to the ocean. Unlike salmon, steelhead migrate individually rather than in schools. Steelheads spend 1 to 5 years at sea before returning to natal streams or rivers. At least two specific storages of steelhead have developed; those that enter fresh water during fall, winter and early spring -- the winter run -- and those that enter in spring, summer and early fall – the summer run. Steelhead do not always die after spawning and will migrate downstream through estuaries to the ocean. None of the creeks within the Study Area are known to support runs of Central Valley Steelhead, but the species is known to spawn in creeks to the north of the Study Area and in the

American River to the south. Therefore, there is a *low* potential for the species to be found within the Study Area.

Western Spadefoot

Western spadefoot prefer open areas with sandy or gravelly soils, in a variety of habitats including: mixed woodlands, grasslands, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, and mountains from 0 to 1,200 meters in elevation. They lay eggs in pools, ponds, or slow-moving streams and larvae require a minimum of 30 days of continuous inundation to mature. Large populations of bullfrogs, fish, or crayfish in breeding ponds impair the success of the species. There are four CNDDB records of this species within five miles of the Study Area (CDFW 2015) (**Figure 4**). Some areas along the creek corridors, particularly in sandier soils in the western half of the Study Area, may provide breeding habitat for western spadefoot. The annual grassland and oak woodland provide upland habitat for the species, however, the majority of annual grassland areas do not contain sandy soils. No western spadefoot were observed during the biological surveys of the Study Area. This species has a *low* potential to occur within the Study Area.

Peregrine Falcon

Peregrine falcons are found year-round in California. Peregrine falcons nest on high ledges on cliffs, electrical transmission towers, buildings, and other structures. They eat mostly birds and are commonly found in areas with large populations of shorebirds. There are no CNDDB records of this species within five miles of the Study Area (CDFW 2015). The developed areas within the Study Area provide nesting habitat for the species. This species has a *low* potential to occur within the Study Area.

Swainson's Hawk

Swainson's hawk (*Buteo swainsoni*) is a long-distance migrant with nesting grounds in western North America. The Swainson's hawk population that nests in the Central Valley winters primarily in Mexico, while the population that nests in the interior portions of North America winters in South America (Bradbury *et. al.* in prep.). Swainson's hawks arrive in the Central Valley between March and early April to establish breeding territories. Breeding occurs from late March to late August, peaking in late May through July (Zeiner *et. al.* 1990). In the Central Valley, Swainson's hawks nest in isolated trees, small groves, or large woodlands next to open grasslands or agricultural fields. This species typically nests near riparian areas; however, they have been known to nest in urban areas. Nest locations are usually in close proximity to suitable foraging habitats, which include fallow fields, annual grasslands, irrigated pastures, alfalfa and other hay crops, and low-growing row crops. Swainson's hawks leave their breeding grounds to return to their wintering grounds in late August or early September (Bloom and De Water 1994).

There is marginal nesting habitat for Swainson's hawk within the Study Area. While Swainson's hawk may forage occasionally in the annual grassland within the Study Area, higher quality foraging habitat occurs in the large agricultural fields and open grassland in surrounding communities. There are two CNDDB records for this species within five miles of the Study Area (CDFW 2015) (**Figure**). No Swainson's hawks were observed in the vicinity of the Study Area during the biological surveys. This species has a *low* potential to occur within the Study Area.

Conclusion

Less Than Significant With Mitigation Incorporated. Detailed project plans have not been identified. The potential for significant impacts related to special-status species as a result of implementation of the BMP and General Plan Amendment therefore cannot be fully assessed.

All future individual projects shall implement **Mitigation Measure BIO – 2**. This mitigation measure would ensure implementation of pre-construction surveys and mitigation, as applicable, to avoid impacts to nesting bird species in compliance with the Migratory Bird Treaty Act.

In addition, for all future improvements proposed on undisturbed ground or within riparian areas **Mitigation Measures BIO – 1, – 3, and – 4** are proposed as general mitigation to be incorporated into project design relevant to mitigation for potential impacts to special-status species. **Mitigation Measure BIO – 1 and Mitigation Measure BIO – 3** would ensure the appropriate pre-construction monitoring and implementation of appropriate restrictions. **Mitigation Measure BIO – 4** would ensure that any development within riparian or other sensitive habitat types areas would not have a significant impact on special-status species through a project specific BRA. Therefore, impacts to special-status species are considered to be **Less Than Significant With Mitigation Incorporated**.

b. Less Than Significant Impact With Mitigation Incorporated. The trail alignments proposed by the BMP and General Plan Amendment contains sensitive biological communities including riparian woodland habitat, oak woodland, and potential wetlands and waters of the U.S and State. The proposed off street Class III trail segments have the potential to impact these biological communities, depending on the project-specific plans.

Conclusion

Less Than Significant With Mitigation Incorporated. Detailed project plans are unavailable, thus the potential for significant impacts related to sensitive habitats as a result of the Bikeway Master Plan cannot be fully assessed.

For all future individual projects within riparian areas or undisturbed ground **Mitigation Measure BIO – 4** is proposed as mitigation if the detailed individual project trail alignments impact any aquatic features. **Mitigation Measures BIO – 4 through BIO – 6** shall be implemented as general mitigation to be incorporated into project design relevant to mitigation for potential impacts on sensitive habitats. These mitigation measures would ensure project specific BRAs and the appropriate permitting and compliance with the appropriate local, State, and federal agencies. Therefore, impacts to sensitive habitats are considered to be Less Than Significant With Mitigation Incorporated. c. Less Than Significant Impact With Mitigation Incorporated. The trail alignments proposed by the BMP and General Plan Amendment may impact aquatic habitats subject to federal jurisdiction. The potential for significant impacts to any federally protected waters subject to jurisdiction under Section 404 of the Clean Water Act would be evaluated at the time of detailed project plans and Mitigation Measure BIO – 5 shall be implemented for any proposed future improvements that would impact aquatic habitat. Mitigation Measure BIO – 5 would require a wetland delineation to be conducted to establish the presence and extent of jurisdictional aquatic features as well as securing the appropriate permits for project implementation. Implementation of Mitigation Measure BIO – 6 would require that the City notify CDFW for any improvements within the vicinity of aquatic habitat and enter into an Agreement with CDFW if applicable. Therefore, impacts to federally protected wetlands are considered Less Than Significant With Mitigation Incorporated.

The potential for significant impacts related to waterways, creeks, or riparian habitat would be determined at the time of detailed project plans for the trail alignments proposed by the BMP and General Plan Amendment through implementation of **Mitigation Measure BIO – 5** and **BIO – 6**.

d. Less Than Significant Impact with Mitigation Incorporated. Wildlife movement and migratory corridors typically occur along riparian corridors with well-developed riparian vegetation and surrounding undeveloped lands. The majority of the trail alignments proposed by the BMP for Class II and III trails are already developed within an existing urbanized setting. Therefore, no major wildlife corridors or native wildlife nursery sites would be impacted by Class II and III trail development. The proposed Class I off-street trail alignments along Arcade Creek, the SMUD utility corridor, and Cripple Creek may provide local wildlife corridors within the City of Citrus Heights and surrounding areas.

Mitigation Measures BIO – 1 through BIO – 6 shall be implemented as mitigation for all future individually proposed Class I trail alignments and shall be incorporated into project design as mitigation relevant to potential impacts to protected biological resources. Compliance with **Mitigation Measures BIO – 1 through BIO – 6** would ensure that the City of Citrus Heights evaluates the potential presence of these resources and requires the City to coordinate with the resources agency having jurisdiction to obtain authorization under relevant federal and State regulatory requirements. Therefore, impacts to migratory wildlife and wildlife corridors are considered to be Less Than Significant With Mitigation Incorporated.

- e. Less Than Significant With Mitigation Incorporated. The City of Citrus Heights Tree Preservation and Protection Ordinance (Municipal Code Chapter 106.39.010) regulates the removal of and construction within the dripline of protected trees. Protected trees include native oaks with a single trunk greater than 6 inches or aggregate of trunks greater than 10 inches in diameter and other trees with trunks greater than 19-inches in diameter, excluding willow, alder, fruit, eucalyptus, cottonwood, pine, catalpa, fruitless mulberry, and palm trees. The potential for significant impacts related to conflict with the ordinance would be determined at the time of the detailed BMP. Implementation of Mitigation Measure BIO 7 on all trail alignments would ensure that the City of Citrus Heights evaluates the potential presence of any protected tree species the mitigation standards identified by the City's Municipal Code; therefore impacts are considered to be Less Than Significant With Mitigation Incorporated.
- f. **No Impact**. There are no approved Habitat Conservation Plans, Natural Conservation Community Plans, or other adopted plans applicable to the trail alignments proposed by the BMP. Therefore, there will be **No Impact** and no mitigation is required.

Mitigation Measures

Mitigation Measure BIO – 1:

For any BMP trail alignment project that would impact annual grassland, oak woodland, or riparian woodland habitat, a qualified botanist shall conduct focused botanical surveys, in accordance with 2009 CDFW and 2002 USFWS *Standard Survey Guidelines* within the bloom periods for Ahart's dwarf rush (March through May), dwarf downingia (March through May), Sanford's arrowhead (May through November), and stinkbells (March through June). A minimum of two surveys shall be conducted over the range of the bloom period, depending on the target plant species. If no special-status plants are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required.

If any non-listed special-status plants occur within the trail alignments proposed by the BMP, they shall be avoided to the greatest extent feasible. If the plants cannot be avoided, a mitigation plan shall be prepared by a qualified biologist. At minimum, the mitigation plan shall include avoidance and preservation measures, seed or plant harvesting procedures, locations where the plants will be transplanted in suitable habitat adjacent to the project footprint, success criteria, and monitoring protocols.

Mitigation Measure BIO – 2:

Prior to implementation of any improvements proposed by the BMP and General Plan Amendment, the City will conduct pre-construction nesting avian surveys and will implement appropriate restrictions to ensure that protected species are not injured or disturbed by construction in the vicinity of nesting habitat. The following measures shall be implemented:

- a) If tree removal is proposed as part of any individual project, all tree removal shall occur between August 30 and March 15 to avoid to breeding season of any raptor species that could be using the area, and to discourage hawks from nesting in the vicinity of an proposed future construction area. This period may be modified with the authorization of the CDFW. If a legally-protected species nest is located in a tree designated for removal, the removal shall be deferred until after August 30, or until the adults and young of the year are no longer dependent on the nest site as determine by a qualified biologist.
- b) Prior to commencement of any construction activity during the period between March 15 to August 30, all trees within 350 feet of any grading or earthmoving activity shall be surveyed for active raptor nests by a qualified biologist no more that 14 days prior to the onset of construction activities. If active raptor nests are found, and the site is within 350 feet of potential construction activity, a fence shall be erected around the tree at a distance up to 350 feet, depending on the species, from the edge of the canopy to prevent construction disturbance and intrusions on the nest area. The appropriate buffer shall be determined by the City of Citrus Heights. The City may consult with CDFW regarding the appropriate buffer distance.
- c) No construction vehicles shall be permitted within restricted areas (i.e., raptor protection zone), unless directly related to the management or protection of the legally-protected species.
- d) In the event that a nest is abandoned, despite efforts to minimize disturbance, and if the nestlings are still alive, the City shall contact CDFW and, subject to CDFW approval, fund the recovery and hacking (controlled release of captive reared young) of the nestling(s).

Mitigation Measure BIO – 3:

The following mitigation measures for special-status species shall be followed for all proposed Class I, II, and III trail alignment projects proposed within undisturbed ground as part of the BMP.

a) There is potential breeding and upland habitat for western spadefoot in the annual grassland, oak and riparian woodlands, as well as within relatively undisturbed residential areas. Pre-construction surveys for western spadefoot are required within 14 days prior to the start of ground disturbance in any of the habitats previously listed. If no western spadefoot are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey shall be conducted.

If western spadefoot are found, additional avoidance measures are required including having a qualified biologist conduct a pre-construction survey within 24 hours prior to commencement of construction activities, conducting a pre-construction worker awareness training, and being present to monitor construction during initial vegetation clearing and ground disturbance.

b) There is potential habitat for burrowing owl in the annual grasslands, parks, and open areas within developed areas, such as fields and vacant lots. During the planning process, the proposed project area shall be evaluated by a qualified biologist for its suitability as burrowing owl habitat in accordance with the 2012 *California Department of Fish and Game Staff Report on Burrowing Owl Mitigation* (2012 Staff Report) (CDFG 2012). If the project area does not provide suitable habitat, then no additional mitigation is required. If suitable habitat is present on or in the immediate vicinity of the trail alignments proposed by the BMP, focused burrowing owl surveys shall be conducted by a qualified biologist prior to commencement of construction.

Currently, CDFG's 2012 Staff Report recommends conducting four surveys of the trail alignments proposed by the BMP and surrounding 500 feet, where accessible, during the breeding season: one survey between February 15 and April 15 and three between April 15 and July 15. The results of the surveys shall be documented in a letter report submitted to the City of Citrus Heights. If an active burrowing owl nest is determined to be present within 500 feet of the trail alignments proposed by the BMP during the surveys, then an avoidance plan shall be developed and approved by the CDFW. The avoidance plan shall identify measures to minimize impacts to burrowing owls, including, but not limited to, worker awareness training, buffer zones, work scheduling, and biological monitoring.

If no burrowing owls are identified during the breeding season surveys, a preconstruction survey for burrowing owls shall be conducted by a qualified biologist within 30 days prior to the start of ground disturbance in all suitable burrowing owl habitat. The survey methodology and findings shall be documented in a letter report to the City of Citrus Heights within two weeks of the survey and no additional mitigation measures are required. If burrowing owls are found during the preconstruction survey, CDFW shall be contacted to develop an avoidance plan prepared consistent with current CDFW guidelines, as described above.

c) There is low potential for Swainson's hawks to nest near the trail alignments proposed by the BMP. While the annual grassland in the proposed project area

provides marginal foraging habitat, due to its small size and fragmented nature, mitigation for loss of foraging habitat shall not be required unless it is located within ¼-mile of an active nest (CDFG 1994). If construction activities are anticipated to commence in annual grassland during the Swainson's hawk nesting season (March 1 to September 15), a qualified biologist shall conduct a minimum of two preconstruction surveys during the recommended survey periods, in accordance with the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (Swainson's Hawk Technical Advisory Committee 2000). All potential nest trees within ¼-mile of the proposed project footprint shall be visually examined for potential Swainson's hawk nests, as accessible. If no active Swainson's hawk nests are identified on or within ¼-mile of the proposed project, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required.

If active Swainson's hawk nests are found within ¼-mile of construction activities, a survey report shall be submitted to the CDFW in addition to the City of Citrus Heights and an avoidance and minimization plan shall be developed for approval by the CDFW prior to the start of construction. The avoidance plan shall identify measures to minimize impacts to Swainson's hawk including, but not limited to, worker awareness training, buffer zones, work scheduling, and biological monitoring. Should the project biologist determine that the construction activities are disturbing the nest; the biologist shall have the authority to halt construction activities until the CDFW is consulted.

Migratory birds and other birds of prey, protected under 50 CFR 10 of the MBTA d) and/or Section 3503 of the California Fish and Game Code, including white-tailed kite, peregrine falcon, Cooper's hawk, grasshopper sparrow, loggerhead shrike, Nuttall's woodpecker, oak titmouse, purple martin, song sparrow, and yellow-billed magpie have the potential to nest throughout the trail alignments proposed by the BMP. Vegetation clearing operations, including pruning or removal of trees and shrubs, shall be completed between September 15 and January 31, if feasible. If vegetation removal begins during the nesting season (February 1 to August 31), a qualified biologist shall conduct a pre-construction survey of the proposed project area and the surrounding 500 feet, as accessible, for active nests. The preconstruction survey shall be conducted within 14 days prior to commencement of ground-disturbing activities. If no active nests are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey shall be conducted.

If any active nests are located within the network of the trail alignments proposed by the BMP, an appropriate buffer zone shall be established around the nests, as determined by the project biologist. The biologist shall mark the buffer zone with construction tape or pin flags and maintain the buffer zone until the young have successfully fledged and the nest is no longer occupied. Monitoring shall be conducted daily during the first week of construction and weekly thereafter until the young have fledged. The size of the buffer zone may be adjusted throughout construction based on observed reaction of the nesting birds to construction activities. e) The trees and structures in the trail alignments proposed by the BMP provide potential roosting habitat for special-status bats. Pre-construction surveys for special-status bat species are required to be conducted by a qualified biologist within 14 days prior to the start of ground disturbance or tree removal in potential specialstatus bat species habitat. If no bats are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey shall be conducted.

If bats are found, an appropriate buffer zone shall be established around the nests, as determined by the project biologist and a worker avoidance training shall be conducted. If a roost tree or structure must be removed, CDFW shall be consulted to determine appropriate avoidance and mitigation measures.

f) During the pre-project biological surveys, all elderberry shrubs within 100 feet of the proposed project footprint shall be surveyed by a qualified biologist for evidence of habitation by VELB, using 1999 USFWS Conservation Guidelines for Valley Elderberry Longhorn Beetle (Guidelines). Elderberry shrubs shall be protected during construction using the current Guidelines.

According to the Guidelines, encroachment within 100 feet from elderberry shrubs with stems measuring at least one inch diameter at ground level (DGL) must be approved by the USFWS and a minimum setback of 20 feet from the driplines of the elderberry shrubs must be maintained. Therefore, any proposed project shall be designed to avoid construction activities within 20 feet of the elderberry shrubs. If this is feasible, high visibility construction fencing shall be erected at the edge of the construction footprint at a minimum of 20 from the elderberry shrubs.

Project activities that would encroach into the 20-foot minimum setback area are assumed to adversely affect VELB. Therefore, if work is anticipated to occur within 20 feet of the elderberry shrubs or if elderberry shrubs with stems at least one inch DGL are proposed for removal, consultation with the USFWS shall be required. Project activities that may directly or indirectly affect elderberry shrubs with stems measuring at least one inch DGL require minimization measures including planting replacement habitat or purchasing mitigation credits from a USFWS-approved mitigation bank. The mitigation ratios vary based on whether exit holes are present and whether the shrubs occur within riparian habitat. In addition, the following mitigation measures for special-status species shall be followed for all proposed Class I, II, and III trail projects proposed within riparian areas.

g) Pre-construction surveys for western pond turtle shall take place within 14 days prior to the start of ground disturbance within 300 feet of aquatic habitat in creek corridors, riparian areas, oak woodlands, and annual grassland, where accessible. If no western pond turtle are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey shall be conducted.

If western pond turtles are found, additional avoidance measures are required including having a qualified biologist conduct a pre-construction survey within 24 hours prior to commencement of construction activities, performing a worker awareness training to all construction workers, and being present on the project site

during grading activities within 300 ft of aquatic habitat in creek corridors, riparian areas, oak woodlands, and annual grassland, where accessible.

h) None of the creek corridors in the network of trail alignments proposed by the BMP are known spawning habitat for Central Valley steelhead, however they drain to Steelhead Creek and the American River watersheds, which are steelhead habitat. To avoid impacts to downstream steelhead habitat, erosion control Best Management Practices (BMPs) shall be implemented during and post construction to reduce sediment loads in the creeks. No additional species-specific mitigation measures are required.

Mitigation Measure BIO – 4:

For improvements proposed beyond a two year timeframe from adoption of this IS/MND, sitespecific biological surveys shall be completed for any future BMP improvements proposed in riparian habitats and/or on previously undisturbed ground. If applicable, the project specific Biological Resources Assessment shall identify potential impacts to special-status species beyond that evaluated in the August 27, 2015 *Biological Resource Assessment, Citrus Heights Bikeway Master Plan Project, City of Citrus Heights, Sacramento County, California*, prepared by Foothill Associates, and any additional habitats or species whose regulatory status has changed. The City shall follow any avoidance, minimization measures, and recommendations drafted in the subsequent site-specific BRAs.

Mitigation Measure BIO – 5:

Placement of permanent or temporary fill in waters of the U.S. is regulated by the U.S. Army Corps of Engineers (Corps) under Section 404 of the Federal Clean Water Act. The City shall coordinate with the Corps in order to obtain the applicable permits for activities resulting in temporary and/or permanent impacts to waters of the U.S. The project shall comply with the Corps "no-net-loss" policy and the conditions of a Nationwide or Individual Permit authorization by the Corps.

Any discharge into waters of the U.S. is also subject to regulation by the Central Valley Regional Water Quality Control Board (RWQCB) pursuant to Clean Water Act Section 401. The City shall also coordinate with the RWQCB in order to obtain a Water Quality Certification.

Mitigation Measure BIO – 6:

Pursuant to Fish and Game Code §1602, the City shall notify the California Department of Fish and Wildlife (CDFW) prior to any activity which may result in impacts to the streamzone. The City will coordinate with CDFW in order to obtain a 1600 Streambed Alteration Agreement, if applicable, for impacts to the bed, bank or channel of onsite drainages and/or any riparian areas or other areas subject to jurisdiction by CDFW.

Mitigation Measure BIO – 7:

If proposed plans for the trail alignment BMP would impact the dripline of any tree species or result in removal of tree species, a survey shall be conducted, in accordance with the City of Citrus Heights' Tree Ordinance. The survey would include impacts on protected tree species including native oaks with a single trunk greater than 6 inches or aggregate of trunks greater than 10 inches in diameter and other trees with trunks greater than 19-inches in diameter, excluding willow, alder, fruit, eucalyptus, cottonwood, pine, catalpa, fruitless mulberry, and palm trees. A Tree Permit is required to remove or construct within the dripline of protected trees. A City Tree Permit is required prior to the removal of any protected tree.

1 The

Cultural Resources

Issi	ies (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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 as defined in §15064.5?		\boxtimes		
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		\boxtimes		
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		\boxtimes		
d)	Disturb any human remains, including those interred outside of formal cemeteries?		\boxtimes		

Impact Analysis

a. Less Than Significant With Mitigation Incorporated. Following the Gold Rush, ranches were established by early pioneers throughout areas within the currently defined limits of the City of Citrus Heights. Based on a May 2006 Historic Resources Survey, the City of Citrus Heights General Plan identifies some of the historical structures currently present within the City limits.

The City's General Plan identifies the following goals and policies related to historical resources and relevant to implementation of the Proposed Project:

Goal 43: Preserve and protect places that embody the City's social, architectural, and agricultural history.

Policy 43.3: Support preservation of historic resources, including providing for adaptive reuse where appropriate.

Proposed activities associated with implementation of the BMP may have the potential to impact historic resources, depending on individual site locations and resources, and adjacent resources, as well as the nature of proposed improvements. Until such time as individual sites have been identified and site-specific design specifications are known, potential historic significance and/or impacts cannot be determined. Therefore, impacts are considered Less Than Significant With Mitigation Incorporated. Compliance with Mitigation Measure CR – 1 would reduce potential impacts to less than significant levels.

b. Less Than Significant With Mitigation Incorporated. Areas within proximity to creek corridors throughout the City may include areas associated with pre-historic encampments or other areas subject to past use by Native Americans, or other archaeological resources.

The City's General Plan identifies the following goals and policies related to archaeological resources and relevant to implementation of the Proposed Project:

Goal 42: Preserve and protect the City's Native American heritage.

Policy 42.1 Determine early in the planning process whether archaeological resources may potentially be located on a development site.

Action A. In the event that any prehistoric, historic, or paleontological resources are discovered during construction-related earth-moving activities, all work within 50 feet of the resources shall be halted and the developer shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any find is determined to be significant by the qualified archaeologist, then representatives from the City of Citrus Heights and the qualified archaeologist and/or paleontologist would meet to determine the appropriate course of action.

Action B. In the event that human remains are discovered during the implementation of the proposed project, the local coroner must be contacted immediately. Both the Native American Heritage Commission (pursuant to NAGPRA) and any identified descendants should be notified, and recommendations received, if the remains are determined to be of Native American origin (CEQA Guidelines Section 15064.5, Health and Safety Code Section 7070.5, Public Resources Code Sections 5097.94 and 5097.98).

Policy 42.2: Require that any development and tentative subdivision map approvals include the condition that upon discovery of any archaeological artifacts, development activity will cease immediately and a professional archaeologist will be consulted.

Implementation of the BMP may involve construction activities including excavation, trenching, grading, and other ground-disturbing activities which would have the potential to result in adverse changes to archaeological resources. Therefore impacts are considered Less Than Significant With Mitigation Incorporated. Compliance with Mitigation Measure CR – 2 and Mitigation Measure CR – 3 would reduce potentially significant impacts to less than significant levels.

- c. Less Than Significant With Mitigation Incorporated. Implementation of the BMP would potentially involve construction activities including excavation, trenching, grading, and other ground-disturbing activities which would have the potential to result in adverse changes to paleontological resources. Therefore impacts are considered Less Than Significant With Mitigation Incorporated. Compliance with Mitigation Measure CR 4 would reduce potentially significant impacts to less than significant levels.
- d. Less Than Significant With Mitigation Incorporated. Although unlikely, the discovery of human remains would be possible during ground disturbing activities associated with implementation of the BMP. Grading and other construction activities involving ground disturbance (i.e. trenching, excavation) associated with implementation of the BMP would have the potential to result in the inadvertent discovery of human remains. Therefore impacts are considered Less Than Significant With Mitigation Incorporated. Compliance with Mitigation Measure CR 5 would reduce potential impacts to less than significant levels.

Mitigation Measures

Mitigation Measure CR – 1:

Prior to approval of any improvement associated with implementation of the BMP, the area targeted for proposed improvements shall be evaluated for the presence of historic resources.

If it is determined that on-site resources have the potential for historic significance, as indicated by age or previous inclusion on a list of designated historic resources, and proposed improvements would physically alter the resource, the City shall hire a qualified professional architectural historian to evaluate the historical significance of on-site resources and potential adverse impacts to those resources resulting from implementation of proposed improvements. All recommendations to avoid adverse impacts to historical resources shall be incorporated into project design and construction as specified by a qualified architectural historian.

Mitigation Measure CR – 2:

Prior to approval of any improvements proposed by the BMP involving ground-disturbing activities, a qualified archaeologist shall, at a minimum, conduct the following activities: (1) conduct a record search at the North Central Information Center located at California State University, Sacramento and other appropriate historical repositories, (2) conduct field surveys where appropriate, and (3) prepare technical reports, where appropriate, meeting California Office of Historic preservation Standards (Archaeological Resource Management Reports). All recommendations to avoid adverse impacts to archaeological resources shall be incorporated into project design and construction as specified by a qualified archaeologist.

Mitigation Measure CR - 3:

Should buried archaeological deposits or artifacts be inadvertently exposed during the course of any construction activity, work shall cease in the immediate area and the City of Citrus Heights Planning Division shall be immediately notified. A qualified archaeologist will be retained to document the find, assess its significance, and recommend further treatment.

Mitigation Measure CR – 4:

If evidence of a paleontological site is uncovered during grading or other construction activities, work shall be halted within 100 feet of the find and the City of Citrus Heights Planning Division shall immediately be notified. A qualified paleontologist shall be retained to conduct an on-site evaluation and provide recommendations for removal and/or preservation. Work on the project site shall not resume until the paleontologist has had a reasonable time to conduct an examination and implement mitigation measures deemed appropriate and necessary by the City of Citrus Heights Planning Division to reduce impacts to a less than significant level.

Mitigation Measure CR – 5:

In the event that any human remains or any associated funerary objects are encountered during construction, all work will cease within the vicinity of the discovery and the City of Citrus Heights Planning Division shall be immediately notified. In accordance with CEQA (Section 1064.5) and the California Health and Safety Code (Section 7050.5), the Sacramento County coroner shall be contacted immediately. If the human remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, who will notify and appoint a Most Likely Descendent (MLD). The MLD will work with a qualified archaeologist to decide the proper treatment of the human remains and any associated funerary objects. Construction activities in the immediate vicinity will not resume until a notice-to-proceed is issued from the coroner.

Geology, Soils, and Seismicity

Issi	es (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
6.	GEOLOGY, SOILS, AND SEISMICITY — Would the project:				
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	 Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.) 				
	ii) Strong seismic ground shaking?				\boxtimes
	iii) Seismic-related ground failure, including liquefaction?				\boxtimes
	iv) Landslides?			\boxtimes	
b)	Result in substantial soil erosion or the loss of topsoil?			\boxtimes	
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?				
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			\boxtimes	\boxtimes
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				

Discussion

- a. **No Impact.** The project is not within an area mapped or otherwise identified as a seismic risk (City of Citrus Heights, 2011).
- b. Less than Significant. Construction and grading activities associated with bikeway construction projects will result in the removal of vegetative cover and exposure of soils to wind and rain, the common mechanisms by which soil erosion occurs. The City's Construction Standards require implementation of best practices for sediment and erosion control. Implementation of the City's Design/Construction Standards mitigate this potential impact to a less than significant level.
- c –d. **No Impact.** The project is not located on a soil unit known to be unstable or expansive. There is no impact

e. **No Impact.** The project does not propose the use of septic tanks or alternative wastewater disposal systems.

Mitigation Measures

No mitigation measures warranted.

Greenhouse Gas Emissions

Issi	es (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
7.	GREENHOUSE GAS EMISSIONS — Would the project:				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			\boxtimes	
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				\boxtimes

Impact Analysis

a. Less Than Significant. Greenhouse gas (GHG) emissions negatively affect the environment through contributing, on a cumulative basis, to global climate change. Atmospheric concentration of GHGs determines the intensity of climate change, with current levels already leading to increases in global temperatures, sea level rise, severe weather, and other environmental impacts. From a CEQA perspective, GHG impacts to global climate change are inherently cumulative (SMAQMD 2015)⁷.

By design, proposed improvements include consistency with the goals and policies identified by the City's General Plan pertaining to sustainability and an overall strategy for reduction of greenhouse gas emissions.

The City of Citrus Heights General Plan identifies the following goals and policies applicable to Greenhouse Gas Emissions and relevant to the Proposed Project:

Goal 55: Reduce Community-Wide GHG emissions 10 – 15% below 2005 levels by 2020

Policy 55.1 Implement a comprehensive greenhouse gas reduction plan to reduce communitywide greenhouse gasses through community engagement and leadership; land use, community design, and transportation choices; energy and water conservation techniques; solid waste reduction and building green infrastructure.

Accordingly, the only increase in GHG emissions generated by the Proposed Project that would contribute to global climate change would occur during the construction phase, which would be temporary, and intermittently planned for implementation throughout the next twenty years. Due to the inherently cumulative nature of impacts associated with global

⁷ SMAQMD 2015. Sacramento Metropolitan Air Quality Management District, The CEQA Guide, Greenhouse Gas Emissions, accessed online August 4, 2015 (http://www.airquality.org/ceqa/cequguideupdate/Ch6ghgFINAL.pdf).

climate change, a project's GHG emissions contribution is typically quantified and analyzed on an annual operational basis.

Construction-related GHG emissions are a one-time release that occurs over a short period of time; nonetheless, construction-related GHG emissions estimates have been quantified for the Proposed Project. The estimated construction-related GHG emissions attributable to the Proposed Project would be primarily associated with increases of CO₂ and other GHG pollutants, such as methane (CH4) and nitrous oxide (N2O), from mobile sources and construction equipment operation. The Proposed Project's short-term construction-related emissions were estimated using the Roadway Construction Emissions Model version 7.1.5.1 (Appendix A), a model developed by Jones & Stokes and TIAX LLC in partnership with the SMAQMD. The model quantifies direct GHG emissions from construction, which are expressed in tons per project of CO_2 equivalent units of measure (MTCO₂e), based on the global warming potential of the individual pollutants. This number is then converted from English tons to metric tons by a conversion factor of 0.91. The estimated increase in GHG emissions associated with construction of improvements proposed by the BMP over the anticipated 20-year planning timeframe is summarized below in Table 1.

Table 1 — Project Estimated Annual Construction-Related GHG Emissions

Total Construction GHG Emissions		CO ₂ emissions (MTCO ₂ e)
	Total Construction GHG Emissions	898

Source: Road Construction Emissions Model, Version 7.1.5.1 (Appendix A).

As presented in Table 1, total construction-related GHG emissions associated with development of improvements proposed by the BMP are estimated to be 898 MTCO2e. The SMAQMD Board of Directors adopted GHG thresholds on October 23, 2014, via resolution AQMD2014-028. The adopted annual threshold of 1,100 MTCO2e is applicable to the construction phase, as well as the operational phase for land development and construction projects in Sacramento County.

The Proposed Project's construction-related emissions are estimated below the SMAQMD thresholds of significance for construction phase GHG emissions. In addition, and by design, proposed improvements include consistency with the goals and policies identified by the City's General Plan pertaining to sustainability and an overall strategy for reduction of greenhouse gas emissions

Therefore, the Proposed Project's construction-related GHG emissions are not expected to result in a significant impact.

In conclusion, operational GHG emissions would be minimal and implementation of the proposed BMP and General Plan Amendment would facilitate implementation of City General Plan goals and policies pertaining to sustainability and an overall GHG reduction strategy; however, construction of the Proposed Project would generate GHG emissions that would contribute to the overall GHG levels in the atmosphere. Although the Proposed Project would contribute to GHG levels during construction of the Proposed Project, the incremental contribution to cumulative GHG emissions and global climate change would be minor and well below established thresholds defined for the region. In addition, the GHG emissions resulting from construction of the Proposed Project would occur only intermittently during construction of proposed improvements over an estimated twenty year timeframe.

Therefore, the Proposed Project's contribution to global climate change through GHG emissions would be considered Less Than Significant. No mitigation is required.

b. No Impact. Implementation of the BMP and General Plan Bikeway Map Update would not conflict with or obstruct implementation of any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. By design, proposed improvements include consistency with the goals and policies identified by the City's General Plan pertaining to sustainability and an overall strategy for reduction of greenhouse gas emissions. Construction and operation of proposed improvements would be implemented consistent with applicable regulatory standards and requirements, including consistency with all applicable SMAQMD rules and thresholds. Therefore No Impact is anticipated and no mitigation is required.

Less Than

Mitigation Measures

No mitigation measures warranted.

Hazards and Hazardous Materials

10.01		Potentially Significant	Significant with Mitigation	Less Than Significant	No Imposé
ISSU	es (and Supporting Information Sources):	Impact	Incorporation	Impact	No Impact
8.	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?			\boxtimes	
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				\boxtimes
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			\boxtimes	
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			\boxtimes	

Impact Analysis

a – b. Less than Significant. Hazardous materials such as gasoline, diesel fuel, asphalt, and other petroleum products may be used during the construction of bicycle facilities. Construction activities of the typical project would last no longer than one construction season. However, the specific types and amounts of hazardous materials that would be onsite or transported for construction of a project cannot be determined at this time. During bike path maintenance, weed control chemicals and asphalt for patching/crack sealing may also be used by City employees or contractors.

Construction workers, nearby persons or residents, and the surrounding environment could be exposed to hazards associated with accidental releases of the materials, whether through improper handling, unsound disposal methods, transportation accidents, or fires, explosions or other emergencies. Exposure could also result from unearthing existing hazardous materials on a site.

Contractors would be required to comply with applicable federal, state and local regulations for handling hazardous material. Further, the Sacramento County Emergency Operations Plan and Area Plan for Emergency Response to Hazardous Materials Plan would reduce the potential for harm from accidental release. The implementation of these uniformly applied standards would reduce this impact to a less than significant level.

Several high-voltage electrical transmission corridors have been proposed as locations for Class I bikeway routes. The relationship between electric and magnetic fields (EMF) exposure and health effects has been studied but not been scientifically substantiated. The California Public Utilities Commission policy report issued in 1993 determined studies did not show a relationship between EMFs and health effects, therefore transmission corridors are an acceptable location for low-intensity recreational uses such as bikeways. Therefore, this impact is considered less than significant.

- c. Less than Significant. The proposed bikeway projects will be within ¼-mile of a school(s). The construction and maintenance of bikeways is similar in nature to other activities regularly occurring adjacent to or within school grounds. The construction of bikeways does not pose an undue risk to schools and students. The implementation of federal, state and local regulations for handling, use and disposal of hazardous materials will reduce the potential for impact to a less than significant level.
- d. **Less than Significant.** Government Code Section 65962.5 requires the Department of Toxic Substances Control to compile and regularly update a list of hazardous materials sites throughout the state. This list identifies locations where extensive investigation and/or cleanup actions are planned or have been completed. This information is distributed to local agencies, including the City of Citrus Heights. There are properties within the City that are identified as hazardous materials sites.

Construction of bikeway projects on or near listed sites could expose construction workers or bikeway users to hazards. The Citrus Heights General Plan Update FEIR

included two mitigation measures applicable to all new development on Cortese-listed site:

<u>General Plan Mitigation Measure 4.15-3a</u>: Not projects shall be approved where there is substantial evidence of existing contamination on a Cortese-listed site that would pose an unacceptable risk to the health of construction workers.

<u>General Plan Mitigation Measure 4.15-3b</u>: 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 require to remove health risks to persons exposed to the site during construction activities.
- 2. Remove all contaminated soil, dispose of contaminated soil by a licensed contractor to a properly licensed facility and replace contaminated soil with clean fill dirt.
- 3. Consult with appropriate regulatory agencies such as the Department of Toxic Substances Control, Regional Water Quality Control Board, and the Sacramento Department of Environmental Health to determine what actions are required by the agencies to be implemented.

The mitigation measures identified in the General Plan Update FEIR would reduce impacts to a less than significant level.

- e f. No Impact. The nearest airports are Sacramento International Airport, 21 miles west, Sacramento Mather Air Field, 13.5 miles south, and McClellan Airfield, seven miles southwest. The project is not within the influence area of either airport. Therefore, there is no impact.
- g. Less than Significant. Bikeway construction may involve the closure of traffic lanes during Class II bike lane construction and potentially when Class I bike trails intersect with streets. The Design/Construction Standards require that roadwork requiring traffic lane closure be approved by the City of Citrus Heights General Services Department. Per the Construction Standards and Specifications, the General Services Department will implement traffic control measures in accordance with local, state and federal requirements. These regulations further require that the Police and Fire Departments, ambulance services, schools and bus systems receive 48 hours notice in advance of road closures and ensure the impact is considered less than significant. It should also be noted that the construction of Class I bike paths within open space provides enhanced opportunities for Police and Fire Department personnel to respond to emergencies that may take place within open space areas.
- h. **Less than Significant.** Class I bike paths are planned through creek corridor areas where there is a risk of wildfire. The risk is greatest in the dry summer months when

drought conditions and dying trees and vegetation create the type of situation where wildfires can start. Bike path construction has the potential to increase the risk of wildfires by introducing construction vehicles and equipment such as power tools and torches that may create sparks and ignite dry vegetation. Further, the introduction of persons into open space, including construction and maintenance workers and bike path users, also has the potential to increase the risk of fire.

The City has adopted several policies that are intended to reduce the risk of wildfires within open space and to reduce the potential for harm to people or structures resulting from wildfires. These include:

- Policy 58.5 Consider public safety issues in all aspects of public facility, commercial, and residential project design, including crime prevention through environmental design.
- Policy 58.7 Continue to work with Sacramento Metropolitan Fire District to ensure coordination of fire and emergency medical services in the City and the surrounding area.
- Policy 58.8 Provide fire/emergency staffing as necessary in proportion to population and other appropriate indicators
- Policy 58.10 Provide ongoing fire prevention and public education programs
- Policy 58.11 Ensure that new development is constructed, at a minimum to the fire safety standards contained in the Citrus Heights Fire and Building Codes
- Policy 58.12 Ensure that anticipated fire response times and fire flows are taken into consideration as part of the development review process
- Policy 58.13- Provide adequate access for emergency vehicles, particularly fire equipment in all new development.

Further, the City has adopted the 2011 Sacramento County Multi-hazard Mitigation Plan identifies risk reduction measures for wildfires, including clearing potential fuels, and implementing best management practices on public lands.

These measures would limit exposure to wildland fires from bikeway operation such that bikeway use is not expected to expose people or structures to significant hazards related to wildland fires. Therefore, the impact from operation and use of bikeways would be less than significant.

Mitigation Measures

No mitigation measures warranted.

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Hydrology and Water Quality

lssı	es (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
9.	HYDROLOGY AND WATER QUALITY — Would the project:				
a)	Violate any water quality standards or waste discharge requirements?			\boxtimes	
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
c)	Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?				
d)	Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?				
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				
f)	Otherwise substantially degrade water quality?			\boxtimes	
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				\boxtimes
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?		\boxtimes		
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?		\boxtimes		
j)	Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?				\boxtimes

Impact Analysis

a,f. Less than Significant. Implementation of the proposed project would result in grading and paving approximately 4.9 miles of new Class I bikeways, 14.5 miles of new Class II bike lanes and 4.4 miles of new Class III bike routes. Open space uses are not expected to contribute high levels of urban contaminants to runoff because these uses would remain relatively undeveloped. The construction and operation of Class I and II bikeways would not add substantial volumes of urban contaminants to runoff because bicycles and pedestrians contribute only minimally to this problem.

Activities related to construction of Class I and II bikeways could include grading and excavation. These and other construction activities have the potential to degrade water

quality by increasing erosion and sedimentation. This in turn has the potential to impact water quality standards and waste discharge requirements. The City's Constructions Standards require implementation of best practices for sediment and erosion control and mitigate this potential impact to a less than significant level.

b. Less than Significant. Groundwater supply is partially dependent on recharge by rainwater that percolates through permeable surfaces. When impermeable surfaces such as roads and bike trails are constructed, groundwater recharge can be reduced. In most areas of Citrus Heights, soils are relatively impermeable or underlain by hardpan, which limits infiltration and groundwater recharge. Areas of high groundwater recharge potential, primarily along stream channels, have been designated for open space and park uses in part to facilitate recharge potential. Constructing bikeways in these areas would reduce by a small amount the area available for recharge.

Although the reduction in the area available for recharge has not been quantified, recharge would be not be substantially affected by bikeway construction. Existing soil conditions throughout the area already limit recharge potential, and the area paved for bikeway construction would be a small portion of the total surface area dedicated to open space and available for recharge. In addition, the amount of recharge contributed to the groundwater aquifer by the entire Citrus Heights area is relatively minimal compared to that contributed by the Sacramento Valley groundwater basin overall. Therefore, this impact is considered less than significant.

c. Less than Significant. Construction of Class I bikeways could involve grading along creek banks and in open space areas, which may alter drainage patterns locally. The area to be graded, in most cases, would be minimal; most trails would be 14 feet wide and project-level design of trail contours is expected to minimize the need for extensive grading.

The City's Design/Construction Standards require implementation of best practices for sediment and erosion control. The City Drainage Policy and Zoning Code further regulates potential erosion impacts within floodplains. The City's Construction Standards, Drainage Policy, and Zoning Code would mitigate this potential impact to a less than significant level.

d,e,h,i. Less Than Significant With Mitigation Incorporated. Constructing Class I bikeways through open space areas and along creeks would increase the amount of impervious surfaces. Assuming that Class I bikeways conform to City standards for minimum width, approximately 5 acres of open space would be paved along approximately 4.9 miles of trails. Constructing 14.5 miles of Class II bikeways could also result in an increase of 8 acres of impervious surfaces.

As increase in the amount of runoff from an area does not necessarily mean an increase in downstream flows. Generally, development in the lower portion of a watershed does not contribute to peak flows because runoff from these areas tends to pass downstream ahead of the largest concentration of runoff from the upstream watershed. The Citrus Heights area already has substantial flooding issues. Constructing new bikeways would add to those issues. This impact is considered potentially significant.

Implementation of Measure HY-1: Hydraulic Analysis and HY-2: Flood Impact Avoidance Measures would reduce this impact to a less than significant level.

Class I bikeways would be located primarily in open space areas and riparian corridors along creeks. Many of these bikeways may be located in the 100-year floodplain of these waterways. Bikeways typically include instructional signposts informing trail users of the potential for flooding. City crews also install signs informing users when a trail is closed due to flooding.

Bikeway construction may also require the placement of rip-rap or other means of bank stabilization. These structures cold obstruct the flow of water during flood events. Because this is a program-level document, it is not possible to determine which bikeway routes or which portion of routes could require structures that would affect flood flows or be located in the 100-year flood plain. This impact is considered potentially significant. Implementation of Mitigation Measures HY-1: Hydraulic Analysis and HY-2: Flood Impact Avoidance Measures would reduce this impact to a less-than-significant level.

- g) **No Impact.** The Bikeway Master Plan will not result in the creation of new housing units and will not place any new or existing housing within a 100-year flood hazard area. There is no impact.
- j) The project is not located in an area subject to hazards associated with seiche, tsunami, or mudflow. There is **no impact.**

Mitigation Measures

Mitigation Measure HY-1: Hydraulic Analysis:

Conduct a site specific hydraulic analysis for Class I and II bikeways proposed in areas of high flood risk or erosion potential, and incorporate necessary changes to ensure that the final design minimizes stormwater runoff and water quality impacts. For individual bikeway projects in areas where the risk of flooding or erosion potential is high, the City shall obtain a site-specific hydraulic analysis of the proposed bikeway design to evaluate the effects of the bikeway on flooding and water quality. If results of the analysis indicated that adverse effects would be substantial, changes to the bikeway design that would reduce those effects shall be recommended and where feasible, implemented.

Mitigation Measure HY-2: Flood Impact Avoidance Measures:

Design and locate bikeways structures in 100-year floodplain areas so that no substantial increase in water surface elevation results from installation of such features. The City shall ensure that the structures associated with Class I bikeways, along with all other features associated with uses in parks and open space areas in the 100-year floodplain, are designed and located so that such features do not obstruct flood flows, create a public safety hazard, or result in any increase in water surface elevations onsite or downstream. Fences shall be sized, placed, and securely anchored to minimize the potential for floodwaters to flow toward unprotected areas or areas outside of the floodplain. Railings shall be designed to rotate parallel

to stream flow during periods of elevated flows to minimize the potential for obstruction of flood flows. During the design phase for projects in flood-prone areas, hydrologic modeling shall be conducted to demonstrate that water surface elevations would not increase substantially following construction.

Land Use and Land Use Planning

<u>Issu</u> 10.	tes (and Supporting Information Sources): LAND USE AND LAND USE PLANNING — Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a)	Physically divide an established community?				\boxtimes
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?				\boxtimes

Impact Analysis

a. Less than Significant. Implementation of the BMP update would result in construction of a system of bikeways throughout the City. Approximately 4 miles of Class I bikeways would be constructed in open space areas and parks along creek corridors; Class II-III bikeways, which are on-street facilities, would be included on new or existing roadways. The purpose of these bikeways is to link various areas of the city of pedestrians and bicyclists and to provide an alternative mode of nonpolluting transportation.

Although constructing bikeways would create linear travel corridors throughout the city, these corridors would provide linkages through, rather than divide, the community. This impact is considered less than significant.

b. Less than Significant. Land use compatibility was already considered for most of the proposed class II and class III facilities during the adoption of the General Plan in 2011 and the original Bicycle Master Plan. The 2015 Bikeway Master Plan and General Plan Update proposes several new Class I bike trails that were not previously included within any of these documents, particularly along the Creek and SMUD utility corridor (Priority 1 and Trail Segments Identified by the City Council).

The designation of new trails within open space and parks and recreation areas will not result in a conflict with any adopted land use plan, policy or regulation. The addition of these off-street facilities implements the City's General Plan Policies:

Goal 29: Plan, design, construct, and manage a Complete Streets transportation network that accommodates the needs of all mobility types, users, and ability levels.

Goal 34: Preserve, protect, and enhance natural habitat areas, including creek and riparian corridors, oak woodlands, and wetlands

Goal 38: Establish a system of creekside trails, passive open space, and parks for public use.

Goal 39: Create open spaces in future urban development with natural features for public use and enjoyment.

Goal 59: Ensure that ample and appropriate parks and recreation facilities and programs are available to all residents.

The bikeway projects would provide a recreational amenity and improve access to open spaces areas for local residents as identified by the General Plan. This potential impact is less than significant.

There are also several proposed Class II and III bike routes that were not previously identified in the General Plan, or the original Bikeway Master Plan. The newly-proposed on-street facilities will be located on existing roadways. These roadways were previously determined to be compatible with their surrounding land uses either through the General Plan or Capital Improvement Project process.

The addition of bike lanes and signs/striping will not substantially alter the roadway as perceived by the adjacent land uses. For example, bike lane installation will not increase roadway capacity or noise. Further, roadway improvement projects, including bike lane construction, are a typical activity associated with roadways. This potential impact is less than significant.

Adjacent landowners/residents may be concerned with loss of privacy that could result from construction and operation of bikeways. Adjacent landowners may also be concerned about the potential for increased incidence of vandalism or other illegal or illicit activities in open space areas. Privacy concerns of adjacent owners will be addressed after the final alignment of bikeways has been determined during the sitespecific design phase for individual projects. However, analysis of privacy impact is not required under CEQA.

The BMP Update includes the proposed adoption of an amendment to the General Plan Map 8 to ensure consistency with the BMP.

c. **No impact.** The project site is not subject to an HCP or NCCP.

Mitigation Measures

No mitigation measures warranted.

Mineral Resources

Issu	es (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
11.	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?				\boxtimes
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?				\boxtimes

Impact Analysis

a –b.	No Impact.	There are no	known mineral	resources in the	e vicinity of the project.
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Noise

Issi	es (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
12.	NOISE — Would the project:				
a)	Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				
b)	Result in exposure of persons to or generation of, excessive groundborne vibration or groundborne noise levels?			\boxtimes	
c)	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			\boxtimes	
d)	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			\boxtimes	
e)	For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?				
f)	For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				\boxtimes

Impact Analysis

a-d. **Less than Significant.** The City of Citrus Heights Municipal Code contains Standards that apply to noise levels allowed within a residential area (City of Citrus Heights,

2008). Section 34-86 of the Municipal Code identifies noise standards of 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. and 50 dBA between the hours of 10:00 p.m. and 7:00 a.m.

Construction

Implementation of the Bikeway Master Plan Update would include the construction of Class 1 bike paths and Class II bike lanes. Construction activities will generate noise, including ground born vibration resulting from the use of heavy construction vehicles and equipment. The project is required to comply with the City of Citrus Heights Noise Ordinance that limits construction to between the hours of 6:00 a.m. and 8:00 p.m. weekdays and between the hours of 8:00 a.m. and 8:00 p.m. on weekends.

The Noise Ordinance represents the community standard for acceptable levels of noise, it follows that bikeway construction noise, although above ambient levels, is not considered to have a substantial effect upon surrounding land uses. This determination is made in consideration of the temporary nature of construction activities. Therefore, this impact is also less than significant.

Bikeway Maintenance

Maintenance of Class II and III Bikeways – Maintenance activities for Class II bike lanes and Class III bike routes will include street sweeping, striping repair, asphalt repair and other activities commonly associated with roadway maintenance. The designation of a roadway as a Class II or III bikeway will not substantially increase the level of maintenance activities for the road. Therefore, the impact is less than significant

Maintenance of Class I Trails – Maintenance activities for Class I bike paths will include weed spraying and mowing, litter pick-up, sweeping of debris, and asphalt maintenance (including crack seal/patching, slurry seal and overlays). Crack seal and patching will occur as needed, while slurry seals/overlays will occur typically 1 time every 5 to 8 years, or as necessary. The City expects that all maintenance activities will occur during daytime hours.

Noise associated with these maintenance activities will include regular vehicular noise as well as noise from mechanical mowing and sweeping equipment. Slurry seals and overlays will use vehicles similar to those described in the construction activities section. Mowers, blowers, weed cutters, and tractors can produce noise levels of up to 80 dBA at a distance of 100 feet. Newer equipment is outfitted with mufflers, which reduce the noise output to approximately 65 decibels at 50 feet. During infrequent asphalt maintenance activities, higher noise levels will be generated in association with the use of heavier vehicles.

These noise levels exceed the noise standards for the City's Noise Ordinance. As noted previously, the Noise Ordinance recognizes that typical municipal operations such as path and road maintenance may generate noise and exempts City maintenance activities from the requirements of the Noise Ordinance. Since most maintenance activities are of limited duration and infrequent in nature and given that City operations and activities are exempt from regulation by the Noise Ordinance as noted above, the impact is less than significant.

Utilization of Class II and III Bikeways – Use of Class II bike lanes and Class III bike routes would include commuting and recreational bicycling. Resulting noises would primarily be normal speech by bicyclists. Normal levels of speaking produce approximately 50 dB at a distance of 15 feet. This level of noise is less than the standards established by Noise Ordinance. Further, 50 dB is much lower than typical auto noise along a roadway. Therefore, the potential noise impact resulting from normal use of Class II bike lanes and Class III bike routes is less than significant.

Utilization of Class I Bike Trails - Normal use of the Class I bikeways includes commuter and recreational bicycling, walking, jogging, and rollerblading. Dogs on a leash are permitted on Citrus Heights bike paths. No motorized vehicles are permitted on Class I bike trails. Given these user characteristics, the normal noises resulting from use of a trail would be speech by trail users, and occasional dog barking.

The maximum allowable exposures to transportation noise sources are 60 dB Ldn for residential areas. Normal levels of speaking produce approximately 50 dB at a distance of 15 feet. As a result, normal use of bikeways is not expected to cause significant levels of operation-related noise. Individual violations of the noise ordinance may be addressed through the City's Police Department. As a result, this impact is less than significant.

e-f. **No Impact.** The project is not located within two miles of a public airport or private airstrip. The project would not expose people working in the area to excessive noise levels.

Mitigation Measures

No mitigation measures warranted.

Population and Housing

lssu	es (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
13.	POPULATION AND HOUSING — Would the project:				
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				\boxtimes

Issi	ues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b)	Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?			\square	
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			\boxtimes	

Impact Analysis

- a. **No Impact.** Implementation of the Bikeway Master Plan will not either directly or indirectly facilitate or induce population growth. Instead, the bikeway projects planned therein are transportation and recreational facilities that will be made available to existing City residents.
- b,c. Less than Significant. The Class I and Class II bikeway projects contemplated by the BMP Update may in some instances require right-of-way acquisition. Right-of-way acquisitions for bikeway projects may involve the acquisition of undeveloped portions of residential, commercial and other types of properties. The actual amount of right-of-way required for each bikeway project is not known at this time and will be determined during project-specific planning and engineering. The City is not intending to and does not expect any of the bikeway projects to require displacement of existing homes, businesses or persons. Therefore, the potential impact is less than significant

Mitigation Measures

No mitigation measures warranted.

Public Services

ies (ai	nd Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
PUE	BLIC SERVICES — Would the project:				
asso or con envi acco perf	ociated with the provision of, or the need for, new physically altered governmental facilities, the struction of which could cause significant ironmental impacts, in order to maintain eptable service ratios, response times, or other formance objectives for any of the following public				
i)	Fire protection?			\boxtimes	
ii)	Police protection?			\boxtimes	
iii)	Schools?				\boxtimes
iv)	Parks?			\boxtimes	
v)	Other public facilities?			\boxtimes	
	PUI Res asso or con env acc perf serv i) ii) iii)	 environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: i) Fire protection? ii) Police protection? iii) Schools? iv) Parks? 	Significant Impact Supporting Information Sources): Significant Impact PUBLIC SERVICES — Would the project: Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: i) Fire protection? ii) Police protection? iii) Schools? iv) Parks?	ues (and Supporting Information Sources): Potentially Significant mpact Significant with Mitigation Incorporation PUBLIC SERVICES — Would the project: Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: Impact i) Fire protection? Impact ii) Police protection? Impact iii) Schools? Impact iv) Parks? Impact	Less (and Supporting Information Sources): Potentially Significant Impact Significant with Mitigation Less Significant Impact PUBLIC SERVICES — Would the project: Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: Impact i) Fire protection? Impact ii) Police protection? Impact iii) Schools? Impact iv) Parks? Impact

Impact Analysis

- ai. Less than Significant. The project will not generate additional residents and would not result in the need for expanded fire facilities. The construction of Class I trails would provide people with improved access to open space areas that were previously more difficult to access. Additional use of trails could increase calls for emergency services within open space. Class I trails are designed to accommodate emergency vehicles in emergency situations and therefore this potential impact is less than significant. Designing trails to accommodate emergency vehicles would make it easier for fire personnel to respond to wildland fires. However, the presence of people will increase the risk of wildland fires. This potential impact is discussed in the Hazards section of this report.
- aii. Less than Significant. The Project will not generate additional residents and would not result in the need for new or expanded police facilities. Property owners and residents commonly express a concern regarding the potential for increased vandalism and illegal activities in areas where trails are constructed. Creek Corridors are currently patrolled by police officers on an routine basis. The construction of Class I trails will provide improved access for the Police Department and enable bike patrols and foot patrols of the creek corridors. As a result, the potential impact to police services is less than significant
- aiii. **No Impact.** The BMP Update will not generate additional residents and would not result in the need for new or expanded school facilities. Bikeway projects identified in the BMP are further intended to facilitate enhanced access to schools. There is no impact.

aiv. Less than Significant. The City's General Services Department will maintain any trail construction on City Property. Although the Bikeway Master Plan identifies trails located on Sunrise Recreation and Park District Properties (SRPD), the construction and maintenance of trails on those properties will be maintained by SRPD.

Maintenance activities include weed control, shrub and tree trimming, and trash removal. The City General Services Department will also provide bikeway maintenance services, including weed spraying, drainage control and asphalt repair. The project will increase the demand for bike path maintenance within the City. Although the maintenance requirements for trails will increase, the bikeway projects will not result in the need for new or expanded parks or streets maintenance facilities. As a result, this impact is considered less than significant.

av. Less than Significant. The project is not expected to result in the need for new or expanded transit, library, ambulance or other services. Bikeway projects may include earthwork or other activities that have the potential to affect underground or aboveground utility services such as natural gas service, telephone service, cable television and electric service. The City's Construction standards include requirements to contact service providers that may be affected to ensure that conflicts are avoided or if conflicts cannot be avoided that measures are taken to avoid service disruptions. As a result, the impact is less than significant.

Mitigation Measures

No mitigation measures warranted.

Recreation

Issi	es (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
15.	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 facilities would occur or be accelerated?				
b)	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			\square	

Impact Analysis

a – b. Less than Significant. The project would not add new residents or create new land uses that would impact existing recreation facilities. The project would likely result in additional residents and visitors utilizing existing parks because the planned bikeways are intended to provide connections to parks. However, it would be expected that many of these users would already be utilizing the park and recreation facilities and would be simply be using a non-motorized transportation alternative to reach the parks and open spaces.

The proposed project would increase the use of existing parks and recreation facilities to the extent that the expanded bikeway system will encourage park and open space use for residents who were not previously using these recreational facilities, or additional use by those already using the recreational facilities. However, this increased use would not be expected to substantially impact the parks and facilities to the extent that physical deterioration would occur nor would these facilities need to be expanded. Therefore, the project would have a less than significant impact on recreation facilities

Mitigation Measures

No mitigation measures warranted.

Transportation and Traffic

Issi	ues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
16.	TRANSPORTATION AND TRAFFIC — Would the project:				
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				
b)	Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?				\boxtimes
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				\boxtimes
e)	Result in inadequate emergency access?				\boxtimes
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				\square

Impact Analysis

a,b. Less than Significant. The project will not conflict with any applicable plans, ordinances or policies. The project will implement several Goals of the General Plan. The project may result in Temporary Construction Impacts, Permanent Roadway Impacts, and increase Recreational Use.

Temporary Construction Impacts: Construction of Class II bike lanes and in some instances Class I bike trails may require lane closures on existing roadways. Lane closures may temporarily impede traffic flow or cause an intersection to operate outside of City LOS standards. Because the need for lane closures cannot be determined until the design phase of individual bikeway projects, this document cannot analyze traffic conditions that may result from temporary construction activities. However, the City's Design/Construction Standards require any project involving lane closures or otherwise affecting traffic on existing streets to implement a traffic control plan that includes measures to minimize the impact to local traffic and warning signs per the MUTCD. The City's implementation of the Construction Standards would result in a less than significant level.

Permanent Roadway Impacts: The project proposes the installation of Class II bike lanes on several existing streets. In most instances, the bike lanes will be installed during a road widening or overlay project. In some cases, the project proposes bike lane installation on an existing section of roadway that is not planned for widening. However, the BMP Update is not intending or proposing to remove travel lanes or otherwise significantly effect vehicular travel lanes during the installation of Class II bike lanes. The Class II bike lane project would be required to provide sufficient right-of-way and improvements to maintain existing and planned vehicular levels of service and be designed to comply with the City's Construction Standards for lane width and overall design. As a result, this impact is less than significant.

Increased Recreational Use of Bikeways: Implementation of the Bikeway Master Plan would also increase on-street and off-street recreational bicycling. Construction of bikeways would further increase walking, jogging, rollerblading and other non-cycling recreational trail use. Most recreational users will be Citrus Heights residents, with some non-residents. The City expects that a majority of bikeway users to begin and end their recreational trips at their home or worksite. However, some recreational users, including both residents and non-residents, will drive to the starting point of their recreational trip. The number of new recreational trips is not expected to be substantial. Further, the new recreational trips will typically take place on weekends and before or after work, outside peak commute hours. As a result, there will be little or no impact to traffic and no impact to levels of service resulting from increased recreational use of bikeway facilities. The potential impact is less than significant.

- C. **No Impact**. Implementation of the BMP will include the construction of structures, including bridges that span creeks or roadways. As noted in the Hazards section, there are no airports within or in close proximity to Citrus Heights. Further, BMP Update implementation will not involve aircraft operations or otherwise affect air traffic patterns. There is no impact.
- d. **Less than Significant.** Bikeway projects proposed by the BMP Update will be designed and constructed in accordance with the City Design/Construction Standards and by reference therein the Cal Trans Highway Design Manual, MUTCD, and other applicable standards. The standards include but are not limited to specifications for minimum width, clearance to obstructions, sight distance, signs, intersections with and relation to roadways, grading, structures (including bridges) and lighting. Compliance with these standards would ensure that bikeway design features do not result in significant hazards. The impact is less than significant.
- e. Less than Significant. As noted previously, construction of Class II bike lanes and in some instances Class I bike trails may require temporary lane closures on existing roadways. Lane closures could impede or slow emergency response vehicles. Because the need for lane closures cannot be determined until the design phase of individual bikeway projects, this document cannot analyze the specific impact to emergency response from temporary construction activities. As noted previously, the Construction Standards require any project involving lane closures or otherwise affecting traffic on

existing streets to institute a traffic control plan that includes measures to minimize the impact to local traffic and warning signs per the MUTCD.

Implementation of a traffic control plan would take emergency response into consideration. The City's Construction Standards include a determination that the requirements of the Construction Standards would mitigate this potential impact to a less than significant level.

The installation of Class II bike lanes can result in a wider roadway section. This will not affect and may benefit emergency responders. Installation of Class I bike lanes will enhance emergency vehicle access into open space areas. As a result, this potential impact is less than significant impact.

f. **Less than Significant.** Removal of on-street parking: Vehicular parking is provided as either on-street or off-street parking. In new development, the City Zoning Ordinance requires that the demand for parking be accommodated by off-street parking lots. As a result, collector and arterial roadways typically include bike lanes and do not include on-street parking. On-street parking is typically permitted on local residential streets and on collector streets.

The project proposes new bike lanes on several existing streets. In most instances, the streets involved are: Arterial or collector roadways where parking is not currently permitted and is not planned for or local streets where adequate right-of-way is available for both parking and bike lanes. In those instances, the impact on parking capacity will be less than significant.

Increased Demand for Vehicular and Bicycle Parking: As noted previously, implementation of the Bikeway Master Plan and General Plan may increase on-street and off-street recreational bicycling. Construction of Class I trails would further increase walking, jogging, rollerblading and other non-cycling recreational trail use. Most recreational users will be Citrus Heights residents, with some non-residents. The City expects that a majority of bikeway users to begin and end their recreational trips at their home or worksite. However, some recreational users, including both residents and non-residents, will drive to the starting point of their recreational trip. Users will park in either: Designated municipal parking lots, such as at schools, parks, and libraries; in available on-street parking in neighborhoods; or in commercial parking lots. The number of new recreational trips is not expected to be substantial. As a result, the potential impact upon vehicle parking is less than significant.

To the extent that the BMP Update increases the journey to work mode split for bicycling, the overall demand for vehicle parking may be reduced and the demand for bicycle parking will be increased. The City of Citrus Heights Zoning Code includes bike parking requirements that are expected to sufficiently accommodate any increased demand for bicycle parking. As a result, the potential impact upon bicycle parking is less than significant.

g. No Impact. Implementation of the BMP Update's bikeway projects and implementing policies would encourage the use of bicycles for commuting, recreational, and other trips. One of the primary goals of the plan is to increase the mode split for bicycling. Implementation of the BMP Update will result in long-term, beneficial impacts related to alternative transportation. There is no impact.

Mitigation Measures

No mitigation measures warranted.

Utilities and Service Systems

Issu	es (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
17.	UTILITIES AND SERVICE SYSTEMS — Would the project:				
a)	Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?				\boxtimes
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				\boxtimes
c)	Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?				\boxtimes
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				\boxtimes
e)	Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				\boxtimes
g)	Comply with federal, state, and local statutes and regulations related to solid waste?				\boxtimes

Impact Analysis

a,b,d,e. Less than Significant. The project would not require the construction of new water or wastewater facilities, nor would it affect wastewater treatment facilities. Support facilities for the proposed bikeways may include drinking water, restrooms, and trash receptacles. These would typically be provided at existing or planned parks and other public facilities. There may be some locations that require stand-alone drinking fountains and locations that would need separate restrooms. Minimal water supplies would be necessary beyond those needed for construction activities or limited drinking fountains. Any stand-alone rest room facilities would be relatively small and very limited in number. Therefore, the impacts to water and wastewater facilities would be less than significant.

Sacramento Area Sewer District (SASD) sewer lines are often located along creeks where Class I trails are planned. Class I trail construction and maintenance activity could temporarily interfere with the ability of SASD staff to perform routing or emergency maintenance activities on affected sewer lines. However, Class I bike trail construction projects are required to follow the City Construction Standards including early consultation with all service providers. This consultation will ensure that the potential impact related to temporary obstruction of access to sewer lines is less than significant. Since Class I trails are designed to facilitate maintenance vehicle access to open space per the Design/Construction standards, placement of bike trails in proximity to sewer lines is beneficial.

c. Less than Significant. Storm water in Citrus Heights is directed via drain inlets into a series of underground pipes within roadways and other public parcels. These pipes outfall into the City creek system, at which point the water flows downstream. The amount of stormwater that enters the creek system increases as undeveloped ground is replaced by impervious surfaces such as paved trails. Class II bike lanes are proposed along existing roads. For existing roads, Class II bike lanes will typically be installed with a road widening project, but in some instances may be installed as a separate bikeway project. In either case, new or modified drain inlets and pipes may be required because there will be an increase in the amount of impervious surfaces and because existing inlets/outfalls may be located in an area proposed for widening. The need for new or modified drain inlets or pipes would be evaluated during the project-specific planning and engineering for a project.

Proposed Class I trails may also result in the need for new and in some cases modified drainage facilities. These would primarily be drainage swales with underground pipes spaced at intervals to convey surface water from the uphill side of the trail to the downhill side. There will also be instances where existing drainage facilities from roadways and other capital improvements will be modified by new Class I trails. The need for new or modified drain inlets or pipes would be evaluated during the project-specific planning and engineering for a project.

The impervious surfaces resulting from new Class I bike trails and Class II bike lanes will increase the amount of water entering the City's creek system. The City Construction Standards include Best Manage Practices intended to mitigate the environmental effects associated with storm water drainage and would mitigate this potential impact to a less than significant level.

f,g. Less than Significant. Bikeway projects constructed may generate solid waste during construction. The solid waste would be disposed of at a waste handling facility, which complies with all federal, state, and local regulations. The solid waste generated during construction would be mostly roadway materials (earthwork and asphalt concrete). After construction or designation, public use of Class II bike lanes and Class III bike routes would not be expected to generate any significant amounts of solid waste.

Once constructed, Class I bike paths and support facilities may provide trash receptacles at periodic intervals, specifically at trailheads. However, the amount of solid waste generated by use of the bikeways is anticipated to be minimal; therefore, the impacts would be less than significant.

Mitigation Measures

No mitigation measures warranted.

Mandatory Findings of Significance

Issu	es (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
18.	MANDATORY FINDINGS OF SIGNIFICANCE — Would the project:				
a)	Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?				
b)	Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				
c)	Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?		\boxtimes		

Impact Analysis

a. Based upon the analysis, the proposed project will not: degrade the quality of the environment; substantially reduce the habitat of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of a rare or endangered plant or animal; or eliminate important examples of major periods of California's history or prehistory.

The Biological Resources section of this initial study contains a detailed evaluation of the project's potential affect upon the environment, including vegetation, fish and wildlife, and rare, threatened, endangered or special-status plant and animal species. That analysis concludes that implementation of the project would result in a potentially significant impact upon biological resources; however, the following mitigation measures would reduce the potential effect on biological resources to a less than significant level:

BIO-1 – BIO-7

The Cultural Resources section of this initial study contains an evaluation of the project's potential impacts on historic and pre-historic cultural resources. That analysis concludes that implementation of the project could result in a potentially significant impact on cultural resources; however, the following mitigation measures would reduce the potential effect to a less than significant level:

CR-1 - CR-4

- b. All of the potentially significant impacts have been reduced to a less than significant level with the recommended mitigation measures. In addition, these impacts are primarily related to construction of bikeways and are therefore temporary. With the implementation of this mitigation measures, the impacts resulting from implementation of the project would not be cumulatively considerable when viewed in connection with the effects of past, current, or probable future projects.
- c. Potentially significant impacts that may affect humans include those related to air quality, hazards, hydrology/water quality and noise. With incorporation of mitigation measures, implementation of the project would not cause substantial adverse effects on human beings, either directly or indirectly.

Mitigation Measures

No new mitigation measures are required. See Air Quality, Biology, Cultural Resources, Hydrology and Water Quality, sections for Mitigation Measures that apply to the Mandatory Findings of Significance.

References

- City of Citrus Heights. Final Environmental Impact Report, General Plan Update. SCH# 2010072041. July 1, 2011
- City of Citrus Heights. Biological Resources Assessment. 1,704-acre Citrus Heights Bikeway Master Plan Update. August 27, 2015
- City of Citrus Heights. May 2006 Historic Resources Survey. May 2006

City of Citrus Heights. Zoning Code. Effective April 24, 2011

City of Citrus Heights. Creek Corridor Trail Project Feasibility Report. March 27, 2014

Cortese List January 2013 http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm

Sacramento County. Local Multi-Hazard Mitigation Plan. 2011

Sacramento County. Emergency Operations Plan. December 2008

Sacramento County. Area Plan for Emergency Response To Hazardous Materials Incidents. September 2012

2015 Bikeway Master Plan and General Plan Bikeway Map Update Mitigation Monitoring Plan

INTRODUCTION

Section 15097 of the Guidelines for the California Environmental Quality Act (CEQA) requires that, whenever a public agency approves a project based on a Mitigated Negative Declaration (MND) or an Environmental Impact Report (EIR), the public agency shall establish a mitigation monitoring or reporting program to ensure that all adopted mitigation measures are implemented.

This mitigation monitoring plan (MMP) is intended to satisfy this requirement of the CEQA Guidelines as it relates to 2015 Bikeway Master Plan and General Plan Update project. This MMP will be used by City staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMP were developed in the Initial Study prepared for the proposed project.

As noted above, the intent of the MMP is to ensure the effective implementation and enforcement of all adopted mitigation measures. The MMP will provide for monitoring of construction activities, as necessary, and in the field identification and resolution of environmental concerns.

PROJECT COMPONENTS

A project-specific MMP for the 2015 Bikeway Master Plan and General Plan Update project is provided in Table 1.

MITIGATION MONITORING PLAN DESCRIPTION

The City of Citrus Heights will coordinate monitoring activities and document the implementation of mitigation measures for each project component. The project-specific MMPs in Tables 1 identifies the project mitigation measures the associated implementation, monitoring, timing and performance requirements. The tables include:

- 1. the full text of each applicable mitigation measure;
- 2. the party or parties responsible for implementation and monitoring of each measure;
- 3. the timing of implementation of each mitigation measure including any ongoing monitoring requirements; and
- 4. performance criteria by which to ensure mitigation requirements have been met.

Following completion of the monitoring and reporting process, the final monitoring results will recorded and incorporated into the project file maintained by the City's Planning Division.

TABLE 1: BIKEWAY MASTER PLAN AND GENERAL PLAN BIKEWAY MAP UPDATE MMP

No mitigation measures are required for the following resources:				
 Aesthetics Agriculture and Forestry Resources Geology/Soils Greenhouse Gas Emissions Hazards and Hazardous Materials Land Use/Planning Mineral Resources 	Public SRecreatTransport	 Noise Population/Housing Public Services Recreation Transportation/Traffic Utilities/Service Systems 		
Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing	
AQ – 1: Prior to implementation of any improvements proposed by the Master Plan that require a grading permit, the City shall consult with the SMAQMD. This consultation shall determine if a project-specific air quality analysis for project construction would be required. If a project specific air quality analysis is required, the City shall conduct the analysis using the SMAQMD's Guide to Air Quality Assessment and recommended methodology. The methodology may include, but not b limited to, the SMAQMD's screening criteria, the California Emissions Estimator Model (CalEEMod), the SMAQMD's Roadway Construction Emissions Model (appropriate for bike paths and trails), or other methodology identified by SMAQMD. Should the project-specific analysis estimate that emissions, (including GHG emissions) could exceed the SMAQMD thresholds, the project shall incorporate the appropriate level of SMAQMD mitigation measures, which may includ additional fugitive dust/particulate matter control as well as the applicable standard construction mitigation measures, or other measures identified to reduce GHG emissions in accordance with the	e	City of Citrus Heights	Prior to implementation of any improvements proposed by the Master Plan that require a grading permit.	

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
 BIO – 1: For any BMP trail alignment project that would impact annual grassland, oak woodland, or riparian woodland habitat, a qualified botanist shall conduct focused botanical surveys, in accordance with 2009 CDFW and 2002 USFWS <i>Standard Survey Guidelines</i> within the bloom periods for Ahart's dwarf rush (March through May), dwarf downingia (March through May), Sanford's arrowhead (May through November), and stinkbells (March through June). A minimum of two surveys shall be conducted over the range of the bloom period, depending on the target plant species. If no special-status plants are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If any non-listed special-status plants occur within the trail alignments proposed by the BMP, they shall be avoided to the greatest extent feasible. If the plants cannot be avoided, a mitigation plan shall be prepared by a qualified biologist. At minimum, the mitigation plan shall include avoidance and preservation measures, seed or plant harvesting procedures, locations where the plants will be transplanted in suitable habitat adjacent to the project footprint, success criteria, and monitoring protocols. 	City of Citrus Heights	City of Citrus Heights	Prior to implementation of any improvements.
BIO – 2: Prior to implementation of any improvements proposed by the BMP and General Plan Amendment, the City will conduct pre-construction nesting avian surveys and will implement appropriate restrictions to ensure that protected species are not injured or disturbed by construction in the vicinity of nesting habitat. The following measures shall be implemented:	City of Citrus Heights	City of Citrus Heights	Prior to implementation of any improvements.

Mitigation Me	asure	Implementation Responsibility	Monitoring Responsibility	Timing
 a) If tree removal is proposed a all tree removal shall occur b 15 to avoid to breeding seas could be using the area, and nesting in the vicinity of an p area. This period may be me the CDFW. If a legally-protect tree designated for removal, until after August 30, or until year are no longer depender by a qualified biologist. b) Prior to commencement of a the period between March 18 350 feet of any grading or eas surveyed for active raptor ne more that 14 days prior to the feet of the fe	s part of any individual project, between August 30 and March on of any raptor species that to discourage hawks from roposed future construction odified with the authorization of cted species nest is located in a the removal shall be deferred the adults and young of the at on the nest site as determine			
of potential construction activ around the tree at a distance the species, from the edge of construction disturbance and The appropriate buffer shall Citrus Heights. The City ma the appropriate buffer distan	vity, a fence shall be erected e up to 350 feet, depending on f the canopy to prevent I intrusions on the nest area. be determined by the City of y consult with CDFW regarding			
areas (i.e., raptor protection the management or protection species.	zone), unless directly related to on of the legally-protected			
d) In the event that a nest is ab	andoned, despite efforts to			

Mitigation Measure minimize disturbance, and if the nestlings are still alive, the City shall contact CDFW and, subject to CDFW approval, fund the recovery and hacking (controlled release of captive	Implementation Responsibility	Monitoring Responsibility	Timing
 reared young) of the nestling(s). BIO – 3: The following mitigation measures for special-status species shall be followed for all proposed Class I, II, and III trail alignment projects proposed within undisturbed ground as part of the BMP. a) There is potential breeding and upland habitat for western spadefoot in the annual grassland, oak and riparian woodlands, as well as within relatively undisturbed residential areas. Pre-construction surveys for western spadefoot are required within 14 days prior to the start of ground disturbance in any of the habitats previously listed. If no western spadefoot are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey shall be conducted. If western spadefoot are found, additional avoidance measures are required including having a qualified biologist conduct a pre-construction survey within 24 hours prior to commencement of construction activities, 	City of Citrus Heights	City of Citrus Heights	Prior to implementation of any improvements.

	Mitigation Measure training, and being present to monitor construction during initial vegetation clearing and ground	Implementation Responsibility	Monitoring Responsibility	Timing
b)	disturbance. There is potential habitat for burrowing owl in the annual grasslands, parks, and open areas within developed areas, such as fields and vacant lots. During the planning process, the proposed project area shall be evaluated by a qualified biologist for its suitability as burrowing owl habitat in accordance with the 2012 <i>California Department of Fish and Game Staff</i> <i>Report on Burrowing Owl Mitigation</i> (2012 Staff Report) (CDFG 2012). If the project area does not provide suitable habitat, then no additional mitigation is required. If suitable habitat is present on or in the immediate vicinity of the trail alignments proposed by the BMP, focused burrowing owl surveys shall be conducted by a qualified biologist prior to commencement of construction.			
	Currently, CDFG's 2012 Staff Report recommends conducting four surveys of the trail alignments proposed by the BMP and surrounding 500 feet, where accessible, during the breeding season: one survey between February 15 and April 15 and three between April 15 and July 15. The results of the surveys shall be documented in a letter report submitted to the City of Citrus Heights. If an active burrowing owl nest is determined to be present within 500 feet of the trail alignments proposed by the BMP during the surveys, then an avoidance plan shall be developed and			

	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
	approved by the CDFW. The avoidance plan shall identify measures to minimize impacts to burrowing owls, including, but not limited to, worker awareness training, buffer zones, work scheduling, and biological monitoring.			
	If no burrowing owls are identified during the breeding season surveys, a pre-construction survey for burrowing owls shall be conducted by a qualified biologist within 30 days prior to the start of ground disturbance in all suitable burrowing owl habitat. The survey methodology and findings shall be documented in a letter report to the City of Citrus Heights within two weeks of the survey and no additional mitigation measures are required. If burrowing owls are found during the pre-construction survey, CDFW shall be contacted to develop an avoidance plan prepared consistent with current CDFW guidelines, as described above.			
c)	There is low potential for Swainson's hawks to nest near the trail alignments proposed by the BMP. While the annual grassland in the proposed project area provides marginal foraging habitat, due to its small size and fragmented nature, mitigation for loss of foraging habitat shall not be required unless it is located within ¼-mile of an active nest (CDFG 1994). If construction activities are anticipated to commence in annual grassland during the Swainson's hawk nesting season (March 1 to September 15), a qualified biologist shall conduct a minimum of two pre-construction surveys			

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
during the recommended survey periods, in accordance with the <i>Recommended Timing and Methodology for</i> <i>Swainson's Hawk Nesting Surveys in California's</i> <i>Central Valley</i> (Swainson's Hawk Technical Advisory Committee 2000). All potential nest trees within ¼-mile of the proposed project footprint shall be visually examined for potential Swainson's hawk nests, as accessible. If no active Swainson's hawk nests are identified on or within ¼-mile of the proposed project, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required.			
If active Swainson's hawk nests are found within ¼-mile of construction activities, a survey report shall be submitted to the CDFW in addition to the City of Citrus Heights and an avoidance and minimization plan shall be developed for approval by the CDFW prior to the start of construction. The avoidance plan shall identify measures to minimize impacts to Swainson's hawk including, but not limited to, worker awareness training, buffer zones, work scheduling, and biological monitoring. Should the project biologist determine that the construction activities are disturbing the nest; the biologist shall have the authority to halt construction activities until the CDFW is consulted.			
 d) Migratory birds and other birds of prey, protected under 50 CFR 10 of the MBTA and/or Section 3503 of the California Fish and Game Code, including white-tailed 			

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
kite, peregrine falcon, Cooper's hawk, grasshopper sparrow, loggerhead shrike, Nuttall's woodpecker, oak titmouse, purple martin, song sparrow, and yellow-billed magpie have the potential to nest throughout the trail alignments proposed by the BMP. Vegetation clearing operations, including pruning or removal of trees and shrubs, shall be completed between September 15 and January 31, if feasible. If vegetation removal begins during the nesting season (February 1 to August 31), a qualified biologist shall conduct a pre-construction survey of the proposed project area and the surrounding 500 feet, as accessible, for active nests. The pre-construction survey shall be conducted within 14 days prior to commencement of ground-disturbing activities. If no active nests are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey shall be conducted.			
If any active nests are located within the network of the trail alignments proposed by the BMP, an appropriate buffer zone shall be established around the nests, as determined by the project biologist. The biologist shall mark the buffer zone with construction tape or pin flags and maintain the buffer zone until the young have successfully fledged and the nest is no longer occupied. Monitoring shall be conducted daily during			

	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
	the first week of construction and weekly thereafter until the young have fledged. The size of the buffer zone may be adjusted throughout construction based on observed reaction of the nesting birds to construction activities.			
e)	The trees and structures in the trail alignments proposed by the BMP provide potential roosting habitat for special-status bats. Pre-construction surveys for special-status bat species are required to be conducted by a qualified biologist within 14 days prior to the start of ground disturbance or tree removal in potential special-status bat species habitat. If no bats are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey shall be conducted. If bats are found, an appropriate buffer zone shall be established around the nests, as determined by the project biologist and a worker avoidance training shall be conducted. If a roost tree or structure must be removed, CDFW shall be consulted to determine			
f)	appropriate avoidance and mitigation measures. During the pre-project biological surveys, all elderberry shrubs within 100 feet of the proposed project footprint shall be surveyed by a qualified biologist for evidence of habitation by VELB, using 1999 USFWS			

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
Conservation Guidelines for Valley Elderberry Longhorn Beetle (Guidelines). Elderberry shrubs shall be protected during construction using the current Guidelines.			
According to the Guidelines, encroachment within 100 feet from elderberry shrubs with stems measuring at least one inch diameter at ground level (DGL) must be approved by the USFWS and a minimum setback of 20 feet from the driplines of the elderberry shrubs must be maintained. Therefore, any proposed project shall be designed to avoid construction activities within 20 feet of the elderberry shrubs. If this is feasible, high visibility construction fencing shall be erected at the edge of the construction footprint at a minimum of 20 from the elderberry shrubs.			
Project activities that would encroach into the 20-foot minimum setback area are assumed to adversely affect VELB. Therefore, if work is anticipated to occur within 20 feet of the elderberry shrubs or if elderberry shrubs with stems at least one inch DGL are proposed for removal, consultation with the USFWS shall be required. Project activities that may directly or indirectly affect elderberry shrubs with stems measuring at least one inch DGL require minimization measures including planting replacement habitat or purchasing mitigation credits from a USFWS-approved mitigation bank. The mitigation ratios vary based on whether exit holes are present and whether the shrubs occur within riparian habitat. In addition, the following mitigation measures			

	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
	for special-status species shall be followed for all proposed Class I, II, and III trail projects proposed within riparian areas.			
g)	Pre-construction surveys for western pond turtle shall take place within 14 days prior to the start of ground disturbance within 300 feet of aquatic habitat in creek corridors, riparian areas, oak woodlands, and annual grassland, where accessible. If no western pond turtle are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey shall be conducted.			
	If western pond turtles are found, additional avoidance measures are required including having a qualified biologist conduct a pre-construction survey within 24 hours prior to commencement of construction activities, performing a worker awareness training to all construction workers, and being present on the project site during grading activities within 300 ft of aquatic habitat in creek corridors, riparian areas, oak woodlands, and annual grassland, where accessible.			
h)	None of the creek corridors in the network of trail alignments proposed by the BMP are known spawning habitat for Central Valley steelhead, however they drain to Steelhead Creek and the American River watersheds, which are steelhead habitat. To avoid			

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
impacts to downstream steelhead habitat, erosion control Best Management Practices (BMPs) shall be implemented during and post construction to reduce sediment loads in the creeks. No additional species- specific mitigation measures are required.			
BIO – 4: For improvements proposed beyond a two year timeframe from adoption of this IS/MND, site-specific biological surveys shall be completed for any future BMP improvements proposed in riparian habitats and/or on previously undisturbed ground. If applicable, the project specific Biological Resources Assessment shall identify potential impacts to special-status species beyond that evaluated in the August 27, 2015 <i>Biological Resource</i> <i>Assessment, Citrus Heights Bikeway Master Plan Project, City of</i> <i>Citrus Heights, Sacramento County, California</i> , prepared by Foothill Associates, and any additional habitats or species whose regulatory status has changed. The City shall follow any avoidance, minimization measures, and recommendations drafted in the subsequent site-specific BRAs.	City of Citrus Heights	City of Citrus Heights	Prior to implementation of any improvements.
BIO – 5: Placement of permanent or temporary fill in waters of the U.S. is regulated by the U.S. Army Corps of Engineers (Corps) under Section 404 of the Federal Clean Water Act. The City shall coordinate with the Corps in order to obtain the applicable permits for activities resulting in temporary and/or permanent impacts to waters of the U.S. The project shall comply with the Corps "no- net-loss" policy and the conditions of a Nationwide or Individual	City of Citrus Heights	City of Citrus Heights	Prior to implementation of any improvements.

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
Permit authorization by the Corps. Any discharge into waters of the U.S. is also subject to regulation by the Central Valley Regional Water Quality Control Board (RWQCB) pursuant to Clean Water Act Section 401. The City shall also coordinate with the RWQCB in order to obtain a Water Quality Certification.			
BIO – 6: Pursuant to Fish and Game Code §1602, the City shall notify the California Department of Fish and Wildlife (CDFW) prior to any activity which may result in impacts to the streamzone. The City will coordinate with CDFW in order to obtain a 1600 Streambed Alteration Agreement, if applicable, for impacts to the bed, bank or channel of onsite drainages and/or any riparian areas or other areas subject to jurisdiction by CDFW.	City of Citrus Heights	City of Citrus Heights	Prior to implementation of any improvements.
BIO – 7: If proposed plans for the trail alignment BMP would impact the dripline of any tree species or result in removal of tree species, a survey shall be conducted, in accordance with the City of Citrus Heights' Tree Ordinance. The survey would include impacts on protected tree species including native oaks with a single trunk greater than 6 inches or aggregate of trunks greater than 10 inches in diameter and other trees with trunks greater than 19-inches in diameter, excluding willow, alder, fruit, eucalyptus, cottonwood, pine, catalpa, fruitless mulberry, and palm trees. A Tree Permit is required to remove or construct within the dripline of protected trees. A City Tree Permit is required prior to the	City of Citrus Heights	City of Citrus Heights	Prior to implementation of any improvements.

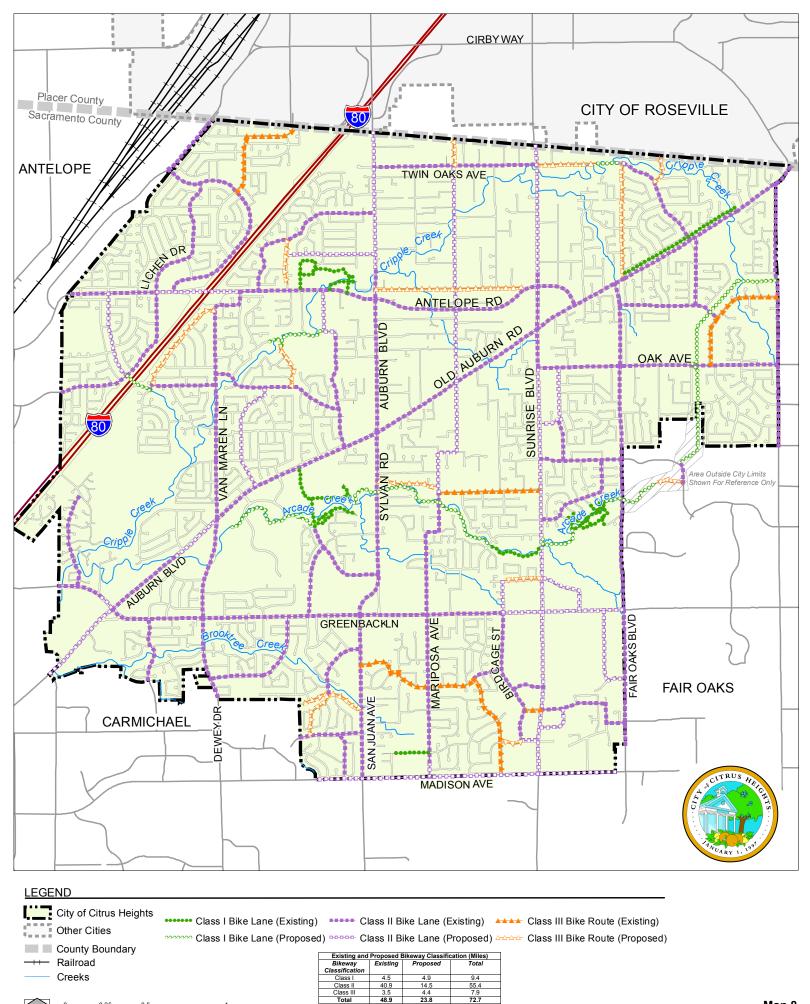
Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
removal of any protected tree.			
CR – 1 : Prior to approval of any improvement associated with implementation of the BMP, the area targeted for proposed improvements shall be evaluated for the presence of historic resources.	City of Citrus Heights	City of Citrus Heights	Prior to approval of any improvement
If it is determined that on-site resources have the potential for historic significance, as indicated by age or previous inclusion on a list of designated historic resources, and proposed improvements would physically alter the resource, the City shall hire a qualified professional architectural historian to evaluate the historical significance of on-site resources and potential adverse impacts to those resources resulting from implementation of proposed improvements. All recommendations to avoid adverse impacts to historical resources shall be incorporated into project design and construction as specified by a qualified architectural historian.			

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
CR – 2 : Prior to approval of any improvements proposed by the BMP involving ground-disturbing activities, a qualified archaeologist shall, at a minimum, conduct the following activities: (1) conduct a record search at the North Central Information Center located at California State University, Sacramento and other appropriate historical repositories, (2) conduct field surveys where appropriate, and (3) prepare technical reports, where appropriate, meeting California Office of Historic preservation Standards (Archaeological Resource Management Reports). All recommendations to avoid adverse impacts to archaeological resources shall be incorporated into project design and construction as specified by a qualified archaeologist.	City of Citrus Heights	City of Citrus Heights	Prior to approval of any improvement involving ground- disturbing activities.
CR – 3 : Should buried archaeological deposits or artifacts be inadvertently exposed during the course of any construction activity, work shall cease in the immediate area and the City of Citrus Heights Planning Division shall be immediately notified. A qualified archaeologist will be retained to document the find, assess its significance, and recommend further treatment.	City of Citrus Heights	City of Citrus Heights	During Construction

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
CR – 4 : If evidence of a paleontological site is uncovered during grading or other construction activities, work shall be halted within 100 feet of the find and the City of Citrus Heights Planning Division shall immediately be notified. A qualified paleontologist shall be retained to conduct an on-site evaluation and provide recommendations for removal and/or preservation. Work on the project site shall not resume until the paleontologist has had a reasonable time to conduct an examination and implement mitigation measures deemed appropriate and necessary by the City of Citrus Heights Planning Division to reduce impacts to a less than significant level.	City of Citrus Heights	City of Citrus Heights	At such time paleontological site is uncovered during construction.
CR – 5 : In the event that any human remains or any associated funerary objects are encountered during construction, all work will cease within the vicinity of the discovery and the City of Citrus Heights Planning Division shall be immediately notified. In accordance with CEQA (Section 1064.5) and the California Health and Safety Code (Section 7050.5), the Sacramento County coroner shall be contacted immediately. If the human remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, who will notify and appoint a Most Likely Descendent (MLD). The MLD will work with a qualified archaeologist to decide the proper treatment of the human remains and any associated funerary objects. Construction activities in the immediate vicinity will not resume until a notice-to-proceed is issued from the coroner.	City of Citrus Heights	City of Citrus Heights	At such time human remains are uncovered during construction

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
<u>HY-1:</u> Conduct a site specific hydraulic analysis for Class I and II bikeways proposed in areas of high flood risk or erosion potential, and incorporate necessary changes to ensure that the final design minimizes stormwater runoff and water quality impacts. For individual bikeway projects in areas where the risk of flooding or erosion potential is high, the City shall obtain a site-specific hydraulic analysis of the proposed bikeway design to evaluate the effects of the bikeway on flooding and water quality. If results of the analysis indicated that adverse effects would be substantial, changes to the bikeway design that would reduce those effects shall be recommended and where feasible, implemented.	City of Citrus Heights	City of Citrus Heights	Design Phase
HY-2: Design and locate bikeways structures in 100-year floodplain areas so that no substantial increase in water surface elevation results from installation of such features. The City shall ensure that the structures associated with Class I bikeways, along with all other features associated with uses in parks and open space areas in the 100-year floodplain, are designed and located so that such features do not obstruct flood flows, create a public safety hazard, or result in any increase in water surface elevations onsite or downstream. Fences shall be sized, placed, and securely anchored to minimize the potential for floodwaters to flow toward unprotected areas or areas outside of the floodplain. Railings shall be designed to rotate parallel to stream flow during periods of elevated flows to minimize the potential for obstruction	City of Citrus Heights	City of Citrus Heights	Design Phase

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing
of flood flows. During the design phase for projects in flood-prone areas, hydrologic modeling shall be conducted to demonstrate that water surface elevations would not increase substantially following construction.			



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CITY OF CITRUS HEIGHTS BIKEWAY MASTER PLAN

Updated _____, 2015





CITY OF CITRUS HEIGHTS COMMUNITY AND ECONOMIC DEVELOPMENT AND GENERAL SERVICES DEPARTMENTS

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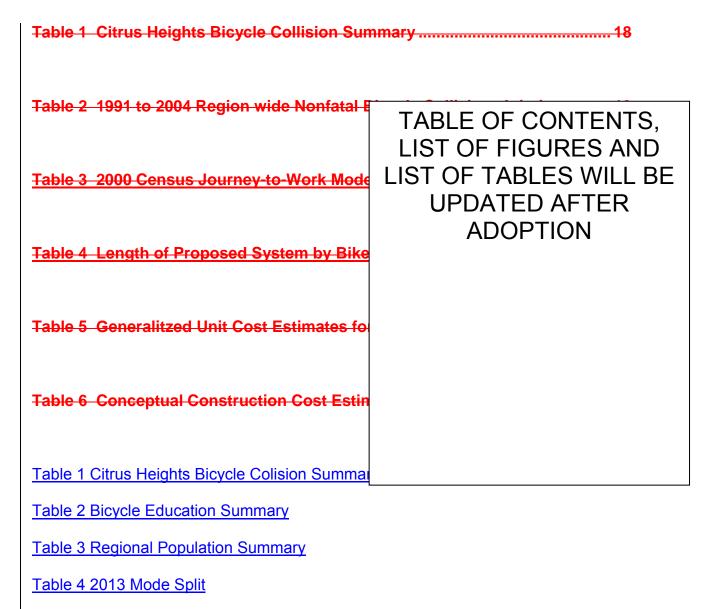


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INTRODUCTION

The City of Citrus Heights Bicycle Master Plan (BMP) was originally prepared by Fehr & Peers Associates, Inc. under contract to the City of Citrus Heights and later updated by City staff in 2009 and 2011. It provides a blueprint for developing a bikeway system that includes both on-street and off-street facilities throughout the City as well as support facilities and programs.

STUDY AREA

The study area includes all of the incorporated area within the City of Citrus Heights. The major portion of the City lies between Madison Avenue to the south, Sacramento/Placer County line to the north, I-80 to the West, and Fair Oaks Boulevard and Kenneth Avenue to the east. Citrus Heights is the first new city in Sacramento County in 50 years. With a population of ¹83,3015,000 residents. Citrus Heights is 95 percent developed. Although it is essentially a suburb of the metropolitan Sacramento area, Citrus Heights has a strong commercial office business base within its 14.2 square-mile perimeter. Citrus Heights is home to the Sunrise Market Place, a regional shopping area containing Sunrise Mall and Marketplace at Birdcage. Other shopping centers are also located on major arterials throughout the City. Recreation programs and parks are provided by The Sunrise Recreation and Parks District maintains 22 park sites covering 410 acres in the City. In addition to serving the Citrus heights Heights residents the district serves residents from other jurisdictions who regional service parks located in the City, such as Rusch Park. Housing is mixed and affordable with an average of 2.5 persons per household (US Census Bureau 2006 data).

PLANNING AND DESIGN STANDARDS

Bikeway planning and design in California rely on the guidelines and design standards established by the California Department of Transportation (Caltrans) as documented in the Chapter 1000: Bikeway Planning and Design contained in the Highway Design Manual, Fifth Sixth Edition, California Department of Transportation, July 1, 20082015. This chapter of the design manual was the original basis for standards of the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA).

¹Source 2000-2010 Census

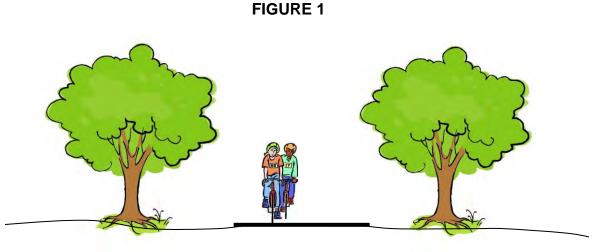
Chapter 1000 identifies specific design standards for various conditions and the relationship of bikeways to roadways. The Caltrans standards provide for three distinct types of bikeway facilities as generally described below and show in Figure 1.

- <u>Class I Bikeway</u> (Bike Path) Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross-flow minimized.
- <u>Class II Bikeway</u> (Bike Lane) Provides a six inch striped lane with a 4-5 foot paved shoulder for one-way bike travel on a street or highway.
- <u>Class III Bikeway</u> (Bike Route) Are signed and provide for shared use with pedestrian or motor vehicle traffic within the same right-of-way.

Other important policy documents that affect bikeway planning and design include the California Streets and Highways Code and Vehicle Code as well as the California Bicycle Transportation Act (1994). The California Bicycle Transportation Act (1994) re-codifies the Streets and Highways Code (Chapter 517) and requires Caltrans to take certain actions that further promote bicycle programs. A key component of this act is the requirement for cities and counties to complete bikeway master plans containing the following eleven elements as a condition of applying for state funding through the Bicycle Transportation Act (BTA):

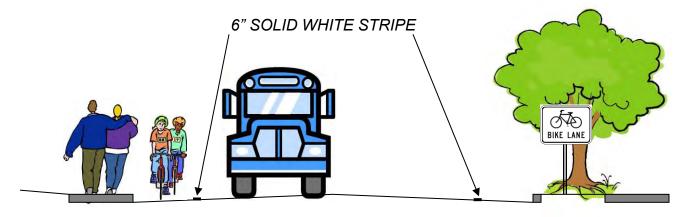
- 1) The estimated number of existing and future bicycle commuters;
- 2) Land use and population density;
- 3) Existing and proposed bikeways;
- 4) Existing and proposed bicycle parking facilities;
- 5) Existing and proposed multi-model connections;
- 6) Existing and proposed facilities for changing and storing clothes and equipment;
- 7) Bicycle safety and education programs;
- 8) Citizen and community participation;
- 9) Consistency with transportation, air quality, and energy plans;
- 10)Project descriptions and priority listings; and
- 11)Past expenditures and future financial needs.

Appendix E provides additional planning and design references for bicycle facilities as well as maps for other local jurisdictions and website resources for bicycle planning.



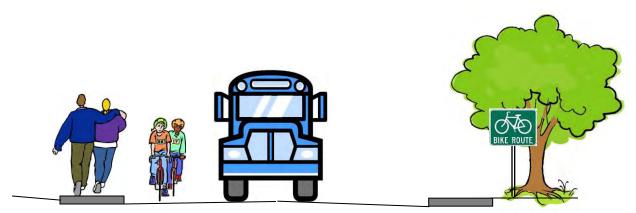
CLASS I BIKEWAY (Bike Path)

Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross-flow minimized.



CLASS II BIKEWAY (Bike Lane)

Provides a striped lane for one-way bike travel on a street or highway.



CLASS III BIKEWAY (Bike Route)

Provides a shared use with pedestrian or motor vehicle traffic.

This plan addresses each of the eleven components in the remaining sections of this document, which are outlined below.

CONSISTENCY WITH OTHER PLANS

The original Ppreparation of this plan update included a review of the City of Citrus Heights General Plan, adopted November 15, 2000 and the 2010 Sacramento City/County Bikeway Master Plan. Goals and policies from both of these documents were reviewed for incorporation into this plan document. The General Plan was updated in 2011 and included Goal 31Goal 29: of the adopted General Plan provides for a safe, comprehensive and integrated system of facilities for non-motorized transportation. Plan, design, construct, and manage a Complete Streets transportation network that accommodates the needs of all mobility types, users, and ability levels. Policies 3129.1 through 31.930.4 address bicycle and pedestrian development in the City of Citrus Heights. The plan includes Priority 1 Creek Corridor Trails as directed by City Council (See additional discussion below). The plan is consistent with the DRAFT Pedestrian Master Plan which is scheduled to be adopted in late 2015 or early 2016. The proposed improvement projects contained in the 2010 Sacramento City/County Bikeway Master Plan formed the basis for building the proposed system.

COMMUNITY PARTICIPATION

Community participation was an important component of this plan update for the purpose of obtaining input on existing bicycling facilities, potential roadways for improvement to accommodate bicycles, and the type of support facilities or programs needed to improve bicycling in the City of Citrus Heights.

In October 1999, staff held a public workshop to receive input from neighborhood residents regarding the existing and proposed bicycling facilities in the City of Citrus Heights. Approximately 25 people attended the workshop including representatives from the Citrus Heights General Plan Advisory Committee. Participants provided comments concerning specific bike routes and facility improvements. Recommendations from the workshop were incorporated into the draft bicycle system map and reviewed by the Citrus Heights Bikeway Master Plan Technical Advisory Committee (TAC).

The TAC was comprised of representatives from the City of Citrus Heights, the San Juan School District and the Sunrise Recreation and Parks District, and local bicycle interests. The majority of the TAC members who had initially worked on the draft Bikeway Master Plan have since left the City of Citrus Heights. Of the initial 9 City staff members only Janet Ruggiero, Community Development Director, is still with the City of Citrus Heights.

From early Fall 2003 to Spring 2004, General Services staff made presentations of the Bikeway Master Plan to various Neighborhood Associations. Specifically, presentations were made to the following Neighborhood Association: Areas 2, 3, 5, 6, 7, 8 & 10. All neighborhoods were given an opportunity to schedule a meeting with City staff for the proposed Bikeway Master Plan.

At every neighborhood meeting, residents opposed the Class 1 bike trails along the creeks, particularly within single family residential neighborhoods. Residents who opposed these bike trails feared the trails by the creek would lead to increased crime near their backyards as well as potential condemnation proceedings or government taking property away and potential irreversible impacts to the creek ecosystem.

Residents who were in support of the creek trails believed the trails would promote safer bike paths for their children to travel on. Many parents and grandparents who had attended the meetings indicated that they would like a trail system along a more natural looking environment. They also wanted greater separation between vehicles and bicycles that would provide safe paths for bicyclists and could reduce exposure to vehicle exhaust.

As a compromise trails along the creek in residential areas have been removed from the plan but not from the developer's requirement to dedicate easements for possible future pedestrian/bike trail along the creek. A note on Figure 6 will require developers to dedicate easements adjacent to a creek.

More recently in October 2007, staff reported to the Residents Empowerment Association of Citrus Heights (REACH) board on the status of the Bikeway Master Plan. The Residents' Empowerment Association of Citrus Heights mission is to responsibly represent the interests of our community and its citizens and encourage participation in neighborhood associations to achieve continual improvement of our quality of life. At this meeting staff offered to the REACH representatives another round of presentations on the Bikeway Master Plan. Of the 11 neighborhood associations that comprise REACH only one requested a presentation.

The City's first General Plan included several goals and policies related to bicycles, including the creation of a Bikeway Master Plan and Goal 38: Establish a system of creek side trails, passive open space, and parks for public use.

The initial Draft Bicycle Master Plan identified potential Class 1 trails located along all City creeks; however, the feasibility, costs, design parameters, and maintenance requirements were unknown. Due to the unknowns and concerns expressed by the community associated with this approach, City Staff focused the Bikeway Master Plan towards on-street bike facilities, until such a time that the feasibility of creek trails could be explored in greater detail.

In 2011, the City adopted a Genreral Plan Update focused on sustainability, including a Greenhouse Gas Reduction Plan (GGRP), which calls for a variety of measures to reduce greenhouse gas emissions in the community. Alternative transportation modes, such as bicycling and walking, are identified in the GGRP as a key strategy, reaffirming the important role the Bikeway Master Plan played towards improved mobility and quality of life within the City.

In order to assess the feasibility of creekside trails called for in Goal 38 and in support of the GGRP, the City determined that a comprehensive approach to evaluating potential trail locations, including a robust community outreach component, was needed.

In 2012 the City created the Creek Corridor Trail Project as the comprehensive approach necessary to determine the feasibility of creekside trails in the City in over 26 miles of creek and SMUD utility corridors. This year-long process included over 40 community meetings with community stakeholders including development of a Trail Advisory Group, two large community workshops, and the largest outreach and a significant community engagement effort.

The end product of the Creek Corridor Trail Project is the Creek Corridor Trail Project Feasibility Report. This extensive technical document identifies approximately 16 miles of feasible trail segments throughout the City including Arcade Creek, Brooktree Creek, Cripple Creek and the SMUD utility Corridor. Throughout the process, the City identified over 10 miles of corridors that are not suitable for trail development, thus focusing the City's future efforts on trail segments that are worthy of exploring in much greater detail.

In March 2014, the City Council accepted the Creek Corridor Trail Project Feasibility Report and directed staff to incorporate the Priority 1 Trail Segments into the City's General Plan, Bikeway Master Plan, and future Pedestrian Master Plan.

The 2014 Update of the Bikeway Master Plan is focused on updating the document to reflect projects that have been completed, minor technical changes, and incorporation of the Priority 1 Trail segments along portions of Arcade Creek and the SMUD Utility Corridor.

ORGANIZATION OF THE PLAN

The remainder of this document includes the following components:

- Bikeway Goals and Policies;
- Existing Conditions;
- Analysis of Demand;
- Proposed System;
- Cost and Funding Analysis; and
- Implementation.

The information presented for each of these components is the result of data collection efforts by the City of Citrus Heights staff, Sunrise Parks and Recreation District staff, San Juan School District staff, Caltrans, California Highway Patrol SWITRS staff, and the consultant.

II. GOALS, OBJECTIVES, AND POLICIES

The development of goals, objectives, and policies for this plan are intended to provide specific direction on the necessary actions involved in planning, designing, funding, and constructing bikeway facilities. The following information relies on an understanding of the relationship between the proposed bikeway system, key issues facing implementation of specific routes, and the requirements of local, state, and federal funding programs. To create a user-friendly document, this section is organized by topic areas that relate to specific implementation issues. These topic areas include:

- Overall System;
- Future Development
- Commuting;
- Safety Education;
- Environmental Considerations; and
- Funding.

The purpose of organizing this section by topic area is to provide users such as local agency staff, developers, decision makers, and citizens with clear and concise policy direction on how to implement the bikeway facilities proposed in this plan. In many cases, geographic location affects implementation, but in other situations, institutional arrangements or the preferences of local residents may play a greater role. Within each topic area addressed below, the reader will find an overall goal, measureable objective, and policies with specific action statements related to the development of specific facilities or programs.

OVERALL SYSTEM

The following goal and policy statements express the philosophy behind this plan and the proposed system. They stem from the City's desire to provide citizens and visitors with a bikeway and path system that can accommodate all trip purposes.

- Goal I: Provide a connected bikeway system in the City of Citrus Heights to improve the quality of life for all residents and visitors.
- Objective: Construct bikeways identified in the proposed system and provide for the maintenance of both existing and new facilities.

Policies

1.1 Prepare and maintain a bicycle master plan that identifies existing and future needs, and provides specific recommendations for facilities and programs including adequate provisions for bicycle use and bikeways in all new developments.

1.2 Create a bikeway system that is cost effective to construct and maintain; respects landowners, utilities, and special district' property rights; and minimizes the potential for conflicts with other types of vehicles, pedestrians; and users.

1.3 Require all bikeways to conform to design standards contained in the latest version of the Highway Design Manual, Chapter 1000: Bikeway Planning and Design, Caltrans, unless otherwise established by the City of Citrus Heights.

1.4 Update local roadway design standards to include sufficient pavement sections to accommodate bikeway facilities.

1.5 Consider a proposed routes importance in providing access to regional bikeway facilities when recommending local routes for implementation.

1.6 Coordinate with agencies such as Caltrans, County of Sacramento, City of Roseville, Placer County, San Juan Unified School District, and Sunrise Parks and Recreation District regarding the implementation of the proposed system.

1.7 Emphasize the development and construction of off-street bikeways to promote safety and recreational opportunities.

1.8 Integrate the Bicycle Master Plan into the City's General Plan.

Implementation Measures

- 1.9i All bikeway construction projects should conform as applicable to the City of Citrus Heights Construction Standards and state and federal standards.
- 1.10i All City projects shall be reviewed by City staff for conformance with the goals, policies and implementation measures of the Bicycle Master Plan.
- 1.11i The General Services Department should work with other Departments to create a checklist for the evaluation of Capital Improvement Projects (CIPs) for conformity to the Bicycle Master Plan.
- 1.12i Participate in regional bicycle and pedestrian planning activities.
- 1.13i Coordinate bikeway system implementation projects internally and with adjacent jurisdictions.
- 1.14i Provide training for General Services Department, Planning Department, and Sunrise Parks & Recreation Department staff, REACH and commissions on the guiding principles of bicycle and pedestrian system transportation planning, design and maintenance.

- 1.15i Where necessary to meet the needs of users and where not provided by other public facilities, plan for the installation of bike path amenities.
- 1.16i Designated bike routes shall include signs informing motorists of the presence of bicyclists and information signs informing cyclists of upcoming destinations in accordance with California MUTCD and the Design/Construction Standards.
- 1.17i Provide destination signs, trail maps, mile markers, open space and bikeway regulation signs on bike paths where appropriate.

LAND DEVELOPMENT

As new development or redevelopment occurs in the City of Citrus Heights, individual projects should be reviewed to ensure consistency with the proposed system. In addition, development projects should adhere to the policy statements below regarding access, mobility, and support facilities for bicyclists and pedestrians.

- Goal 2: Include bikeway facilities in all appropriate development projects to facilitate on-site circulation for bicycle and pedestrian travel, on-site bicycle parking, and connections to the proposed system.
- Objective: Maximize the number of daily trips made by bicycling to and from new development projects.

Policies

- 2.1 Require development projects to construct bikeways included in the proposed system as a condition of development. (Dedication of bicycle easements may be required by the City due to the timing of future connectivity.)
- 2.2 Encourage commercial development to provide bicycle access to surrounding residential areas.
- 2.3 Require commercial development to place bike racks near entrances for employees and customers.
- 2.4 Consider landowner concerns when planning and acquiring off-street bikeway easements.
- 2.5 Meet the requirements of the Americans with Disabilities Act when constructing facilities contained in the proposed system, where applicable.
- 2.6 Encourage development projects to consider schools as important destinations for bicyclists when designing circulation systems within new developments.

Implementation Measures

- 2.7i Consider updating the Municipal Code (Zoning Ordinance and TSM Ordinance) and Community Design Guidelines to enhance bike parking for new development.
- 2.8i All development projects shall be reviewed by City staff for conformance with the goals, policies and implementation measures of the Bicycle Master Plan.
- 2.9i The General Services Department should work with other Departments to create a checklist for the evaluation of development projects for conformity to the Bicycle Master Plan.

COMMUTING

Commuters that bicycle to work can represent a larger percentage of total commute trips if a comprehensive network of bikeway facilities is developed. This plan proposes to implement such a system as defined by the following goal and policy statements.

- Goal 3: Develop a bikeway system that enhances safety and convenience of bicycling to and from work and school.
- Objective: Increase bicycle trips to work and school to reduce vehicle congestion, improve air quality, and improve individual physical fitness.

Policies

- 3.1 Support facilities that encourage bicycling should, to the extent feasible, be made a standard component of all private and public projects.
- 3.2 Provide short term bike parking (bike racks) conveniently located at business entrances and safe, secure and covered long term bike parking (bike lockers, bike rooms, bike cages) at employment sites.
- 3.3 Promote showers and changing facilities at major employment sites.

Implementation Measures

- 3.4i Consider increasing capacity of bike racks on Regional Transit vehicles if a need is demonstrated. Explore options with Regional Transit for allowing (if racks are full) bikes on buses under limited conditions such as off -peak hours or last bus of the day.
- 3.5i Adopt guidelines for and encourage the installation of showers and changing facilities for employees at major employment sites.

- 3.6i Consider funding an annual bike parking project to install long term bicycle parking at park-and-ride facilities, commuter bus stops, transit transfer points, and short-term bike parking at existing businesses with a demonstrated need.
- 3.7i If warranted by demand, consider partnerships with public and private facilities for use of showers and changing rooms by commuting or touring bicyclists.
- 3.8i

SAFETY

Safety is an important aspect of increasing bicycle use. If residents perceive the bikeway system to be unsafe, they will be discouraged from using it. Therefore, the following goal and policy statements are intended to improve the public's knowledge of how to use the bikeway system safely,

- Goal 4: Educate and inform all residents and visitors to the City of Citrus Heights about how to use bikeway facilities safely and create a climate of acceptance for bike riding.
- Objective: Improve bicycle conditions in the City of Citrus Heights by reducing collisions and increasing the number of bikeway system users.

Policies

- 4.1 Incorporate standard signing and traffic controls as established by Caltrans to ensure a high level of safety for the bicyclist and motorist.
- 4.2 Use available collision data to monitor bicycle-related collision levels annually, and target a 50 percent reduction on a per capita basis over the next twenty years.
- 4.3 Encourage local law enforcement agencies and local school districts to cooperatively develop a comprehensive bicycle education program that is taught to all school children in the City of Citrus Heights.
- 4.4 Education programs targeted to adults and children should explain safe bike riding techniques and the importance of proper helmet use, and provide information on the bikeway system and support facilities.

Implementation Measures

4.5i Inspect bikeways and support facilities on a regular basis.

- 4.6i Establish an on-line system for reporting, evaluating, tracking and responding to maintenance and safety concerns on bikeways.
- 4.7i Consider updating the Design/Construction Standards to include standard provisions for Traffic Control Plans per the following:
 - Construction signs should be placed outside bike lanes where feasible;
 - Where a bike lane will be closed for an extended period, advance warning signs may be provided for bicyclists; and
 - Where a bike lane is closed, if feasible, an area between the construction zone and vehicle lane may be provided for bicyclists.
- 4.8i Create a coordinated and comprehensive bicycle safety education program that provides bicycle education annually to all school-age children. As appropriate and as staffing allows, add education and encouragement components to the City's successful Safe Routes to School programs.
- 4.9i Create a coordinated and comprehensive bicycle education program targeted to adult bike riders with information regarding bike rider rights and responsibilities and proper bike riding techniques.
- 4.10i Expand and support a citywide helmet promotion program.
- 4.11i Create a public education campaign targeting motorists that provides information on the rights and responsibilities of bicyclists. Work with the Police Department to identify opportunities for incorporating bicycle safety curriculum into motorist education and training.
- 4.12i. Develop education materials (e.g. handouts, videos) for presentation to media, schools, neighborhood groups, businesses and other groups that promote bicycle safety.
- 4.13i. Develop criteria and promote trail etiquette for use of off -street bike paths by bicyclists, pedestrians, equestrians (if applicable), skaters, and persons with disabilities.
- 4.14i. Coordinate education and encouragement efforts with the Sunrise Recreation
 & Parks Department, public health agencies and/or other groups as opportunities arise.

ENFORCEMENT

A key component to increasing safety is acting on the enforcement aspect of biking. Vehicle, pedestrian and bike traffic must see and experience the long reach of the law.

- Goal 5: Enhance enforcement programs with the goal of reducing violations and bicycle injuries and fatalities by 10% over 10 years.
- Objective: Improve bicycle conditions in the City of Citrus Heights by reducing collisions and increasing the number of bikeway system users.

Policies

- 5.1 Enforcement efforts directed at bicyclists should focus on child helmet law, failure to stop/yield, wrong way bike riding, and night riding without lights and/or reflectors.
- 5.2 Enforcement efforts directed at motorists and related to bicycle safety should address motorist failure to yield or stop for cyclists, excessive motor vehicle speed, and driving under the influence.

Implementation Measures

- 5.3i Assist the Police Department in their officer training efforts related to bicycle issues and laws.
- 5.4i Coordinate with the Police Department to determine enforcement strategies for bike riders.
- 5.5i Assist the ongoing efforts of the Sunrise Recreation & Park District and Police Department to provide enhanced oversight of open space areas and off street bike paths.

ENVIRONMENTAL CONSIDERATIONS

Bikeway facilities are generally considered to benefit the environment because their use reduces demand for motorized travel and promotes beneficial life style changes. Nevertheless, the construction of specific facilities may adversely affect the physical environment. The following goal and policy statements have been developed to avoid and minimize potential impacts to the environment.

- Goal 6: Avoid adverse environmental impacts associated with the implementation of the proposed system.
- Objective: Mitigate potentially significant impacts to a level of less than significant.

Policies

- 6.1 Conduct site-specific environmental review consistent with the California Environmental Quality Act for individual bicycle projects as they advance to the implementation stage of development.
- 6.2 Solicit and consider community input in the design and location of bikeway facilities.
- 6.3 Consider the effect on other transportation facilities such as travel lane widths, turn lanes, on-street parking, and on-site circulation when planning and designing on-street bikeways.

Implementation Measures

- 6.4i As appropriate, coordinate the planning, environmental review, design, construction and maintenance of open space bike trail projects with City departments, local, state and federal agencies, and local interest groups.
- 6.5i. Partner with health organizations where appropriate to promote bicycling.

FUNDING

To obtain the funding required to implement the proposed system, local and regional agencies in the City of Citrus Heights must take advantage of funding sources at the state and federal level. It will also require a commitment of local funding.

- Goal 7: Acquire sufficient funding to construct the proposed system within the next 20-30 years.
- Objective: Maximize the amount of local, state, and federal sources for bikeway facilities that can be used by agencies in the City of Citrus Heights.

Policies

- 7.1 Maintain current information regarding regional, state, and federal funding programs for bikeway facilities along with specific funding requirements and deadlines.
- 7.2 Prepare joint grant applications with other local agencies, such as the Sunrise Parks and Recreation District and San Juan School District, for state and federal funds.
- 7.3 Under the Complete Streets Law and subsequent Caltrans Policy (State Law AB 1358 and Caltrans' Deputy Directive 64-R1) and Sacramento County

Measure A funding ordinance, transportation projects must accommodate bicycles and pedestrians.

Implementation Measures

- 7.4i Submit grant applications when opportunities become available.
- 7.5i Coordinate bikeway projects internally and with other agencies to determine partnering potential.
- 7.6i Where determined appropriate, adopt fee programs for bikeways.

ENCOURAGEMENT

To significantly increase biking within the community will take more than just efforts to increase the amount of bike lanes, trails and support facilities.

Goal 8: Increase transportation and recreation bicycle riding to work, school, play and other destinations by 50 percent by 2030, and gain acceptance of bicycle commuting as a mainstream activity through incentive and encouragement efforts.

Objective: Maximize participation in bicycling through coalitions, incentives, and added support facilities.

Policies

- 8.1 Encourage public participation through local coordination with City staff.
- 8.2 Build coalitions with local businesses, schools, clubs, bike shops and organizations
- 8.3 Explore alternatives to provide incentives to bicycle commuters.
- 8.4. Support recreational bikeway facilities, programs and events as an important part of the effort to cultivate acceptance of bicycling among the general populace.

Implementation Measures

- 8.5i Support regional efforts to promote biking such as May Bike Commute Month, International Walk/Bike to School day and other local events.
- 8.6i. As feasible, enhance incentives for bicycle commuting such as Bucks for Bikes and Bike Commute Month.

- 8.7i. Sponsor in association with local bicycle organizations bicycle parking at special events.
- 8.8i. Sponsor in association with local bicycle organizations or other groups bicycle/triathlon events and races, or other similar events.
- 8.9i Identify public and/or private locations/workplaces where a bike loan program may be successful, and obtain funding (public/private partnerships), etc.
- 8.10i. Update the Citrus Heights Bikeway Map as necessary to stay current with changes to the bikeway system.

III. EXISTING CONDITIONS

This summary of existing conditions describes the current status of bikeway facilities and programs in the City of Citrus Heights. The discussion focuses on existing bikeway, regional and multi-modal connections, and bikeway support facilities and programs.

EXISTING BIKEWAYS

During the preparation of the first Bicycle Master Plan, the consultant City conducted field observations to identify and verify existing bicycle facilities within the City of Citrus Heights. The only existing Class I bike paths are located in Tempo Park and Van Maren Park (Stock Ranch). Approximately 75% of the roadways identified in the master plan few major roadways within the City containinclude Class II bicycle lands (on-street delineated lanes with appropriate signing and striping). These include Van Maren Lane, Dewey Drive, San Juan Avenue, Sylvan Road, Antelope Road, portions of Auburn Boulevard, portions of Greenback Lane, and Oak Avenue. However, major gaps have been identified on several major arterials within the City including Sunrise Boulevard, Greenback Lane, Madison Avenue, Auburn Boulevard, and Mariposa Avenue., Twin Oaks Boulevard, and Fair Oak Boulevard. Class III bike routes within the City are located on Woodmore Oaks Drive. Gary Oak Drive and Crestmont Avenue. The vast majority of the Class III bikeways identified in the Bikeway Master Plan have been established. In 2013 the City installed over 11 miles of Class II and Class III bikeways funded by a Bicycle Transportation Account (BTA) grant from Caltrans.

REGIONAL AND MULTI-MODAL CONNECTIONS

To encourage bicycle use, a bikeway plan should contain connections to other communities outside of the City of Citrus Heights, and it should contain connections to other forms of travel such as pedestrian and public transit and transfer locations. They extent of existing regional and multi-modal connections is discussed below.

Regional Connections

The City of Citrus Heights is bordered by the City of Roseville (Placer County) to the north, and by unincorporated Sacramento County, which includes the communities of Fair Oaks and Carmichael to the south; Orangevale to the east; and Antelope, Foothill Farms, and North Highlands to the west. Interstate 80 and Greenback Lane, Madison Avenue, Sunrise Boulevard, San Juan Avenue, and Auburn Boulevard all provide regional roadway connections to these adjacent areas. Sunrise Boulevard has the potential of providing a direct connection to the American River Parkway that parallels U.S. Highway 50 and the American River. The American River Parkway provides a seamless Class I bike path from Folsom Lake to downtown Sacramento. The proposed Dry Creek Parkway class I bike path in Roseville and Placer Couny also has the potential of not only connecting the American River Parkway but also a large area west of Interstate 80 to include Antelope, Roseville, North Highlands and Natomas. The City's will have an access point just north of Old Auburn Road and Wachtel Road. Most of the proposed trails may be found in the Sacramento Area Council of Governments (SACOG) Regional Bicycle, Pedestrian and Trials Trails Master Plan.

Multi-modal Connections

Multi-modal connections in the City of Citrus Heights are especially important due to barriers for continuous bicycle travel such as the lack of existing continuous bikeway facilities and sidewalks. Sacramento Regional Transit (RT) worked with the City of Citrus Heights to establish the City's Shuttle Service. This service was implemented in January 1999. Route 91 (Base Shuttle) operates between Auburn Boulevard and the Sunrise Mall on Greenback with stops along Auburn Boulevard, Twin Oaks Avenue, and Sunrise Boulevard.

Route 92 (Route Deviation Schedule) operates between Auburn Boulevard and the Sunrise Mall on Greenback following a more circuitous route to bring service closer to more residents. The route serves Auburn Boulevard, Manzanita Lane, Coyle-Avenue, Dewey Drive, Van Maren Lane, Antelope Road, Old Auburn Road, Sylvan Road, Greenback Lane, Fair Oaks Boulevard, and Sunrise Boulevard. In addition, RT began new service in January 2002 on Route 95 that provides shuttle service between Antelope and Sunrise Mall.

Sacramento RT routes 1, 23, 24, 25, 105and 103, 106, and 107 also provide fixedroute service on segments of Greenback Lane, Sunrise Boulevard, Fair Oaks Boulevard, Madison Avenue, San Juan Avenue, and Coyle Avenue. Route 94 provides new service between Mercy San Juan Hospital and Roseville. This route was implemented in January 2002.

In 2013 Regional Transit created a new shuttle service for travel in Citrus Heights for everyone called "City Ride." City Ride offers curb-to-curb service to any destination within the boundaries of the city of Citrus Heights and Mercy San Juan Medical Center on Coyle Avenue in Carmichael, and Kaiser Medical Offices on Riverside Avenue in Roseville. City Ride connects passengers to all destinations throughout the City of Citrus Heights including shopping centers, restaurants, movie theaters, community centers, parks, schools and medical facilities from 7 a.m. to 7 p.m., Monday through Friday. The service is open to the general public, and regular RT Basic and Discount fares apply.

Transit centers exist on Greenback Lane at Sunrise MallArcadia Drive in Sunrise MarketPlace, and on Auburn Boulevard at Whyte Avenue just beyond the north City limits. The Sunrise MallArcadia Drive transit center provides connections to other RT routes, while the Auburn Boulevard transit center connects with Roseville Urban Shuttle and Placer County Transit.

Bicyclists often rely on transit service to transfer them to destinations safely when barriers to continuous travel are present. Bicycle racks are provided on RT buses for bicycle transport.

Other potential multi-model transfer points typically include park-and-ride lots. The City of Citrus Heights does not have any official park and ride lots. Some unofficial park and ride activity occurs at the Sunrise Mall. The extent of this activity is unknown at the present.

SUPPORT FACILITIES

Bikeway support facilities include physical infrastructure designed to accommodate or promote the use of bicycles. Examples include bicycle racks, bicycle lockers, restrooms, and shower facilities. A windshield survey of major shopping centers, schools, parks, and employment centers found bike racks located at most major commercial centers in the City. However, other support facilities such as bicycle lockers, restrooms, or shower facilities dedicated for bicyclists were not observed. Support facilities are important because potential riders can be discouraged from riding if they think that their bicycle may be stolen, vandalized or if sufficient facilities are not provided to make bicycling convenient, particularly for commute purposes.

In many cities and counties the installation of secure bicycle parking is required as part of local transportation system management plans or the zoning code. As part of the City's off-street parking standards each multi-unit project and nonresidential land use must provide bicycle parking in compliance with the Citrus Heights Zoning Code. In addition each required bicycle parking space must provide a stationary parking device to secure the bicycle.

BICYCLE SAFETY

As part of this plan update, bicycle safety was evaluated. In particular, existing and available bicycle collision data was reviewed to identify collision locations and local law enforcement agencies and school districts were contacted to determine the types of bicycle safety programs that were being conducted in the City of Citrus Heights.

Collision Data

The City of Citrus Heights Police Department provided bicycle collision data from January 1, <u>1999_2004</u> through <u>December 31, 2007September 30, 2014</u>. Table I, shown on the following page, summarizes the collision data by year, severity and the primary collision factor (PCF) that occurred most frequently.

City of Citrus Heights Nine-Year Bicycle Collision Report Summary January 1999 - December 20072004-2014						
YearTotalInjuriesPrimary CollisionYearTotalInjuriesFatalitiesFactor						
1999 2004	<u>33</u> 36	37<u>29</u>	Ð	Wrong side of road/improper turning		
<u>20002005</u>	<u>3528</u>	28<u>27</u>	4 <u>2</u>	Wrong side of road/improper turning		
2001<u>2006</u>	<u>3035</u>	26<u>38</u>	0 <u>1</u>	Wrong side of road/improper turning		
<u>20022007</u>	<u>3733</u>	<u>3326</u>	0 <u>0</u>	Wrong side of road/improper turning		
2003<u>2008</u>	36<u>36</u>	32<u>29</u>	<u>00</u>	Wrong side of road/improper turning		
2004<u>2009</u>	<u>3139</u>	27<u>28</u>	0 <u>0</u>	Wrong side of road/improper turning		
<u>20052010</u>	<u> 2835</u>	27<u>27</u>	<u>20</u>	Wrong side of road/improper turning		
2006<u>2011</u>	31<u>32</u>	27<u>24</u>	4 <u>0</u>	Wrong side of road/improper turning		
2007<u>2012</u>	32<u>35</u>	25<u>30</u>	<u>00</u>	Wrong side of road/improper turning		
<u>2013</u>	<u>32</u>	<u>28</u>	<u>0</u>	Wrong side of road/improper turning		
<u>2014*</u>	<u>23</u>	<u>21</u>	<u>0</u>	Wrong side of road/improper turning		
TOTAL	296<u>361</u>	262<u>307</u>	4 <u>3</u>			
Per Yr Avg	32.9 32.8	29.1 27.9	0.4<u>0.3</u>			

As shown in Table I, <u>296-361</u> bicycle collisions were reported between January <u>1999</u> <u>2004</u> and <u>December 2007September 2014</u>. Four Three fatalities occurred during this period. In the majority of collisions, the primary collision factor was driving on the wrong side of the road or an illegal turning maneuver by the bicyclist. This information suggests that increased education and enforcement should be an important tool in decreasing bicycle collisions overall. Figures 2, <u>3 and 4 on the following pages</u> shows the location of each reported bicycle collision by year from Table 1. The information shown also indicates the severity of the collision.

Table 2 compares the rate of bicycle collisions in the six county areas as a whole and does not contain sufficient data to demonstrate any statistical relationship. This information is only intended for comparison purposes of bicycle injuries and fatalities in the region only.

Table 2

Bicycle Injuries, 1991 to 2004 - Nonfatal Hospitalized Injuries: El Dorado, Placer, Sacramento, Sutter, Yolo, & Yuba									
	AGE								
YEAR	<1	1-4	5-12	13-15	16-20	21-44	45-64	65+	Total
1991	0	8	79	46	31	132	45	16	357
1992	0	9	80	43	27	127	37	18	341
1993	0	11	77	40	26	120	44	19	337
1994	0	7	68	31	21	141	55	26	349
1995	0	6	72	41	23	157	63	21	383
1996	0	3	55	34	26	144	58	20	340
1997	0	9	88	40	38	166	77	23	441
1998	0	3	61	33	24	141	72	25	359
1999	0	11	72	30	24	146	70	18	371
2000	1	5	58	30	23	121	104	21	363
<u>2001</u>	<u>0</u>	<u>4</u>	<u>52</u>	<u>43</u>	<u>33</u>	<u>126</u>	<u>92</u>	<u>16</u>	<u>366</u>
<u>2002</u>	<u>0</u>	<u>6</u>	<u>49</u>	<u>30</u>	<u>27</u>	<u>107</u>	<u>73</u>	<u>26</u>	<u>318</u>
<u>2003</u>	<u>0</u>	<u>6</u>	<u>45</u>	<u>38</u>	<u>27</u>	<u>94</u>	<u>84</u>	<u>24</u>	<u>318</u>
<u>2004</u>	<u>0</u>	<u>10</u>	<u>55</u>	<u>41</u>	33	<u>116</u>	<u>108</u>	<u>35</u>	<u>398</u>
<u>Total</u>	1	<u>98</u>	<u>911</u>	<u>520</u>	<u>383</u>	<u>1838</u>	<u>982</u>	<u>308</u>	<u>5041</u>

-Source: California Department of Health Services, EPICenter.

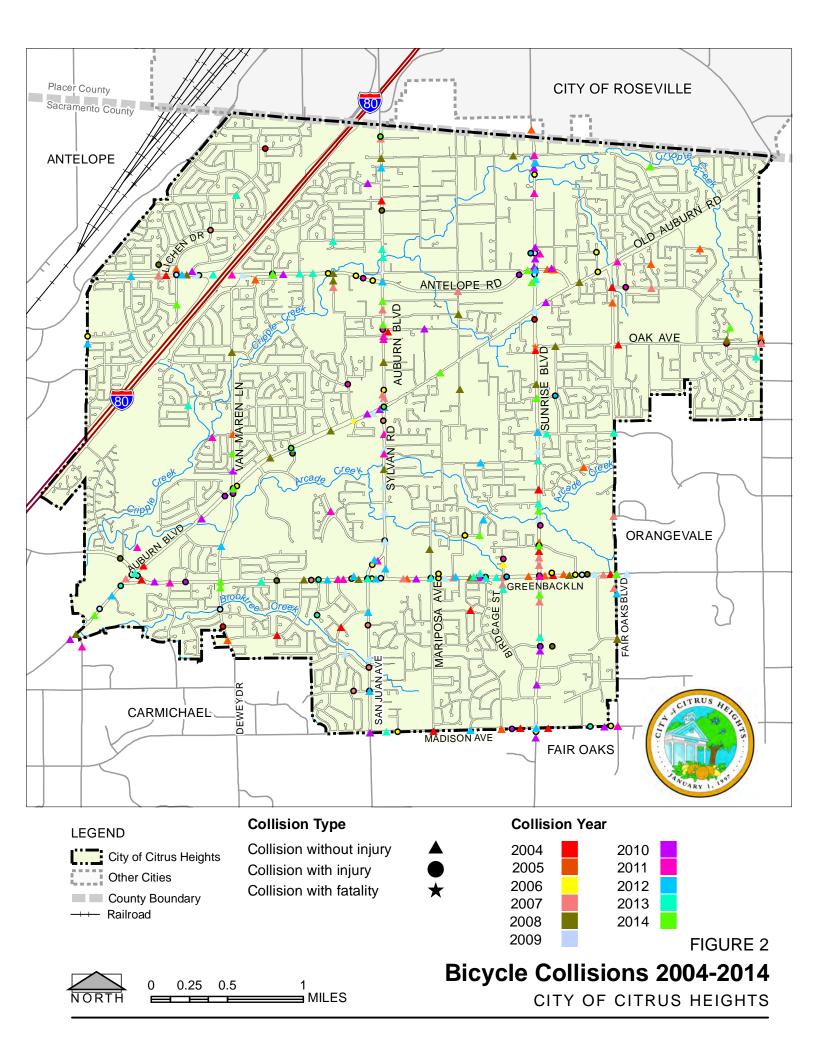


Figure 3

Figure 4

SAFETY PROGRAM

The review of bicycle safety programs in Citrus Heights included discussions with Detective Sergeant Jason Russo, Citrus Heights Police Department, Mary Cahill, Sunrise Park and Recreation District, Skip Amerine, Sacramento Area Bicycle Advocates (SABA), and Loni Mellerup, Principal, Grand Oaks Elementary School. All persons interviewed emphasized the need for bicycle safety and education programs for schools and for citizens. This review revealed that the California Highway Patrol and Sacramento County Sheriff's Office turned over bicycle safety functions to the Citrus Heights Police Department upon the City's incorporation in January 1997. Table 3-2 below provides a description of the bicycle safety program administered by the Citrus Heights Police Department.

Table 12							
Bic	cle Safety Education	n Program Summary					
Agency	Contact Person	Program Functions					
Citrus Heights Police	Detective	The Bicycle Safety Program is					
Department	Sergeant Jason						
	Russo	elementary schools. Bicycle safety					
	Phone: (916)727-						
	5578	elementary schools by the Citrus					
		Heights Police Department's Bicycle					
		Team. It has been in existence since					
		the City's incorporation in January 1997. The program includes instruction					
		on bicycle operations including helmet					
		instruction, rules of the road, proper					
		hand signals, and a mock bicycle trip					
		utilizing the bicycle safety skills					
		learned.					
		Student participation is encouraged in					
		every aspect of the program.					
		Course tools include handouts and					
		visual displays as well as "good tickets"					
		which are coupons for free food or ice					
		cream.					
		Several schools have adopted the					
		program as part of their school					
		assembly program.					

In addition, several future "bicycle safety programs" are being implemented in the Sacramento region. These programs are designed to increase public awareness and education about bicycle safety issues. Information about these programs was

gathered from the City of Citrus Heights Police Department and from local government and school sources.

- <u>Traffic Safety Plan</u> has been developed by Sacramento County as "traveling" traffic safety program aimed at reducing the number of bicycle and pedestrian collisions involving children. The program is funded through a federal grant and includes a presentation on traffic rules.
- <u>Bicycle Rodeos</u> are sponsored by the Greater Sacramento Area Safe Kids Coalition, the Snell Memorial Foundation, and in the future, Mercy San Juan Hospital. Bicycle Rodeos are designed to teach the rules of the road and safe riding practices to school age bike riders.

IV. ANALYSIS OF DEMAND

The objective of analyzing bicycle travel demand is to identify existing bicycle ridership levels and travel patterns, along with projected future use and possible methods for stimulating additional ridership. This section identifies the location of existing major activity centers likely to attract bicycle trips, and provides information about population and employment trends and their influence on bicycle travel demand.

EXISTING MAJOR ACTIVITY CENTERS

One purpose of a bikeway master plan is to provide facilities that connect residential areas to employment, commercial, education, and recreational centers. These facilities support bicycle travel demand for both commuter and recreational trip purposes. Major activity centers in Citrus Heights include regional commercial areas such as Sunrise Mall and the Birdcage shopping area near Greenback and Sunrise Boulevard, various employment centers, schools, and parks as identified in 4-Figure 4.

POPULATION AND EMPLOYMENT TRENDS

The following discussion contains estimates of existing and forecasts of future, population and employment levels to determine trends and how they affect demand for bikeway facilities.

Existing Population

In 2001, the City of Citrus Heights had an estimated total population of 86,800 persons and an estimated total employment level of 18,000 persons. Table 4-3 show a comparison of population estimates for Citrus Heights and several surrounding cities.

TABLE 3: Population Trends-Surrounding Cities							
				_	<u>Change</u> 2010) ⁽³⁾	<u>(1980</u> -	
<u>City</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>	Number	Percent	
Sacramento	<u>275,741</u>	<u>339,365</u>	<u>407,018</u>	<u>466,488</u>	<u>190,747</u>	<u>69.18%</u>	
<u>Citrus Heights⁽¹⁾</u>	<u>63,848</u>	<u>82,045</u>	<u>85,071</u>	<u>83,301</u>	<u>19,453</u>	<u>30.47%</u>	
Roseville	<u>24,347</u>	<u>44,685</u>	<u>79,921</u>	<u>118,788</u>	<u>94,441</u>	<u>387.90%</u>	
Rancho Cordova		<u>51,322</u>	<u>53,605</u>	<u>64,776</u>	<u>13,454</u>	<u>26.21%</u>	
Elk Grove ⁽²⁾		<u>33,348</u>	<u>72,685</u>	<u>153,015</u>	<u>119,667</u>	<u>358.84%</u>	
<u>Folsom</u>	<u>11,003</u>	<u>29,802</u>	<u>51,884</u>	<u>72,203</u>	<u>61,200</u>	<u>556.21%</u>	
West Sacramento	24,482	<u>28,898</u>	<u>31,615</u>	<u>48,744</u>	24,262	<u>99.10%</u>	

Assessment

(1) 1980 and 1990 Citrus Heights counts are based on census blocks within current incorporation limits, aggregated by SACOG 3/01

(2) Elk Grove counts are based on census blocks within current incorporation limits, aggregated by SACOG 3/01

(3) Elk Grove and Rancho Cordova change is 1990 - 2010

Table <u>1</u> 2						
City of Citrus Heights Population Estimates						
Jurisdiction	1990	2000	% Change			
Citrus Heights	82,045	85,071	3.7			
Folsom	29,802	51,884	74.1			
Roseville	44,685	79,921	78.9			
Sacramento	339,365	407,018	19.9			
West Sacramento	28,898	31,615	9.4			
Rancho Cordova	51,322	53,605	4.5			
Source: 2000 Census.						

Table 40

During the eleventhirty-year period from <u>1990_1980</u> through 200110, population in the City of Citrus Heights increased approximately 6-30 percent. This average growth of 0.5 percent has slowed dramatically from the 2.9 percentgrowth experienced during the 1980s and is the result of the city approaching build out of planned development. In contrast, the City of Sacramento showed an average annual increase of 2.0 percent for the period 1990 through 2001 and the City of Folsom experienced an eight percent average annual increase.

Existing Employment

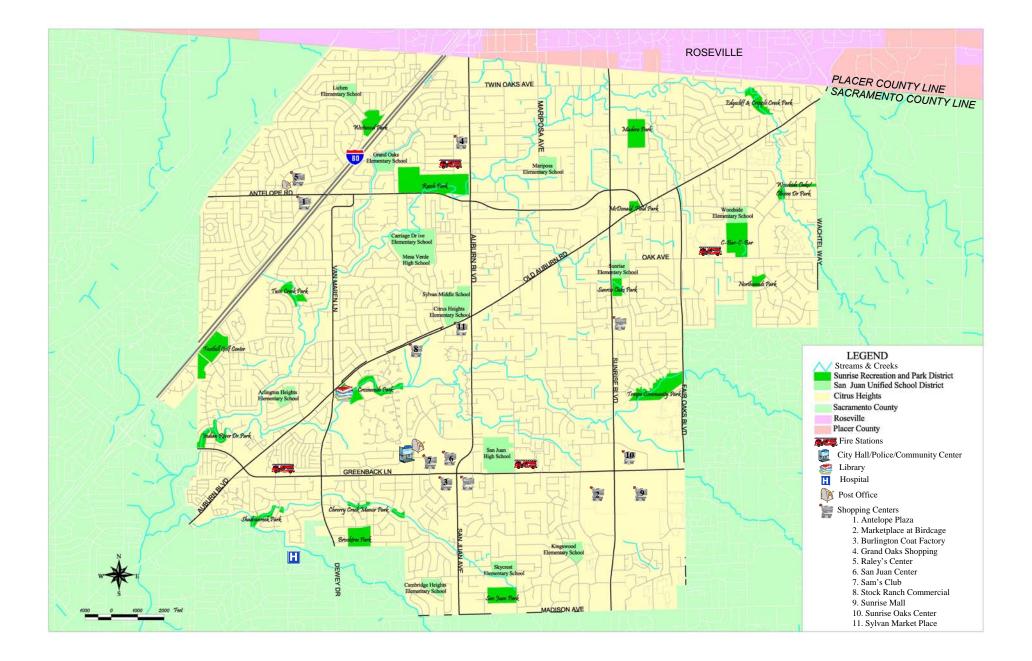
Total employment for the City of Citrus Heights has increase from 44,700 workers in 2000 to 50,200 in 2007 (a twelve percent increase).

Source: http://sacog.org/demographics/employment/cities/sacr.cfm#citrus

EXISTING BICYCLE RIDERSHIP

Bicycle ridership levels are not easily measured or projected for an entire City without extensive data collection efforts. Existing and available data for Citrus Heights currently includes the 2000 Census data on mode split, and Department of Finance data on population and employment. With this limited amount of information, the following discussion describes both existing and future bicycle ridership levels and their relationship to the availability of a comprehensive bikeway system in the City of Citrus Heights.

According to a recent Lou Harris Public Opinion Poll, nearly 3 million adults, or about one in 60, already commute by bike. This number could rise to 35 million if more bicycle friendly transportation systems existed (USDOT, 1994). The concept of "demand" for bicycle facilities is difficult to measure. Unlike automobile use, where historical trip generation studies for different types of land uses allows an estimate of future "demand" for travel, no such methodology exists for bicycles. This page intentionally left blank.



A common term used in describing travel demand is "mode split." Mode split refers to the form of transportation a person chooses to take when making a trip, be that walking, bicycling, using public transit, or driving. Mode split is often used in evaluating commuter alternatives such as bicycling, where the objective is to increase the "split" or percentage of people selecting an alternative means of transportation. From the 2000-2013 mode split information is available for the journey-to-work. This information is presented in Table 5–3 for the City of Citrus Heights.

Table 3 2013 American Community S	
Means of Transport	ation to Work
Mode	<u>%</u>
Drive Alone	<u>82.7</u>
Carpool	<u>9.6</u>
Public Transportation	<u>2.9</u>
Bicycle	<u>0.4</u>
Walk	<u>1.1</u>
Work at Home	<u>2.6</u>
Other	0.6

As shown in Table_54, less than one_-percent of commuter work trips for City of Citrus Heights residents are made by bicycle. This is not surprising given the lack of existing bikeway facilities in the City, limited public transportation, and the fact that the Census data does not include trips from home-to-school in the journey-to-work data set. This is an important omission because home-to-school trips occur during the same morning peak hours as typical commuter trips. Since many children ride bicycles to school, the actual number of bicycle trips during the morning peak hour associated with commuters is expected to be slightly higher. Nevertheless, with just a few miles of existing bikeways in the City coupled with the lack of connectivity between existing routes, residents may be discouraged from riding due to perceptions of safety or the lack of a complete bikeway system with connections to their desired destination.

FUTURE POPULATION AND EMPLOYMENT

According to the growth projections from the SACOG publication, 2035 Projections for Households and Population by Housing Type and Employment by Sector, the population for City of Citrus Heights is projected to grow to 115,869 by 2035, an annual increase of slightly more than one percent. However, employment is forecast

to increase from approximately 16,407 to 36,621 (a 2.2 percent annual increase) during the same period.

FUTURE BICYCLE RIDERSHIP

Future bicycle ridership levels will depend on a number of factors such as population and employment trends as discussed above, the availability of bikeway facilities, trip making, and the location, density, and type of future land development. The latest (September2006) traffic counts for the City of Citrus Heights indicate that Greenback Lane, between Auburn Boulevard and the western city limits, carry 69,000 vehicles per day. Even with only modest population and employment growth, and assuming the existing mode split of 0.4 percent for bicycles does not change, bicycle commute trips to/from work in Citrus Heights will increase.

According to *The National Bicycling and Walking Study: Transportation Choices for a Changing America*, a much larger increase, upwards of two percent of all daily trips, could occur if balanced, connected systems of bikeways are implemented (Federal Highway Administration, 1994). The proposed system of bikeways for the City of Citrus Heights, as described in the following section, helps to achieve a balanced and connected system and therefore will contribute to a higher share of bicycle trips.

As individuals are influenced by the environmental issues of vehicle pollution as well as the increase in fuel prices, bicycle ridership may increase. Bicycling offers a lowcost, quiet, non-polluting, sustainable and healthy form of transportation ideal for many trips. The individual benefits of bicycling include improved health through increased physical activity, stress reduction, and lower transportation costs. The social benefits of bicycling include improved air quality through reduced vehicular emissions, improved traffic, reduced use of non-renewable fuel resources, and reduced health care costs via a healthier citizenry.

V. PROPOSED SYSTEM

This section describes the proposed system of bikeways for the City of Citrus Heights that was developed for this plan. The development of the proposed system was based on an advocacy planning process involving the TAC, interested agencies, and members of the public. The planning process consisted of an extensive review of the 2010 Sacramento City/County Bikeway Master Plan, direct input from the TAC, and a public presentation/workshop.

PROPOSED SYSTEM DEVELOPMENT

Based on the review of the 2010 Sacramento City/County Bikeway Master Plan by the TAC, and initial proposed system of bikeway routes was identified. This initial system was refined by the TAC according to the following bikeway planning criteria:

- <u>Local Input</u> Local information should be considered in the bikeway planning process, including input from bicycle club members, bike shop owners, current riders, and the general public.
- <u>Use</u> Bikeways contained in the proposed system should reflect use levels that are commensurate with the level of investment required for construction and maintenance.
- <u>Coverage</u> The system should provide balanced access from all portions of the City's population centers for both commuting and recreation routes.
- <u>Safety</u> The system should provide the highest level of safety possible for bicyclists and pedestrians while eliminating major safety concerns such as narrow roadways.
- <u>Connectivity</u> The system should provide bikeway and pedestrian connections to major activity centers, multi-modal transfer locations, and to routes that provide access to regional connections. Activity centers include residential neighborhoods, schools, regional parks, shopping centers, employment centers, government centers, transit centers, and other recreational opportunities. Major gaps and barriers, including narrow bridges, lack of sidewalks, roadways, and sensitive environmental areas should be targeted as high priority items.
- <u>On-Street Bikeways</u> Class II bike lanes should be provided as the preferred onstreet bikeway facility. Where possible, sidewalks should be added for pedestrians. Class III bike routes should be used when Class II bike lanes are not feasible due to existing physical or environmental constrains. As with bike lanes, the designation of bike routes should indicate to bicyclists that there are particular advantages to using these routes as compared with alternative routes. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner consistent with the needs of bicyclists.
- <u>Off-Street Bikeways</u> Where feasible, Class I bike paths on grade-separated rights-of-way should be implemented. These bikeways provide a higher degree

of safety and recreational benefit than bikeways located on streets. They can also become linear parks, adding to the range of amenities for local communities. In, many areas of the City, the cost of constructing off-street bikeways may be competitive with that for on-street facilities due to the physical characteristics of the existing roadway system.

After refining the proposed system according to the bikeway planning criteria, the proposed map was distributed to local agencies and interested individuals or groups to obtain their comments about specific routes. In addition, the proposed system map was presented to the general public, various neighborhood groups, REACH and planning commission. Based on comments received through this review process, and additional review at various community workshops, the proposed system map shown in Figure 6-5 developed.

The proposed system includes a total of about 54–73 miles (88 km) of bikeway facilities. The system is comprised of approximately 16–49 miles of existing bikeways, and an additional 38–23.8 miles of proposed bikeways. The system connects residential areas with major activity centers in Citrus Heights, and it provides regional connections to other communities adjacent to the City. Each route is classified according to standards defined in Chapter 1000: Bikeway Planning and Design contained in the Highway Design Manual, Fifth Edition, California Department of Transportation, July 1, 1995-2015 and presented earlier in Figure I.

For the purposes of this study, a minimum shoulder width of four to five feet is desirable but physical conditions in the City may dictate a narrower lane width for individual projects depending on the findings of the General Services Department.

	Table 4 <u>5</u>							
	Length of Proposed System by Bikeway Classification							
	Bikeway Existing Proposed Total Classification							
	Class I	<mark>34</mark> .5 miles	<mark>1.5<u>4.9</u> miles</mark>	5.0 <u>9.4</u> miles				
	Class II 18.340.9 miles		<mark>26.9<u>14.5</u> miles</mark>	4 <u>5.2<mark>55.4</mark></u> miles				
	Class III Total	<mark>1.4<u>3.5</u> 23.0<u>48.9</u> miles</mark>	<mark>6.4<u>4.4</u> miles 35.0<u>23.8</u> miles</mark>	7 <u>.87.9</u> -miles 58.0 <u>72.7</u> miles				
	Note: the final designation of Class II Bike Lanes and Class III Bike Routes may change when detailed technical analysis is developed for individual projects as they advance to implementation.							

Table 6-5 shows the number of proposed miles for each bikeway classification.

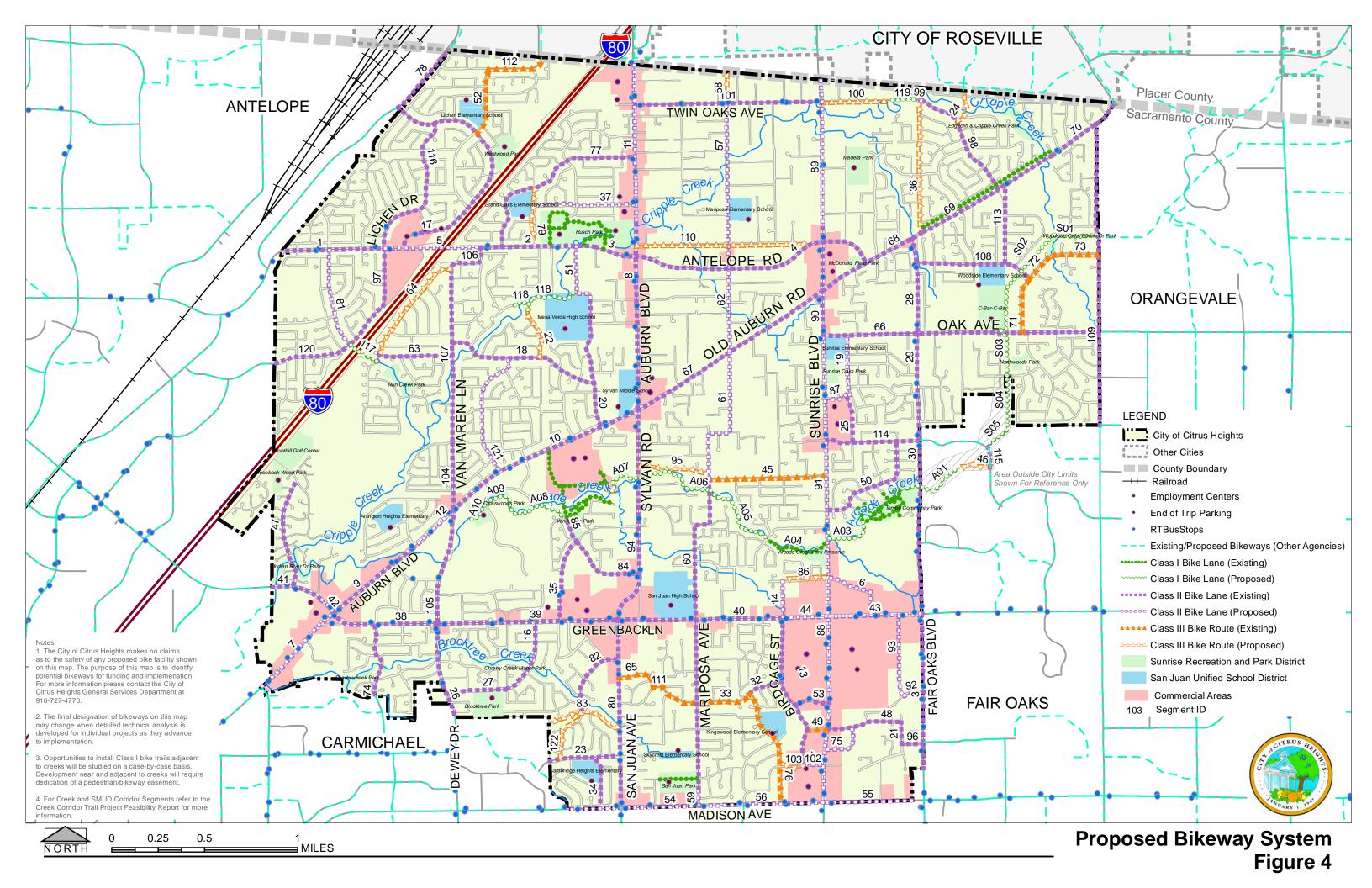
The proposed system consists of Class I, II, and III bikeway facilities. In general, Class I bike paths <u>were are</u> designated in parks, along Old Auburn Road, across the

freewayInterstate 80, and at Mesa Verde High School, and along the Priority 1 Trail Segments identified in the Creek Corridor Trail Project Feasibility Report (Arcade Creek from Sylvan Library to Tempo Park and the SMUD corridor from Tempo Park to Wachtel Way).- The Class I bike path adjacent to the Crosswoods Park area connects to a proposed system of Class II bike lanes along Stock Ranch Road that provide access to Sylvan Road and to Greenback Lane. Although this is not the most direct routing to travel through the park, it does provide a perimeter system to reach destinations along major arterials in the area. Class II bike lanes were designated on major arterials and Class III bike routes were recommended on local connecting streets. The main difference in the Class II and Class III designations stems from the higher speeds and traffic volumes on arterials and the physical and cost constraints of providing Class II bike lanes on local residential streets. The proposed system contains a number of on-street bikeways that provide for local and regional bicycle travel. For the purposes of this plan update, five of the highest priority routes were selected for detailed discussion and descriptions. This information is provided in Section VII on implementation.

REGIONAL AND MULTI-MODEL BIKEWAY CONNECTIONS

Regional connections include those bikeway facilities that connect the City of Citrus Heights with urban areas and activity centers in surrounding counties. Multi-modal connections allow bicyclists and pedestrians to transfer to other modes such as buses. Including these components in the discussion about the proposed system is important for the development of a bikeway system that provides a high degree of both accessibility and mobility.

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REGIONAL CONNECTIONS

In the development of the proposed bikeway routes, an effort was made to assess the potential connectivity of Citrus Heights bikeways with existing or planned bikeways in surrounding counties. The City of Citrus Heights is bordered by the City of Roseville (Placer County) to the north, Fair Oaks and Carmichael to the south (Sacramento County), Orangevale to the east (Sacramento County). Interstate 80 and Greenback Lane, Madison Avenue, Sunrise Boulevard, San Juan Avenue, and Auburn Boulevard all provide regional roadway connections to these adjacent areas. Sunrise Boulevard has the potential of providing a direct connection to the American River Parkway that parallels U.S. Highway 50 and the American River. The American River Parkway provides a seamless Class I bike path from Folsom Lake to downtown Sacramento. As discussed in the existing conditions section above, no existing bikeways fully connect Citrus Heights to these surrounding areas. The proposed system would provide Class II bike lanes on the major routes connecting to these areas, in addition to major Class I facilities along Arden Creek and Cripple Creek.Arcade Creek and the SMUD corridor.

Multi-modal Connections

The proposed bikeway system includes routes that overlap with existing Sacramento RT transit routes and stations. To facilitate us of these routes by bicyclists, all transit buses and major transit stations should be equipped with bike racks.

SUPPORT FACILITIES AND PROGRAMS

Support facilities and education programs are an important part of the proposed bikeway system. Existing support facilities such as bicycle parking and showers are very limited in the City. However, the Citrus Heights Police Department, San Juan School District, and the Sunrise Parks and Recreation District are actively involved in bicycle education programs. Specific recommendations on how to improve the bicycle support facilities and programs are discussed below.

Bicycle Parking, Shower, and Locker Facilities

Support facilities such as bicycle parking, shower and locker facilities can encourage bicycling by reducing the threat of theft and making riding more convenient. Properly designed bike racks should be available at major bicycle destinations in the city. For the most part, these facilities should be required for new developments that are likely to experience a demand for bicycle parking such as commercial areas, parks, libraries, schools, and major employees. Existing activity centers should be encouraged to add bicycle-parking facilities. The type of parking facility (bike rack or bicycle locker) should be selected based on (a) cost, (b) ease of use, and (c) ability to prevent theft. Secure and convenient bike parking is critical in the effort to encourage bicycling. All bike parking needs to be installed with consideration of protection from weather, theft and vandalism protection, gear storage, and, where appropriate, 24-hour access. Bike parking typically comes in two basic forms:

• Bike Racks for Short Term Bicycle Parking

Short term bike parking is typically provided via bike racks and is usually used when cyclists are parking their bicycles for a couple of hours or less. An example is a trip to the library or store. Bike racks should be placed in close proximity to the bicyclists' destination in a highly visible location that is illuminated. Bike racks should be installed with minimum clearances from walls, landscaping and driveways per manufacturer's specifications. Quality bike racks provide at least two points of contact with the bicycle and allow both frame and wheels to be locked. For special events, short term bicycle parking may be provided by valet bicycle parking.

• Long Term Bicycle Parking

Long term is typically provided at major employment sites, schools and transportation terminals in the form of bike lockers, bike cages or bike rooms. These facilities provide a higher level of security so bicyclists feel comfortable leaving their bicycle for long periods of time. Long-term parking should be fully protected from the weather. Bike lockers may be placed outdoors and some may be stacked to save space. Bike cages are fully enclosed and roofed areas with bicycle racks inside the enclosure with secure (limited) access, and are commonly located in parking garages or in outdoor areas. Bike rooms are secure, limited access rooms within a building dedicated for bicycle parking.

Access to shower and locker facilities may help encourage people to commute by bicycle, particularly in the summer months. Many jobs require employees to wear specific uniforms or formal attire such as suits and ties. By having shower and locker facilities employees have the option to shower and dress at work. This is an important consideration for bicycle commuters since they cannot control their travel environment and are much more dependent on support facilities located at the workplace.

The following actions are recommended for increasing the number of locations with bicycle parking, shower, and locker facilities:

• Encourage the installation of bicycle parking, shower, and locker facilities as conditions of approval for major new developments.

• Actively pursue state and federal funding to install bicycle parking, shower, and locker facilities at existing activity and employment centers.

Crossing Protection

Crossing protection improvements should be targeted for major intersections on the proposed bikeway networks, and at locations where school children cross a busy street to gain access to their school. State law has mandated bicycle detection at signals. However, Caltrans has not developed the plans and specifications to implement this new law. The following steps are recommended to build upon this effort.

- Use signing, striping, crossing guards, flashing beacons, and pedestrian actuated signals at street crossings with high levels of pedestrian and bicycle demand when warranted by engineering standards.
- Install bicycle detectors at signalized intersections along the bikeway system as intersections are upgraded. Detectors should be located within the striped bike lane either along the curb or between the right-turn lane and through lane.
- Change signal timing in coordination with installation of bicycle detectors and bicyclist actuated signals.

Educational Programs

Programs to teach existing and potential bicyclists about the fundamentals of bicycle riding are important in establishing good riding habits. Currently, the City of Citrus Heights Police Department conducts bicycle riding and safety education programs for elementary age school children. In addition, future safety and education programs are planned for implementation such as bicycle rodeos and helmet safety programs. The following additional steps are recommended to build upon this effort.

Continue and expand the current bicycle education program to reach all school children in the City. This should include private schools as well.

Establish an adult bicycle education program through the parks and recreation departments or other local agency departments that teaches adults how to ride defensively and encourages people to ride to work. This program may include the use of volunteers and possibly sponsorship of bicycle tours and races.

The League of American Bicyclists offers an instructor certification program. Becoming a League Cycling Instructor (LCI) certified to teach BikeEd is a great way to help cyclists in your community. Certified instructors can teach BikeEd classes to children as well as adults. The City may be sending staff and officers to this certification program.

VI. COST AND FUNDING ANALYSIS

Implementation of the proposed system will require funding from local, state, and federal sources and coordination with other agencies. To facilitate funding efforts, this section presents conceptual construction cost estimates for the proposed system along with a brief description of past expenditures for bikeway and pedestrian facilities.

COST ESTIMATES

Table 7–6_contains a unit cost summary for bikeway facilities in Citrus Heights. These cost estimates are based on costs experienced in various other California communities. However, these cost estimates should be used only to develop generalized construction cost estimates. More detailed estimate shall be developed after preliminary engineering.

Table-56						
Generalized Unit Cost Estimates for Bikeway Construction						
Facility Type	Estimated	Cost Per				
	Mile	Kilometer				
Class III Bike Route						
Signing only	\$2,000	\$1,200				
Signing plus minor road improvement	\$80,000	\$50,000				
Signing plus moderate roadway improvement	\$300,000	\$186,000				
Signing plus major roadway improvement	\$600,000	\$376,000				
Signing and striping only	\$10,000	\$6,000				
Signing and striping plus minor roadway	\$100,000	\$62,000				
improvement	\$600.0000	\$376,000				
• Signing and striping plus moderate roadway						
improvement	\$1,000,000	\$625,000				
Signing and striping plus major roadway improvement						

Class I Bike Path

- Construct asphalt path on graded right of way \$1,000,000 \$625,000 with drainage and new sub-base
- Construct asphalt path on un-graded right of \$2,000,000 \$1,300,000 way with drainage and new sub-base

Notes: ¹ Minor, moderate, and major designations correspond to the designations used to classify roadways in the existing facilities inventory.

For the purposes of this plan, the use of specific unit costs depended on information from the existing conditions inventory. The inventory classified existing roadways according to the relative level of improvement (ie, cost) to add four-foot shoulders to the existing roadways. The three class types included minor, moderate, and major, which correspond to the cost designations in Table 76. This approach results in unit costs for Class III bike routes that include some roadway widening. Although Class III bike routes only require signing, many of the roadways designated for these routes should be widened to provide a minimum shoulder width of four to five feet as previously discussed.

Using the cost information in Table <u>76</u>, <u>and costs for trails identified in the Creek</u> <u>Corridor Trail Project</u>, conceptual construction costs were developed of the proposed system. A summary of these costs is presented in Table <u>8–7</u> by type of facility. Conceptual construction cost estimates for individual routes and segments are contained in Appendix B.

Table 26				
Conceptual Construction Cost Estimate Summary				
Bikeway Classification Cost				
Class I Bike Path	\$ 7,000,000 25,394,000			
Class II Bike Lane	\$ 13,181,000<u>26,781,813</u>			
Class III Bike Route	\$ <mark>35,000<u>26,943</u></mark>			
Total	\$ 20,216,000<u>52,202,756</u>			
Source: See cost estimates in Appendix C				

Table <u>8–7</u>shows a total cost for constructing the proposed system of approximately <u>20,216,00052-million</u>. This total includes approximately <u>725.0</u> million in new Class I facilities and <u>13.226</u> million in Class II facilities.

Many funding opportunities exist at the federal, state, and local levels for constructing bikeway facilities. A general description of these sources is provided below.

POTENTIAL FUNDING SOURCES

In some cases, portions of the proposed system will be completed as part of future development and road widening and construction projects. For those portions that will rely on other funding mechanisms, the following discussion provides descriptions of the more effective potential funding sources.

Federal Sources

Federal funding through TEA-21 (Transportation Equity Act for the 21st Century) program could provide the bulk of non-local funding. TEA-21 consists of three major programs:

- Surface Transportation Program (STP);
- National Highway System (NHS); and
- Congestion Mitigation/Air Quality Program (CMAQ).

Other related federal programs include the following:

- Transportation Enhancement Activities (TEA);
- Hazard Elimination;
- Bridge Repair and Replacement;
- National Recreation Trail;
- Bicycle Transportation and Pedestrian Walkways;
- Transit Enhancement Activity;
- Scenic Byways; and
- Section 402 (Safety).

TEA-21 funding is administered through the state and regional governments. The City of Citrus Heights is located in the jurisdiction of the Sacramento Area Council of Governments (SACOG) agency. TEA-21 funding would be administered through SACOG. Most of the funding programs are transportation versus recreation oriented, with an emphasis on (a) reducing auto trips and (b) providing an intermodal connection. Funding criteria includes completion and adoption of a bikeway master plan, quantification of the costs and benefits of the system, proof of public involvement and support, environmental compliance, and commitment of local resources. In most cases, TEA-21 provides matching grant of 80 to 90 percent. Other federal funding sources include the Land and Water Conservation Fund Program and the Recreation and Public Purposes Act (Bureau of Land Management).

State Sources

The following state of California sources provide funding that could be applicable for the City of Citrus Heights.

Bicycle Transportation AccountActive Transportation Program (ATP)

The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP administered by the Division of Local Assistance, Office of Active Transportation and Special Programs.

Bicycle Transportation Account (BTA) - The State Bicycle Transportation Account (BTA) is an annual program that is available for funding bicycle projects. Available as grants to local jurisdictions, the emphasis is on projects which benefit bicycling for commuting purposes. Funding for this program is typically about \$7,000,000 annually statewide.

Environmental Enhancement and Mitigation Program (EEM)

Bicycle projects can qualify for EEM funds if they meet the program's requirements. Any non-profit organization can sponsor projects, which are submitted to the State Resources Agency for evaluation in June/July of each year.

Assembly Bill 1475 - Safe Routes to School Bill

This bill redefines transportation safety in California by investing \$20 million per year in bike lanes, bicycle and walking trails, new sidewalks and traffic calming projects near California schools. Several rounds of solicitation and funding have been completed. It is anticipated that this program will continue for future years.

Regional Improvement Program (RIP)

This is a funding category within the State Transportation Improvement Program (STIP) that can be used for a variety of projects, including transit stations, road rehabilitation, and road improvements such as bike lanes.

Regional Sources

The Sacramento Area Council of Governments (SACOG) provides regional funding in several categories that include active transportation. Programs include Bike/Ped Funding, ATP Regional Funding, Community Design, and Regional/Local Funding. SACOG issues a call for projects bi-annually.

Local Sources

A variety of local sources may be available for funding bikeway and pedestrian improvements; however, their use if often dependent on political support.

Local Transportation Fund

Established by the California legislature under the State Transportation Development Act of 1972, local transportation fund (LTF) revenues are derived from a one-quarter cent of the State's current 7.25% sales tax collected statewide. These funds are used for transit, special transit for disabled persons, and bicycle and pedestrian purposes. They are collected by the State Board of Equalization but are administered locally through SACOG.

New Construction

Future road widening and construction projects are on means of providing on-street bikeways and sidewalks. To ensure that roadway construction projects provide these facilities where needed, roadway design standards need to include adequate minimum cross-sections. Further, the review process for new development should include input pertaining to consistency with the proposed system and the goals and policies included in the General Plan.

<u>Measure A</u>

Measure A authorizes the imposition of a ½-cent sales tax in Sacramento County through 2009 to help find transportation projects and programs to promote

alternative modes, improve air quality and make streets and highways safer and more efficient. The City of Citrus Heights receives approximately \$3.6 million dollars per year through this process. The fund is split at \$1.6 million in maintenance funds and \$2 million in capital funds for the current budget year. The Measure A ordinance requires routine accommodation of bicycles and pedestrians in all transportation projects.

Assessment Districts

Different types of assessment districts can be used to fund the construction and maintenance of bikeway and pedestrian facilities. Examples include Mello-Roos Community Facility Districts, Infrastructure Financing Districts (SB 308), Open Space Districts, or Lighting and Landscape Districts. These types of districts have specific requirements relating to their establishment and use of funds.

Other Sources

Local sales taxes, developer or public agency land dedications, private donations, and fundraising events are other local options to generate funding for bikeway and pedestrian projects. Creation of these potential sources usually requires substantial local support.

COST AND FUNDING SUMMARY

Since the City's incorporation in January 1997, dedicated funds for bikeway facilities have been very limited. <u>Currently, the City has a grant to assist in designingRecently, the City completed bicycle and pedestrian infrastructure along Auburn Boulevard between Sylvan Corners and Rusch Park and is currently pedestriandesigning pedestrian/bike facilities along Auburn Boulevard from Sylvan CornersRusch Park to the north city limits line. This project is progressing into the next few years toward undergrounding the power lines and completing the design. The City is hoping to acquire future grants for actual widening of Auburn Boulevard. The first phase will widen the boulevard from Sylvan Corners to Rusch Park. The City is also conducting a feasibility study of a bicycle and pedestrian overcrossing over Interstate 80.</u>

Future funding from the State and Federal government is difficult to predict due to the ever changing fiscal climate and the number of variables involved in securing funding. It is instructive to consider the total annual amount required to implement the proposed system over a $\frac{20-30}{30}$ years time frame. Dividing the approximately $\frac{20}{52}$ million total cost equally over $\frac{20-30}{30}$ years equates to about 1.7 million per year

in constant <u>2008</u>_<u>2015</u> dollars. To better prepare for future funding and grants, the following actions are recommended to complete:

- Prepare joint applications wherever possible, with other local and regional agencies for competitive funding programs at the state and federal levels;
- Actively pursue funding from the BTA and Safe Schools Program to complete priority portions of the proposed system;
- Use existing funding sources as matching funds for state and federal funding; and
- Include proposed bikeways wherever possible as part of roadway projects involving widening overlays, or other improvements.

VII. IMPLEMENTATION

This section addresses the construction phasing issues related to implementation of the proposed system. It includes guidelines for establishing priorities for implementing specific routes and also provides typical design standards for each bikeway classification.

BIKEWAY SYSTEM PHASING

The specific implementation of any given route, with all other things considered equal, should be based on the following criteria:

- Where an opportunity, such as a road widening or re-paving, makes implementation favorable;
- Where an eminent loss of an opportunity or land development, such as the sale of a railroad right of way, makes implementation necessary;
- Where resolution of a major obstacle, such as access to flood channel right-ofway, makes implementation necessary; and
- Where the segment is not disconnected or otherwise poorly accessible from the rest of the system.

In many situations, the most needed bikeway improvement may not be implemented first. In these cases, external factors such as new road construction create opportunities to provide new bikeway facilities without consideration for need.

Therefore, the proposed system does not include a ranking of specific routes, but does include the following list of high priority routes.

Priority Routes

Priority routes were selected based on expected use, type of route, connectivity, and potential improvements to safety. The following routes currently have the highest priority for implementation (not in priority order).

- <u>I 80 Separated Grade Class I Bike Path</u> Two possible locations are proposed with the recommendation to construct at least one of them. One location is a Class I bicycle path connecting Lichen Drive to Rollingwood Boulevard. The second recommendation is for a Class I bicycle path connecting Saybrook Drive to Cripple Creek through the proposed Twin Creeks Park site (east of Sunburst Way).
- <u>Twin Oaks Avenue Bikeway</u> A combination of a Class I bike path and Class II bike lanes on Twin Oaks Avenue between Sunrise Avenue and Old Auburn Road. The first segment would be a Class II bike lane on Twin Avenue between Sunrise Avenue and Cripple Creek. The second segment is a Class I bike path/bridge over Cripple Creek connecting Twin Oaks Avenue to Gary Oak Drive. A portion of this connection will be on street just east of Putice Lane, and a portion will be off street over the creek at Gary Oaks Drive. The third segment would be a Class II facility on Twin Oaks Avenue from Gary Oaks Drive to Sunrise Boulevard.
- <u>Auburn Boulevard Bike Lane</u> A Class II bike lane on Auburn Boulevard between Sylvan Corners and Rusch Park.
- <u>Fair Oaks Boulevard Bike Lane</u> A Class II bike lane on Fair Oaks Boulevard between Madison Avenue and Oak Avenue.

Detailed descriptions of each priority project are contained in Figures 9, 10 and 11.

BIKEWAY DESIGN STANDARDS

The Caltrans Highway Design Manual gives extensive detail on the design for bikeways. The Caltrans standards provide a good framework for future implementation, but may not always be feasible due to topographic constraints. Bikeway design and planning standards are continually changing and expanding. For example, there is pressure from the bicycling public to allow bike lanes that are

narrower than Caltrans Standards to be installed on existing streets. However, local jurisdictions must be protected from liability so most agencies adopt the Caltrans guidelines a minimum standard. Examples of typical standard design treatments for Class I, Class II, and Class III bikeways are provided in Figures 7–5 through 96. This information is provided to assist local agency staff in the design and construction of future bikeway facilities. With these standards and other information contained in this update of the Citrus Heights Bicycle Master Plan, the City is positioned to take the next step in advancing bikeway projects from the planning stage to the design and construction phase.

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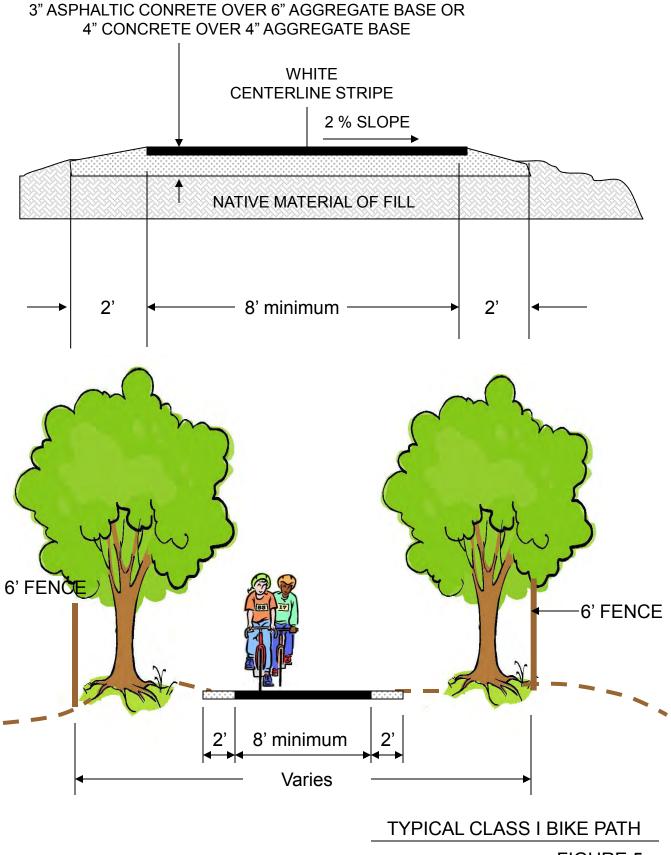


FIGURE 5

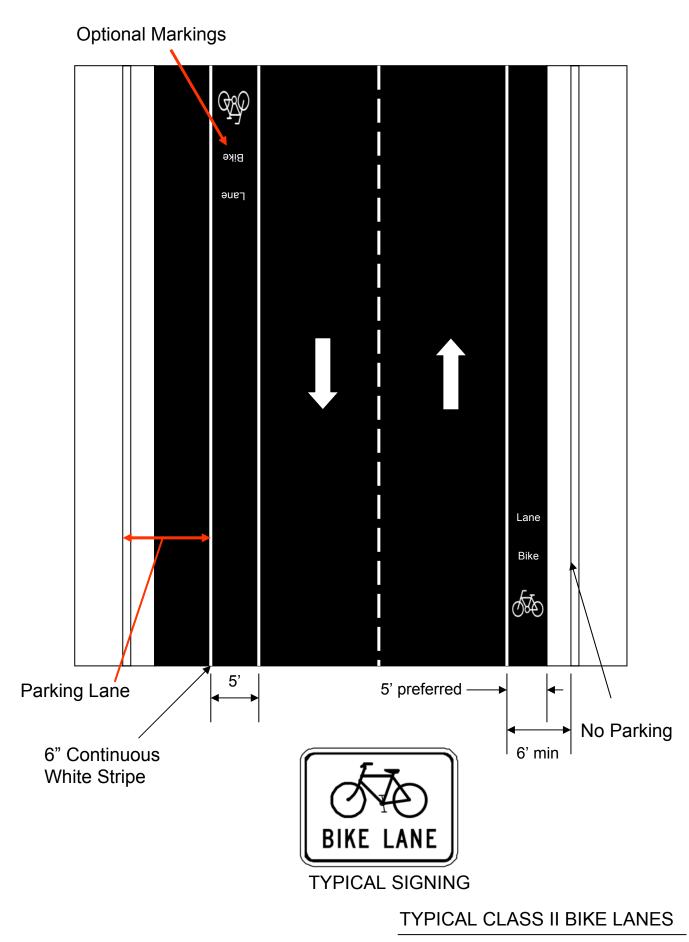
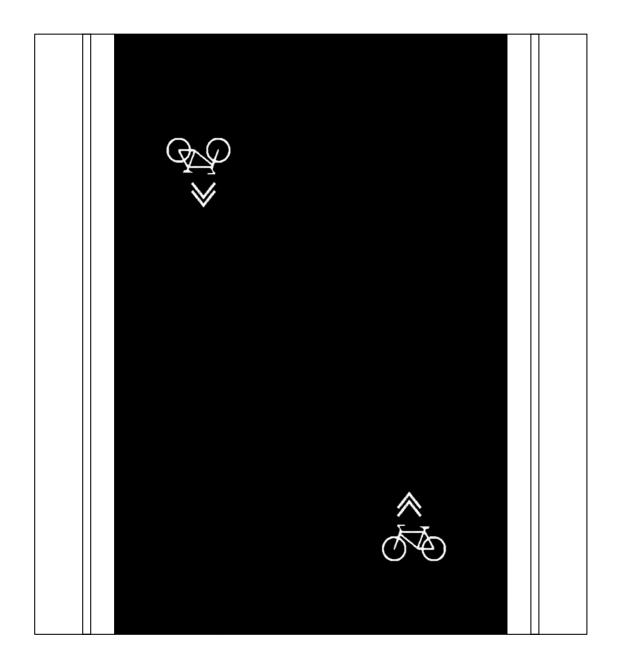


FIGURE 6



TYPICAL SIGNING



TYPICAL CLASS III BIKE ROUTE

FIGURE 7

Q	STREET/ Trail	Limits (South/East)	Limits (North/West)	Length (LF)	Cost
		Existing			
	-	Class I (Existing)			
	Rusch Park			5,340	Existing
	Stock Ranch			5,092	Existing
	San Juan Park			1,115	Existing
A04	Arcade Creek Park Preserve			2,300	Existing
	Tempo Park			5,656	Existing
	Old Auburn Trail	Robert Creek Court	Gary Oak Drive	4,261	Existing
			SUBTOTAL	23,764	
			Miles	4.50	
		CLASS II (Existing)	g)		
1	Antelope Road	Lichen Drive	West City Limits	2,777	Existing
2	Antelope Road	Lauppe Ln	Gardengate Drive	3,260	Existing
3	Antelope Road	Auburn Boulevard	Lauppe Lane	1,184	Existing
4	Antelope Road	Old Auburn Road	Auburn Boulevard	7,102	Existing
8	Auburn Boulevard	Sylvan Road	Rusch Park	5,286	Existing
6	Auburn Boulevard	Greenback Lane	Arcade Creek	2,703	Existing
10	Auburn Boulevard	Sylvan Road	Van Maren Lane	5,995	Existing
13	Birdcage Street	Kingswood Drive	Greenback Lane	3,396	Existing
15	Birdcage Street	Uplands Drive	Kingswood Drive	1,096	Existing
16	Brooktree Drive	Dunmore Avenue	Greenback Lane	2,144	Existing
17	Butternut Drive	Antelope Road	West City Limits	7,345	Existing
18	Calvin Drive	Van Maren Lane	Carriage Drive	4,421	Existing
20	Carriage Drive	Auburn Boulevard	Pratt Avenue	3,679	Existing
21	Celine Drive	Treecrest Avenue	Kingswood Drive	651	Existing
23	Chesline Drive	San Juan Avenue	West City Limits	1,979	Existing
25	Crux Drive	Woodmore Oaks Drive	Sungarden Drive	1,331	Existing
26	Dewey Drive	South City Limits	Greenback Lane	2,744	Existing
27	Dunmore Avenue	Dewey Drive	Brooktree Drive	1,678	Existing
28	Fair Oaks Boulevard	Oak Avenue	Old Auburn Road	2,711	Existing
29	Fair Oaks Boulevard	Woodmore Oaks Drive	Oak Avenue	3,053	Existing
30	Fair Oaks Boulevard	Greenback Lane	Woodmore Oaks Drive	4,922	Existing
31	Fair Oaks Boulevard	South City Limits	Greenback Lane	4,392	Existing
32	Farmgate Way	Birdcage Street	Primrose Drive	971	Existing
34	Fleetwood Drive	Madison Avenue	Chesline Drive	1,316	Existing

Q	STREET/Trail	Limits (South/East)	Limits (North/West)	Length (LF)	Cost
35	Fountain Square Drive	Greenback Lane	Stock Ranch Road	2,389	Existing
38	Greenback Lane	Van Maren Lane	Auburn Boulevard	3,073	Existing
39	Greenback Lane	Mariposa Avenue	Van Maren Lane	7,324	Existing
40	Greenback Lane	Birdcage Street	Mariposa Avenue	2,494	Existing
41	Greenback Lane	Auburn Boulevard	West City Limits	1,493	Existing
47	Indian River Drive	Greenback Lane	Flaming Arrow Drive	3,116	Existing
48	Kingswood Drive	Celine Drive	Sunrise Boulevard	2,133	Existing
49	Kingswood Drive	Sunrise Boulevard	Birdcage Street	559	Existing
50	Larwin Drive	Sunrise Boulevard	Woodmore Oaks Drive	3,280	Existing
53	Macy Plaza Drive	Sunrise Boulevard	Birdcage Street	1,003	Existing
60	Mariposa Avenue	Greenback Lane	Highland Drive	9,222	Existing
63	Misty Creek Drive	Van Maren Lane	Navion Drive	2,304	Existing
99	Oak Avenue	East City Limits	Sunrise Boulevard	7,887	Existing
67	Old Auburn Road	Sunrise Boulevard	Auburn Boulevard	6,224	Existing
89	Old Auburn Road	Gary Oak Drive	Sunrise Boulevard	3,308	Existing
69	Old Auburn Road	Cripple Creek	Gary Oak Drive	4,261	Existing
20	Old Auburn Road	East City Limits	Cripple Creek	2,308	Existing
74	Parkoaks Drive	South City Limits	Greenback Lane	2,094	Existing
77	Rollingwood Boulevard	Auburn Boulevard	Antelope Road	5,548	Existing
78	Roseville Road	Butternut Drive	Northern City Limits	2,151	Existing
80	San Juan Avenue	Madison Avenue	Greenback Lane	5,338	Existing
82	Sperry Drive	Spicer Drive	San Juan Avenue	2,128	Existing
84	Stock Ranch Road	Sylvan Road	Fountain Square Drive	2,220	Existing
85	Stock Ranch Road	Fountain Square Drive	Aspen Gardens Way	788	Existing
90	Sunrise Boulevard	Oak Avenue	Antelope Road	3,070	Existing
94	Sylvan Road	Greenback Lane	Auburn Boulevard	6,187	Existing
96	Treecrest Avenue	Fair Oaks Boulevard	Celine Drive	612	Existing
97	Tupelo Drive	Saybrook Drive	Antelope Road	3,086	Existing
98	Twin Oaks Avenue	Old Auburn Road	Crestmont Drive	3,472	Existing
101	Twin Oaks Avenue	Sunrise Boulevard	Auburn Boulevard	5,343	Existing
104	Van Maren Lane	Auburn Boulevard	Campfire Way	1,887	Existing
105	Van Maren Lane	Greenback Lane	Auburn Boulevard	3,293	Existing
106	Van Maren Lane	Misty Creek Drive	Antelope Road	954	Existing
107	Van Maren Lane	Campfire Way	Misty Creek Drive	5,304	Existing
108	Villa Oak Drive	Olivine Drive	Fair Oaks Boulevard	3,315	Existing

109Wachtel WaySouth City LimitsOld Aubur113Wintergreen DriveNilla Oak DriveOld Aubur113Woodmore Oaks DriveFair Oaks BoulevardSunrise Bou114Woodmore Oaks DriveFair Oaks BoulevardSMUD Co115Woodmore Oaks DriveHighwood WaySMUD Co116Zenith DriveAntelope RoadButternut117Utpelo DriveSaybrook DriveSMUD Co118Utpelo DriveSaybrook DriveSMUD Co119Utpelo DriveSaybrook DriveSMUD Co120Tupelo DriveSaybrook DriveSMUD Co121Utpelo DriveSaybrook DriveSMUD Co122Highland AvenueSunrise BoulevardMariposa A133Farmgate DriveSunrise BoulevardMariposa A133Farmgate DriveSunrise BoulevardNorthlea133Farmgate DriveSen Juan A134Worthlea WayNorthlea135Farmgate WayNorthlea136Primose DriveMadison Avenue137Worte AvenueNorthlea138Farmgate WayNorthlea139Farmgate WayNorthlea131Westgate DriveNorthlea132Ulivine AvenueNorthlea133Farmgate WayNorthlea144Worte City LimitsNorthlea155Ulivine AvenueNorthlea156Olivine AvenueNorth City Limits157Olivine Avenue<	Limits (South/East)	Limits (North/West)	Length (LF)	Cost
Wintergreen DriveVilla Oak DriveNoodmore Oaks DriveFair Oaks BoulevardWoodmore Oaks DriveHighwood WayWoodmore Oaks DriveAntelope RoadVoodmore Oaks DriveSaybrook DriveNopelo DriveSaybrook DriveHighwood WaySaybrook DriveHighwood WayAntelope RoadNopelo DriveSaybrook DriveHighland AvenueSunrise BoulevardNorthlea WaySunrise BoulevardNorthlea WayWestgate DriveNorthlea WayFarmgate WayNorthlea WayPrimrose DriveNorthlea WayPrimrose DriveNorth City LimitsINorth City LimitsINorth AvenueNorth City LimitsNorthe AvenueNorth City LimitsNorthe AvenueNorth City LimitsNorthe AvenueNorthel WayNorthe AvenueNorthel WayNorthe AvenueNorthel WayNorthe AvenueNorthel WayNorthel Way		Old Auburn Road	8,562	Existing
Woodmore Oaks DriveFair Oaks BoulevardNoodmore Oaks DriveHighwood WayNoodmore Oaks DriveAntelope RoadNoodmore Oaks DriveSaybrook DriveTupelo DriveSaybrook DriveHighland AcenueSaybrook DriveHighland AcenueSantrise BoulevardHighland AvenueSantrise BoulevardNorthLaa WaySunrise BoulevardNorthLaa WaySunrise BoulevardNorthLaa WaySunrise BoulevardNorthLaa WayParmgate WayNorthLaa WayParmgate WayParmgate WayParmgate WayParmose DriveButternut DriveNorthLaa WayNorth City LimitsNorthe AvenueNorth City LimitsNorthe AvenueParimose DriveNorth Olivine AvenueNorth City LimitsNorthe AvenueParmeter NayNorthe AvenueParmater NayNorthe AvenueNorther NayNorthe Avenue <td>Villa Oak Drive</td> <td>Old Auburn Road</td> <td>2,165</td> <td>Existing</td>	Villa Oak Drive	Old Auburn Road	2,165	Existing
Woodmore Oaks DriveHighwood WayZenith DriveAntelope RoadTupelo DriveSaybrook DriveHighmod WaySaybrook DriveHighmod WaySaybrook DriveHighmod WaySaybrook DriveNameSaybrook DriveNameSaybrook DriveNameSaybrook DriveNameSaybrook DriveNameSaybrook DriveNameSunrise BoulevardNorthLea WaySunrise BoulevardNorthLea WayDak AvenueNorthLea WayFarmgate WayFarmgate WayFarmgate WayPrimrose DriveMadison AvenueNorthLea WayPrimrose DriveNorthLea WayNorth City LimitsNameNorth City LimitsNameNorth City LimitsNameNachtel WayNameNachtel WayName<	Fair Oaks Boulevard	Sunrise Boulevard	2,665	Existing
Zenith DriveAntelope RoadTupelo DriveSaybrook DriveHighland VenueSaybrook DriveHighland AvenueSunrise BoulevardNorthLea WaySunrise BoulevardNorthLea WayOak AvenueNorthLea WayNorthLea WayFarmgate DriveMadison AvenueNorthLea WayPrimrose DriveNorthLea WayPrimrose DriveNorthLea WayNorthCarlowNorthLea WayNorthLea WayNorthLea WayPrimrose DriveNorthLea WayNorthCarlowNorthLea WayNorthCarlowNorthLea WayNorthCarlowNorth AvenueNorth City LimitsNorth Olivine AvenueNorthel WayNorthel Way <td< td=""><td>Highwood Way</td><td>SMUD Corridor</td><td>644</td><td>Existing</td></td<>	Highwood Way	SMUD Corridor	644	Existing
Tupelo DriveSaybrook DriveImage: DriveSaybrook DriveImage: DriveSunrise BoulevardImage: DriveSunrise BoulevardImage: DriveSunrise BoulevardImage: DriveOak AvenueImage: DriveOak AvenueImage: DriveSunrise BoulevardImage: DriveState DriveImage: Drive <td>Antelope Road</td> <td>Butternut Drive</td> <td>4,398</td> <td>Existing</td>	Antelope Road	Butternut Drive	4,398	Existing
Image: Construct of the state of the st	Saybrook Drive	West City Limits	2,250	Existing
Image: constraint of the state of the st		SUBTOTAL	215,988	
Class III (Existing)Highland AvenueSunrise BoulevardOlivine AvenueOak AvenueOlivine AvenueOak AvenueNorthLea WayWestgate DriveNorthLea WayFarmgate WayFarmgate WayPrimrose DriveParmgate WayPrimrose DrivePrimrose DriveMadison AvenuePrimrose DriveButternut DriveNhyte AvenueNorth City LimitsNhyte AvenueNorth City LimitsOlivine AvenueFeldspar CourtOlivine AvenueWachtel Way		Miles	40.91	
Highland AvenueSunrise BoulevardPilghland AvenueOak AvenueNorthLea WayNestgate DriveNorthLea WayWestgate DriveNorthLea WayFarmgate WayNestgate DrivePrimrose DrivePirmrose DriveMadison AvenuePrimrose DriveButternut DriveNhyte AvenueNorth City LimitsNhyte AvenueNorth City LimitsNinne AvenueFeldspar CourtNinne AvenueNorther NavenueNinne AvenueNorther NavenueNorther Norther NavenueNorther NavenueNorther Norther NavenueNorther NavenueNorther NavenueNorther NavenueNorther NavenueNorther NavenueNorther NavenueNavenueNorther NavenueNorther NavenueNor	Class III (Existing)			
Image: constraint of the state of the sta	Sunrise Boulevard	Mariposa Avenue	3,339	Existing
NorthLea WayWestgate DriveMestgate DriveWestgate DriveFarmgate WayFarmgate WayFarmgate WayPrimrose DriveMadison AvenuePrimrose DriveMadison AvenueMadison AvenueNythe AvenueButternut DriveMadison AvenueWhyte AvenueNorth City LimitsMadison AvenueNorth City LimitsFeldspar CourtMadison AvenueNorthe Olivine AvenueMachtel WayMadison Avenue	Oak Avenue	Villa Oak Way	1,617	Existing
Westgate DriveFarmgate WayFarmgate WayFarmgate WayFarmgate WayPrimrose DrivePrimrose DriveMadison AvenueLichen DriveButternut DriveWhyte AvenueNorth City LimitsWhyte AvenueFeldspar CourtOlivine AvenueWachtel WayOlivine AvenueWachtel Way	Westgate Drive	San Juan Avenue	1,287	Existing
Farmgate WayPrimrose DrivePrimrose DriveMadison AvenueLichen DriveButternut DriveWhyte AvenueNorth City LimitsWhyte AvenueFeldspar CourtOlivine AvenueWachtel WayOlivine AvenueWachtel Way	Farmgate Way	Northlea Way	250	Existing
Primrose DriveMadison AvenueLichen DriveButternut DriveWhyte AvenueNorth City LimitsWhyte AvenueFeldspar CourtOlivine AvenueWachtel Way	Primrose Drive	Westgate Drive	2,702	Existing
Lichen Drive Butternut Drive Whyte Avenue North City Limits Olivine Avenue Feldspar Court Olivine Avenue Wachtel Way	Madison Avenue	Farmgate Way	3,444	Existing
Whyte Avenue North City Limits Olivine Avenue Feldspar Court Olivine Avenue Wachtel Way	Butternut Drive	Lichen Drive	1,906	Existing
Olivine Avenue Feldspar Court Olivine Avenue Wachtel Way	North City Limits	Lichen Drive	1,640	Existing
Olivine Avenue Wachtel Way	Feldspar Court	Villa Oak Way	1,206	Existing
Subto	Wachtel Way	Feldspar Court	1,069	Existing
		Subtotal	18,460	
WIIIe WIIIe		Miles	3.50	

Cost Estimates	
<pre>vppendix A: Conceptual</pre>	

Appendix A: Conceptual Cost Estimates

JINEEL/ IIGH			Length (LF)		Cost
	Proposed				
	Class I (Proposed)	oposed)			
180 Overcrossing	Navion Drive	Saybrook Drive	868	Ŷ	9,000,000,6
Mesa Verde	Lauppe Ln	Zeeland Dr	2,229	Ŷ	2,500,000.00
Twin Oaks Avenue	Twin Oaks Ave (West Terminus)	Twin Oaks Avenue (East Terminus)	667	Ş	1,500,000.00
A10	Crosswoods Circle (West)	Sylvan Library	260	Ş	376,000.00
409	Crosswoods Circle (East)	Crosswoods Circle (West)	1,895	Ş	1,596,000.00
A08	Stock Ranch Bridge	Crosswoods Circle (East)	1,618	Ş	686,000.00
A07	Sylvan Road	Stock Ranch Trail (Existing)	1,615	Ş	959,000.00
A06	Mariposa Avenue	Sylvan Road	2,434	Ş	2,203,000.00
A05	Sayonara Drive	Mariposa Avenue	2,450	Ş	2,989,000.00
A03	Tempo Park	Sunrise Boulevard	1,532	Ş	1,165,000.00
A01	Highwood Way	Fair Oaks Boulevard	1,476	Ş	710,000.00
S05	S04	Woodmore Oaks Drive	902	Ş	242,000.00
 S04	S05	Streng Avenue	1,400	Ş	212,000.00
S03	Streng Avenue	Oak Avenue	1,391	Ş	275,000.00
S02	Oak Avenue	S01	3,250	Ş	617,000.00
S01	S02	Wachtel Way	1,254	Ş	364,000.00
		SUBTOTAL	25,774	Ş	25,394,000.00
		Milac	7 88		

Cost Estimates
: Conceptual
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Appendix

		Class II (Proposed)	ed)		
5	Antelope Road	Lichen Drive	Gardengate Drive	2,751	\$ 17,881.50
9	Arcadia Drive	Greenback Lane	Sunrise Boulevard	1,848	\$ 12,012.00
7	Auburn Boulevard	City Limits	Greenback Lane	2,957	
11	Auburn Boulevard	Rusch Park	City Limits	4,515	\$ 12,500,000.00
12	Auburn Boulevard	Donegal Drive	Van Maren Lane	1,788	\$ 11,622.00
14	Birdcage Street	Greenback Lane	Sunhill Drive	1,056	\$ 6,864.00
19	Canelo Hills	Crux Drive	Oak Avenue	1,676	\$ 10,894.00
37	Grand Oaks Boulevard	Auburn Boulevard	Rosswood Drive	2,763	\$ 17,959.50
42	Greenback Lane	Auburn Boulevard	Matheny Way	522	\$ 227,070.00
43	Greenback Lane	Fair Oaks Boulevard	Sunrise Boulevard	2,663	\$ 1,158,405.00
44	Greenback Lane	Sunrise Boulevard	Birdcage Street	1,277	\$ 555,495.00
51	Lauppe Lane	Pratt Avenue	Antelope Road	1,904	\$ 12,376.00
54	Madison Avenue	Mariposa Avenue	West City Limits	3,755	\$ 1,633,425.00
55	Madison Avenue	East City Limits	Sunrise Boulevard	2,517	\$ 1,094,895.00
56	Madison Avenue	Sunrise Boulevard	Mariposa Avenue	3,541	\$ 1,540,335.00
57	Mariposa Avenue	Antelope Road	Twin Oaks Avenue	4,699	\$ 117,475.00
59	Mariposa Avenue	Madison Avenue	San Juan Park	472	
61	Mariposa Avenue	Highland Drive	Old Auburn Road	4,236	\$ 105,900.00
62	Mariposa Avenue	Old Auburn Road	Antelope Road	2,360	,
75	Pebble Beach Drive	Sunrise Boulevard	Kingswood Drive	1,239	
81	Saybrook Drive	Tupelo Drive	Antelope Road	2,851	
87	Sungarden Drive	Canelo Hills Drive	Sunrise Boulevard	567	
88	Sunrise Boulevard	South City Limits	Sayonara Drive	7,790	\$ 3,388,650.00
89	Sunrise Boulevard	Antelope Road	North City Limits	4,185	
91	Sunrise Boulevard	Sayonara Drive	Oak Avenue	5,479	\$ 2,383,365.00
92	Sunrise East Way	Fair Oaks Boulevard	Sunrise Vista Drive	524	\$ 3,406.00
93	Sunrise Vista Drive	Sunrise East Way	Greenback Lane	2,322	\$ 15,093.00
66	Twin Oaks Avenue	Gary Oak Drive	Cripple Creek	218	\$ 1,417.00
102	Uplands Drive	Sunrise Boulevard	Birdcage Street	445	\$ 2,892.50
121	Cobalt Way	Auburn Boulevard	Calvin Drive	3,633	\$ 23,614.50
			SUBTOTAL	76,553	\$ 26,781,813.00
			Miles	14.50	

				j	
52,202,756.00	383,943 \$	GRAND TOTAL			
	4.43	Miles			
26,943.00	23,404 \$	SUBTOTAL			
1,502.00	1,502 \$	Spicer Drive	Chesline Drive	Sperry Drive	122
2,037.00	2,037 \$	West City Limits	San Juan Avenue	Spicer Drive	83
4,892.00	4,892 \$	Auburn Boulevard	Antelope Road	Watson Way	110
645.00	645 \$	Primrose Drive	Birdcage Street	Uplands Drive	103
1,951.00	1,951 \$	Sunrise Boulevard	Eastern Terminus of Twin Oaks Avenue	Twin Oaks Avenue	100
1,956.00	1,956 \$	Sylvan Road	Mariposa Avenue	Sylvan Valley Way	95
1,224.00	1,224 \$	Birdcage Street	Sunrise Boulevard	Sun Hill Drive	86
1,459.00	1,459 \$	Rollingwood Boulevard	Grand Oaks Boulevard	Rosswood Drive	79
3,274.00	3,274 \$	Misty CreekDrive	Van Maren Lane	Navion Drive	64
878.00	878 \$	North City Limits	Twin Oaks Avenue	Mariposa Avenue	58
925.00	925 \$	A01	Woodmore Oaks Drive	Highwood Way	46
3,750.00	3,750 \$	Twin Oaks Avenue	Old Auburn Road	Gary Oak Drive	36
956.00	956 \$	Northern City Limits	Twin Oaks Avenue	Crestmont Avenue	24
1,494.00	1,494 \$	Lost Creek Court	Calvin Drive	Cessna Drive	22
		d)	Class III (Proposed)		
Cost	Length (LF)	Limits (North/West)	Limits (South/East)	STREET/ Trail	D

Cost Estimates
A: Conceptual
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Appendix

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- 1) 2008 Bicycle Master Plan, City of Roseville, CA., Public Works Alternative Transportation
- 2) 2010 Sacramento City/County Bikeway Master Plan Vol 1 of 2; adopted by Sacramento County on Nov 23, 1993

2)3) California Dept of Transportation Highway Design Manual, Sixth Edition, 7/1/2015

- 3)4) California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2003 2009 Edition, as amended for use in California), PART 9 Traffic Control for Bicycle Facilities
- 4)5) Caltrans Project Development Procedures Manual; CHAPTER 31 Non-motorized Transportation Facilities, 7/1/19999/2015
- 5)6) Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials, August 1991. Fourth Edition, 2012
- 6)7) Highway and Facility Design: Scenic Byways, Transportation Research Record 1363, Transportation Research Board, Washington, D.C., 1992.
- 7)8) Pedestrian and Bicycle Facilities in California: A Technical Reference and Technology Transfer Synthesis to Caltrans Planners and Engineers, July , 2005
- 8)9) Wilkinson, W.C., and Moran, C.G., Selecting and Designating Bicycle Routes, Bicycle Federation of American, Washington, D.C., April, 1986
- 9)10) Flink, C.A., Lagerwey, P., Balmori, D., and Searns, R.M., Trails for the Twenty-First Century: Planning, Design, and Management Manual for Multi-Use Trails, Washington, D.C., Covelo, CA 1993.
- 10)11) Selecting Roadway Design Treatments to Accommodate Bicycles, Publication No. FHWA-RD-92-073, U.S. Department of Transportation, Federal Highway Administration, January 1994.
- 11)12) Rack Em Up, Bicycle Improvement Program, Seattle Engineering Department, July, 1993.

- 12)13) Williams, L.A., Pedestrian Safety, Special Report, Technology Transfer Program, Institute of Transportation Studies, University of California, April 1994.
- 13)14) The National Bicycling and Walking Study: Transportation Choices for a Changing America, Publication No. FHWA-PD-94-023, U.S. Department of Transportation, Federal Highway Administration. 1994.
- 14)15) Chapter 1000: Bikeway Planning and Design, Highway Design Manual, Fifth Edition, California Department of Transportation, September 1, 2006.
- 15)16) 1990 Census Transportation Planning Package, Bureau of Transportation Statistics, U.S. Department of Transportation.
- 16)17) The Sacramento County City/County Bikeway Master Plan, Volume 2, August 1991
- <u>18)</u>City of Citrus Heights General Plan, February 2001.2011
- 17)19) City of Citrus Heights Creek Corridor Trail Project Feasibility Report. March 27, 2014

California State DOT bike web site resources > http://www.dot.ca.gov/hq/tpp/offices/bike/index.html

League of American Bicyclists > <u>http://www.bikeleague.org/</u>

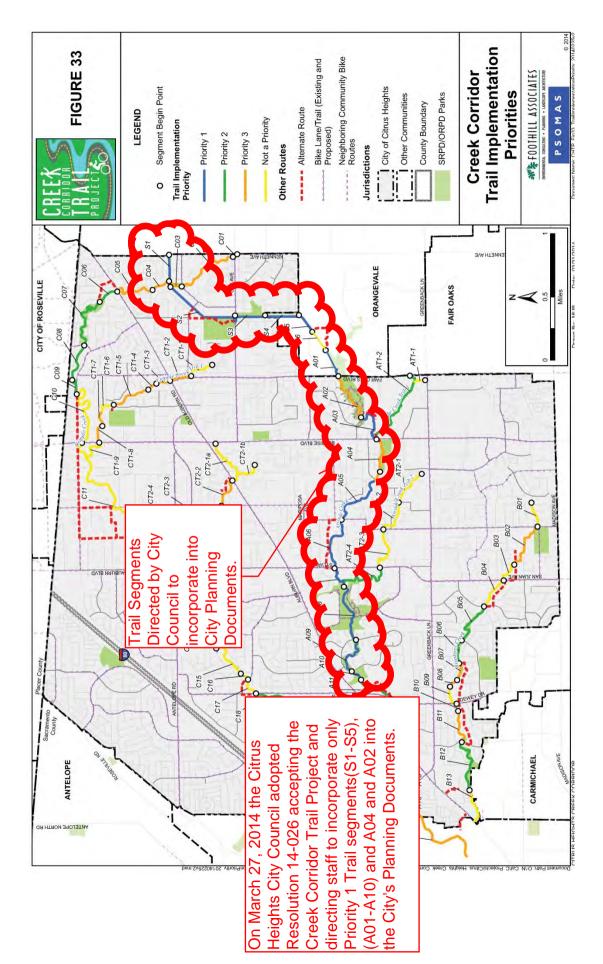
Sacramento Area Bicycle Advocates (SABA) > <u>http://www.sacbike.org/</u>

Sacramento Bicycle Kitchen > <u>http://sacbikekitchen.org/</u>

Sacramento County Bicycle Master Plan - Links Page > <a href="http://saccountybikeplan.webexone.com/default.asp?link="http://saccountybikeplan.webexone.com/default.asp?link="http://saccountybikeplan.webexone.com/default.asp?link="http://saccountybikeplan.webexone.com/default.asp?link="http://saccountybikeplan.webexone.com/default.asp?link="http://saccountybikeplan.webexone.com/default.asp?link="http://saccountybikeplan.webexone.com/default.asp?link="http://saccountybikeplan.webexone.com/default.asp?link="http://saccountybikeplan.webexone.com/default.asp?link="http://saccountybikeplan.webexone.com/default.asp?link="http://saccountybikeplan.webexone.com/default.asp?link="http://saccountybikeplan.webxone.com/default.asp

APPENDIX D Written Comments

The attached comments have not all been incorporated in the plan. Due to upcoming funding opportunities, this document has not gone through a major rewrite and public review since the 2001 draft. Staff will attempt to incorporate all these comments in the next re-write and public review.



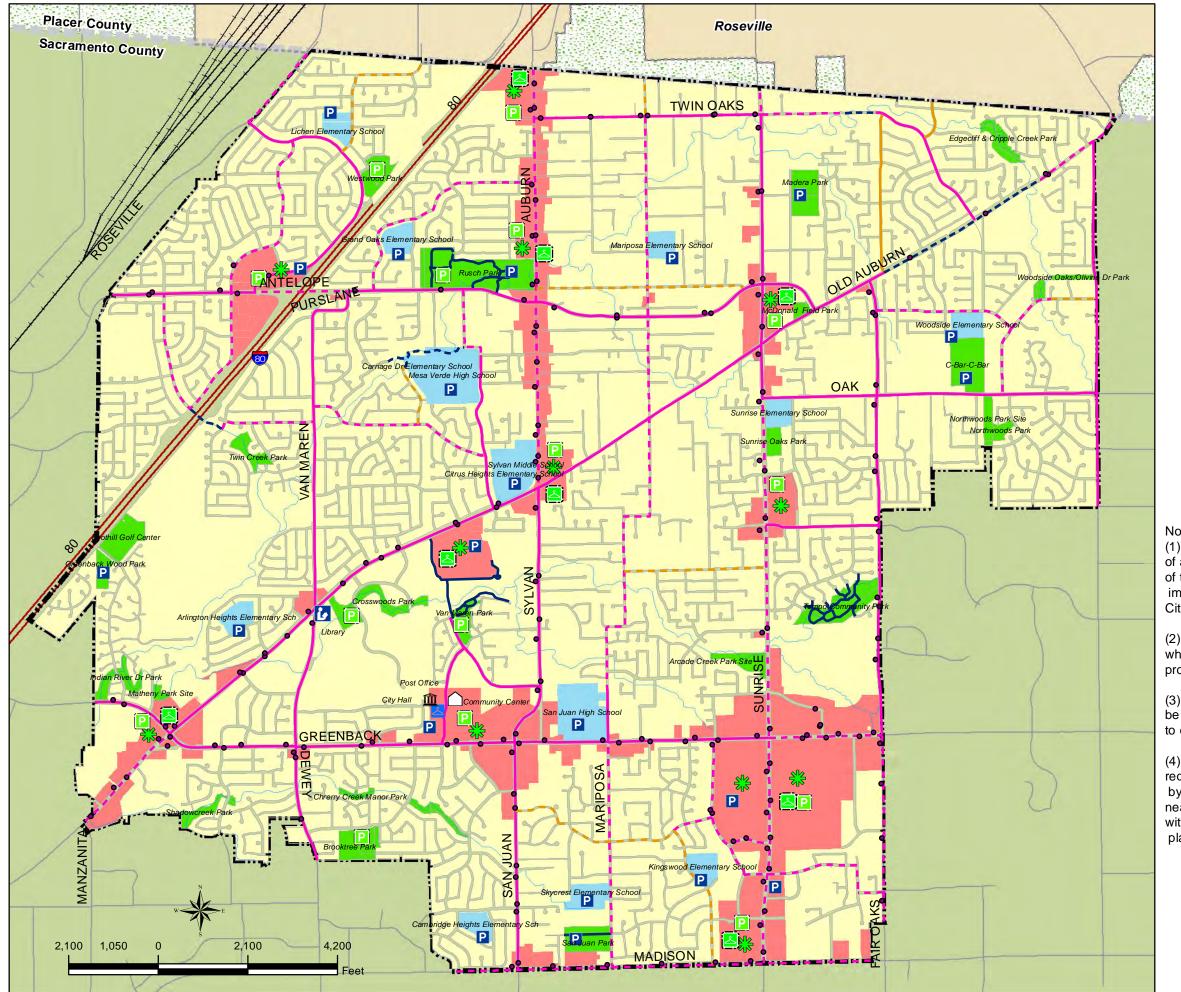
ID	STREET/ Trail	Proposed Changes from 2011 Bikeway Master Plan
		Existing
		Class I (Existing)
A04	Arcade Creek Park Preserve	Added Class I Trail Alignment to match Arcade Creek Park Preserve existing trail
69	Old Auburn Trail	Added seperated Class I Trail Alignment parallel to Class II on roadway to reflect installed project
		CLASS II (Existing)
8	Auburn Boulevard	Changed from Existing to Proposed to reflect Phase 1 Auburn Boulevard Improvements
13	Birdcage Street	Change From Proposed to Existing
15	Birdcage Street	Change From Proposed to Existing
16	Brooktree Drive	Added as Class II as installed as part of Area 5 Safety Improvements
18	Calvin Drive	Change From Proposed to Existing
21	Celine Drive	Change From Proposed to Existing
23	Chesline Drive	Added as Class II as installed as part of Area 5 Safety Improvements
27	Dunmore Avenue	Added as Class II as installed as part of Area 5 Safety Improvements
31	Fair Oaks Boulevard	Change From Proposed to Existing
32	Farmgate Way	Change From Proposed to Existing
34	Fleetwood Drive	Added as Class II as installed as part of Area 5 Safety Improvements
47	Indian River Drive	Added as Class II - Previously Striped
48	Kingswood Drive	Change From Proposed to Existing
50	Larwin Drive	Added as Class II as installed as part of Area 5 Safety Improvements
53	Macy Plaza Drive	Change From Proposed to Existing
60	Mariposa Avenue	Change From Proposed to Existing
63	Misty Creek Drive	Changed from Proposed to Existing
70	Old Auburn Road	Change from Proposed to Existing
74	Parkoaks Drive	Addded as Class II - Previously Striped
77	Rollingwood Boulevard	Change from Proposed to Existing
78	Roseville Road	Change from Proposed to Existing
82	Sperry Drive	Added as Class II as installed as part of Area 5 Safety Improvements
90	Sunrise Boulevard	Change from Proposed to Existing
96	Treecrest Avenue	Change from Proposed to Existing
97	Tupelo Drive	Change from Proposed to Existing
108	Villa Oak Drive	Change from Proposed to Existing
113	Wintergreen Drive	Added as Class II - Previously Striped
115	Woodmore Oaks Drive	Added as Class II (Part of Creek Corridor Trail Project - Priority 1) Outside City Limits
116	Zenith Drive	Changed from Proposed to Existing
120	Tupelo Drive	Added as Class II - Previously Striped

ID	STREET/ Trail	Proposed Changes from 2011 Bikeway Master Plan
		Class III (Existing)
45	Highland Avenue	Change from Proposed to Existing
71	Olivine Avenue	Change from Class II to III proposed (Limited ROW, low Traffic Volume)
65	NorthLea Way	Change from Proposed to Existing
111	Westgate Drive	Change from Proposed to Existing
33	Farmgate Way	Change from Proposed to Existing
76	Primrose Drive	Change from Proposed to Existing
52	Lichen Drive	Change from Proposed to Existing
112	Whyte Avenue	Change from Proposed to Existing
72	Olivine Avenue	Change from Proposed to Existing
73	Olivine Avenue	Change from Class II to III proposed (Limited ROW, low Traffic Volume)

ID	STREET/ Trail	Proposed Changes from 2011 Bikeway Master Plan
		Proposed
		Class I (Proposed)
A10	A10	Added as Class I (Part of Creek Corridor Trail Project)
A09	A09	Added as Class I (Part of Creek Corridor Trail Project)
A08	A08	Added as Class I (Part of Creek Corridor Trail Project)
A07	A07	Added as Class I (Part of Creek Corridor Trail Project)
A06	A06	Added as Class I (Part of Creek Corridor Trail Project)
A05	A05	Added as Class I (Part of Creek Corridor Trail Project)
A03	A03	Added as Class I (Part of Creek Corridor Trail Project)
A01	A01	Added as Class I (Part of Creek Corridor Trail Project - Outside City Limits - Shown for reference)
S05	S05	Added as Class I (Part of Creek Corridor Trail Project - Outside City Limits - Shown for reference)
S04	S04	Added as Class I (Part of Creek Corridor Trail Project - Outside City Limits - Shown for reference)
S03	S03	Added as Class I (Part of Creek Corridor Trail Project)
S02	S02	Added as Class I (Part of Creek Corridor Trail Project)
S01	S01	Added as Class I (Part of Creek Corridor Trail Project)

ID	STREET/ Trail	Proposed Changes from 2011 Bikeway Master Plan		
Class II (Proposed)				
6	Arcadia Drive	Added as Class II to provide connectivity within Sunrise MarketPlace		
12	Auburn Boulevard	Changed from Existing to Proposed to reflect existing conditions		
14	Birdcage Street	Added as Class II to provide connectivity within Sunrise MarketPlace		
19	Canelo Hills	Added as Class II to provide Alternative to Sunrise Boulevard between Oak and Woodmore Oaks		
37	Grand Oaks Boulevard	Added as Class II to provide connectivity between Auburn Boulevard and Grand Oaks Elementary		
42	Greenback Lane	Change from Existing to Proposed to reflect existing conditions		
75	Pebble Beach Drive	Added as Class II to provide connectivity within Sunrise MarketPlace		
87	Sungarden Drive	Added as Class II to provide connectivity to Sunrise Boulevard		
89	Sunrise Boulevard	Changed from Existing to Proposed to reflect existing conditions (Missing Signage and Legends)		
92	Sunrise East Way	Added as Class II to provide connectivity within Sunrise MarketPlace		
93	Sunrise Vista Drive	Added as Class II to provide connectivity within Sunrise MarketPlace		
102	Uplands Drive	Added as Class II to provide connectivity within Sunrise MarketPlace		
121	Cobalt Way	Added as Class II to provide connectivity between Auburn Boulevard and Calvin Drive		

ID	STREET/ Trail	Proposed Changes from 2011 Bikeway Master Plan	
Class III (Proposed)			
36	Gary Oak Drive	Changed from Existing to Proposed (Previous Mapping Error)	
46	Highwood Way	Added as Class III (Part of Creek Corridor Trail Project - Outside City Limits - Shown for reference)	
64	Navion Drive	Added as Class III - Good connection to Van Maren and Overcrossing	
79	Rosswood Drive	Added as Class III - Good Connection to Grand Oaks Elementary	
86	Sun Hill Drive	Added as Class III - Good connection between Arcade Park Preserve and Arcadia/Birdcage	
95	Sylvan Valley Way	On-Street Alternative for Creek Corridor Trail Project (Segment A06)	
100	Twin Oaks Avenue	Change from Class II to III proposed (Limited ROW, low Traffic Volume)	
103	Uplands Drive	Added as Class III - Connection between Class II on Birdcage and Class III on Primrose	
83	Spicer Drive	Added as Class III to tie into Area 5 Safety Improvements	
122	Sperry Drive	Added as Class III to tie into Area 5 Safety Improvements	



Attachment 3 2011 Bikeway Master Plan Map

Legend 2011 Bikeway Master		
	Existing Changing Facilities	
	Targeted Changing Facilities	
Ρ	Existing End-of-Trip Parking Facilities	
P	Targeted End-of-Trip Parking Facilities	
*	Major Employment Centers	
•	Transit Stops	
	Class I Bike Lane (Existing)	
	Class I Bike Lane (Proposed)	
	Class II Bike Lane (Existing)	
	Class II Bike Lane (Proposed)	
	Class III Bike Lane (Existing)	
	Class III Bike Route (Proposed)	
	Creeks	
	Sunrise Parks and Recreation	
	San Juan Unified School District	
L	City of Citrus Heights	
	Residential Neighborhoods	
	Commercial Areas	

Notes:

(1) The City of Citrus Heights makes no claims as to the safety of any proposed bikeway facility shown on this map. The purpose of this map is to identify potential bikeway facilities for funding and implementation. For more information please contact the City of Citrus Heights General Services Department at (916)727-4770

(2) The final destination of bikeways on this map may change when detailed technical analysis is developed for individual projects as they advance to implementation

(3) Opportunities to install Class I bike trails adjacent to creeks will be studied on a case by case basis. Development near and adjacent to creeks will require dedication of a pedestrian/bikeway easement

(4) Targeted End-of-Trip Changing and Parking Facilities do not indicate required locations. These facilities may be required on a case by case basis for new development applications and should be targeted near major employment centers. The City will coordinate with the Sacramento Metropolitan Air District to coordinate future placement of these facilities.

CITY OF CITRUS HEIGHTS 6237 Fountain Square Drive Citrus Heights, CA 95621 www.citrusheights.net ph. (916) 727-4770

PROPOSED BIKEWAY SYSTEM FIGURE 6



Memorandum

DATE: November 18, 2015 TO: Members of the Planning Commission FROM: Casey Kempenaar, Senior Planner SUBJECT: Request Adoption of a Mitigated Negative Declaration for the Auburn Boulevard Complete Streets Project – Phase 2

The City was awarded a grant from the Sacramento Area Council of Governments to begin the engineering design and environmental review for Phase 2 of the Auburn Boulevard Complete Streets Project (Cripple Creek to Whyte Avenue).

The proposed improvements will carry similar improvements from Phase 1, north to Whyte Avenue. A portion of the project (between the northern City Limits and Whyte Avenue) is located within the City of Roseville. The City has reviewed the project with Roseville, incorporated related mitigation measures, and will be in regular communication through the construction of the project.

Upon completion of the environmental review, the City will continue engineering design and begin acquiring additional right of way necessary to complete the improvements envisioned by the Boulevard Plan and continuing Phase 1 improvements northward.

Staff has prepared an Initial Study and Mitigated Negative Declaration (IS/MND) to identify and assess anticipated environmental impacts of the proposed project as required by the California Environmental Quality Act (CEQA) Guidelines.

The IS/MND tiers off previous EIR's for the City's General Plan, the Auburn Boulevard Plan EIR, and the City of Roseville General Plan EIR. Under CEQA, tiering is allowed when significant environmental effects have been adequately addressed in a previous EIR; if the City determines that such effects have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental report.

The City's General Plan and Roseville General Plan include mitigation necessary to mitigate many of the potential impacts from the proposed project. The Auburn Boulevard Plan EIR evaluated impacts for the Specific Plan as well as the Phase 1 roadway improvements; however, did not analyze the environmental impacts of the Phase 2 roadway improvements. As a result, additional environmental review is required for Phase 2 of the roadway improvements.

As stated previously, the IS/MND (Exhibit A-1) tiers off these previous environmental documents. The IS/MND only analyzes potential environmental impacts which were previously not considered or addressed. The IS/MND has determined that all potential impacts have either

previously been address or provides mitigation to lower any potential environmental impacts to less than significant levels.

Recommended Action

Staff recommends that the Planning Commission find that the proposed project will not have a significant effect on the environment, as mitigated in the proposed Initial Study/Mitigated Negative Declaration.

- MOTION NO. 1: MOVE TO FIND THAT THE PROPOSED PROJECT WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND ADOPT RESOLUTION NO. 15-06 ADOPTING AN INITIAL STUDY, MITIGATED NEGATIVE DECLARATION, AND MITIGATION MONITORING PLAN FOR THE AUBURN BOULEVARD COMPLETE STREETS PROJECT (PHASE 2).
- Exhibit A: Resolution to Adopt a Mitigated Negative Declaration for the Auburn Boulevard Complete Streets – Phase 2
 - A-1: Mitigated Negative Declaration/Initial Study/MMP

EXHIBIT A

CITY OF CITRUS HEIGHTS PLANNING COMMISSION RESOLUTION NO. 15-06

ADOPTING A MITIGAED NEGATIVE DECLARATION PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AUBURN BOULEVARD COMPLETE STREETS PROJECT (PHASE 2)

WHEREAS, the City proposes to construct the Auburn Boulevard Complete Streets (Phase 2) Project which is 0.99 miles and begins on the north side of Cripple Creek and ends at Whyte Avenue. The Project is located within both the City of Citrus Heights and the City of Roseville. The project includes improvements to Auburn Boulevard in order to upgrade the corridor's image and improve its function as a transportation facility serving adjacent land uses. The proposed project would include widening Auburn Boulevard to accommodate bike lanes, construction of new curbs, gutters and sidewalks.

WHEREAS, in 2005, the City adopted the Boulevard Plan, a Specific Plan to reinvent the Auburn Boulevard Corridor. An EIR and Mitigation Monitoring and Reporting Program was prepared to evaluate and mitigate the potential impacts of the Specific Plan and adopted by City Council. The EIR evaluated the potential impact of the Specific Plan and the Phase 1 improvements; as such subsequent environmental review for the Phase 2 improvements is required; and

WHEREAS, in October 2015, an Environmental Checklist and Initial Study were prepared to examine potential areas of impact of the Phase 2 project and it was determined that an Environmental Impact Report was not required and a Mitigated Negative Declaration should be prepared; and

WHEREAS, the Initial Study/Mitigated Negative Declaration was circulated for a 30-day period from October 8, 2015 through November 8, 2015 as required by the CEQA Guidelines; and

WHEREAS, the Planning Commission held a public hearing on November 18, 2015, wherein public testimony was taken and based upon the Initial Study and comments received the proposed project could not have a significant effect on the environment.

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 and Environmental Checklist were prepared for the Auburn Boulevard Complete Streets Project (Phase 2) and proper notice provided in accordance with CEQA and local guidelines.
- 2. Based upon the Initial Study and Environmental Checklist, potential significant impacts to the environment associated with the Auburn Boulevard Complete Streets Project (Phase 2) have been identified; however, all impacts are mitigated to a level less than significant.
- 3. The Auburn Boulevard Complete Streets Project (Phase 2) 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.
- 4. The Auburn Boulevard Complete Streets Project (Phase 2) 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. The Planning Commission reviewed the Initial Study and considered public comments before making a recommendation on the project.
- 6. The Mitigated Negative Declaration prepared concerning the Auburn Boulevard Complete Streets Project (Phase 2) reflects the independent judgment and analysis of the Planning Commission of the City of Citrus Heights.
- 7. The Planning Commission hereby adopts as "final" the Mitigated Negative Declaration for the Auburn Boulevard Complete Streets Project (Phase 2) comprised of: the Mitigated Negative Declaration, the Environmental Checklist and Initial Study and the Mitigation Monitoring Program (attached as Exhibit A of this Resolution).
- 8. The record of proceedings of the decision on the project is available for public review at the City of Citrus Heights Community Development Department, 7927 Auburn Boulevard, Citrus Heights, California.

BE IT FURTHER RESOLVED that the Citrus Heights Planning Commission, in reference to the potential impacts identified in the Initial Study and Environmental Checklist, hereby adopts the Mitigated Negative Declaration and Mitigation Monitoring Plan prepared for the Auburn Boulevard Complete Streets Project (Phase 2).

IT IS HEREBY CERTIFIED that the foregoing Resolution No. 15- was duly introduced and legally adopted by the Planning Commission of the City of Citrus Heights at its regular meeting held on this 18th day of November 2015, by the following roll call vote:

AYES: NOES: ABSENT: ABSTAIN:

Approved:

Attested:

Rick Doyle, Chairman

Karen Ramsay, Planning Commission Secretary

Attachments:

1) Mitigated Negative Declaration and Initial Study/Environmental Checklist/Mitigation Monitoring Plan



CITY OF CITRUS HEIGHTS Community and Economic Development Department

7927 Auburn Boulevard, Citrus Heights, CA 95610 (916) 727-4740 Fax (916) 725-5799

MITIGATED NEGATIVE DECLARATION

Pursuant to Title 14, Chapter 3, Article 6, Sections 15070 and 15071 of the California Code of Regulations the **City of Citrus Heights** does prepare, make, declare, publish, and cause to be filed with the County Clerk of Sacramento County, State of California, this Mitigated Negative Declaration for the Project, described as follows:

PROJECT TITLE: Auburn Boulevard Complete Streets (Phase 2) Project

PROJECT DESCRIPTION: The Auburn Boulevard Complete Streets (Phase 2) Project is 0.99 miles and begins on the north side of Cripple Creek and ends at Whyte Avenue. The Project is located within both the City of Citrus Heights and the City of Roseville. The project includes improvements to Auburn Boulevard in order to upgrade the corridor's image and improve its function as a transportation facility serving adjacent land uses. The proposed project would include widening Auburn Boulevard to accommodate bike lanes, construction of new curbs, gutters and sidewalks.

PROJECT LOCATION: Auburn Boulevard - Between Cripple Creek and Whyte Avenue

NAME OF PUBLIC AGENCY APPROVING PROJECT: City of Citrus Heights

CONTACT PERSON: Casey Kempenaar, Senior Planner, Planning Division, (916) 727-4740.

NAME OF ENTITY OR AGENCY CARRYING OUT PROJECT: City of Citrus Heights

MITIGATED NEGATIVE DECLARATION: The City of Citrus Heights has determined that the subject project, further defined and discussed in the attached Environmental Checklist/Initial Study could have a significant effect on the environment, but 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. As a result thereof, the preparation of an environmental impact report pursuant to the California Environmental Quality Act (Division 13 of the Public Resources Code of the State of California) is not required.

The attached Environmental Checklist/Initial Study has been prepared by the City of Citrus Heights in support of this Mitigated Negative Declaration. Further information including the project file and supporting reports and studies may be reviewed at the Planning Division, 7927 Auburn Boulevard, Citrus Heights, California, 95610.

Casey Kempenaar, Senior Planner Citrus Heights Planning Division

INITIAL STUDY MITIGATED NEGATIVE DECLARATION

AUBURN BOULEVARD COMPLETE STREETS PROJECT, PHASE 2

CITY OF CITRUS HEIGHTS, CALIFORNIA



NOVEMBER 2015



INITIAL STUDY MITIGATED NEGATIVE DECLARATION

AUBURN BOULEVARD COMPLETE STREETS PROJECT, PHASE 2

CITY OF CITRUS HEIGHTS, CALIFORNIA

Submitted to:

City of Citrus Heights 6237 Fountain Square Drive Citrus Heights, CA 95621

Prepared by:

Dokken Engineering 110 Blue Ravine Road, Suite 200 Folsom, California 95630

NOVEMBER 2015



General Information About This Document

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to City of Citrus Heights, Planning Division, Attn: Casey Kempenaar, Senior Planner, 7927 Auburn Boulevard, CA 95621, (916) 727-4740.

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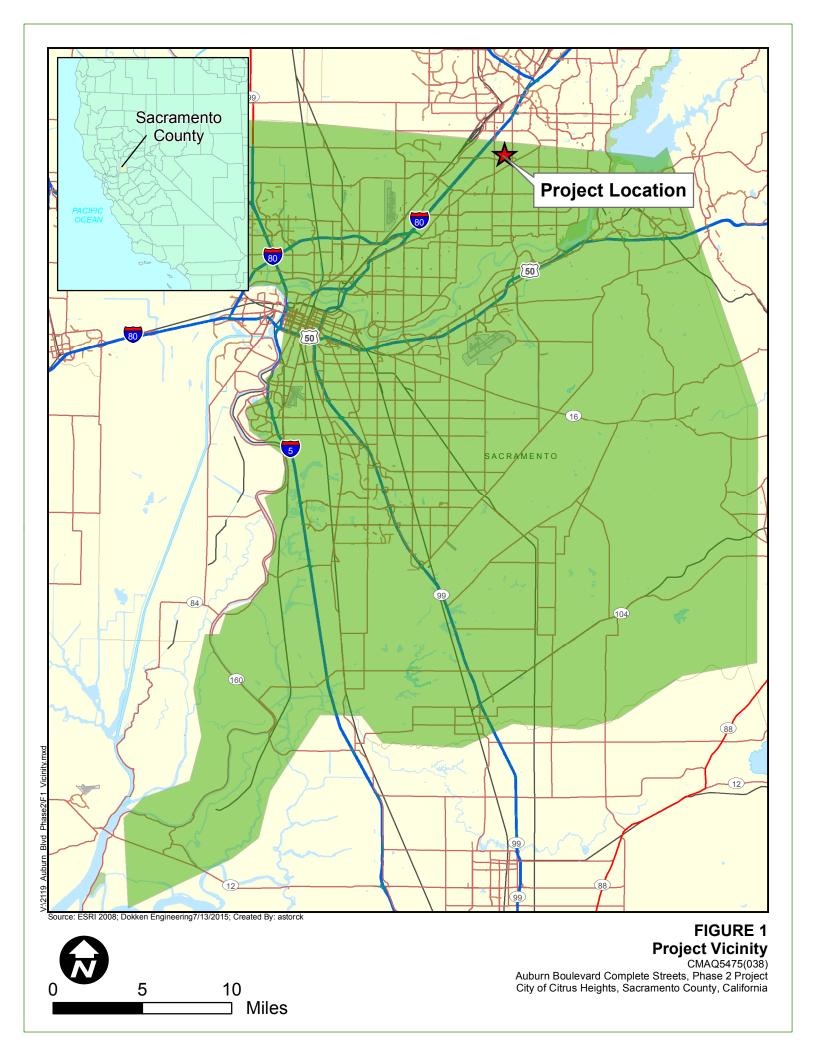
Appendix A – Representative Site Photographs
Appendix B – Auburn Boulevard Specific Plan Final Environmental Impact Report
Appendix C – CNDDB, USFWS, and CNPS Special Status Species Database Results
Appendix D – FEMA Firmette Map
Appendix E – Mitigation Monitoring Plan
Appendix F – Draft Initial Study/Mitigated Negative Declaration Comment Letters and Responses

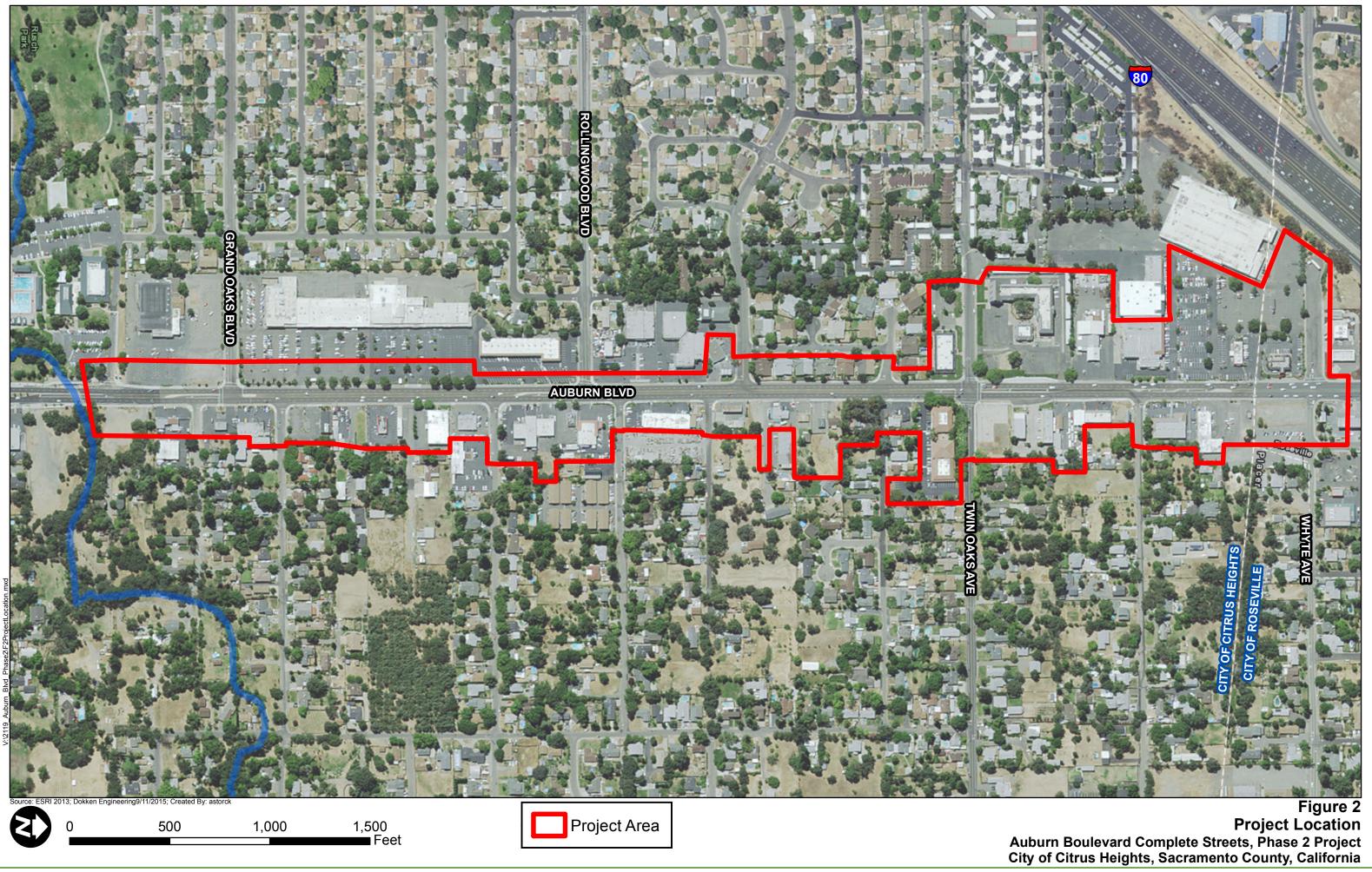
INTRODUCTION

This Initial Study with Mitigated Negative Declaration was prepared for the Auburn Boulevard Complete Streets, Phase 2 Project (Project), located in the City of Citrus Heights and the City of Roseville, California (Figure 1 Project Vicinity, Figure 2 Project Location, Figure 3 Project Features and Appendix A). The Phase 2 Project is 0.99 miles and begins on the north side of Cripple Creek and ends at Whyte Avenue. The Project is located within both the City of Citrus Heights and the City of Roseville. The project lies within the following: Township (T) 10North and Range (R) 6East, Section 23 of the Citrus Heights United States Geological Survey (USGS) 7 ^{1/2} Minute Quadrangles. The City of Citrus Heights (City) proposes to makes improvements to Auburn Boulevard in order to upgrade the corridor's image and improve its function as a transportation facility serving adjacent land uses. The project would include widening Auburn Boulevard to accommodate bike lanes, construction of new curbs, gutters and sidewalks. The City of Citrus Heights is the California Environmental Quality Act (CEQA) lead for this project.

PROJECT BACKGROUND

In February of 2005, the City of Citrus Heights adopted a specific plan to guide the revitalization and enhancement of Auburn Boulevard between Sylvan Corners and Interstate 80. The purpose of the specific plan is to improve the corridor's image and commercial competitiveness in the region, and improve its function as a transportation facility serving adjacent land uses as well as provide for better connections with the neighborhoods bordering the corridor. The adopted specific plan project area is located within the Auburn Boulevard corridor from Old Auburn Road to the northern City limits of Citrus Heights, and includes approximately 460 acres. As part of that specific plan, the City proposes to make improvements to Auburn Boulevard which will include widening Auburn Boulevard to accommodate bike lanes, construction of new curbs, gutters and sidewalks. Phase I of the project which extended from Sylvan Corners to north of the Cripple Creek Bridge was analyzed and approved under the 2005 Auburn Boulevard Specific Plan EIR (Appendix B). Construction on the Phase I Project was recently completed. The Auburn Boulevard Complete Streets, Phase 2 Project, which extends north of City limits to Whyte Avenue within the City of Roseville, will be examined within this document. For the purposes of this document, the Final Auburn Boulevard Specific Plan EIR (2005), City of Citrus Heights General Plan FEIR (2011), City of Roseville General Plan (2015) and all associated technical studies will be referenced for this particular segment of Auburn Boulevard.







LEGIND

- PROPOSED SIDEWALK
- PROPOSED LANDSCAPING
- PROPOSED STANPED CROSSWALK



Source: ESRI 2013; Dokken Engineering10/1/2015; Created By: carleneg



500 1,000

1,500 Feet

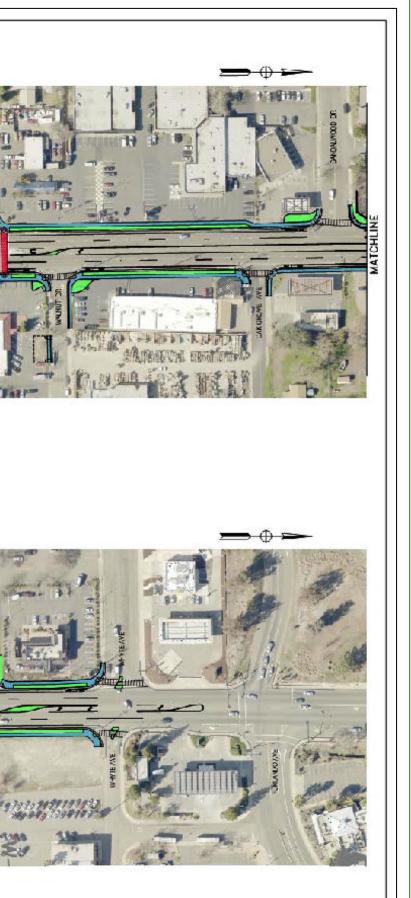


Figure 3 Project Features Auburn Boulevard Complete Streets, Phase 2 Project City of Citrus Heights, Sacramento County, California

CITY OF CITRUS HEIGHTS

INITIAL STUDY CHECKLIST

The California Environmental Quality Act (CEQA) requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the project and applicable general plans and regional plans.

An inconsistency between the project and an adopted plan for land use development in a community would not constitute a physical change in the environment. When a project diverges from an adopted plan, however, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project.

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the project are discussed in the appropriate technical sections.

This section of the initial study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the project. This section also discusses agricultural resources and the effect of the project on these resources.

For the purposes of this document, the City of Citrus Heights General Plan EIR (2011), City of Roseville General Plan (2015), and the Auburn Boulevard Specific Plan EIR (2005) were referenced.

SECTION 1.0 - BACKGROUND

- Project Title: Auburn Boulevard Complete Streets, Phase 2
 Lead Agency: City of Citrus Heights

 Planning Division
 7927 Auburn Boulevard
 Citrus Heights, CA 95621

 Contact Person: Casey Kempenaar, Senior Planner

 City of Citrus Heights
 Planning Division
 7927 Auburn Boulevard
 Citrus Heights
 Planning Division
 7927 Auburn Boulevard
 Citrus Heights
 Planning Division
 7927 Auburn Boulevard
 Citrus Heights, CA 95621
- 4. Project Location: The Phase 2 Project is 0.99 mile and begins on the north side of Cripple

Creek and ends at Whyte Avenue. The Project is located within both the City of Citrus Heights and the City of Roseville. The project lies within the following: Township (T) 10North and Range (R) 6East, Section 23 of the Citrus Heights United States Geological Survey (USGS) 7 ¹/₂ Minute Quadrangles.

- 5. Applicant: City of Citrus Heights (City)
- 6. General Plan: City of Citrus Heights General Plan EIR (2011), City of Roseville General Plan (2015) and the Auburn Boulevard Specific Plan EIR (2005).
- 7. Zoning: The portion of the project located within the City of Citrus Heights is zoned for Special Planning Area (SPA). The portion of the project located within the City of Roseville is zoned for Neighborhood Commercial, General Commercial and Community Commercial. The project is located within the boundaries of the Boulevard Plan Specific Plan.
- 8. Description of Project: The Phase 2 Project is 0.99 mile and begins on the north side of Cripple Creek and ends at Whyte Avenue. The Project is located within both the City of Citrus Heights and the City of Roseville. Project components include widening of Auburn Boulevard to accommodate bike lanes, construction of new curbs, gutters and sidewalks. Minor relocation of utilities and right of way acquisition will be required. Project components within the City of Roseville will consist of approximately 230 feet of roadway improvements along Auburn Boulevard, south of the intersection of Whyte Avenue and Auburn Boulevard (see Figures 2 and 3).

Project components within both the City of Citrus Heights and the City of Roseville would include undergrounding of existing overhead utilities (electrical and communications, etc.) and roadway improvements, also referred to as complete streets, including:

- Pedestrian safety improvements
- Bus pull-outs
- ADA improvements
- Installation of approximately 9,600 lineal feet of bike lanes and sidewalks
- Planting of street trees and landscaping buffer where feasible
- Installation of energy-efficient street lights
- Installation of Landscaped Medians
- Traffic Signal installation and modification

Need

The City of Citrus Heights identified a need to address land use, community design and circulation issues along the existing Auburn Boulevard Corridor.

Land Use:

• The City of Citrus Heights, City of Roseville and Auburn Boulevard now lie at the center of the growing Sacramento Region. The specific plan area is surrounded by major employment centers and major shopping areas, yet fragmented development patterns, poor site design and access problems limit the area's economic potential.

- Within the specific plan area there is a rough interface between commercial and residential uses. Parking lots, service areas, trash containers, and utilitarian structures occupy the interface between commercial and residential areas. There are land use conflicts due to hours of operation, outdoor storage, shipping and receiving activities and privacy concerns. In some cases, buildings and parcels originally designed for retail uses have been adapted for other uses that involve activities that are incompatible with adjacent or nearby residential areas, such as outdoor storage of materials and vehicles or frequent deliveries.
- A buildings condition survey conducted by the City as part of the Citrus Heights Redevelopment Plan found that along the northern section of Auburn Boulevard numerous structures require moderate or extensive rehabilitation, are dilapidated and require almost total rehabilitation or are suffering from deferred maintenance. A survey of parcel conditions showed that a substantial portion of parcels in the specific plan area are subdivided lots of irregular form and shape, have inadequate size for development, and are in multiple ownership (City of Citrus Heights 2003).

Community Design:

- Overhead transmission lines, light poles, and other utilities along the corridor limit opportunities for adding street trees and landscaping.
- Storm water runoff from parking lots sheet flow to the creek, dumpsters are pushed against the open space, and commercial buildings have been designed on the sites without regard to these important community resources.
- Signage along the corridor is distracting and fragments the visual experience.

Circulation:

- 2015 Average Daily Traffic (ADT) volumes on Auburn Boulevard range from 27,000 to 29,100 vehicles. The corridor is considered a four-lane, low-access-control arterial that currently operates at Level of Service (LOS) "E" conditions on a daily basis. According to the City General Plan EIR, year 2035 traffic demands on the corridor are projected to increase to 28,500 to 32,400 vehicles per day and corridor operations are projected to degrade to LOS F conditions under the existing capacity classification, however City policy allows LOS exceptions to this corridor (City of Citrus Heights General Plan EIR, Policy 29.1 and 29.2).
- There are several unsignalized (side-street-stop-sign controlled) intersections and driveways along the entire length of the corridor. The left-turn egress/ingress movements from/to these side-streets carry relatively low traffic volume demands, however several of these left-turn movements operate at peak hour LOS "F" conditions.
- There were 51 reported accidents (over a 36-month period extending between January 1, 2012 and December 31, 2014) on the segment of Auburn Blvd. extending from approximately 200 feet south of Grand

Oaks Blvd. to 100 feet north of Linden Avenue The majority of accidents involved rear-end and broadside collisions. Unsafe speed and automobile right-of-way violation were the most frequently reported primary collision factors for these accidents.

- The sidewalk system is incomplete and narrow, has many vertical obstructions, is interrupted by numerous curb cuts, and provides little separation from high speed traffic. In some areas there are no sidewalks and very few streets trees to provide shade. These deficiencies make walking a difficult and unpleasant experience for residents.
- Many residential areas rely on connections to Auburn Boulevard. Side streets do not align east and west of Auburn Boulevard, making pedestrian crossings difficult.
- There are no bike lanes along this segment of Auburn Boulevard.

Purpose

The purpose of the project is for the improvement of Auburn Boulevard in order to upgrade the corridors image, improve its function as a transportation facility serving adjacent land uses, improve commercial competitiveness in the region and improve its function as a transportation facility serving adjacent land uses and provide for better connections with the neighborhoods bordering the corridor.

Construction Access, Staging and Methods:

Project Access and Staging Areas

To allow equipment to access the project site, access would be through I-80 located to the north of the project area, and Antelope Road located 450 feet south of the project area. Construction and equipment staging will be at one of several commercial business parking lots located along Auburn Boulevard for the duration of the project.

Pavement construction for new roadway and shoulder widening will require excavations of 28 inches in depth. Additional excavation of 6' in depth, or more, will be required in isolated locations for placement of drainage facilities and underground utility lines. Traffic signs and striping will be installed during and after construction.

Anticipated Construction Equipment

Typical construction equipment would include the following:

- Crane
- Backhoe
- Excavator
- Concrete saw (removal of existing road)
- Cement truck
- Paver
- Rollers

- Motor grader
- Dump truck
- Light tools (ie. saws, jackhammer)

Most construction related noise would occur during the road improvements. This operation would likely include noise from concrete hammers and jackhammers. All construction work for the project will comply with the City of Citrus Heights and City of Roseville Standard Construction Specifications (or Best Management Practices).

Utilities

There are existing overhead utility lines located along the east side of Auburn Boulevard. The utilities involved include electric (SMUD), telephone (Surewest), and cable television (Comcast). The project proposes to underground these lines along the east side of the roadway either below the sidewalk or adjacent to the easterly curb line. Trenching depths of six (6) feet or more will be required in some locations for underground utilities. Private easements may be required for additional utility company facilities.

Permits

The permits, reviews and approvals listed below would be required for project construction.

Table 1. Required 1 crimes, Reviews and Approvais					
Responsible Agency	Permit/Approval	Status			
Regional Water Quality	National Pollutant	Will be obtained			
Control Board	Discharge Elimination	prior to			
	System General	construction.			
	Permit 2009-0009-				
	DWQ for Storm Water				
	Discharges Associated				
	with Construction				
	Activity				
City of Roseville – Public	Encroachment Permit	Will be obtained			
Works Engineering Division		prior to			
		construction.			

Table 1. Required Permits, Reviews and Approvals

Coordination Efforts:

The project area exceeds 1 acre, therefore a National Pollutant Discharge Elimination System 402 General Permit for Storm Water Discharges Associated with construction activity will be obtained prior to construction. A City of Roseville Encroachment Permit will also be obtained prior to construction. No further permits are required for this project.

9. Surrounding Land Uses Auburn Boulevard is classified as an arterial street and is adjacent to local streets, residences, and businesses.

SECTION 2.0 – ADDITIONAL ENVIRONMENTAL FACTORS AFFECTED

The Initial Study is also intended to assess whether any environmental effects of the project are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or by other means [15152(b)(2)] of the California Environmental Quality Act (CEQA) Guidelines. If such revisions, conditions, or other means are identified, they will be identified as mitigation measures.

This Initial Study relies on State CEQA Guidelines 15064 and 15604.4 in its determination of the significance of environmental effects. According to 15064, the findings as to whether a project may have one or more significant effects shall be based on substantial evidence in the record, and that controversy alone, without substantial evidence of a significant effect, does not trigger the need for an EIR.

This Mitigated Negative Declaration is a subsequent environmental document that tiers off the General Plan Program EIRs and the Auburn Boulevard Plan EIR, therefore impacts that were adequately addressed in the General Plan EIRs and the Auburn Boulevard Plan EIR do not need to be repeated in this Mitigated Negative Declaration. The following listed topics were addressed in the Program EIR for the Citrus Heights General Plan, City of Roseville General Plan, and the Auburn Boulevard Specific Plan EIR and require no further discussion:

- Aesthetics
- Agricultural and Forestry Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Land Use/Planning
- Mineral Resources
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

The Auburn Boulevard Complete Streets Phase 2 Project Mitigated Negative Declaration is a subsequent environmental document to the General Plan EIR and the Auburn Boulevard Plan EIR. As such, this MND incorporates all applicable mitigation measures adopted with the Final EIR for the General Plan and the Auburn Boulevard Plan EIR. The following is a summary of additional mitigation measures that were not included in the General Plan FEIR or the Auburn Boulevard Plan FEIR. These measures, along with applicable measures from the Auburn Boulevard Plan FEIR and General Plan FEIR that are listed in Section 4.0, will be adopted in a Mitigation, Monitoring, and Reporting Plan for the Auburn Boulevard Complete Streets Phase 2 Project Mitigated Negative Declaration.

ADDITIONAL MITIGATION MEASURES INCORPORATED WITHIN THE PROJECT

The following are additional mitigation measures applicable to the project that were not included within the City of Citrus Heights General Plan FEIR, City of Roseville General Plan, or the Auburn Boulevard Plan FEIR:

Air Quality

AQ-2: Route and schedule construction traffic to avoid peak travel times as much as possible, to reduce congestion and related air quality impacts caused by idling vehicles along local roads.

Biological Resources

B-4: If construction is planned to occur during the raptor nesting season (February – August) a preconstruction raptor nesting survey shall be conducted by a qualified biologist within 7 days prior to vegetation removal. Vegetation surveyed shall include all trees, 10 feet or taller and containing a dbh of 2 inches or greater. Within 2 weeks of the nesting raptor survey, all vegetation cleared by the biologist shall be removed by the contractor.

A minimum 500 foot no-disturbance buffer shall be established around any active raptor nest to limit the impacts of construction activities. The contractor shall immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged.

B-5: If ground disturbance or vegetation removal is to take place during the breeding season (February – August), a pre-construction nesting bird survey shall be conducted within 7 days prior to vegetation removal. Vegetation surveyed shall include all trees, bushes, tall grasses and emergent vegetation. Within 2 weeks of the nesting bird survey, all vegetation cleared by the biologist shall be removed by the contractor.

A minimum 100 foot no-disturbance buffer shall be established around any active nest to limit the impacts of construction activities. The contractor shall immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged.

Hazards and Hazardous Material

- **HM-4:** Any leaking transformers observed during the course of the project should be considered a potential polychlorinated biphenyl (PCB) hazard. Should leaks from electrical transformers (that will either remain within the construction limits or will require removal and/or relocation) be encountered during construction, the transformer fluid should be sampled and analyzed by qualified personnel for detectable levels of PCB's. Should PCBs be detected, the transformer should be removed and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCB's should also be handled and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulatory agency.
- HM-5: Based on preliminary plans, right-of-way acquisition may be required at the Towne Mart gas station at Sandalwood Drive and the abandoned gas station at Oak Grove Avenue. Should final plans indicate that a portion of this parcel will be acquired for new right-of-way, a preliminary environmental screening (limited subsurface sampling and laboratory analysis) should be performed during the PS&E for potentially elevated levels of petroleum hydrocarbons and MTBE contamination within the limits of construction, and/or right-of way acquisition, adjacent to the existing gas stations. Should the preliminary screening encounter elevated levels of petroleum hydrocarbons and/or MTBE a limited Phase II Initial Site Assessment should be performed. The Phase II Initial Site Assessment should consist of subsurface sampling and laboratory analysis and be of sufficient quantity to define

the extent and concentration of contamination within the areal extent and depths of planned construction activities adjacent to the existing gas stations. The Phase II Initial Site Assessment should also provide both a Health and Safety Plan for worker safety and a Work Plan for handling and disposing contaminated soil during construction.

- HM-6: The potential exists for hazardous contamination from historic chemical spills at Paradise Cleaners, which is located near the intersection of Auburn Boulevard and Baird Way. At the time of the Initial Site Assessment, there were no documented reports of soil/groundwater contamination related to chemical discharge from Paradise Cleaners. If a potential hazardous contamination is detected, soil samples should be gathered and tested to determine the chemical levels within the soil.
- **HM-7:** To avoid impacts from pavement striping during construction it is recommended that removal requirements for yellow striping and pavement marking materials be performed in accordance with Caltrans Standard Special Provision 14-11.07 REMOVE YELLOW TRAFFIC STRIPE AND PAVEMENT MARKING WITH HAZARDOUS WASTE RESIDUE.
- **HM-8:** As is the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction (such as previously undetected petroleum hydrocarbon contamination from nearby gas stations). Should any previously unknown hazardous waste/material be encountered during construction, the procedures outlined in Caltrans Hazards Procedures for Construction shall be followed.
- **HM-9:** If the project area is anticipated to change (due to a change in the project or staging area), further investigation for potential hazardous waste generators would be required to determine their impact to the revised project limits.

Hydrology/Water Quality

- **H-3:** The Project would require a NPDES General Construction Permit for Discharges of storm water associated with construction activities (Construction General Permit 2009-0009-DWQ). A SWPPP would also be developed and implemented as part of the Construction General Permit.
- **H-4:** The construction contractor shall adhere to the SWRCB Order No. 2009-0009-DWQ NPDES Permit pursuant to Section 402 of the CWA. This permit authorizes storm water and authorized non-storm water discharges from construction activities. As part of this Permit requirement, a SWPPP shall be prepared prior to construction consistent with the requirements of the RWQCB. This SWPPP shall incorporate all applicable BMPs to ensure that adequate measures are taken during construction to minimize impacts to water quality.

Noise

- **N-4:** The Contractor shall follow City of Citrus Heights and City of Roseville noise ordinances for construction activities:
 - Do not exceed 65 dBa at 50 feet from the job site activities from 8 p.m. to 7 a.m.
 - Use an alternative waiting method instead of a sound signal unless required by safety laws.
 - Equip an internal combustion engine with the manufacturer-recommended muffler.
 - Do not operate an internal combustion engine on the job site without the appropriate muffler.

SECTION 3.0 - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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		Agriculture Resources	\square	Air Quality
\boxtimes	Biological Resources		Cultural Resources		Geology /Soils
\boxtimes	Hazards & Hazardous Materials	\bowtie	Hydrology / Water Quality		Land Use / Planning
	Mineral Resources	\bowtie	Noise		Population / Housing
	Public Services		Recreation		Transportation/Traffic
	Utilities / Service Systems		Mandatory Findings of Signific	cance	

The City has prepared an Initial Study for this project, and following public review, has determined that for resource areas not checked above, the project would not result in any significant impacts that cannot be mitigated to a less-than-significant level or are not sufficiently addressed by the 2005 ABSP EIR, City of Citrus Heights General Plan FEIR or the City of Roseville General Plan FEIR. This Initial Study has concluded that the project would incrementally contribute to, but not exceed, certain significant impacts previously identified in the 2005 ABSP EIR, and that for such impacts, no new mitigation measures, other than those previously identified in the 2005 ABSP EIR, are required. The project could result in new potentially significant Air Quality, Biological Resources, Hazards and Hazardous Materials, Hydrology/Water Quality, and/or Noise impacts that were not sufficiently addressed and mitigated by the 2005 ABSP EIR, therefore a Tiered Mitigated Negative Declaration is appropriate.

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- The project MAY incrementally contribute to, but not exceed, certain significant cumulative impacts previously identified in the 2005 ABSP EIR, and that for such impacts, no new mitigation measures, other than those previously identified in the 2005 ABSP EIR, are required. In addition, the project MAY result in potentially significant impacts not previously identified in the 2005 ABSP EIR, but project specific mitigation measures would reduce the effect of such impacts to a point that clearly no significant impacts would occur. On the basis of the Tiered Initial Study and implementation of all project specific mitigation measures, there is no substantial evidence that the project as mitigated may have a significant effect on the environment. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that although the 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 project, nothing further is required.

Signature

Date

Name

SECTION 4.0 - ENVIRONMENTAL CHECKLIST

			Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	AE	STHETICS - Would the project:					
	a.	Have a substantial adverse effect on a so vista?		Х			
	b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings wit state scenic highway?		Х			
	c)	Substantially degrade the existing visua character or quality of the site and its surroundings?		Х			
	d)	Create a new source of substantial light glare which would adversely affect day nighttime views in the area?		Х			

Discussion

- a. No Impact. The project would not cause adverse effects on a scenic vista (ABSP 2005).
- b. No Impact. There are no state or locally designated scenic highways in the vicinity of the project. Auburn Boulevard is not a designated or eligible scenic highway. Therefore, no impact would occur (ABSP 2005).
- c. Less-than-Significant with mitigation incorporated. See the ABSP EIR Mitigation Measure A-1.
- d. Less-than-Significant with mitigation incorporated. See the ABSP EIR Mitigation Measure A-2.

Mitigation Measures from City of Citrus Heights General Plan EIR and the City of Roseville General Plan that apply to the Project

None.

Applicable ABSP EIR Mitigation Measures Incorporated

A-1: Implementation of the City of Citrus Heights General Plan Policy 37.1 and compliance with the Tree Preservation Ordinance will encourage the retention of native oaks in the landscape of the specific plan area and will mitigate for the visual impacts resulting from the removal of native oak trees.

See Mitigation Measures for biological resources, B-1, B-2A and B-2B and B-2C which address impacts to the oak woodland and riparian habitat adjacent to Cripple Creek.

A-2: Implementation of the Boulevard Plan's Principles and Design Guidelines and enforcement of the City's Zoning Code Landscaping and Lighting standards will avoid impacts associated with light and glare.

Additional Project-Level Mitigation Measures

None required.

Significance Determination with Mitigation Measures

Less than significant with mitigation incorporated.

			Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II.	dete agri envi refe Eval (199 Con asse	RICULTURE RESOURCES - In rmining whether impacts to cultural resources are significant ronmental effects, lead agencies may r to the California Agricultural Land luation and Site Assessment Model (7) prepared by the California Dept. of servation as an optional model to use in ssing impacts on agriculture and nland. 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?		Х			
	b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?		Х			
	с.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined by Public Resources Code section 4526)?		Х			
	d.	Result in the loss of forest land or conversion of forest land to non-forest use?		Х			
	e.	Involve other changes in the existing environment, which, due to their location or nature, could result in		Х			

		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
П.	AGRICULTURE 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:					
	conversion of Farmland, to non- agricultural use or conversion of forest land to non-forest use?					

Discussion

- a. No Impact. The project site would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use (ABSP 2005).
- b. No Impact. The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract (ABSP 2005).
- c. No Impact. The project does not occur within areas zoned for agriculture or forest lands; therefore, the project would not cause conflicts within existing zoning, or require rezoning of forest land or timberland (ABSP 2005).
- d. No Impact. The project would not result in the loss of forest land or conversion of forest land to nonforest use (ABSP 2005).
- e. No Impact. The project would not involve other changes in the existing environment that could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use (ABSP 2005).

Mitigation Measures from City of Citrus Heights General Plan EIR and the City of Roseville General Plan that apply to the Project

None.

Applicable ABSP EIR Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

None required.

Significance Determination with Mitigation Measures

Not applicable.

			Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III.	sigr app poll upo	R QUALITY - Where available, the nificance criteria established by the blicable air quality management or air lution control district may be relied on to make the following erminations. Would the project:					
	a.	Conflict with or obstruct implementation of the applicable air quality plan?		Х			
	b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			Х		
	с.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			Х		
	d.	Expose sensitive receptors to substantial pollutant concentrations?		Х			
	e.	Create objectionable odors affecting a substantial number of people?		Х			

Setting

For the purposes of this document, the City of Citrus Heights General Plan EIR (2011), City of Roseville General Plan (2015), and the Auburn Boulevard Specific Plan EIR (2005) were referenced for this section.

The project is located within the Sacramento Valley Air Basin (SVAB), in the region administered by the Sacramento Metropolitan Air Quality Management District (SMAQMD), which administers air quality in the City of Citrus Heights, and the Placer County Air Pollution Control District (PCAPCD) which administers air quality in the City of Roseville. The SVAB has a Mediterranean climate, characterized by hot, dry summers and mild, rainy winters. During the year, the temperature may range from 20 to 115 degrees Fahrenheit with summer highs usually in the 90s and winter lows occasionally below freezing. Average annual rainfall is about 20 inches with snowfall being very rare. Summer high temperatures as measured at the Sacramento

Executive Airport Federal Aviation Administration - Flight Service Station (the nearest climatic monitoring station to the Auburn Blvd Complete Phase 2 Project) average in the low 90s °F and summer low temperatures average in the upper 50s °F. Winter conditions are characterized by occasional rainstorms and/or occasional snow, interspersed with stagnant and sometimes foggy weather. Wintertime high temperatures average in the mid-upper 50s °F and winter low temperatures average in the high 30s °F (Western Regional Climate Center 2015).

Standards of Significance

For purposes of this Initial Study, air quality impacts may be considered significant if construction and/or implementation of the Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the City of Citrus Heights General Plan General Plan EIR or the City of Roseville General Plan:

- Construction emissions of NO_x above 85 pounds per day for City of Citrus Heights, and 82 pounds per day for City of Roseville;
- Operational emissions of NO_x or ROG above 65 pounds per day for City of Citrus Heights and 82 pounds per day for City of Roseville;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- PM₁₀ concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard. However, if project emissions of NO_x and ROG are below the emission thresholds given above, then the project would not result in violations of the PM₁₀ ambient air quality standards;
- CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm); or
- Exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for toxic air contaminants (TAC). TAC exposure is deemed to be significant if:

• TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources.

Summary of Analysis under the City of Citrus Heights General Plan EIR, and the City of Roseville General Plan

City of Citrus Heights

The General Plan EIR addressed the potential effects of the General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthful pollutant concentrations. See General Plan EIR, Chapter 4.3.

Policies in the General Plan in Environmental Resources were identified as mitigating potential effects of development that could occur under the General Plan, including calling for the City to work with the California Air Resources Board and the Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet state and federal air quality standards. The Master EIR identified exposure to sources of toxic air contaminants (TAC) as a potential effect. Policies in the General Plan would reduce the effect to a less-than-significant level. The policies include requiring consideration of current guidance provided by the Air Resources Board and SMAQMD; requiring development adjacent to stationary or mobile TAC sources to be designed with consideration of such exposure in design, landscaping and filters.

City of Roseville

Policies in the General Plan in Environmental Resources were also identified as mitigating potential effects of development that could occur under the General Plan, including calling for the City to work with the California Air Resources Board and the Placer County Air Pollution Control District (PCAPCD) to meet state and federal air quality standards. The General Plan EIR identified exposure to sources of toxic air contaminants (TAC) as a potential effect. Policies in the general Plan would reduce the effect to a less-than-significant level. The policies include requiring consideration of current guidance provided by the Air Resources Board and PCAPCD; requiring development adjacent to stationary or mobile TAC sources to be designed with consideration of such exposure in design, landscaping and filters.

Discussion

- a. No Impact. Implementation of the project would not conflict with or obstruct implementation of the SMAQMD or PCAPCD Air Quality Plans (SMAQMD 2015a)(PCAPCD 2009).
- b. Less than significant with mitigation incorporated. SMAQMD and PCAPCD has established screenlevel criteria for the assessment of significant impacts from construction-related emissions of fugitive dust. These criteria are based on a projects maximum actively disturbed area. Construction activities that would disturb less than 15.0 acres per day would be required to implement the appropriate level of mitigation, identified as "Basic Construction Emission Control Practices," for all projects to further minimize construction-related impacts regardless of the CEQA significance determination. Because the project would disturb an area less than 15 acres, BMPs have been included from the "Basic Construction Emission Control Practices" to reduce construction-related emissions of fugitive dust. See City Code: 15.40.050 and 15.44.170; SMAQMD Rule 403 (Fugitive Dust) and their Basic Construction Emissions Control Practices, and PCAPCD Rule 228 (Fugitive Dust).

 PM_{10} emissions are assumed to be below the thresholds because Construction NO_x emissions are temporary. There are no construction ROG thresholds, and both NO_x and ROG operational thresholds are not expected to be exceeded. Therefore, the project would not result in an additional significant impact that was not addressed in the City of Citrus Heights General Plan EIR or City of Roseville General Plan.

c. Less than significant with mitigation incorporated. The project would have short-term impacts resulting from the following construction-related sources: 1) construction and demolition equipment emissions; 2) dust from construction operations; and 3) emissions from construction vehicles.

As shown in Table 2, the project is located in an area in nonattainment for 1-hour Ozone for State standards, nonattainment for 8-hour Ozone for both Federal and State standards, and nonattainment for Particulate Matter under 2.5 micrometers for Federal standards and State standards.

al tainment tainment	State Nonattainment - Serious Nonattainment			
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	Unclassified			
	Unclassified			
City of Roseville				
is Non-attainment	Non-attainment/Serious			
ssified/Attainment*	Unclassified			
ssified	Attainment			
ment	Attainment			
ssified/Attainment	Non-attainment			
PM10Unclassified/AttainmentNon-attainmentSource:California Air Resources Board, 2015, Placer County Air Pollution ControlDistrict, 2009.*The Sacramento Valley Air Basin portion of Placer County, which includes Roseville, is				
	nty which includes Possyille is			
	ssified/Attainment* ssified ment ssified/Attainment			

Temporary/Construction Impacts

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment also are anticipated and would include carbon monoxide (CO), nitrogen oxides (NOx), volatile organic compounds (VOCs), directly-emitted particulate matter (PM_{10} and $PM_{2.5}$), and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NOx and VOCs in the presence of sunlight and heat.

Heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO₂, NOx, VOCs and some soot particulate (PM_{10} and $PM_{2.5}$) in exhaust emissions. If construction activities were to increase traffic congestion in the detour area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site and detour area.

Dust generated will result in a temporary, local impact, limited to areas of construction. Dust control practices will be incorporated into the project to mitigate this potential impact. The dust control practices will comply with the current Caltrans' Standard Specifications.

Permanent Impacts

The project is exempt from all project-level conformity requirements because it falls under exempt projects (widening narrow pavements [no additional travel lanes]) listed in 40 CFR 93.126.

Because construction and operational emissions are temporary and expected to be below the thresholds, the project is not expected to violate any air quality standards. The project would not increase the capacity of the roadway, no additional trips or delays are expected to result from the project. The project is exempt from all project-level conformity requirements because it falls under exempt projects (widening narrow pavements or reconstructing bridges [no additional travel lanes]) listed in 40 CFR 93.126.

Therefore the project would not result in additional significant impact that was not addressed in the City of Citrus Heights General Plan EIR or the City of Roseville General Plan. See Mitigation Measures A-1 through A-3.

d. Less than significant. Although the nearest sensitive receptors are residences located directly adjacent to Auburn Boulevard, construction activities, which involve the use of diesel-powered equipment, are short-term and emissions are expected to be well below the thresholds. Operational emissions are not expected to increase, as discussed for Question B. Despite a low-impact expectation for this project, measures for construction activities are still recommended to further reduce impacts on sensitive receptors.

SMAQMD and PCAPCD defines sensitive receptors as facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants or may experience adverse effects from unhealthful concentrations of air pollutants. Hospitals, clinics, schools, convalescent facilities, and residential areas are examples of sensitive receptors. The nearest sensitive receptors in the vicinity of the project site are residences directly adjacent to the project site.

Construction activities are anticipated to involve the operation of diesel-powered equipment. In 1998, the CARB identified diesel exhaust as a TAC. Cancer health risks associated with exposures to diesel exhaust typically are associated with chronic exposure, in which a 70-year exposure period often is assumed. Although elevated cancer rates can result from exposure periods of less than 70 years, acute exposure (i.e., exposure periods of 2 to 3 years) to diesel exhaust typically are not anticipated to result in an increased health risk because acute exposure typically does not result in exposure concentrations that would represent a health risk. Health impacts associated with exposure to diesel exhaust from project construction are not anticipated to be significant because construction activities are expected to occur well below the 70-year exposure period used in health risk assessments. Therefore, construction of the project is not anticipated to result in an elevated cancer risk to exposed persons. No mitigation is required. Therefore, the project would not result in an additional significant impact that was not addressed in the City of Citrus Heights General Plan EIR or the City of Roseville General Plan.

e. No Impact. The project would not include industrial or intensive agriculture uses; therefore, the project would not create odors or toxic air contaminants. No odors would be generated by potential uses. Potential effects related to air quality and odors would be less than significant, and no mitigation would be necessary.

Mitigation Measures from City of Citrus Heights General Plan EIR and the City of Roseville General Plan that apply to the Project

None.

Applicable ABSP EIR Mitigation Measures Incorporated

AQ-1A: Inhalable Particulate Matter: The following mitigation measures shall be incorporated into the project to minimize the generation of PM10 dust during construction.

- enclose, cover, or water twice daily all soil piles;
- water exposed soil with adequate frequency for continued moist soil;
- water all haul roads twice daily; and
- cover loads of all haul/dump trucks securely.
- AQ-1B: The demolition or renovation of asbestos-containing building material is subject to the limitations of the National Emissions Standards for Hazardous Air Pollutants (NESHAP) regulations as listed in the Code of Federal Regulations (40CFR Part 61, Subpart M) requiring notification and inspection. Most demolitions and many renovations are subject to a CAL-OSHA Certified asbestos inspection prior to the start of activity. SMAQMD Rule 902, which requires District consultation and permit, applies to demolition, renovation or removal of asbestos-containing material. Compliance with these regulations is considered to reduce this impact to a less than- significant level

Additional Project Level Mitigation Measures

AQ-2: Route and schedule construction traffic to avoid peak travel times as much as possible, to reduce congestion and related air quality impacts caused by idling vehicles along local roads.

Significance Determination with Mitigation Measures

Less than significant with mitigation incorporated.

		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGI	CAL - Would the project:					
directly on any sensitiv or regio or by th	substantial adverse effect, either or through habitat modifications, species identified as a candidate, e, or special status species in local onal plans, policies, or regulations, the California Department of Fish Idlife or U.S. Fish and Wildlife ?		Χ			
ripari comm plans Calife	a substantial adverse effect on any an habitat or other sensitive natural nunity identified in local or regional policies, and regulations or by the ornia Department of Fish and ife or U.S. Fish and Wildlife		Х			

			Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV.	BIO	LOGICAL - Would the project:					
		Service?					
	с.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		Х			
	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?			Х		
	e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		Х			
	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?		Х			

Regulatory Setting

The following city, State, and federal statues pertain to the project:

- National Environmental Policy Act (42 USC 4321 et seq.)
- Federal Endangered Species Act (16 USC 1531-1543)
- Section 404 of the Clean Water Act (33 USC 1251-1376)
- Fish and Wildlife Coordination Act (16 USC 661-6660
- Executive Order 11990, Protection of Wetlands (May 24, 1977)
- Migratory Bird Treaty Act of 1918 (USC 703-711)
- California Environmental Quality Act (PRC 21000 et seq.)
- California Endangered Species Act (CDFW Code 2050 et seq.)
- Native Plant Protection Act (CDFW Code 1900-1913)
- City of Citrus Heights Tree Preservation and Protection Ordinance (Code 106.39)
- City of Roseville Tree Preservation Ordinance (Roseville Municipal Code Chapter 19.66)

Federal Endangered Species Act

The Federal Endangered Species Act defines 'take' (Section 9) and prohibits 'taking' of a listed endangered or threatened species (16 USC 1532, 50 CFR 17.30. If a federally listed species could be harmed by a project, Section 7 or 7 consultations must be initiated, and an Incidental Take Permit must be obtained (16 USC 1539, 50 CFR 13).

Federal Migratory Bird Treaty Act

Migratory birds are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10 including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). All migratory bird species are protected by the MBTA. Any removal of active nests during the breeding season or any disturbance that results in the abandonment of nestlings is considered a 'take' of the species under federal law.

Setting

For the purposes of this document, the Auburn Boulevard Specific Plan EIR (2005), the City of Citrus Heights General Plan EIR, and all associated technical studies were referenced for this section. The Auburn Boulevard corridor is dominated by urban uses. Few remnant natural habitats are present in the area immediately adjacent to the roadway. These habitats have been highly disturbed through urbanization and various degrees of landform alteration. Small stands of native oaks trees are found within the Project area. Landscaped areas or areas of ruderal vegetation are most common along the corridor (see Figure 3).

The project occurs within the Sacramento Valley floristic region and USFS ecological subsection 262Ag (Hardpan Terraces), which is a geologically characterized by low hills and alluvial plains.

PAR Environmental Services conducted a biological survey of the project area on August 24, 2004 to characterize the environmental setting on and adjacent to the project within the City of Citrus Heights, and Dokken Engineering conducted a preliminary database search on June 24, 2015. The database search was performed to confirm special status species with the potential to occur within the previously surveyed project area within the City of Citrus Heights, and the additional project area within the City of Roseville.

A literature research was conducted through the USFWS Planning Species List, CDFW, CNDDB and the CNPS Electronic Inventory of Rare and Endangered Plants to identify habitats and special status species with the potential to occur within the project area for Citrus Heights USGS 7.5-minute quadrangle (see Figure 2 Project Location and Figure 3 Project Features).

These database searches identified special status species within the USFWS jurisdiction that may be affected by the project. In addition, a query of the USFWS's Critical Habitat Portal was conducted to identify potential critical habitat designations within the vicinity of the project. A query of the CNDDB database provided a list of known occurrences for special status species. The CNPS database search purpose was to identify special status plant species with the potential to occur within the Citrus Heights, California USGS 7.5-minute quadrangle (Appendix C).

Sensitive Habitats

Sensitive habitats include sensitive natural plan communities and other habitats designated and/or regulated by California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS), and U.S. Army Corps of Engineers (USACE). Under Section 404 of the Clean Water Act (CWA), wetlands and other waters of the U.S. are subject to the jurisdiction of USACE. Aquatic habitats may also receive protection

under California statutes including Section 1602 of the California Fish and Wildlife Code and the California Porter-Cologne Water Quality Control Act.

Special Status Species

Special status species are plants and animals in the following categories:

- Species that are listed under the federal Endangered Species Act (ESA) and/or California Endangered Species Act (CESA) as rare, threatened, or endangered;
- Species considered as candidates and for state or federal listing as threatened or endangered;
- Wildlife designated by CDFW as species of special concern; and
- Plants ranked by CDFW as "rare, threatened, or endangered" in California.

The California Natural Diversity Database (CNDDB), maintained by the CDFW, is considered as the most current and reliable tool for tracking occurrences of special status species in California.

Special Status Species Evaluation

The special status species evaluation considers those species identified as having relative scarcity and/or declining populations by the USFWS or CDFW. Special status species include those formally listed as threatened or endangered, those for formal listing, candidates for federal listing, and those classified as Species of Concern by USFWS or Species of Special Concern by CDFW. Species considered to be "special animals" or "fully protected" by the CDFW or rare, threatened, or endangered in California by the California Native Plant Society (CNPS) were also included in the evaluation.

Setting and Methods

Queries of the USFWS Planning Species list, CNDDB Electronic Inventory of Rare and Endangered Plants, and CNPS database queries, conducted on June 25, 2015 identified several special status species with the potential to be impacted by the project. Field surveys were also previously conducted in August 2004 to document existing biological resources, detect potential jurisdictional waters of the U.S. and State, and search for suitable habitat and presence of Federal and State protected species. Potential impacts to resources were analyzed based on the project design and ecological resources identified in the field surveys. Table 3 provides a summary of all species identified in the search results, a description of the habitat requirements for each species, and conclusions regarding the potential for each species to occur within the project area.

Table 3: Special Status Species with Potential to Occur in the Project Vicinity							
Common Name	Common Name	Common Name		Common Name	Common Name		
Plant Species							
Dwarf downingia	Downingia pusilla	Fed: CA: CNPS:	 2.2	An annual herb inhabiting vernal pools and mesic valley and foothill grassland communities. Flowers March-May (3-1,460 feet).	Presumed Absent; The project area lacks the species' requisite vernal pools and mesic grassland community; habitat unsuitable for dwarf downingia. Nearest CNDDB occurrence is 5 miles south west of the project area.		
Boggs Lake hedge- hyssop	Gratiola heterosepala	Fed: CA: CNPS:	 E 1B. 2	An annual herb inhabiting clay soils and shallow waters of marshes and swamps, lake margins, and vernal pools. Flowers April-August (33- 7792 feet).	Presumed Absent ; Soils within the project vicinity are loams and the project area lacks requisite clay soils; habitat unsuitable for Boggs Lake hedge-hyssop.		

Table 3: Special	Status Sp <u>ecies with</u>	Potential	to Occ	our in the Project Vicinity	
Common Name	Common Name	Common Na	ame	Common Name	Common Name
Legenere	Legenere limosa	Fed: CA: CNPS:	 1B. 1	An annual herb inhabiting wet areas, vernal pools, and ponds. Flowers May-June (0-2,887).	Nearest CNDDB occurrence is 4 miles north of the project area. Presumed Absent; The creek within proximity to the project area is likely too regularly maintained for species occurrence. Nearest CNDDB occurrence is approximately 4 miles from project location; species presumed absent.
Ahart's dwarf rush	Juncus leiospermus var. ahartii	Fed: CA: CNPS:	 1B. 2	An annual herb inhabiting grassland swales, gopher mounds and vernal pool margins of mesic valley and foothill grassland communities. Flowers March – May (98-751 feet).	Presumed Absent; The project area lacks the requisite vernal pools and mesic grassland community; habitat unsuitable for Ahart's dwarf rush. Nearest CNDDB occurrence is 12 miles south of the project area.
Sacramento Orcutt grass	Orcuttia viscida	Fed: CA: CNPS:	E E 1B. 1	An annual herb inhabiting vernal pools. Flowers April-July (98-328 feet).	Presumed Absent; The project area lacks the requisite vernal pools and site elevation is outside the species range; habitat unsuitable for Sacramento Orcutt grass. Nearest occurrence is 5 miles south east of the project area.
Sanford's arrowhead	Sagittaria sanfordii	Fed: CA: CNPS:	 1B. 2	A perennial rhizomatous herb inhabiting freshwater marshes, swamps, ponds and ditches. Flowers May-October (0-2,132 feet).	Presumed Absent; The creek adjacent to the project area is potentially suitable habitat for the species. However, the project area is highly disturbed and regularly maintained. In addition, the nearest CNDDB occurrence is approximately 2 miles northwest from the project area.
Big-scale balsamroot	Balsamorhiza macrolepis	Fed: CA: CNPS:	 1B. 2	Inhabits chaparral, valley and foothill grassland, cismontane woodland.	Presumed Absent; The project area is highly disturbed and urbanized, and lacks the requisite habitat for Big-scale balsamroot. Nearest CNDDB occurrence is 6 miles north of the project area.
Red Bluff dwarf rush	Juncus leiospermus var. leiospermus	Fed: CA: CNPS:	 1B. 1	Chaparral, valley and foothill grassland, cismontane woodland.	Presumed Absent; The project area is highly disturbed and urbanized, and lacks the requisite habitat for Red Bluff dwarf rush. Nearest CNDDB occurrence is 6.5 miles north of the project area.
Pincushion navarretia	Navarretia myersii ssp. Myersii	Fed: CA: CNPS:	 1B. 1	Inhabits vernal pools and clay soils within nonnative grassland.	Presumed Absent; The project area lacks the requisite vernal pools and grassland community; habitat unsuitable for pincushion navarretia. Nearest CNDDB occurrence is 11 miles southeast of the project area.
Hispid salty bird's- beak	Chloropyron molle ssp. Hispidum	Fed: CA: CNPS:	 1B. 1	Inhabits meadows and seeps, playas, valley and foothill grassland.	Presumed Absent; The project area lacks the requisite meadows, seeps, playas, valley or foothill grassland habitat. Project area is considered unsuitable for Hispid

Table 3: Special	Status <u>Species wit</u> l	h Po <u>tential t</u>	to <u>Occ</u>	ur in the Project Vicinity	
Common Name	Common Name	Common Na	ame	Common Name	Common Name
					salty bird's beak. Nearest CNDDB occurrence is 7 miles northeast of the project area.
Avian Species					
Tricolored blackbird	Agelaius tricolor	Fed: CA: DFG:	 SSC	Prefers freshwater marsh, swamp and wetland communities, but utilize agricultural or upland habitats that can support large colonies often in the Central Valley area. Requires protected dense nesting habitat protected from predators, be within 3-5 miles to a suitable foraging area with insect prey and within 0.3 miles of open water. Suitable foraging includes wetland, pastureland, rangeland, at dairy farms, and in some irrigated croplands (silage, alfalfa, etc.). Nests mid-march - early August, but may extend until October/November in the Sacramento Valley region.	Presumed Absent; The project area does not contain the dense emergent wetland or an adequate source of open water needed throughout the breeding season. The project area is urbanized with unsuitable foraging habitat for Tricolored blackbird. Nearest CNDDB occurrence is 5 miles northeast of the project area.
Golden eagle	Aquila chrysaetos	Fed: CA: DFG:	 FP	Inhabits grasslands, deserts, savannahs, and early successional stages of forest and shrub habitats. Requires open terrain for hunting, often utilizing rolling foothills and mountain terrain, wide arid plateaus deeply cut by streams and canyons, open mountain slopes, and cliffs and rock outcrops. Home range dependent on prey availability and habitat openness; estimated at 48 mi ² in northern California. Species nests on cliffs and large trees in open areas; breeds January-August (0-11,000 feet).	Presumed Absent; The project area does not contain open grassland habitat needed for the species. The project area is highly disturbed and urbanized with unsuitable habitat for golden eagle. Nearest CNDDB occurrence is 12 miles south of the project area.
Burrowing owl	Athene cunicularia	Fed: CA: DFG:	 SSC	Species inhabits arid, open areas with sparse vegetation cover such as deserts, abandoned agricultural areas, grasslands, and disturbed open habitats. Requires friable soils for burrow construction (Below 5,300 feet).	Presumed Absent; Project site is highly disturbed, developed and too frequently managed for species occurrence; habitat unsuitable for burrowing owl. Nearest CNDDB occurrence is 9 miles north west of the project area.
Swainson's hawk	Buteo swainsoni	Fed: CA: DFG:	 T 	Inhabits grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, alfalfa or grain fields that support a stable rodent prey base. Breeds March to late August.	Presumed Absent ; The project area lacks open grassland suitable for the species foraging. Additionally, the nearest CNDDB occurrence is 10 miles northwest from project location.
White-tailed kite	Elanus leucurus	Fed: CA: DFG:	 FP	Inhabits rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Prefers open grasslands, meadows or marshes for	Presumed Absent; The project area lacks open grassy field suitable for the species foraging. The nearest CNDDB occurrence is approximately 5 mile from

-				ur in the Project Vicinity		
Common Name	Common Name	Common Na	ame	Common Name	Common Name	
		Fed:		foraging close to isolated, dense- topped trees for nesting and perching. Breeds Feb- Oct. Inhabits dense grasslands on rolling hills, lowland plains, in valleys and	project location. Presumed Absent; project area lacks the requisite dense	
Grasshopper sparrow	Ammodramus savannarum	CA: DFG:	 SSC	on hillsides on lower mountain slopes.	grasslands. The nearest CNDDB occurrence is approximately 10 miles north of the project area. Habitat unsuitable for Grasshopper sparrow.	
Purple martin	Progne subis	Fed: CA: DFG:	 SSC	Present in California as a summer migrant, arriving in March and departing by late September. Inhabits valley foothill and montane hardwood/hardwood-conifer, coniferous habitats and riparian habitats. Nests in tall, old, isolated trees or snags in open forest or woodland and in proximity to a body of water. Frequently nests within former woodpecker cavities; may nest in human-made structures such as nesting boxes, under bridges and in culverts. Breeds April- August.	Presumed Absent; project area lacks the requisite riparian forest or hardwood/hardwood conifer forest habitats; habitat unsuitable for purple martin. Nearest CNDDB occurrence is 4 miles north east of the project area.	
Bank swallow	Riparia riparia	Fed: CA: DFG:	 T 	A migratory colonial nester inhabiting lowland and riparian habitats west of the desert during spring - fall. Majority of current breeding populations occur along the Sacramento and Feather rivers in the north Central Valley. Requires vertical banks or cliffs with fine textured/sandy soils for nesting (tunnel and burrow excavations). Nests exclusively near streams, rivers, lakes or the ocean. Breeds May-July.	Presumed Absent; The project area has potential tunnels and burrow excavations that could be potential bank swallow habitat, however the project is highly disturbed and urbanized. In addition, no species were observed during the 2004 field visit. The nearest CNDDB occurrence is 4 miles north of the project area.	
Mammal Species						
American badger	Taxidea taxus	Fed: CA: DFG:	 SSC	Prefers treeless, dry, open stages of most shrub and herbaceous habitats with friable soils and a supply of rodent prey. Species also inhabits forest glades and meadows, marshes, brushy areas, hot deserts, and mountain meadows. Species maintains burrows within home ranges estimated between 338-1,700 acres, dependent on seasonal activity. Burrows are frequently re- used, but new burrows may be created nightly. Young are born in March and April within burrows dug in relatively dry, often sandy, soil, usually in areas with sparse overstory cover. Species is somewhat tolerant of human activity, but is sensitive to	Presumed Absent; The project area lacks the shrub and herbaceous habitat necessary for breeding. The project area is highly disturbed and lacks the necessary habitat for American badger. Nearest CNDDB occurrence is 12 miles south of the project area.	

Table 3: Special Status Species with Potential to Occur in the Project Vicinity							
Common Name	Common Name	Common Na	ime	Common Name	Common Name		
Pallid bat	Antrozous pallidus	Fed: CA: DFG:	 SSC	automobile mortality, trapping, and persistent poisons (up to 12,000 feet). Inhabits deserts, grasslands, shrub lands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting.	Presumed Absent; The project area lacks the shrub land and forest habitat necessary for roosting. The project area is highly disturbed and lacks the necessary habitat for American badger. Nearest CNDDB occurrence is 10 miles north of project area.		
Reptile Species							
Western pond turtle	Emys marmorata	Fed: CA: DFG:	 SSC	A fully aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches with aquatic vegetation. Requires basking sites and suitable (sandy banks or grassy open field) upland habitat for reproduction (Sea level-4,690 feet).	Presumed Absent; The project area does not contain open grassy fields necessary for reproduction. Nearest CNDDB occurrence is approximately 6 miles from project location; no occurrences are documented within the Cripple Creek drainage.		
Giant garter snake	Thamnophis gigas	Fed: CA: DFG:	T T 	Inhabits marsh, swamp, wetland (including agricultural wetlands), sloughs, ponds, rice fields, low gradient streams and irrigation/drainage canals adjacent to uplands. Ideal habitat contains both shallow and deep water with variations in topography. Species requires adequate water during the active season (April-November), emergent, herbaceous wetland vegetation, such as cattails and bulrushes, for escape cover and foraging habitat and mammal burrows estivation. Requires grassy banks and openings in waterside vegetation for basking and higher elevation uplands for cover and refuge from flood waters during winter dormant season. Species is extremely shy and sensitive to disturbance.	Presumed Absent; Cripple Creek does not contain adequate water during the species active season; habitat unsuitable for giant garter snake. The nearest CNDDB occurrence is greater than 10 miles from the project location. No occurrences are documented within Cripple Creek.		
Amphibian Species							
California tiger salamander	Ambystoma californiense	Fed: CA: DFG:	T T SSC	Inhabits annual grasslands and the grassy understory of valley-foothill hardwood communities. Requires underground refuges, especially ground squirrel burrows and vernal pools or other seasonal water sources for breeding.	Presumed Absent; The project area lacks the annual grasslands and vernal pools required for breeding. The project area is highly disturbed and lacks the required habitat for California tiger salamander. The nearest CNDDB occurrence is greater than 10 miles from the project area.		
California red- legged frog	Rana draytonii	Fed: CA:	T 	Inhabits lowlands and foothills in or near permanent sources of deep	Presumed Absent; Cripple Creek in proximity to the project		

Table 3: Special Status Species with Potential to Occur in the Project Vicinity						
Common Name	Common Name	Common Na	ıme	Common Name	Common Name	
		DFG:	SSC	water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development and must have access to estivation habitat. Occurs from elevations near sea level to 5,200 ft.	area does not contain adequate deep water or estivation habitat for the species. CNDDB records show the nearest species occurrence is greater than 10 miles from the project area.	
Western spadefoot	Spea hammondii	Fed: CA: DFG:	 SSC	Inhabits burrows within grassland and valley foothill hardwood woodland communities. Requires vernal, shallow, temporary pools formed by heavy winter rains for reproduction. Breeds late winter- March.	Presumed Absent; Cripple Creek in proximity to the project area does not contain preferred valley foothill hardwood woodland communities necessary for western spadefoot. Nearest CNDDB occurrence is 3.5 miles north west of the project area.	
Invertebrate						
Species Vernal pool fairy shrimp	Branchinecta lynchi	Fed: CA: DFG:	T 	Endemic to the grasslands of the Central Valley, Central Coast mountains and South Coast Mountains, in astatic rain-filled pools. Inhabits small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools. Species is dependent on seasonal fluctuations.	Presumed Absent; The project area lacks requisite vernal sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools required for vernal pool fairy shrimp; habitat unsuitable. The nearest CNDDB occurrence is greater than 10 miles from the project area.	
Vernal pool tadpole shrimp	Lepidurus packardi	Fed: CA: DFG:	E 	Inhabits vernal pools and swales containing clear to highly turbid waters such as pools located in grass bottomed swales of unplowed grasslands, old alluvial soils underlain by hardpan, and mud- bottomed pools with highly turbid water.	Presumed Absent; The project area lacks requisite vernal pools and grassed swales required for vernal pool tadpole shrimp; habitat unsuitable. The nearest CNDDB occurrence is greater than 10 miles from the project area.	
Valley elderberry longhorn beetle	Desmocerus californicus dimorphus	Fed: CA: DFG:	T 	Requires elderberry shrubs (<i>Sambucus</i> sp.) as host plants. Typically in moist valley oak woodlands associated with riparian corridors in the lower Sacramento River and upper San Joaquin River drainages. Prefers elderberries 2-8 inches in diameter; some preference toward 'stressed' elderberries.	Presumed Absent; The project area lacks the requisite elderberry shrub habitat for valley elderberry longhorn beetle. The project area is highly disturbed and considered unsuitable habitat for Valley elderberry longhorn beetle. The nearest CNDDB occurrence is 5 miles south east of the project area.	
Fish Species						
Central Valley steelhead	Oncorhynchus mykiss	Fed: CA: DFG:	T 	Spawning occurs in small tributaries on coarse gravel beds in riffle areas. Central Valley steelhead are found in the Sacramento River system; the principal remaining wild populations spawn annually in Deer and Mill Creeks in Tehama County, in the lower Yuba River, a small	Presumed Absent; Cripple Creek in proximity to the project area does not provide adequate water, substrates, or connectivity to known river populations; habitat unsuitable for Central Valley steelhead. CNDDB records show the nearest species	

Common Name	Common Name	Common	Name	Common Name	Common Name
				population in the lower Stanislaus River and, though potentially extirpated, from the San Joaquin basin.	is 1.75 miles northwest.
Delta smelt	Hypomesus transpacificus	Fed: CA: DFG:	T E 	Occurs within the Sacramento-San Joaquin Delta and seasonally within the Suisun Bay, Carquinez Strait and San Pablo Bay. Most often occurs in partially saline waters.	Presumed Absent; Crippl Creek in proximity to the project area is outside the range of the species; habitat unsuitable for delta smelt. The nearest CNDD occurrence is 5 miles from the project area.
Federal Designations (FESA, USFWS) C: Federal candidate D: Federally delisted E: Federally listed, en C: Federally listed, thi Other Designations	dangered			State Designations (CA): (CESA, CDFG) E:State-listed, endangered T:State-listed, threatened FP: CDFG Fully Protected	
 *Note: according to C Chapter 10 of the CFG 1A: Plants presumed of 1B: Plants rare and en 2: Plants rare, threat 3: Plants about which 4: Plants of limited d 4: Plants 1B, 2, and 4 ex _1 Seriously endangered _2 Fairly endangered _3 Not very endanger 	Protected nt Society Designations: NPS (Skinner and Pavlik G Code. This interpretation extinct in California. dangered in California and ened, or endangered in Cali n need more information; a istribution; a watch list. tension meanings: red in California (over 80% in California (<20% of di n California (<20% of	a is inconsistent throughout thei ifornia but more review list. 6 of occurrences urrences threate	t with other ir range. e common s threatened ned)	elsewhere in their range.	ed or endangered under Section 190.
High : Habitat (includin Low-Moderate : Eithe the site; or suitable hab	observed on site during a sing soils and elevation factor r low quality habitat (incluit itat strongly associated with	rs) for the speci ding soils and e th the species or	es occurs o elevation fa	n site and a known occurrence has been recor- ctors) for the species occurs on site and a kno- e, but no records were found within the databa ot found, or species was found within the data	wn occurrence exists within 5 miles ous search.

Standards of Significance

Based on Appendix G of the State CEQA Guidelines, an impact on biological resources is considered significant if implementation of the General Plan and GGRP would:

- 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 DFG or USFWS;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by DFG or USFWS;
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- 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 nursery sites by native wildlife;

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- With the provisions of an adopted habitat conservation plan (HCP), natural community conservation plan (NCCP), or other approved local, regional, or state HCP.

The City of Citrus Heights and City of Roseville General Plan established local policies protecting biological resources. There would be no conflict with any local policies or ordinances protecting biological resources. Compliance with local tree preservation ordinances will be required prior to the start of construction and will be discussed further as a potentially significant impact.

No adopted or planned HCP or NCCP covers the planning area. For this reason, there would be no conflicts between the project and any HCP or NCCP. This significance criterion is not discussed further in the EIR.

Summary of Analysis under the City of Citrus Heights General Plan EIR, and the City of Roseville General Plan

City of Citrus Heights

Chapter 4.6.1 of the General Plan EIR evaluated the effects of the General Plan on biological resources within the general plan policy area. The General Plan EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special status birds, through the loss of both nesting and foraging habitat.

Policies in the General Plan were identified as mitigating the effects of development that could occur under the provisions of the General Plan. Policy ER 34.3 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate.

The General Plan EIR concluded that the cumulative effects of development that could occur under the General Plan would be less than significant as they related to effects on special status plant species, reduction of habitat for special status invertebrates, loss of habitat for special status birds, loss of habitat for special status amphibians and reptiles, loss of habitat for special status mammals, special status fish and, in general, loss of riparian habitat, wetlands and sensitive natural communities.

City of Roseville

Chapter 5 of the Open Space and Conservation Element evaluated effects of the General Plan on biological resources within the City of Roseville area. The General Plan identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special status birds, through the loss of both nesting and foraging habitat.

Policies in the General Plan were identified as mitigating the effects of development that could occur under the provisions of the General Plan. Policies 1 through 13 require the City to consider the potential impact on existing habitats and sensitive species.

The General Plan concluded that the cumulative effects of development that could occur under would be less than significant with mitigation incorporated as they related to effects on special status plant species, reduction of habitat for special status invertebrates, loss of habitat for special status birds, loss of habitat for special status amphibians and reptiles, loss of habitat for special status mammals, special status fish and, in general, loss of riparian habitat, wetlands and sensitive natural communities.

Discussion

- a. No impact. As addressed within the 2005 ABSP FEIR, all special status species are presumed absent within the project area. Considering the amount of development and hardscape in the project area, the current frequency and volume of human activity, the amount of affected foraging habitat within the project limits, anticipated absence of species nesting, and the implementation of minimization and avoidance measures incorporated into the project design, the project would not impact the viability of the overall population and further consultation under CESA is not anticipated. To minimize and avoid potential impacts to potential special status species occurrences and vegetation clearing, the project would comply with mitigation measures B-2 through B-5 (ABSP 2005).
- b. No Impact. As addressed within the 2005 ABSP FEIR, Riparian habitat and other sensitive natural communities were not observed within the project construction limits. The project construction will take place within landscaped and developed areas (ABSP 2005).
- c. No impact. As addressed within the 2005 ABSP FEIR, Cripple Creek is the closest waterway to the project area and is located 180 feet southwest of the project area. Cripple Creek is a major tributary of Arcade Creek, which is a tributary to the Sacramento River, and is considered Waters of the U.S. However, no impacts to Cripple Creek or direct runoff would occur due to the project. No vernal pools or wetland habitat occurs within the proximity to the project site. The project would result in no permanent or temporary impacts to Waters of the U.S. or State (ABSP 2005).
- d. Less-than-Significant with Mitigation Incorporated. No interference would take place due to the project with the movement of any native resident or migratory fish or wildlife species or with any established native resident or migratory wildlife corridors. Project construction will take place on landscaped and hardscape area. However, trees will be removed due to project construction. Therefore, to protect migratory birds B-2 through B-5 will be implemented to ensure protection of migratory nesting birds.
- e. Less-than-Significant with Mitigation Incorporated. As addressed within the 2005 ABSP FEIR, the project is subject to the City of Citrus Heights and the City of Roseville Tree Ordinance. At this time, approximately 57 trees will be impacted by the project (Arborist Report & Tree Inventory Summary, 2015). The trees will be removed prior to construction and replanted after construction along the widened road and within existing medians. According to the City of Citrus Heights and City of Roseville Tree Preservation and Protection Regulations, native oak trees 6 inches or more in diameter, and mature trees 19 inches or more in diameter are protected and require a permit for removal. Some removals may require the replanting of trees or the payment of a mitigation fee and a report from a certified arborist. An arborist survey will be conducted by Acorn Arboricultural Services, Inc. to determine species found within the project area, and, if necessary, a tree removal permit will be obtained from both Cities prior to construction. Mitigation measure B-2 through B-5 will also be implemented to further reduce impacts to vegetation within the project area (ABSP 2005).
- f. No Impact. As addressed within the 2005 ABSP FEIR, the project will not conflict with any locally adopted Habitat Conservation Plan, Natural Community Conservation Plan, etc. Within the project area, there are no resource based plans that address special status species (ABSP 2005).

Mitigation Measures from City of Citrus Heights General Plan EIR and the City of Roseville General Plan that apply to the Project

City of Citrus Heights General Plan EIR Mitigation Measure B-3 and City of Roseville General Plan Mitigation Measure 4.9-3 have been incorporated within Mitigation Measures B-4 and B-5 of this section. *Applicable ABSP EIR Mitigation Measures Incorporated*

B-1: To ensure consistency with the City of Citrus Heights' Policy 37.1, which requires incorporation of existing trees into development projects, building envelopes for future development projects should be configured to minimize impacts to trees to the extent feasible. The following measures shall be implemented:

1. Building envelopes should be established on plans and specifications for the future development projects to designate the area needed for construction of roads, driveways, and building pads.

2. These building envelopes should be large enough to include not only the improvements, but also work areas for heavy equipment, staging areas, and equipment and material lay down areas.

3. To protect trees elsewhere on construction sites, no construction activities or use of heavy equipment should occur outside of the building envelopes.

4. Oaks that fall within the building envelope but which are not slated for removal should be protected by the following measures, which should be implemented during all construction phases of the project:

a. Plans and specifications should clearly state protection procedures for oaks to be preserved on the project site. The specifications should also require contractors to stay within designated work areas and should include a provision for penalties if oak trees are damaged;

b. No vehicles, construction equipment, mobile offices, or materials should be parked or located within the driplines of oaks and other trees that are to be preserved;

c. Soil surface removal should not occur within the driplines of oaks to be preserved. No cuts or trenching should occur within the dripline. If this area cannot be avoided, then the tree should be added to the list of oaks to be replaced through an on-site planting;

d. Earthen fill deep should not be placed within the driplines of oak trees to be retained, and no fill should be placed within five feet of their trunks.

e. Paving should not be placed within the dripline of oaks to be retained;

f. Underground utility line trenching should not occur within the driplines of oaks to be retained. If it is absolutely necessary to install underground utilities within the driplines of oak trees, the trench should either be bored or drilled but not within five feet of the trunk and a certified arborist should be retained to monitor this construction and repair or wrap any damaged roots.

g. Living Among the Oaks: A Management Guide for Landowners (UC Cooperative Extension, Berkeley) in Appendix H should be used by the City as a guide in reviewing landscape plans. The information should be distributed to landowners and developers to provide information and guidelines for preparing landscape plans and for protecting oaks after construction is complete.

B-1B: Prepare and Implement Oak Replacement and Management Plan (Oak Woodland Replacement): In order to compensate for impacts due to removal of native oak trees found within oak woodland and/or riparian habitats (as opposed to isolated landscape or street trees), the following measures shall be implemented:

1. Oak trees shall be planted on project sites or off-site in numbers and species composition similar to those impacted.

2. Prior to approval of development or redevelopment projects, a qualified biologist or arborist should make an accurate count of the number, diameter, and species of trees that would be removed within each building envelope or area subject to disturbance. Based on the estimate, an Oak Replacement and Management Plan (Oak Plan) should be prepared in accordance with the City of Citrus Heights Tree Ordinance, and consistent with the City of Citrus Heights General Plan biological resource goals and policies.

a. The goals of the Oak Plan should be to replace trees lost by the project to create healthy, self-sustaining habitats that are not dependent on maintenance or irrigation following the minimum maintenance period.

The functions and values of the created habitat should approximate those of the affected habitats, i.e., the functions and values of oak woodland rather than an ornamental landscape planting.

b. At a minimum, the Oak Plan should include clear success criteria, monitoring and reporting requirements, and a contingency plan should the responsible parties fail to meet the success criteria that ensure that mitigation goals and ratios are met. The Oak Plan should also include details for the species, size of plants and quantities, planting techniques, techniques for protecting the trees from herbivory, and irrigation, weed control and maintenance plan, and monitoring requirements.

- **B-1C:** Prepare and Implement Oak Replacement and Maintenance Plan (Landscape Tree Replacement): In order to compensate for impacts due to removal of native oak trees found within landscape settings (i.e. isolated landscape or street trees), the following measures shall be implemented:
 - 1. Oaks trees shall be planted on project sites or off-site in numbers and species composition similar to those impacted.

a. Prior to approval of development or redevelopment projects, a qualified biologist or arborist should make an accurate count of the number, diameter, and species of trees that would be removed within each building envelope or area subject to disturbance. Based on the estimate, an Oak Replacement and Maintenance Plan (Oak Plan) should be prepared in accordance with the City of Citrus Heights Tree Ordinance, and consistent with the City of Citrus Heights General Plan biological resource goals and policies.

The goals of the Oak Plan, at a minimum, should be to replace trees lost by the project in an appropriate landscape setting that will allow trees to thrive and be self-sustaining and not dependent on maintenance or irrigation following the minimum maintenance period. Replacement within the specific plan area's planned landscape areas as street trees, trees for public space landscape or roadway medians, should be emphasized when identifying replanting sites. Replacement in a natural habitat setting as described in Measure B-2B would also accomplish these oak tree replacement goals.

- **B-1D:** Preconstruction Tree Survey: Prior to construction, a qualified biologist or arborist should make an accurate count of the number, diameter, condition and species of trees that would be removed by the roadway improvement project. An Oak Tree Replacement and Management Plan shall be prepared in accordance with Mitigation Measures B-2A, B-2B and B-2C described above.
- **B-2:** Avoid Impacts to Nesting Birds

1. If tree removal for construction will occur during the nesting season (February through July), a minimum of two preconstruction surveys should be conducted in construction areas for nesting birds. Surveys shall be conducted by a qualified wildlife biologist.

2. Surveys should be conducted no more that 14 days prior to the initiation of tree-removal activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through July).

3. If the surveyor deems that an active bird nest is close enough to the construction area to be disturbed, he or she should (in consultation with CDFG) determine the extent of the construction-free buffer zone to be established around the nest.

4. Trees should be removed outside the nesting season (February through July), or after a qualified wildlife biologist verifies that the nest is empty and the nest tree is no longer used by the adults and young birds.

B-3: Avoid Introduction and Spread of New Noxious Weeds. In the vicinity of Cripple Creek, during construction only certified weed-free straw will be used and all disturbed soils will be thoroughly covered with straw (or mulch or chips created on-site during tree removal) upon completion of grading. No seed mixes should be used unless consisting of locally native grasses and forbs.

Additional Project Level Mitigation Measures

B-4: Pursuant to the City of Citrus Heights General Plan EIR Mitigation Measure B-3 and the City of Roseville Mitigation Measure 4.9-3, if construction is planned to occur during the raptor nesting season (February – August) a preconstruction raptor nesting survey shall be conducted by a qualified biologist within 7 days prior to vegetation removal. Vegetation surveyed shall include all trees, 10 feet or taller and containing a dbh of 2 inches or greater. Within 2 weeks of the nesting raptor survey, all vegetation cleared by the biologist shall be removed by the contractor.

A minimum 500 foot no-disturbance buffer shall be established around any active raptor nest to limit the impacts of construction activities. The contractor shall immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged.

B-5: Pursuant to the City of Citrus Heights General Plan EIR Mitigation Measure B-3 and the City of Roseville Mitigation Measure 4.9-3, if ground disturbance or vegetation removal is to take place during the breeding season (February – August), a pre-construction nesting bird survey shall be conducted within 7 days prior to vegetation removal. Vegetation surveyed shall include all trees, bushes, tall grasses and emergent vegetation. Within 2 weeks of the nesting bird survey, all vegetation cleared by the biologist shall be removed by the contractor.

A minimum 100 foot no-disturbance buffer shall be established around any active nest to limit the impacts of construction activities. The contractor shall immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged.

Significance Determination with Mitigation Measures

Less than significant with mitigation incorporated.

			Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
v.	CUI proj	TURAL RESOURCES - Would the ect:					
	a.	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?		X			
	b.	Cause a substantial adverse change in the significance of an archaeological		Х			

			Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V.	CUI proj	LTURAL RESOURCES - Would the ject: resource pursuant to §15064.5?					
	c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X			
	d.	Disturb any human remains, including those interred outside of formal cemeteries?		X			
	e.	Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resource Code 21074?					Х

Discussion

- a. No Impact. Per the Auburn Boulevard Specific Plan EIR, there are no known historical resources within the project area. There are no significant cultural resources located within proximity of the project area. The existing site was previously graded and developed (ABSP 2005). On June 23, 2015, Dokken Engineering Archaeologist, Namat Hosseinion, P.I., conducted a pedestrian field survey of the additional project area located within the City of Roseville. No potential cultural resources or historical resources were observed within the project area.
- b. No impact. Per the Auburn Boulevard Specific Plan EIR, there are no known archaeological resources within proximity of the project area in the City of Citrus Heights (ABSP 2005). During the June 23, 2015 pedestrian survey, no additional potential archaeological resources were observed within the City of Roseville portion of the project.
- c. The project is not anticipated to impact paleontological resources. The project area has been disturbed previously by construction of the surrounding development and industrial uses. As documented in the City of Citrus Heights General Plan FEIR, the City of Roseville General Plan, and Auburn Boulevard Specific Plan EIR, the general City of Citrus Heights and project area is not considered sensitive for paleontological resources (ABSP 2005).
- d. Less-than-Significant with Mitigation Incorporated. No human remains or cemeteries were identified within proximity of the project area. See CR-1 and CR-2 of the Auburn Boulevard Specific Plan EIR.
- e. No Impact. Effective July 1, 2015, CEQA was revised to include early consultation with California Native American tribes and consideration of tribal cultural resources (TCRs). These changes were enacted through Assembly Bill 52 (AB 52). By including TCRs early in the CEQA process, AB 52 intends to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential

adverse impacts to TCRs. CEQA now establishes that a "project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment" (PRC § 21084.2).

To help determine whether a project may have such an adverse effect, the PRC requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a project. That consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project (PRC § 21080.3.1). Consultation must consist of the lead agency providing formal notification, in writing, to the tribes that have requested notification or projects within their traditionally and culturally affiliated area. AB 52 stipulates that the Native American Heritage Commission (NAHC) shall assist the lead agency in identifying the California Native American tribes that are traditionally and culturally affiliated within the project area. If the tribe wishes to engage in consultation on the project, the tribe must respond to the lead agency within 30 days of receipt of the formal notification. Once the lead agency receives the tribe's request to consult, the lead agency must then begin the consultation process within 30 days. If a lead agency determines that a project may cause a substantial adverse change to TCRs, the lead agency must consider measures to mitigate that impact. Consultation concludes when either: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a TCR, or 2) a party, activing in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (PRC § 21080.3.2). Under existing law, environmental documents must not include information about the locations of an archaeological site or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records act. TCRs are also exempt from disclosure.

For purposes of this study, the term "tribal cultural resource" refers to either of the following:

- 1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - a. Included or determined to be eligible for inclusion in the California Register of Historical Resources
 - b. Included in a local register of historical resources as defined in subdivision (k) of California Public Resources Code (PRC) Section 5020.1
- 2. A resource determined by a California lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of the PRC Section 5024.1.

In July, 2015, the City of Citrus Heights obtained a list of California Native American tribes traditionally and culturally affiliated with the project area from the NAHC. The City then sent initial letters inviting to the tribes detailed on the NAHC list to consult under AB 52 for the project. This initial letter provided a brief project description, project location, lead agency contact information, and a notification that the tribe has 30 days to request consultation. No TCRs were identified within the project area.

Mitigation Measures from City of Citrus Heights General Plan EIR and the City of Roseville General Plan that apply to the Project

None.

Applicable ABSP EIR Mitigation Measures Incorporated

CR-1: Handling of Discovered Artifacts or Remains: Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended according to (A) below.

It is recommended under CEQA and Policy 41.1 of the Citrus Heights General Plan that:

1. In the event that any prehistoric, historic, or paleontological resources are discovered during construction-related earth moving activities, all work within 50 feet of the resources shall be halted and the developer shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any find is determined to be significant by the qualified archaeologist, then 2. representatives from the City of Citrus Heights and the qualified archaeologist and/or paleontologist would meet to determine the appropriate course of action.

3. Pursuant to Section 5097.97 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains. And that under Policy 42.3 of the Citrus Heights General Plan that planners establish thresholds by which future projects can be judged when considering historic impacts. These standards should include height and massing considerations for projects that are located in close proximity to historic resources (individual structures and districts) and define locations for potential prehistoric resources.

CR-2: Evaluation of Historic Resources Older than 45 Years. Prior to approval of projects or issuance of construction or grading permits, cultural resources that appear to be 45 years old or older on a project site need to be recorded for the purposes of inclusion in the State Office of Historic Preservation's filing system. "The 45 year criterion recognizes that there is commonly a five year lag between resource identification and the date that planning decisions are made" (California, State of 1995). Should the five year period lapse between the completion of the initial cultural resources documentation and the start date of the project, the cultural resource studies would need to be updated to include any additional properties/sites that would, by that time, meet the 45 year criteria.

Additional Project Level Mitigation Measures

None required.

Significance Determination with Mitigation Measures

Less than significant with mitigation incorporated.

				Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI.	GEC proj		Y AND SOILS - Would the					
	a.	subst	ose people or structures to potential tantial adverse effects, including isk of loss, injury, or death lving:		X			
		i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.		X			
		ii.	Strong seismic ground shaking?		X			
		iii.	Seismic-related ground failure, including liquefaction?		Х			
		iv.	Landslides?		X			
	b.		It in substantial soil erosion or the of topsoil?		X			
	с.	that i unsta poter lands	bocated on a geologic unit or soil is unstable, or that would become able as a result of the project, and ntially result in on- or off-site slide, lateral spreading, idence, liquefaction or collapse?		X			
	d.	defir Unif creat	ocated on expansive soil, as ned in Table 18-1-B of the form Building Code (1994), ting substantial risks to life or erty?		X			
	e.	supp alter syste	e soils incapable of adequately orting the use of septic tanks or native wastewater disposal ems where sewers are not available ne disposal of wastewater?		X			

Discussion

- a.i-iv. No Impact. As addressed within the 2005 ABSP FEIR, the project would not expose people or structures to potential substantial or adverse effects (ABSP 2005).
 - i. California Department of Conservation (CDC) California Geological Survey does not list Sacramento County or Placer County as affected by the Alquist-Priolo Earthquake Fault Zone. According to the Fault Activity Map of California and Adjacent Areas, no active faults are located within the project area.
 - ii. The project would not expose people or structures to seismic ground shaking due to the lack of active faults within the City and the nature of the project activities.
 - iii. The project would not create ground failure or liquefaction. Given the soil types and depth to bedrock, the ground at this site is not prone to liquefaction. In addition, the project does not involve the construction of structures which would regularly be occupied by people.
 - iv. The CDC does not list Sacramento County or Placer County as an area at risk for Landslides as identified in the California Department of Transportation's (Caltrans) Highway Corridor Mapping project (CDC 2007). Therefore, the project would not expose people or structures to substantial risk of landslides.
- b. No Impact. As addressed within the 2005 ABSP FEIR, project construction would not generate soil erosion concerns or the loss of topsoil. Standard BMPs will be implemented during construction as mentioned in the Auburn Boulevard Specific Plan EIR. The project would comply with Sacramento and Placer County NPDES for discharges of urban runoff from Municipal Separate Storm Sewer Systems (MS4s). The project would comply with the Stormwater Quality Improvement Plan (SQIP), which will adequately control all erosion. Therefore, no impacts from soil erosion are anticipated.
- c. No Impact. The project is not 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.
- d. No Impact. The project is not located on expansive soil. Special design considerations are not required for expansive soils, as they are not located within the project area.
- e. No Impact. The projects would not use a septic tank system. In addition, sewage is not required for the project; therefore, the project will have no impacts related to septic systems.

Mitigation Measures from City of Citrus Heights General Plan EIR and the City of Roseville General Plan that apply to the Project

None.

Applicable ABSP EIR Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

None required.

Significance Determination with Mitigation Measures

Not applicable.

		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOU Would the pr	SE GAS EMISSIONS - oject:					
emissior indirectl	e greenhouse gas as, either directly or y, that may have a ant impact on the nent?				Х	
policy of the purp	with an applicable plan, r regulation adopted for ose of reducing the as of greenhouse gases?				Х	

Setting

As part of its action in approving the City of Citrus Heights General Plan, and the City of Roseville General Plan, the City Councils certified the Master EIR that evaluated the environmental effects of development that is reasonably anticipated under the new General Plan. The General Plan EIR includes extensive discussion of the potential effects of greenhouse gas emissions. The General Plan EIR discussions regarding climate change are incorporated here by reference. See, for example:

Final EIR: Greenhouse Gas Reduction Plan

This document is available at <u>http://www.citrusheights.net/203/Greenhouse-Gas-Reduction-Plan</u> and at the offices of City of Citrus Heights at 6237 Fountain Square Drive, Citrus Heights, California.

Final Report: City of Roseville Greenhouse Gas Emissions Reduction Plan Analysis This document is available at <u>https://www.roseville.ca.us/lp/supersize/ClimateActionPlan.pdf</u> and at the offices of City of Roseville at 311 Vernon Street, Roseville, California.

The project is consistent with the land use designations for the project site. The project would result in the generation of greenhouse gases during construction and operation, as discussed below.

Environmental Consequences

Short-Term Construction Emissions

During construction of the project, temporary GHG emissions would be emitted from the operation of construction equipment and from worker supply vendor vehicles. Emissions from construction equipment are not expected to exceed the threshold of significance.

Long-Term Construction Emissions

Because the project consists of road improvements, and does not increase capacity of the roadway, there are no long-term operational activities associated with the project. The project would not lead to changes in vehicular operations and associated emissions. While there may be maintenance visits to the project site, these visits are expected to be infrequent, and occur for emergency repair or for repaving, which occurs after the lifetime of the installed pavement has been reached. Long term operational emissions are thus expected to be negligible.

Ongoing Activities

City of Citrus Heights

The General Plan includes a Greenhouse Gas Reduction Plan for the City. The Greenhouse Gas Reduction Plan provided additional guidance, strategies and measures for the City's ongoing efforts to reduce GHG emissions.

To prevent the continued escalation of GHG emissions, the Greenhouse Gas Reduction Plan establishes a 2020 target (10 to 15 percent below 2005 levels) to reduce annual emissions levels consistent with state laws and guidelines. According to the Greenhouse Gas Reduction Plan, the actions that could be quantified along with those that could not outline a path to meet the City's 2020 reduction target, consistent with state laws and guidelines. When combined with quantified state and federal legislative reductions, primary actions contained in the Greenhouse Gas Reduction Plan offer a potential reduction of about 145,677 metric tons of carbon dioxide equivalent (CO_2e) annually. This level of reduction will meet the City's 2020 target of 10 to 15 percent and is consistent with state laws.

City of Roseville

The General Plan includes a Greenhouse Gas Emissions Reduction Plan Analysis for the City through 2015. The Greenhouse Gas Reduction Plan provided additional guidance, strategies and measures for the City's ongoing efforts to reduce GHG emissions.

To prevent the continued escalation of GHG emissions, the Greenhouse Gas Reduction Plan established a 2015 target (20 percent below 2000 levels) to reduce annual emissions levels consistent with state laws and guidelines. According to the Greenhouse Gas Reduction Plan, the actions that could be quantified along with those that could not outline a path to meet the City's 2015 reduction target, consistent with state laws and guidelines. When combined with quantified state and federal legislative reductions, primary actions contained in the Greenhouse Gas Reduction Plan offered a potential reduction of up to 16,000 metric tons of carbon dioxide equivalent (CO_2e) annually. Currently, this level of reduction has met the City's 2015 target of 20 percent and is consistent with state laws.

State and Federal Levels

In addition to the Greenhouse Gas Reduction Plan, GHG-reduction strategies continue at the state and federal level to combat climate change. In December 2009, the EPA listed GHG as harmful emissions under the Clean Air Act. This action could eventually result in regulations with a purpose of reducing such emissions.

The General Plan EIR concluded that GHG emissions that could be emitted by development that is consistent with the General Plan would be less than significant. The General Plan EIR includes a full analysis of GHG emissions and climate change, and adequately addresses these issues. As indicated in the General Plan EIR, future development within the City of Citrus Heights and the City of Roseville will be required to comply with Assembly Bill (AB) 32 and with the Sacramento Area Council of Governments (SACOG) 2035 Metropolitan transportation Plan (MTP). The 2035 MTP is anticipated to meet the AB 32 goal of reaching 1990 transportation emissions by 2020. The City is not anticipating an increase in GHG emission with the incorporation of reduction measures.

The project must comply with the General Plan policies and measures for the reduction of GHGs to comply with the 2035 MTP and AB 32. Because the traffic from the project was assumed in the 2035 MTP, and the 2035 MTP is anticipated to meet the goals of AB 32, the project would comply with the 2035 MTP. AB 32 requires an approximate 29 percent reduction from existing emissions on a statewide level in order to achieve the goal of reducing GHG emissions to 1990 levels by 2020.

The General Plan EIR for the City of Citrus Heights and the City of Roseville General Plan allows for periodic maintenance on established arterial streets, such as Auburn Boulevard, therefore the GHG emissions increase that would occur with implementation of the project has been accounted for in the General Plan. The project would not impede the City's efforts to comply with AB 32 requirements. Therefore, the projects cumulative impacts related to construction and operation of the project conflicting with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions would be less than significant. The project would not have any significant additional environmental effects relating to GHG emissions or climate change.

Discussion

- a. Less-than-Significant Impact. Short-term, negligible GHG emissions would result from the construction equipment and worker vehicles. Worker vehicles would be limited to minimum necessary causing a less-than-significant impact to generation of GHG emissions in the region (ABSP 2005).
- b. Less than Significant. The project would not conflict with the City of Roseville Greenhouse Gas Emissions Reduction Plan or the City of Citrus Heights Greenhouse Gas Reduction Plan. The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Mitigation Measures from City of Citrus Heights General Plan EIR and the City of Roseville General Plan that apply to the Project

None.

Applicable ABSP EIR Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

None required.

Significance Determination with Mitigation Measures

Less than significant.

	Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDO MATERIALS - Would the pro					
a. Create a significant hazard public or the environment routine transport, use, or d hazardous materials?	through the		Х		
b. Create a significant hazard public or the environment reasonably foreseeable up accident conditions involv release of hazardous mater environment?	through et and ing the		Х		
c. Emit hazardous emissions hazardous or acutely haza materials, substances, or w one-quarter mile of an exi proposed school?	dous aste within	X			
d. Be located on a site which included on a list of hazar materials sites compiled p Government Code Section and, as a result, would it c significant hazard to the pu environment?	dous ursuant to 65962.5 reate a	X			
e. For a project located with land use plan or, where su has not been adopted, with miles of a public airport or airport, would the project safety hazard for people re working in the project are	ch a plan in two public use result in a esiding or	X			
f. For a project within the vi private airstrip, would the result in a safety hazard for residing or working in the area?	project r people	X			
g. Impair implementation of physically interfere with a emergency response plan emergency evacuation pla	n adopted or	X			
h. Expose people or structur	es to a	X			

	Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:					
significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?					

Setting

Federal regulations and regulations adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD) and the Placer County Air Pollution Control District (PCAPCD) apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with these regulations respecting asbestos may result in a Notice of Violation being issued by the AQMD and APCD and civil penalties under state and/or federal law, in addition to possible action by U.S. EPA under federal law.

Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR § 61.145).

SMAQMD Rule 902 and Commercial Structures, and PCAPCD Asbestos Demolition Requirements:

The work practices and administrative requirements of Rule 902 apply to all commercial renovations and demolitions where the amount of Regulated Asbestos-Containing Material (RACM) is greater than:

- 260 lineal feet of RACM on pipes, or
- 160 square feet of RACM on other facility components, or
- 35 cubic feet of RACM that could not be measured otherwise.

The administrative requirements of Rule 902 apply to any demolition of commercial structures, regardless of the amount of RACM.

Asbestos Surveys

To determine the amount of RACM in a structure, Rule 902 and PCAPCD requirements state that a survey be conducted prior to demolition or renovation unless:

- the structure is otherwise exempt from the rule, or
- any material that has a propensity to contain asbestos (so-called "suspect material") is treated as if it is RACM.

Surveys must be done by a licensed asbestos consultant and require laboratory analysis. Asbestos consultants are listed in the phone book under "Asbestos Consultants." Large industrial facilities may use non-licensed employees if those employees are trained by the U.S. EPA. Questions regarding the use of non-licensed employees should be directed to the AQMD and PCAPCD.

Removal Practices, Removal Plans/Notification and Disposal

If the survey shows that there are asbestos-containing materials present, the SMAQMD and PCAPCD recommends leaving it in place.

If it is necessary to disturb the asbestos as part of a renovation, remodel, repair or demolition, Cal OSHA and the Contractors State License Board require a licensed asbestos abatement contractor be used to remove the asbestos-containing material.

There are specific disposal requirements for friable asbestos-containing material, including disposal at a licensed landfill. If the material is non-friable asbestos, any landfill willing to accept asbestos-containing material may be used to dispose of the material.

Summary of Analysis under the City of Citrus Heights General Plan EIR, and the City of Roseville General Plan

City of Citrus Heights

This section is derived from information contained in the General Plan EIR for the City of Citrus Heights General Plan and the Initial Site Assessment for the Auburn Boulevard Complete Streets, Phase 2, Citrus Heights, California (Dokken Engineering, June 2015). Record searches conducted for the Initial Site Assessment (ISA) identified twenty-two (22) sites within one mile of the project alignment for which hazardous materials issues may be present. These sites are identified based on records that show historic soil and/or groundwater contamination; or they are existing or historic land uses commonly associated with hazardous waste contamination problems. The General Plan EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards. See Chapter 4.6. Implementation of the Project may result in the exposure of people to hazards and hazardous materials during construction activities. Impacts identified within the EIR and ISA related to construction activities and operations were found to be less than significant with mitigation incorporated. Policies included in the General Plan were effective in reducing the identified impacts.

City of Roseville

State and federal legislation, which address concerns regarding hazardous materials, provide much of the framework within which Roseville works to manage safety issues relating to hazardous materials. A variety of laws are now in effect that regulate hazardous materials clean-up, storage, testing procedures and financial assistance for hazardous waste reduction. Policies included in the City of Roseville General Plan were effective in reducing potential impacts relating to hazardous materials. See Chapter 8, Policies 1 through 4.

Discussion

- a-b. Less-than-Significant with Mitigation Incorporated. The Initial Site Assessment conducted by Dokken Engineering (2015) for the project identified existing and historic land uses that were associated with contamination. The most common type of sites are existing or historic service stations with possible leaks from underground storage tanks. Based on the site reconnaissance, potential REC's on properties adjacent to the project boundaries include the following:
 - Potential for PCB's with existing pole-mounted electrical transformers,
 - Potential for underground fuel storage tank leaks from the four gas stations (Chevron, Shell, Towne Mart, and an abandoned gas station) in the project area located along Auburn Boulevard, and
 - Potential chemical spills from Paradise Cleaners near the intersection of Auburn Boulevard and Baird Way.

The ISA recommended additional actions to verify the presence/extent of RECs and to evaluate the potential for remediation during the Plans, Specifications & Estimate (PS&E) phase of the Auburn Boulevard Complete Streets – Phase 2 Project: Impacts related to emissions of hazardous materials are significant but can be mitigated to a less than significant level by following the precautions required for construction and demolition activities in areas where contamination may be present.

Naturally Occurring Asbestos (NOA) can occur in serpentine rock. The most common forms of NOA minerals are chrysotile, actinolite, and tremolite. A review of the "General Location Guide for Ultramafic Rocks in California – Areas likely to Contain Naturally Occurring Asbestos" (CGS Open-file Report 2000-19) indicated that NOA was not mapped on, or in the near vicinity of the project site. The nearest ultramafic rock formation which may be associated with naturally occurring asbestos is approximately 10 miles east of the project area, along the eastern banks of Folsom Lake (USGS, 2015).

The roadway improvements in the vicinity of residences adjacent to Auburn Boulevard may involve removal of yellow thermoplastic traffic striping from the existing roadway surface. Yellow traffic stripes may contain heavy metals such as lead and chromium at concentrations in excess of hazardous waste thresholds established by the CCR and may produce toxic fumes when heated. Disposal of stripes is required at a Class 1 disposal facility. See Mitigation Measure HM-1 through HM-7.

- c. Less-than-Significant Impact. The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school The closest public school to the project area is located approximately 0.5 mile south at Mesa Verde High School. In addition, mitigation measures HM-1 will be implemented (ABSP 2005).
- d. Less-than-Significant with Mitigation Incorporated. The project is located within an area of existing and historic land uses that were associated with contamination on the Cortese List of hazardous materials sites from EnviroStor. The ISA recommended additional actions to verify the presence/extent of RECs and to evaluate the potential for remediation during the Plans, Specifications & Estimate (PS&E) phase of the Auburn Boulevard Complete Streets Phase 2 Project: Impacts related to emissions of hazardous materials are significant but can be mitigated to a less than significant level by following the present. See HM-1 through HM-7.
 - e-f. No Impact. The project is not located near an airport or airstrip. Since the project site is not located within two miles of an airport or an area for which an Airport Land Use Plan has been prepared, and no public or private airfields are within two miles of the project area, users of the project would not be exposed to hazards due to over flight aircraft. Thus, no significant impact would occur, and no mitigation would be necessary (ABSP 2005).
 - g. No Impact. The project is not expected to impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan for the City of Citrus Heights or the City of Roseville. The project would not result in an increased concentration of large numbers of persons in any at-risk location, and the project would not have a significant impact on any emergency plans. Thus, no significant impact would occur, and no mitigation would be necessary (ABSP 2005).
- h. No Impact. The project does not present conditions that are subject to wildland fires. There is no potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. Therefore, no impacts are potential or expected (ABSP 2005).

Mitigation Measures from the City of Citrus Heights General Plan EIR and the City of Roseville General Plan that apply to the Project

- **HM-1:** Pursuant to City of Citrus Heights General Plan EIR Mitigation Measure 4.15-3a, 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.
- **HM-2:** Pursuant to City of Citrus Heights General Plan EIR Mitigation Measure 4.15-3b, establish a process that identifies the steps to be taken prior to commencement of any site preparation activities on Cortese-listed sites. This may contain but not be limited to the following:
 - 1. Retain a licensed professional to investigate the environmental status of the soils and/or groundwater contamination. Prepare a site plan that identifies and implements any remediation activities that are required to remove health risks to persons exposed to the site during construction activities.
 - 2. Remove all contaminated soil, dispose of contaminated soil by a licensed contractor to a properly licensed facility, and replace contaminated soil with clean fill dirt.
 - 3. Consult with appropriate regulatory agencies such as 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, etc.).

Applicable ABSP EIR Mitigation Measures Incorporated

- **HM-3:** Mitigation Measure HM-1A Handling of Asbestos Material: Control devices and fugitive emissions monitoring are required during demolition activities which will disturb, or have the possibility of disturbing, the asbestos-containing materials. All asbestos containing building material within the buildings planned for demolition should be removed prior to any demolition activity that could break up, dislodge, or similarly disturb these materials. This removal must be done using appropriate engineering controls, in compliance with all regulations, and be a contractor certified by the Contractor's State License Board and registered by the California Division of Occupational Safety and Health (Northwest Envirocon, Incorporated 1997).
- **HM-3B:** Disposal Of The Yellow Thermoplastic Traffic Stripes: Disposal of the yellow thermoplastic traffic stripes will be at a Class 1 disposal facility. All aspects of the project associated with removal, storage, transportation, and disposal of the yellow thermoplastic traffic striping, should be in strict accordance with the appropriate regulations.

Additional Project Level Mitigation Measures

- **HM-4:** Any leaking transformers observed during the course of the project should be considered a potential polychlorinated biphenyl (PCB) hazard. Should leaks from electrical transformers (that will either remain within the construction limits or will require removal and/or relocation) be encountered during construction, the transformer fluid should be sampled and analyzed by qualified personnel for detectable levels of PCB's. Should PCBs be detected, the transformer should be removed and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCB's should also be handled and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations.
- HM-5: Based on preliminary plans, right-of-way acquisition may be required at the Towne Mart gas station at Sandalwood Drive and the abandoned gas station at Oak Grove Avenue. Should final plans indicate that a portion of this parcel will be acquired for new right-of-way, a preliminary environmental

screening (limited subsurface sampling and laboratory analysis) should be performed during the PS&E for potentially elevated levels of petroleum hydrocarbons and MTBE contamination within the limits of proposed construction, and/or right-of way acquisition, adjacent to the existing gas stations. Should the preliminary screening encounter elevated levels of petroleum hydrocarbons and/or MTBE a limited Phase II ISA should be performed. The Phase II ISA should consist of subsurface sampling and laboratory analysis and be of sufficient quantity to define the extent and concentration of contamination within the areal extent and depths of planned construction activities adjacent to the existing gas stations. The Phase II ISA should also provide both a Health and Safety Plan for worker safety and a Work Plan for handling and disposing contaminated soil during construction.

- **HM-6**: The potential exists for hazardous contamination from historic chemical spills at Paradise Cleaners, which is located near the intersection of Auburn Boulevard and Baird Way. At the time of this ISA, there were no documented reports of soil/groundwater contamination related to chemical discharge from Paradise Cleaners. If a potential hazardous contamination is detected, soil samples should be gathered and tested to determine the chemical levels within the soil.
- **HM-7:** To avoid impacts from pavement striping during construction it is recommended that removal requirements for yellow striping and pavement marking materials be performed in accordance with Caltrans Standard Special Provision 14-11.07 REMOVE YELLOW TRAFFIC STRIPE AND PAVEMENT MARKING WITH HAZARDOUS WASTE RESIDUE.
- **HM-8:** As is the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction (such as previously undetected petroleum hydrocarbon contamination from nearby gas stations). Should any previously unknown hazardous waste/material be encountered during construction, the procedures outlined in Caltrans Hazards Procedures for Construction shall be followed.
- **HM-9:** If the project area changes (due to a change in the project design or staging area), further investigation for potential hazardous waste generators would be required to determine their impact to the revised project limits.

Significance Determination with Mitigation Measures

Less than significant with mitigation incorporated.

			Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIV.		DROLOGY AND WATER ALITY - Would the project:					
	a.	Violate any water quality standards or waste discharge requirements?			Х		
	b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?		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, in a manner which would result in substantial erosion or siltation on- or off-site?		X			
	d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?		Х			
	e.	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?		Х			
	f.	Otherwise substantially degrade water quality?		Х			
	g.	Place housing within a 100-year flood hazard area as mapped on a federal				X	

			Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIV.		DROLOGY AND WATER ALITY - Would the project:					
		Flood Hazard Boundary or Flood Insurance Rate Map or other food hazard delineation map?					
	h.	Place structures within a 100-year flood hazard area which would impede or redirect flood flows?				Х	
	i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?		Х			
	j.	Inundation by seiche, tsunami, or mudflow?		Х			

Background

For the purposes of this document, the Auburn Boulevard Specific Plan EIR (2005) was referenced for this section.

The project area is located within the American River watershed hydrologic unit which feeds into Sacramento County's River Flood Control System. There are no streams or waters within the project area. The closest stream is Cripple Creek which is located 180 feet south of the project area, and flows in a westerly direction to Arcade Creek, which in turn drains to the Natomas Main Drainage Canal and ultimately into the Sacramento River (City of Citrus Heights, 2000). Drainage facilities are located at several locations along Auburn Boulevard.

Cripple Creek maintains a perennial flow south of the project area, though a significant source of this flow is urban runoff. The project is not located within one of California's four sole source aquifers. The project is located in Sacramento County, and extends into Placer County, which does not have a sole source aquifer.

Standards of Significance

For purposes of this Initial Study, impacts to hydrology and water quality may be considered significant if construction and/or implementation of the Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan EIR:

- Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the Specific Plan, or
- Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

Summary of Analysis under the City of Citrus Heights General Plan EIR, and the City of Roseville General Plan

City of Citrus Heights

Chapter 4.5 of the General Plan EIR evaluates the potential effects of the General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities and exposure of people to flood risks (Impacts 4.5-2 through 4.5-6). Policies included in the General Plan, including a directive for regional cooperation, comprehensive flood management, and construction of adequate drainage facilities with new development (Policies 34.2-49.8) were identified that reduced all impacts to a less-than-significant level.

City of Roseville

Chapters 5 and 8 of the General Plan evaluate potential effects as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities and exposure of people to flood risks. Policies included in the General Plan, including a directive for regional cooperation, comprehensive flood management, and construction of adequate drainage facilities with new development (Chapter 5, Implementation Measure 10, and Chapter 8, Implementation Measures 1 through 13). The City of Roseville regulates its floodplain areas through land use, zoning, and other development within—the City's Regulatory Floodplain. Certain exceptions to this policy exist primarily within the infill area and for the construction of essential services. Where encroachments may be permitted, improvements are required to be designed to minimize cumulative upstream and downstream effects.

Discussion

- a. Less than significant with mitigation incorporated. Construction would consist of activities on landscaped and hardscape environments. Construction activities would not substantially degrade water quality and would not violate any water quality objectives by the State Water Resources Control Board. Drainage facilities are located at several locations along Auburn Boulevard BMPs will be put in place to prevent sediment and other contaminants generated by construction from impacting the drainages. Mitigation measures H-1 through H-4 will be incorporated to further reduce the risk of violating any water quality or waste discharge standards.
- b. No Impact. As addressed within the 2005 ABSP FEIR, no groundwater wells would be drilled as part of the project. The project would not deplete groundwater supplies or interfere substantially with groundwater recharge that would result in a net deficit in aquifer volume or lowering of the local groundwater table level.
- c-d. No Impact. As addressed within the 2005 ABSP FEIR, the project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site
- e. Less-than-Significant. As addressed within the 2005 ABSP FEIR, there will be an increase in impervious surface due to the project. This will result in more runoff water, however the project is including drainage improvements. The existing drainage facilities within the project have adequate capacity for additional runoff.
- f. No impact. As addressed within the 2005 ABSP FEIR, the project would not otherwise substantially degrade water quality.

- Less than significant. Cripple Creek has a relatively small hydrologic capacity and can be quickly g.-h. overwhelmed during severe storm runoff events. In these events, stream channel banks can overflow and result in temporary inundation of adjoining low lying areas. Within the project area, the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) shows the area immediately adjacent to Cripple Creek as being within the 100-year floodplain, Zone AE which represents areas with a 1% annual chance of flooding. The project includes construction of a raised median on Auburn Boulevard starting approximately 300 feet south of Cripple Creek Drive. The raised median encroaches approximately 50 feet on to the existing floodplain Zone AE for Cripple Creek. The rest of the project area is within Zone X, which represents areas of 0.2% annual chance flood; areas of 1% annual change flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood (Appendix D). A Summary Floodplain Encroachment Report was submitted by Dokken Engineering per Caltrans requirements on June 25, 2015 to examine if the project would increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood. While the proposed median would encroach 50 feet on to the existing floodplain Zone AE, the project does not include new housing or development within the floodplain and would only make improvements to the existing road which is consistent with the City of Citrus Heights and the City of Roseville General Plan. Therefore, the project would not substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.
- i. No Impact. As addressed within the 2005 ABSP FEIR, the project would not expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of levee or dam.
 - j. Less than significant. As addressed within the 2005 ABSP FEIR, while the median would encroach 50 feet on to the existing floodplain Zone AE, the project does not include new housing or development within the floodplain and would only make improvements to the existing road which is consistent with the City of Citrus Heights and the City of Roseville General Plan. Therefore, the project would not substantially increase the exposure of people and/or property to flooding risks or inundation by seiche, tsunami or mudflows.

Mitigation Measures from the City of Citrus Heights General Plan EIR and the City of Roseville General Plan that apply to the Project

None.

Applicable ABSP EIR Mitigation Measures Incorporated

H-1: Incorporate Development Standards for Improving Water Quality: The City shall incorporate water quality protection measures into the specific plan Development Standards: The standards may include but are not limited to the following:

1. Install and maintain landscaping that requires minimal application of chemical fertilizers, pesticides and herbicides;

2. Emphasize xeriscape landscaping that reduces the need for irrigation by minimizing the use of turf in decorative landscaping, using plant materials adapted to local conditions and efficient irrigation;

3. Minimize irrigation overspray - do not permit use of sprinkler and spray irrigation in areas less than 8 feet wide;

4. Use of drip irrigation systems where feasible;

5. Incorporate features such as filtration strips or bioswales in site design to prevent urban pollutants from entering into Cripple Creek via storm drains from parking lots and paved surfaces.

- **H-2:** Implement Best Management Practices (BMPs). The City shall require implementation of best management practices for public and private development. Such practices may include, but are not limited to:
 - 1. Regular inspection, maintenance and cleaning out of stormwater retention or detention structures;
 - 2. Regular inspection, maintenance and cleaning out of oil and water separators;
 - 3. Encourage property owners to regularly remove trash, dead vegetation and leaf litter;

4. Encourage use of landscaping and horticultural practices that minimize the need for chemical fertilizers, herbicides and pesticides.

Additional Project Level Mitigation Measures

- **H-3:** The Project would require a NPDES General Construction Permit for Discharges of storm water associated with construction activities (Construction General Permit 2012-0006-DWQ). A SWPPP would also be developed and implemented as part of the Construction General Permit.
- **H-4:** The construction contractor shall adhere to the SWRCB Order No. 2012-0006-DWQ NPDES Permit pursuant to Section 402 of the CWA. This permit authorizes storm water and authorized non-storm water discharges from construction activities. As part of this Permit requirement, a SWPPP shall be prepared prior to construction consistent with the requirements of the RWQCB. This SWPPP will incorporate all applicable BMPs to ensure that adequate measures are taken during construction to minimize impacts to water quality.

Significance Determination with Mitigation Measures

Less than significant with mitigation incorporated.

			Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.		ND USE AND PLANNING - 11d the project:					
	a.	Physically divide an established community?		Х			
	b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		X			

		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.	LAND USE AND PLANNING - Would the project:					
	c. Conflict with any applicable habitat conservation plan or natural community conservation plan?		X			

Discussion

- a. No Impact. As addressed within the 2005 ABSP FEIR, the project will take place on and adjacent to an existing facility. The project would not physically divide an established community (ABSP 2005).
- b. No Impact. As addressed within the 2005 ABSP FEIR, the project will not affect the roadway designation. The project would not change the zoning ordinance within the project area (ABSP 2005).
- c. No Impact. As addressed within the 2005 ABSP FEIR, the project will not conflict with any existing habitat conservation plan or natural community's conservation plan. No such plans currently exist within the project area (ABSP 2005).

Mitigation Measures from City of Citrus Heights General Plan EIR and the City of Roseville General Plan that apply to the Project

None.

Applicable ABSP EIR Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

None required.

Significance Determination with Mitigation Measures

Not applicable.

			Potentially Significant Impact	1 *	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X.	K. 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?		Х			
	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?		Х			

Discussion

a-b. No Impact. As addressed within the 2005 ABSP FEIR, the project site has not been identified as containing mineral resources that would be considered a significant resource. No active mining operations are present in or near the project area (ABSP 2005).

Mitigation Measures from City of Citrus Heights General Plan EIR and the City of Roseville General Plan that apply to the Project

None.

Applicable ABSP EIR Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

None required.

Significance Determination with Mitigation Measures

Not applicable.

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

Setting

In accordance with the Caltrans Environmental Handbook guidelines, noise is defined as unwanted sound. Sound levels usually are measured and expressed in decibels (dB), with 0 dB being the threshold of hearing. Decibel levels range from 0 to 140: 50 dB for light traffic is considered a low decibel level, whereas 120 dB for a jet takeoff at 200 feet is considered a high decibel level.

Under the Caltrans Traffic Noise Analysis Protocol (CaTNAP) 2011, projects that are not Type 1 only require an evaluation of predicted construction noise. The project is not a Type 1 project as defined in 23 CFR 772.5;

- (1) The construction of a highway on new location; or,
- (2) The physical alteration of an existing highway where there is either:

(i) Substantial Horizontal Alteration. A project that halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition; or,

(ii) Substantial Vertical Alteration. A project that removes shielding therefore exposing the line-of-sight between the receptor and the traffic noise source. This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor; or,

- (3) The addition of a through-traffic lane(s). This includes the addition of a through-traffic lane that functions as a HOV lane, High-Occupancy Toll (HOT) lane, bus lane, or truck climbing lane; or,
- (4) The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane; or,
- (5) The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange; or,
- (6) Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane; or,
- (7) The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.
- (8) If a project is determined to be a Type I project under this definition then the entire project area as defined in the environmental document is a Type I project.

The project is a reconstruction project of an existing road and is not a new highway. The project would not significantly change the horizontal or vertical alignment of the road, would not add through-traffic lanes or an auxiliary lane, would not add or relocate interchange lanes, would not restripe existing pavement for the purpose of adding through-traffic lanes, and would not add or alter a weigh station/rest stop/ride-share lot/toll plaza. Therefore, the project is not a Type 1 project and only construction noise impacts are discussed.

The project is within the City of Citrus Height's Boulevard Plan Planning Area and the City of Roseville's Planning Area. The project area within the City of Citrus Heights is located in areas designated for General Commercial, Low Density Residential, and Medium Density Residential land uses in the Boulevard Plan (City of Citrus Heights 2005a). The area is zoned for Auburn Boulevard Commercial (ABC) Zoning District and Commercial and Village Centers (City of Citrus Heights 2005b). The project site located within the City of Roseville is located in areas designated for Community Commercial land uses and is zoned for Neighborhood Commercial, General Commercial and Community Commercial (City of Roseville, 2009).

Noise sources that contribute to ambient noise levels in and adjacent to the project site include traffic from local streets. As a way to characterize noise levels, Table 4 summarizes typical ambient noise levels based on population density.

Population Density	dBA, Ldn
Rural Suburban	40–50
Quiet suburban residential or small town	45–50
Normal suburban residential urban	50–55
Normal urban residential	60
Noisy urban residential	65
Very noisy urban residential	70
Downtown, major metropolis	75-80
Under flight path at major airport, 0.5 to 1 mile from runway	78–85
Adjoining freeway or near a major airport	80–90
Sources: Cowan 1984, Hoover and Keith 1996	

Table 4. Population Density and Associated Ambient Noise Levels

The vicinity of the project area is most similar to that of "noisy urban residential," and "normal urban residential." Noisy Urban Residential areas have a typical noise level of 65 dBA while Normal Urban Residential has a typical noise level of 60 dBA. The Technical Noise Supplement (Caltrans, 2009) defines a noise receiver or receptor as "any natural or artificial sensor that can perceive, register or be affected by sound, such as a human ear, or a microphone."

In general, noise sensitive land-uses include residences, schools, hospitals, churches, and parks. The project would take place near General Commercial, Low Density Residential, and Medium Density Residential land uses (City of Citrus Heights 2005a). Open Space, which includes a community park, is south of the project footprint; however, no impacts to this noise sensitive land-use is anticipate. Additionally, no industrial development is in the immediate vicinity of the project site. Located along the project alignment are residences along with a variety of businesses, including a bowling alley, auto shops, small restaurants, retailers and convenience stories.

Standards of Significance

For purposes of this Initial Study, impacts due to noise may be considered significant if construction and/or implementation of the Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan EIR:

- Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;
- Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project;
- Result in construction noise levels that exceed the standards in the City of Citrus Heights or the City of Roseville's Noise Ordinance;
- Permit existing and/or planned residential and commercial areas to be exposed to vibration-peakparticle velocities greater than 0.5 inches per second due to project construction;
- Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

Summary of Analysis under the City of Citrus Heights General Plan EIR and the City of Roseville General Plan

City of Citrus Heights

The General Plan EIR evaluated the potential for development under the General Plan to increase noise levels in the community. New noise sources include vehicular traffic, railways, and stationary sources. The general plan policies establish exterior and interior noise standards (Policy 51.1). A variety of policies provide standards for the types of development envisioned in the general plan. See Policy 52.2 through 52.5, which requires new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use, and Policy 52.4, which calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. Notwithstanding application of the general plan policies, noise impacts for exterior and interior noise levels, and vibration impacts, were found to be significant and unavoidable.

City of Roseville

The General Plan evaluated potential for development to increase noise levels within the community. New noise sources include vehicular traffic, vehicular traffic on highways, railways, and stationary sources. The general plan policies establish exterior and interior noise standards (Table IX-1 through Table IX-3). A

variety of policies provide standards for the types of development envisioned in the general plan. See Policies 1 through 10, which require new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use, and call for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences.

Discussion

Less-than-significant with mitigation incorporated. During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by Caltrans Standard Specifications Section 14-8.02, "Noise Control," which states that noise levels generated during construction shall comply with applicable local, state, and federal regulations, and that all equipment shall be fitted with adequate mufflers according to the manufacturers' specifications.

Generally, noise levels at construction sites can vary from 55 dBA to a maximum of nearly 96 dBA when heavy equipment is used. Construction noise of this project would be intermittent, and noise levels would vary depending on the type of construction activity. For this project, lowest construction equipment-related noise levels would be 55 dBA at a distance of 50 ft for sound from a pick-up truck. Highest noise levels would be up to 90 dBA (at a distance of 50 ft) for a concrete saw for pavement removal. A jackhammer, which would be up to 89 dBA at a distance of 50 ft, would also be utilized during the project. Rock crushing, during construction of the project, may also be necessary.

No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications Section 14-8.02 and applicable local noise standards. Construction noise would be short-term and intermittent. Construction is expected to take approximately 180 days. Further, implementing the measures below would minimize the temporary noise impacts from construction.

The project is exempt from City of Citrus Heights code pertaining to noise regulation due to the Section 34-88 which states that activities involving "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" are exempt from the provisions of the city code. In addition, the City of Roseville's Municipal Code specifically prohibits the overnight operation of certain noisy, construction-related equipment (i.e. between the hours of 10:00 p.m. and 7:00 a.m.). These specified equipment items include any pneumatic or air hammer, pile driver, steam shovel, derrick, steam or electric hoist, parking lot cleaning equipment or other appliance that creates a "loud or unusual" noise. Noise Element Policy P4 under Objective N-1.2 constrains all construction in the vicinity of noise sensitive land uses (such as residences, hospitals, or convalescent homes) to daylight hours of 7:00 a.m. to 7:00 p.m. Further, this Policy lays out 'best practices' strategies for reducing noise from construction equipment and operations.

The project would have a less than significant impact on noise based on: 1) the project is not anticipated to change traffic; 2) Proposed construction duration is temporary; and 3) construction of the project would use proposed minimization methods. No adverse noise impacts from construction

are anticipated because construction would be conducted in accordance with Caltrans' standard specifications and would be short term and intermittent. Mitigation measures N-1 through N-4 will be implemented to further reduce any noise specific impacts.

b. Less than significant. The project site is level, and does not include buildings or structures that would require unusual construction techniques that would cause substantial vibration. The project would not result in additional significant environmental effects. Substantial levels of vibration are not anticipated because traffic volumes will be similar to the existing situation.

The project would generate some vibration due to construction activities, but it would not include construction activities that could generate significant ground vibration, such as pile driving. There are no historic structures within the project area that would be affected by construction-related vibration, therefore this impact would not exceed the impact disclosed in the City of Citrus Heights General Plan EIR or the City of Roseville General Plan.

- c. Less than significant. The project activities would not cause permanent increases in ambient noise levels in the project vicinity.
- d. Less-than-Significant Impact with Mitigation Incorporated. During construction activities, there would be a temporary noise increase from use of power tools, equipment, and other non-powered hand-tools. The City would require the contractor to comply with all applicable noise and occupational safety standards as defined in the construction specifications, and to protect workers and other persons from health effects of increased noise levels from the use of construction equipment. Compliance with construction specifications would reduce potential noise-related concerns at the construction site, and therefore cause a less-than-significant impact. Mitigation measures N-1 through N-4 are presented in response a. and would reduce the noise impacts to less-than-significant.
- e-f. No Impact. The project site is not located near an existing airport and is not within an area covered by an existing airport land use plan. Therefore, no impact would occur.

Mitigation Measures from the City of Citrus Heights and the City of Roseville General Plan EIR that apply to the Project

- **N-1:** Pursuant to City of Citrus Heights General Plan EIR Mitigation Measure 4.6-1:
 - 1. Limit hours of construction to account for more sensitive weekend hours.
 - 2. Limit hours of construction where noise is audible at sensitive land uses beyond the boundaries of the construction site.
- **N-2:** Pursuant to City of Roseville General Plan, Chapter 9, Mitigation Measure 8:

The City shall use the Noise Level Performance Standards contained in Table IX-3 for reviewing new development of noise-sensitive uses exposed to fixed noise sources. These standards are also to be used for evaluating potential impacts of proposed new fixed noise sources upon nearby noise-sensitive uses. Where a noise-sensitive land use is proposed near a fixed noise source, such as an industrial facility, noise measurements will be performed to determine whether existing and/or future noise levels due to that source will exceed the standards of Table IX-3 within the property line of the proposed use. Similarly, where a fixed noise-producing use such as an industrial facility is proposed near an existing or future noise-sensitive use, a noise analysis will be prepared to ensure that the noise produced by that use will not exceed the standards of Table IX-3 within the property line of the noise-sensitive use. (Policies 6, 7 and 8).

TABLE IX-3 PERFORMANCE STANDARDS FOR NON-TRANSPORTATION NOISE SOURCES OR PROJECTS AFFECTED BY NON-TRANSPORTATION NOISE SOURCES (As Measured at the Property Line of Noise-Sensitive Uses)							
Noise Level Descriptor	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)					
Hourly L _{eq} , dB	50	45					
Maximum level, dB	70	65					
(Leq) noise standard may be inc Each of the noise levels specific consisting primarily of speech of considered by residents to be para noise level standards do not commercial uses (e.g., caretaken No standards have been include	ponsisting primarily of broadband, stea reased up to 10 dB(A), but not exceed ed above should be lowered by five or music, or for recurring impulsive n articularly annoying and are a primary apply to residential units established or dwellings). ed for interior noise levels. Standard ssult in acceptable interior noise levels	I 55 dB(A) Hourly Leq dB. dB for simple tone noises, noises noises. Such noises are generally source of noise complaints. These d in conjunction with industrial of construction practices should, with					

Applicable ABSP EIR Mitigation Measures Incorporated

N-3: On-site Noise Control: To ensure mitigation of noise due to project-related loading docks and on-site traffic, development proposals should be reviewed to identify potential noise conflicts with existing or proposed noise sensitive uses. Implementation of the noise standards contained in the Noise Element of the Citrus Heights General Plan will mitigate project-related noise to an insignificant level. For development requiring installation of large groundmounted HVAC systems, development review should include an assessment of noise impacts on nearby residential areas.

Additional Project-Level Mitigation Measures

- **N-4:** The Contractor shall follow City of Citrus Heights and City of Roseville noise ordinances for construction activities:
 - Do not exceed 65 dBa at 50 feet from the job site activities from 8 p.m. to 7 a.m.
 - Use an alternative waiting method instead of a sound signal unless required by safety laws.
 - Equip an internal combustion engine with the manufacturer-recommended muffler.
 - Do not operate an internal combustion engine on the job site without the appropriate muffler.

Significance Determination with Mitigation Measures

Less than significant with mitigation incorporated.

		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING - Would the project:						
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?		Х			
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?		Х			
с.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?		Х			

Discussion

a-c. No Impact. As addressed within the 2005 ABSP FEIR, the project will not affect population and housing. The project is not capacity enhancing; therefore, is not growth inducing. Also, the project would not displace housing or necessitate construction of replacement housing (ABSP 2005).

Mitigation Measures from City of Citrus Heights General Plan EIR and the City of Roseville General Plan that apply to the Project

None.

Applicable ABSP EIR Mitigation Measures Incorporated

- **PH-1:** Prior to approving a development project that would result in conversion of trailer parks to other uses; the City shall comply with Government Code Section 65863.7, a copy of which is included in Appendix J of the ABSP EIR.
- PH 1-B: Relocation Assistance for Housing Displacement:

1. The City shall provide standard relocation assistance to both tenants and owner occupants in compliance with Caltrans Relocation Assistance Program and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Replacement housing must be decent, safe, and sanitary (DS&S), which means it must meet all of the minimum requirements established by Federal regulations and conforms to applicable housing and occupancy codes.

2. All real property transactions shall comply with the property acquisition and relocation standards of the State of California, the Caltrans Relocation Assistance Program and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

PH-1C: Business Relocation. The following mitigation measures shall be required to compensate for right-of way acquisition:

1. Property owners shall be compensated in accordance with fair market values based on appraisals. Business owners shall be compensated based on an assessment of the value of the business and any loss of good will.

2. All efforts shall be made to identify relocation opportunities for affected businesses that would reduce the loss of goodwill and historic patronage. Wherever feasible, assistance shall be made available in identifying suitable relocation sites within the service area of existing businesses.

PH-1D: Property Compensation:

1. All real property transactions shall comply with the property acquisition and relocation standards of the State of California, the Caltrans Relocation Assistance Program and the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

2. Property owners shall be compensated in accordance with fair market values based on appraisals. Business owners shall be compensated based on an assessment of the value of the business and any loss of good will.

3. All efforts shall be made to identify relocation opportunities for affected businesses that would reduce the loss of goodwill and historic patronage. Wherever feasible, assistance shall be made available in identifying suitable relocation sites within the service area of existing businesses.

Additional Project Level Mitigation Measures

None required.

Significance Determination with Mitigation Measures

Less than significant with mitigation incorporated.

	Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES					
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:		X			
Fire protection?		Х			

	Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES					
Police protection?		Х			
Schools?		Х			
Parks?		Х			
Other public facilities?		Х			

Discussion

a. No Impact. As addressed within the 2005 ABSP FEIR, the project will not adversely affect public services in the area. The project would not contribute to any change in population, traffic circulation, or other land use modifications that would impact local fire or police protection. There will be no road closures during construction. The project improvements will not have an effect on parks or other services. As a result of the project utility coordination has taken place and will continue throughout construction with the following utility companies: Pacific Gas and Electric (PG&E), City of Citrus Heights Water District, City of Roseville, Sacramento Area Sewer District, Sacramento Municipal Utility District (SMUD), Consolidated Communications, and Comcast. No mitigation will be required (ABSP 2005).

Mitigation Measures from City of Citrus Heights General Plan EIR and the City of Roseville General Plan that apply to the Project

None.

Applicable ABSP EIR Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

None required.

Significance Determination with Mitigation Measures

Not applicable.

			Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV.	RECR	EATION					
	a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?		X			
	b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?		X			

Discussion

a-b. No Impact. As addressed within the 2005 ABSP FEIR, the project would not affect recreation or recreation facilities in the area. As the project consists solely of roadway improvements, the project does not propose new residential or commercial developments creating a need for construction or expansion of recreational facilities beyond what was anticipated in the City of Citrus Heights and City of Roseville General Plans therefore, the project would not result in additional significant impacts on recreation that were not addressed or considered in the City of Citrus Heights General Plan EIR or City of Roseville General Plan (ABSP 2005).

Mitigation Measures from City of Citrus Heights General Plan EIR and the City of Roseville General Plan that apply to the Project

None.

Applicable ABSP EIR Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

None required.

Significance Determination with Mitigation Measures

Not applicable.

			Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV.		NSPORTATION/TRAFFIC - Would project:					
	a.	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		Х			
	b.	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?		Х			
	c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?		Х			
	d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		Х			
	e.	Result in inadequate emergency access?		Х			
	f.	Result in inadequate parking capacity?		Х			
	g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		Х			

Discussion

a-b. Less-than-Significant Impact. As addressed within the 2005 ABSP FEIR, while construction of the project would generate short-term impacts through Auburn Boulevard, construction activities would be temporary, intermittent, and have a minimal impact on surrounding traffic flows, therefore short-term construction impacts are considered less than significant. Auburn Boulevard provides direct access to I-80, however the project would not adversely affect the operations of any freeway facility and will remain open during construction to maintain access to local businesses. Prior to construction signage and other construction related information for continuing traffic operations will be established through the project site (ABSP 2005).

- c. No Impact. As addressed within the 2005 ABSP FEIR, the project does not require any changes to existing regional air traffic activity, and the project site is not located near an airport. Therefore, no impact would occur.
- d. No Impact. As addressed within the 2005 ABSP FEIR, the design features associated with the project will not increase hazards. All project features will meet safety standards (ABSP 2005).
- e. Less than significant with mitigation incorporated. Per the Auburn Boulevard Specific Plan EIR, construction activities would result in temporary disruption to businesses and residents in the area as well as to some public services such as public transit and emergency vehicles (i.e. fire and police). Detours and traffic delays may occur; however interruptions to access would be minimized for all properties. These impacts would be temporary. Mitigation Measure T-1 from the ABSP EIR would reduce this impact to a less than significant level (ABSP 2005).
- f. Less than significant with mitigation incorporated. The project would require acquisition of frontage properties on Auburn Boulevard to provide for widening and construction of improvements. Property acquisition would impact parking areas within several businesses along Auburn Boulevard. Property owners must be compensated for the loss of the underlying property. Additional mitigation measures would be needed if the parking loss affects the viability of the business operations. Mitigation measure T-2 from the ABSP EIR would additional reduce this impact to a less than significant level (ABSP 2005).
 - g. No Impact. As addressed within the 2005 ABSP FEIR, there are no conflicts with adopted policies, plans, or programs supporting alternative transportation (ABSP 2005).

Mitigation Measures from City of Citrus Heights General Plan EIR and the City of Roseville General Plan that apply to the Project

None.

Applicable ABSP EIR Mitigation Measures Incorporated

- **T-1:** Ensure Adequate Parking Supply. In order to ensure that adequate parking supply is maintained in the specific plan area, the city shall establish a special permit process to allow flexibility in the number of required parking spaces when deemed appropriate.
- **T-1B:** Compensate for Parking Impacts:

1. The determination of project-caused parking impacts shall be made in accordance with Caltrans Relocation Assistance Program and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Project proponents shall compensate for acquisition of underlying property in compliance with Caltrans Relocation Assistance Program and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. 2. In the event that it is determined that the project will result in a reduction of parking spaces below the number required by zoning, but would not preclude continued use of the parcel that is allowed by zoning as determined by the appropriate land use authority (City of Citrus Heights), the project proponent(s) shall:

(a) Investigate feasibility of and compensate for cost of reconfiguring parking area or relocating parking on the same parcel to provide additional spaces; or

(b) Investigate feasibility of and compensate for the cost of providing off-site parking; and/or

(c) The appropriate land use authority (City of Citrus Heights) shall grant a special parking permit to allow the continued use with reduced parking.

3. If it is determined during the right-of-way appraisal and acquisition process that the project would result in a reduction of parking spaces that would preclude continued use of the parcel in accordance with the existing zoning, and none of the measures under No. 2 above are feasible, the project proponent(s) shall provide compensation in accordance with Caltrans Relocation Assistance Program and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

T-6: Construction Period Traffic Management Plan. A traffic handling plan will be prepared prior to construction of any roadway improvements. The plan will address traffic management during construction periods, including but not limited to road and lane closures; detours; pedestrian and bicycle routes; and public notification. The traffic handling plan should be prepared in consultation with regional transit in order to minimize disruptions to public transit service along the corridor. Additionally, prior to commencement of construction, a Traffic Management Plan as described in A Traffic Management Plan Guide (See Appendix A of the Final EIR) will be prepared and provided to Caltrans for review in order to address strategies needed to minimize disruption of traffic at the Interstate 80/Auburn Boulevard Interchange.

Additional Project Level Mitigation Measures

None required.

Significance Determination with Mitigation Measures

Less than significant with mitigation incorporated.

			Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI.		LITIES AND SERVICE SYSTEMS - ld the project:					
	a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		X			
	b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X			

			Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI.		ITIES AND SERVICE SYSTEMS - d the project:					
	с.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		Х			
	d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		Х			
	e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		X			
	f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		Х			
	g.	Comply with federal, state, and local statutes and regulations related to solid waste?		Х			

Discussion

- a. No Impact. As addressed within the 2005 ABSP FEIR, the project would not involve wastewater treatment requirements (ABSP 2005).
- b. No Impact. As addressed within the 2005 ABSP FEIR, the project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities (ABSP 2005).
- c. Less-than-Significant Impact. As addressed within the 2005 ABSP FEIR, the project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities. The facility for this area has enough capacity to contain any additional runoff associated with the project during construction.
- d. No Impact. The project would not increase water supply demand (ABSP 2005).
- e. No Impact. The project would not affect wastewater treatment (ABSP 2005).

- f. No Impact. The project would not increase solid waste disposal needs (ABSP 2005).
- g. No Impact. The project would comply with federal, state, and local statutes and regulations related to solid waste (ABSP 2005).

Mitigation Measures from City of Citrus Heights General Plan EIR and the City of Roseville General Plan that apply to the Project

None.

Applicable ABSP EIR Mitigation Measures Incorporated

U-1: Construction Management for Utilities: The construction project management team shall coordinate with utility providers during design stages of roadway projects. The construction project management team shall undertake periodic assessments of upcoming utility and service disruptions during construction. These assessments and an identification of the service area involved shall be coordinated with utility providers and the public outreach program. The public outreach program shall ensure that advance notice of any utility or service shutdowns is extended to affected businesses and residents. Through construction management and project scheduling, all available measures shall be taken to minimize the duration of utility or service shutdowns.

Additional Project Level Mitigation Measures

None required.

Significance Determination with Mitigation Measures

Less than significant with mitigation incorporated.

	Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE					
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California?			Х		

	Potentially Significant Impact	Project Impact Adequately Addressed in Previous Document	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE					
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of).		X			
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, eithe directly or indirectly?	r		Х		

Discussion

- a. Less-than-Significant with Mitigation Incorporated. As discussed in this study, the project could result in impacts on biological resources. However, there is no potential for Federal or State threatened or endangered species to occur within the project are and no designated Critical Habitat occurs within the project vicinity. Construction of the project would also result in temporary construction noise impacts. Mitigation measures included in this study would reduce the impacts to less-than-significant levels.
- b. No Impact. As addressed within the 2005 ABSP FEIR, the project does not directly or indirectly contribute to cumulative impacts associated with increased urban development because the impacts of public parking, and traffic, have previously been evaluated by the City and considered in development of the City's General Plan (ABSP 2005).
- c. Less-than-Significant with Mitigation Incorporated. As discussed in this study, the project could result in impacts on human beings indirectly due to noise impacts. Mitigation measures included in this study would reduce impacts to less-than-significant levels.

Mitigation Measures from City of Citrus Heights General Plan EIR and the City of Roseville General Plan that apply to the Project

None.

Applicable ABSP EIR Mitigation Measures Incorporated

None applicable.

Additional Project Level Mitigation Measures

None required.

Significance Determination with Mitigation Measures

Less than significant with mitigation incorporated.

SECTION 5.0 - COMMENTS AND COORDINATION

This section summarizes the City of Citrus Heights' efforts to identify, address and resolve Project-related issues through early and continuing coordination.

Scoping Process

The approved Auburn Boulevard Specific Plan Final Environmental Impact Report document (2005) provided basis for determining potential environmental constraints within the Auburn Boulevard Complete Streets, Phase 2 project area.

Consultation and Coordination with Public Agencies

Coordination with the following agencies was initiated for the Auburn Boulevard Complete Streets, Phase 2 Project:

- City of Roseville,
- Regional Water Quality Control Board (RWQCB), and
- Native American Heritage Commission (NAHC).

Public Participation

The public comment period for the Project provides the opportunity for public comment and participation. The comment period for the project occurred October 9th, 2015, through November 8th, 2015. All public comments received are included within Appendix F of this document. Table 5 displays coordination that has occurred with developers and property owners.

Name of Attendees	Title/Jurisdiction	Summary of Discussions
Regina Cave	Management Analyst	• Whyte Ave. has a proposal for a ped/bike overcrossing over 80.
Regina Cave	City of Citrus Heights	• There is a high incident of accidents near Whyte.
Karrin Daaltan	Principal Engineer	• There is interconnect past the freeway overcrossing. The new bus
Kevin Becker	City of Citrus Heights	intermodal site plans will have the location. Roseville is providing these
Incon	Principal CE,	docs.
Jason	Engineering	• The bus project design project will be completed in the next 2 months.
Shykowski	City of Roseville	• Roseville would support medians & a sidewalk in their jurisdiction.
Miles Dava	Bike Planner	• Not sure of the R/W where the AC path is on the private property.
Mike Dour	City of Roseville	Roseville hopes the R/W has already been dedicated for the sidewalk
		area.
	Senior Engineer/Traffic	• The Keep Clear area for the bus seems to be working. This should be
Jana Cervantes	Engneer	retained for buses accessing Whyte to the east.
	City of Roseville	• Include Placer County residents in the outreach and environmental.
	-	The residential area uses Auburn.

Table 5.	Discussions	with City	v of Roseville
I UDIC S.	Discussions		

SECTION 6.0 - REFERENCES

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- Western Regional Climate Center. 2015. Station: (047630) Sacramento FAA Arpt—General Climate Summary Tables. <u>http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7630</u>

APPENDIX A: Representative Site Photos



Photograph 1: Representative existing Auburn Boulevard, facing south.



Photograph 2: Representative existing narrow sidewalks and road shoulder; looking north.



Photograph 3: Representative commercial and residential land use; looking west at the proposed road improvements area south of I-80.



Photograph 4: Representative highly disturbed ruderal vegetation; west of Auburn Boulevard.

APPENDIX B: Auburn Boulevard Specific Plan Final Environmental Impact Report

FINAL ENVIRONMENTAL IMPACT REPORT FOR

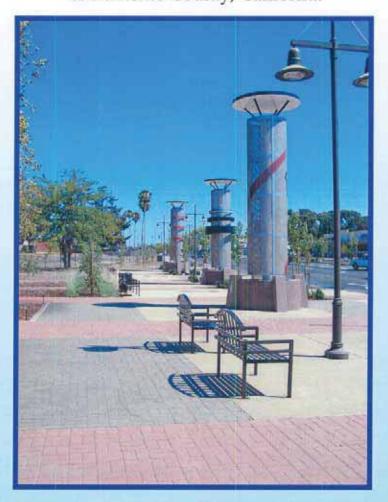
THE BOULEVARD PLAN

A Specific Plan

for the Auburn Boulevard Corridor from Sylvan Corners to the City Limits

&

for the Auburn Boulevard Roadway Design Improvement Project from Sylvan Corners to Cripple Creek Road City of Citrus Heights, Sacramento County, Califorina



SCH No. 2003-062165

January 2005

FINAL ENVIRONMENTAL IMPACT REPORT FOR

THE BOULEVARD PLAN

A Specific Plan

for

the Auburn Boulevard Corridor from Sylvan Corners to the City Limits &

for the Auburn Boulevard Roadway Design Improvement Project from Sylvan Corners to Cripple Creek Road City of Citrus Heights, Sacramento County, California

SCH No. 2003-062165

January 2005

FINAL ENVIRONMENTAL IMPACT REPORT FOR FOR THE BOULEVARD PLAN A SPECIFIC PLAN FOR THE AUBURN BOULEVARD CORRIDOR FROM SYLVAN CORNERS TO THE CITY LIMITS & FOR THE AUBURN BOULEVARD ROADWAY DESIGN IMPROVEMENT PROJECT FROM SYLVAN CORNERS TO CRIPPLE CREEK ROAD CITY OF CITRUS HEIGHTS, SACRAMENTO COUNTY, CALIFORNIA

> Prepared for: City of Citrus Heights 6237 Fountain Square Drive Citrus Heights, CA 95621

Prepared by: PAR ENVIRONMENTAL SERVICES, INC. P.O. Box 160756 Sacramento, CA 95816

SCH No. 2003-062165

January 31, 2005

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A Notice of Completion for the DEIR B *A Traffic Management Plan Guide* (Caltrans)

CHAPTER 1.0 INTRODUCTION

1.1 Overview

The Draft Environmental Impact Report (Draft EIR) for The Boulevard Plan (Specific Plan) and the Auburn Boulevard Roadway Design Improvement Project (SCH# 2003-062165) was submitted to the State Clearinghouse and released for public review for a 45-day review and comment period on October 12, 2004. The public review and comment period closed on November 29, 2004. This document provides a record of comments received on the Draft EIR and the City's responses to those comments and comprises the Final EIR for the project. In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15090, the City of Citrus Heights City Council as the Lead Agency decision-making body must review and consider the information contained in the Final EIR before it approves or rejects the project.

In accordance with CEQA Guidelines (Section 15132), this final EIR consists of the following:

- 1. Revisions to the Draft EIR;
- 2. Comments and recommendations received on the Draft EIR either verbatim or in summary;
- 3. A list of persons, organizations, and public agencies commenting on the Draft EIR;
- 4. The responses of the Lead Agency to significant environmental points raised in the review and consultation process;
- 5. Other information added by the Lead Agency.

In addition to considering the Final EIR, the Lead Agency is required to make findings of fact regarding the significant environmental impacts identified in the Final EIR and the alternatives to the project that were considered. If the project would result in significant environmental impacts which could not be mitigated, then the Lead Agency, in accordance with CEQA Guidelines (Section 15093), is required to make a statement of overriding considerations which explains in writing the specific reasons to support the Lead Agency's action based on the Final EIR and/or other information in the record.

The findings of fact and any statement of overriding consideration are made after the Lead Agency considers the Final EIR and are part of the public record.

Additionally, in accordance with CEQA Guidelines (Section 15097) a mitigation monitoring or reporting program (MMRP) must be adopted by the Lead Agency in order to ensure that the mitigation measures and project revisions identified in the Final EIR are implemented.

Both the findings of fact, statement of overriding considerations along with the MMRP are separate documents adopted after the Lead Agency has considered the Final EIR.

1.2 Organization Of This Document

The Final EIR is organized into seven chapters. Chapter 2.0 is an Executive Summary providing a brief project description and summary table of the project's environmental impacts and mitigation measures. Chapter 3.0, Written Comments Received, provides a list of commenting agencies, organizations and individuals and copies of the written comments (coded for reference). Chapter 4.0, Responses to Written Comments, provides the Lead Agency responses to the comments in Chapter 3.0 and briefly notes any revisions to the Draft EIR that are needed in order to respond to the comments. Chapter 5.0, Oral Comments and Responses, presents the oral comments made at the Planning Commission Hearings of October 28, 2004 and November 18, 2004 and responds to those comments related to environmental issues. Chapter 6.0, Revisions to the Draft Specific Plan, presents revisions made to the draft specific plan as a result of public and Planning Commission input at the previously noted hearings. Any changes to the Draft EIR required due to these revisions are summarized. Chapter 7.0 Minor Changes to the Auburn Boulevard Plan Line presents minor revisions that were made to the Plan Line Study. Chapter 8.0, Minor Changes and Errata to the Draft EIR, includes corrections and additions to the Draft EIR text as a result of comments made on the Draft EIR or changes made to the Draft Specific Plan. Changes to the Draft EIR are indicated by underline for additions and strikeout for deletions to the text.

1.3 Recirculation Of The Draft EIR Not Required

Comments received on the Draft EIR do not indicate that new significant impacts and/or significant new information have been identified, nor have changes in the project been made that would require recirculation of the Draft EIR pursuant to CEQA Guidelines (Section 15088.5).

CHAPTER 2.0 EXECUTIVE SUMMARY

2.1 Introduction

Project Location

Auburn Boulevard is located in the City of Citrus Heights in Sacramento County. The City is located near the center of the Sacramento Metropolitan Area in northeastern Sacramento County, on the south side of the Interstate 80 (I-80) corridor. The City of Roseville is located to the north and immediately across the Placer County line.

The Boulevard Plan (the Specific Plan) is comprised of the Auburn Boulevard corridor between the City of Citrus Heights city limits on the north and the Sylvan Road/Auburn Boulevard/Old Auburn Road intersection (Sylvan Corners) on the south, and extending approximately 1000 feet east and west of Auburn Boulevard, an area which totals approximately 460 acres. The Specific Plan focuses primarily on the parcels and commercial and residential uses (encompassing 112 acres) that front on Auburn Boulevard.

The Auburn Boulevard Roadway Design Improvement Project (Roadway Design Project), is located within the boundaries of the Boulevard Plan, and begins in the vicinity of Cripple Creek Road (a private road) on the north and ends at Sylvan Corners on the south.

Project Description

Summary of the Boulevard Plan

The Boulevard Plan is a Specific Plan in accordance with State Planning Law. It provides for the systematic implementation of the City's general plan for a defined area of the community. The Boulevard Plan includes the following:

- Concepts, Goals and Principles¹ to establish formal policies regarding land use, circulation and community design and presents, in diagrammatic form, key concepts of the plan;
- Development Standards that present specific guidance for public and private development along the Boulevard;

¹ Concepts, Goals and Principles

[•] Concept: A concept is an organizational idea. The concepts derive from the objectives established by the community and stakeholders in workshops and meetings. They inform the standards and guidelines.

[•] Goal: A goal is a general direction-setter. It is an ideal future end related to public health, safety, or general welfare. A goal is a general expression of community values and, may be abstract in nature.

[•] Principle: A principle is an assumption, fundamental rule, or doctrine guiding-tenet.

- Guidelines to provide guidance for making design changes along the corridor in each of four districts; and
- An Implementation Section that describes how the Plan's policies and guidelines are to be put into place.

Boulevard Plan Districts

The Boulevard Plan divides the Auburn Boulevard corridor into the following four districts:

- 1. Gateway District;
- 2. Rusch Park District;
- 3. Lincoln 40 District; and
- 4. Sylvan Corners Village Square District.

Land Use, Circulation and Community Design Concepts

The Plan contains Goals and Principles to support the Land Use, Circulation and Community Design Concepts for the Districts. These Goals and Principles are listed in Section 2 of The Boulevard Plan, which is incorporated by reference.

Land Use Designations

The Boulevard Plan uses six residential, commercial, open space, and public land use designations to depict the proposed land uses within The Boulevard Plan planning area. Each land use designation is defined in terms of allowable uses and density and intensity standards. The Boulevard Plan focuses primarily on the parcels and commercial uses that front Auburn Boulevard. Most of these parcels along the corridor are designated as General Commercial, which allows for a variety of land uses including mixed-use, multifamily residential, and service and retail commercial uses. The General Commercial designation is implemented through a new zoning district, the Auburn Boulevard Commercial District (ABC District).

Transportation and Circulation

The Plan seeks to improve pedestrian/motorist safety by limiting left-turn movements, consolidating and reducing the number of driveways, and creating a better balance among transportation modes (i.e., automobiles, transit, bicyclists, and pedestrians), while allowing for future growth in the area.

The Specific Plan also proposes to amend the General Plan Circulation Element to change Rollingwood Boulevard from a local street to a collector street.

General Plan Amendments

As part of Implementation of The Boulevard Plan, four amendments to the City of Citrus Heights General Plan Land Use Element are proposed. Each General Plan Amendment is described below.

A. General Plan Amendment from General Commercial (GC) to Medium Density Residential affecting 3.63 acres located between the west end of Auburn Oaks Court and Interstate 80.

B. General Plan Amendment from Medium Density Residential (MDR) to General Commercial (GC) affecting 3.61 acres located at the intersection of Auburn Boulevard and Auburn Oaks Court.

C. General Plan Amendment from Business Professional (BP) to General Commercial (GC) affecting 1.72 acres located west of Auburn Boulevard between Rusch Park and Antelope Road.

D. General Plan Amendment from Medium Density Residential (MDR) to General Commercial (GC) affecting 1.99 acres located on the south side of Antelope Road, west of Auburn Boulevard.

The Auburn Boulevard Plan Line

The Plan Line for Auburn Boulevard will cover the limits as described earlier for the Boulevard Plan, from Sylvan Corners on the south to the northerly City limits. The Plan Line will be adopted by the City Council as a document identifying the ultimate alignment of Auburn Boulevard and the required right of way acquisitions to implement the Specific Plan. The plan line will use the cross sections identified within the specific plan to develop the right of way requirements.

Utility Undergrounding

There are existing overhead utility lines located along the east side of Auburn Boulevard. The utilities involved include electric (SMUD), telephone (Surewest), cable television (Comcast), and fiber optic lines (Sprint). The project proposes to underground these lines along the east side of the roadway either below the sidewalk or adjacent to the easterly curb line. Trenching depths will be up to six (6) feet. Private easements may be required for additional utility company facilities.

Auburn Boulevard Roadway Design Improvement Project (Sylvan Corners to Cripple Creek Road)

The Draft EIR also addressed the project specific impacts that would result from the proposed Auburn Boulevard Roadway Design Improvement Project (Roadway Design Project), located within the boundaries of The Boulevard Plan, beginning in the vicinity of Cripple Creek Road (a private road) on the north and ending at Sylvan Corners on the south. The Roadway Design Project located in the portion of Auburn Boulevard that is within the Lincoln 40 District and the very southern edge of the Rusch Park District.

2.2 Environmental Process And Issues

In accordance with Section 15082 of the California Environmental Quality Act (CEQA) Guidelines, the City of Citrus Heights circulated a Notice of Preparation for the EIR on June 24, 2003 for a thirty day review period. The Notice of Preparation is provided in Appendix A of the Draft EIR. The notice was circulated through the State Clearinghouse to state agencies; the City of Citrus Heights circulated the notice to local and federal agencies and other interested parties in order to solicit comments on significant effects that could potentially occur due to the project. Concerns raised in response to the Notice of Preparation were taken into consideration when preparing the Draft EIR. Comments received on the Notice of Preparation are included in Appendix B of the Draft EIR.

An Environmental Checklist Form was attached to the Notice of Preparation, which identified environmental issues to be addressed in the Draft EIR. The following issues were found to be of concern due to the project's potential to have significant effects on the environment.

- Aesthetics (visual resources)
- Air Quality
- Biological Resources
- Cultural Resources (archaeology/historic architecture)
- Hazardous Materials
- Hydrology/Water Quality
- Land Use Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transporation/Traffic
- Utilities

An Environmental Scoping Meeting was held in accordance with CEQA Section 21083.9 on July 24, 2003 at the City Council Hearing Room at 6237 Fountain Square Drive in Citrus Heights. The Scoping meeting was convened at 4 p.m., and at 7 p.m as part of the regularly scheduled Planning Commission Meeting. Notice of the meeting was provided in the Notice of Preparation and was provided in the City's advertisement of the City Council meeting.

The City of Citrus Heights held formal hearings before the City Planning Commission during the Draft EIR review period on October 28 and November 18, 2004. The majority of comments made at those hearings addressed concerns regarding the Specific Plan. Comments made at the hearings requiring a formal response are included in Chapter 5.0 of this Final EIR.

2.3 Alternatives To The Proposed Project

The CEQA Guidelines, Section 15126.6, state that "An EIR shall describe a range of reasonable alternatives to the project, or the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives which are infeasible."

The following alternatives were addressed in the Draft EIR.

No Project Alternative

As required by the CEQA Guidelines the Draft EIR considered the No Project Alternative in order to allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project [CEQA Guidelines Section 15126.6(e)(1)]. With the No Project Alternative there would be no adoption of a specific plan that would guide the implementation of comprehensive land use, circulation and community design concepts within the plan area. The roadway design improvements would not be constructed. Land uses would continue to be governed by the City of Citrus Heights General Plan and Zoning Ordinance and any proposed changes would be addressed on a case-by-case basis. Existing General Plan and Zoning designations would be retained.

Plan Alternatives

No other plans or development alternatives were addressed in the Draft EIR. Through a lengthy process of plan development, which included significant community and stakeholder involvement, the City developed a plan that addresses the needs and major problems related to land use and circulation in the specific plan area. The land use concepts, design guidelines and development standards were tailored to address specific problems within the specific plan area related to land use conflicts; under-utilization of the commercial corridor; the appearance of the commercial corridor; and transportation deficiencies – both automobile and non-motorized. No other approaches appeared to offer substantial environmental advantages over the proposed specific plan in addressing these issues. A description of the process used to develop The Boulevard Plan and plan scenarios evaluated are in Chapter 6.0 of the Draft EIR.

2.4 Summary of Environmental Impacts And Mitigation Measures

Table 2-1 provides a summary of impacts associated with the adoption and implementation of The Boulevard Plan, the General Plan Amendments, the Plan Line for Auburn Boulevard, future roadway improvements on Auburn Boulevard and construction of the Auburn Boulevard Roadway Design Improvement Project from Sylvan Corners to Cripple Creek Road.

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.2 AESTHETICS/VISUAL RESOURCES	RCES		
A-1 Impacts to scenic resources, visual character and/or quality	character and	(or quality	
A. Specific Plan Impacts: The potential exists for significant visual	S	Implementation of the GP Policy 37.1, and compliance with the Tree Preservation Ordinance will encourage the retention of native oaks in the landscape of the specific	LTS
changes to take place as a result of		plan area and will mitigate for the visual impacts resulting from the removal of native	
tree removal for development on		oak trees.	
private properties along Uripple Creek in the vicinity of Rusch Park.		See Mitigation Measures for biological resources, B-1, B-2A and B-2B and B-2C	
		which address impacts to the oak woodland and riparian habitat adjacent to Cripple Creek.	
B. Plan Line Adoption and Future	S	See A-1 above	LTS
Roadway Design Improvement			
Projects:			
Adoption of the Plan Line for			
Auburn Boulevard would assure that			
new development improvements			
such as landscaping are located			
outside of the future road right of			
way. Future roadway improvement			
projects constructed in accordance			
with The Boulevard Plan's Design			
Guidelines, for the most part would			
be beneficial, however increased			
right of way and widening would			
require removal of any existing trees			
and landscape improvements on			
properties that have not been			
redeveloped.			

Table 2-1 Summary Of Impacts And Mitigation Measu		res (continued)	
Environmental Impact	Level of	Mitigation Measures	Level of
	Significance Before Mitigation		Significance After Mitigation
C. General Plan Amendments: Site D (s/w quadrant of Auburn Blvd. and Antelope Rd.) Proposed commercial development constructed in conformance with proposed design guidelines would have positive visual impacts; however, two large oak trees on the site may be lost.	S	See A-1 above LTS	Ś
D. Near-term Roadway Design Improvement Project Roadway improvements will require removal of some existing trees and landscaping, most notably, ten native oak trees with trunk diameters larger than six inches. One blue oak with 27-inch trunk diameters, and one valley oak with a 40-inch trunk diameter are included in this count. Construction of the on-street bicycle lane and a wider sidewalk at the southeast corner of Rusch Park will require installation of a retaining wall to avoid encroachment into the Creek. The construction will temporarily encroach into the Creek and removal of some trees may be necessary.	N	Refer to Mitigation Measures B-1C, B-2A, B-2B and B-2C in the Biological LTS Resources section. These measures require restoration of riparian vegetation and minimizing impacts to existing oaks and require replacement of removed oaks.	Ş

	1 abre 2-1 Summary OI Impaces Anu Muugauon Measures (commucu)		
Environmental Impacts	Level of Significance	Mitigation Measures	Level of Significance
	Significance Before Mitigation		significance After Mitigation
Impact A-2: Creation of a new source of light of	or glare that would	Impact A-2: Creation of a new source of light or glare that would adversely affect day or nighttime views in the area.	
Adomtion and Future Roadway	LTS	Implementation of The Boulevard Plan's Principles and Design Guidelines and enforcement of the City's Zoning Code I and coming and Lighting standards will	LTS
int Projects, Gener		avoid impacts associated with light and glare.	
Amendments and Near-term Roadway			
Design Improvement Project. Spill over of			
lighting from the commercial corridor may			
impact adjacent residential neighborhoods,			
especially the rural neighborhoods on the east			
side of Auburn Boulevard.			
4.3 AIR QUALITY			
Impact AQ-1 - Construction-Related Impacts			
A. Construction-Related Impacts of the		Mitigation Measure AQ-1A Inhalable Particulate Matter The following mitigation	
<u>nents,</u>	S	measures shall be incorporated into the project to minimize the generation of PM ₁₀	
General Plan Amendments and Zone		dust during construction.	
		 enclose, cover, or water twice daily all soil piles; 	
Construction activity associated with		 water exposed soil with adequate frequency for continued moist soil; 	
implementation of the proposed specific plan		 water all haul roads twice daily; and 	
(including general plan amendments and		 cover loads of all haul/dump trucks securely. 	
generation of ROG, NO, and PM ₁₀		Mitigation Measure AO-1B Asbestos Mitigation Measures The demolition or	
emissions. These emissions would result		renovation of asbestos-containing building material is subject to the limitations of	
from construction equipment exhaust, and		the National Emissions Standards for Hazardous Air Pollutants (NESHAP)	
fugitive dust from land clearing,		regulations as listed in the Code of Federal Regulations (40CFR Part 61, Subpart	
earthmoving, and wind erosion of exposed		M) requiring notification and inspection. Most demolitions and many renovations	
soil.		are subject to a CAL-OSHA Certified asbestos inspection prior to the start of	
It is possible some individual project		activity. SMAQMD Rule 902, which requires District consultation and permit,	
components would be large enough to result		applies to demolition, renovation or removal of asbestos-containing material.	
in construction-related emissions greater than		Compliance with these regulations is considered to reduce this impact to a less-	
the significance thresholds.		than-significant level.	

I able 2-1 Summary Of Impacts And Mitigation Measures (continued)	ion Measures (<i>con</i>	tinued)	
Environmental Impacts	Level of	Mitigation Measures	Level of
	Significance Before Mitigation		Significance After Mitigation
Implementation of the specific plan would result in the demolition of structures. Structures to be demolished may include building materials containing asbestos. Asbestos present in building materials may become airborne during demolition activities			
B. Construction Impacts of the Roadway Design Improvement Project (Sylvan Corners to Cripple Creek Road Construction activity associated with implementation of the proposed roadway design improvement project from Sylvan Corners to Cripple Creek Road would result in the temporary generation of ROG, NO _x and PM ₁₀ emissions. These emissions would result from construction equipment exhaust, and fugitive dust from land clearing, earthmoving, and wind erosion of exposed soil. These increases in emissions were determined to be less than the SMAQMD thresholds.	LTS	No mitigation measures required	LTS

Table 2-1 Summary of Impacts And Mitigation Measures <i>(continued)</i>	on Measures <i>(conti</i>	inued)	
Environmental Impacts	Level of	Mitigation Measures	Level of
	Significance Before Mitigation		Significance After Mitigation
Impact AQ-2 Operational Ozone Precursor, Inhalable Particulate Matter and Carbon Monoxide Impacts	halable Particulate	Matter and Carbon Monoxide Impacts	
A. Specific Plan, General Plan	LTS	No mitigation measures required	LTS
mpacts			
Ozone Precursor Impacts			
Operational motor vehicle activity associated			
with implementation of the proposed specific plan (including general plan amendments and			
zone change) would result in the long-term			
generation of ROG, NO _x and PM ₁₀			
emissions. The motor vehicle activity would			
result from trips generated by specific plan			
land uses. Implementation of the Specific			
plan would result in vehicle trips associated			
with existing tand use designations being renlaced with vehicle trins associated with			
proposed land use designations. The			
increases in emissions are less than the			
SMAQMU thresholds.			
Operational Carbon Monoxide Impacts			
Uperational motor vehicle activity associated with immlementation of the monosed specific			
plan would result in the long-term generation			
of CO emissions. The motor vehicle activity			
would result from trips generated by specific			
plan land uses. Implementation of the			
specific plan would result in vehicle urps			
designations being replaced with vehicle trips			
associated with proposed land use			

Table 2-1 Summary of Impacts And Mitigation Measures (continued)	on Measures <i>(cont</i> i	ined)	
Environmental Impacts	Level of	Mitigation Measures	Level of
	Significance Before Mitigation		Significance After Mitigation
designations. The resulting change in vehicle trips would contribute to traffic volumes and vehicle congestion at the intersection of Antelope Road and Auburn Boulevard. Estimates were made of CO concentrations in the vicinity of this intersection under future year Cumulative No Project conditions, and Cumulative Plus Project conditions. Both one-hour average and eight-hour			
B. Roadway Design Improvement Project Operational Impacts Implementation of the proposed Roadway Design Improvement Project would not change the number of vehicle trips generated in the project vicinity, would not change the capacity of the roadway system, and would not have a substantial effect on traffic operations. Therefore, the Roadway Design Improvement Project is not considered to have a significant operational impact on air quality.	LTS	No mitigation measures required	LTS

Table 2-1 Summary of Impacts And Mitigation Measures (continued)	on Measures <i>(cont</i>	inued)	
Environmental Impacts	Level of	Mitigation Measures	Level of
	Significance Before Mitigation		Significance After Mitigation
C. Impacts of the Proposed Plan Line Adoption and Future Road Improvements	LTS	No mitigation measures required	LTS
Adoption of the proposed Plan Line by itself would have no effect on air quality. However, implementation of future road improvements that may result from adoption of the Plan Line would have an impact on air quality.			
The nature and magnitude of future road improvements are not known at this time. Therefore, quantification of the air quality impacts of the improvements is not possible. However, it is expected that, in general, the impacts would be similar to the impacts of the Roadway Design Improvement Project. These impacts are presented above.			
The impacts of the Roadway Design Improvement Project were found to be less- than-significant.			

Table 2-1 Summary of Impacts And Mitigation Measures (continued)	on Measures (cont		,
Environmental Impacts	Level of	Mitigation Measures	Level of
	Significance Before		Significance After
4 4 BIOLOGICAL RESOLIDCES	Mitigation		Mitigation
Innact B-1: Innacts to Waters of the United States Including Water Ouality	ates Including Wa	er Ouality	
A. Impacts of the Specific Plan, Plan Line	S	wing measures shall be made conditions of approval for all projects	LTS
Adoption and Future Roadway		within the specific plan area.	
Amondment Projects and General Plan		Mitivation Measure B.1A Protect Grinnle Greek's Americ Life. To motect Grinnle	
Creek, a tributary of Arcade Creek, could be		Creek's terrestrial and aquatic wildlife and special status species, and to avoid	
adversely affected if untreated runoff from		encroachments within the creek's floodplain, a Floodplain/Habitat Buffer (Buffer)	
roadway and parking lots flows into the stream		should be established on both sides of Cripple Creek for projects adjacent to the	
etiher directly or via the storm drain system.		Creek. Ownership and management of the Buffer should be consistent with	
Runoff from development of land adjacent to		implementing plans that fulfill the goals and policies of the City of Citrus Heights	
Cripple Creek could result in increased		General Plan and shall be consistent with the City's administrative policies and	
sediment loads, turbidity, and siltation in the		procedures for drainage and development, and objectives of the Arcade Creek	
creek auversery arrecuing insu and outer admatic resonaces		watersned riall, so that individual property owners are not nee to undertake vecetation clearing hank motection soil disturbance or creation of fences or	
		structures within the Buffer. The width of the buffer shall be the 100-year floodplain	
		boundary, as defined by best available data (County hydraulic studies, FIRM and	
		ouner 11000 data).	
		Mitigation Measure B-1B Protect Cripple Creek's Water Quality: To prevent urban	
		pollutants from entering into Cripple Creek from The specific plan area parking lots	
		and paved surfaces, site design shall incorporate features that will intercept runoff	
		before it can enter the storm drain system or directly enter Unpple Creek. Use of	
		features such as fultration strips or bioswales is recommended.	

Table 2-1 Summary of Impacts And Mitigation Measures <i>(continued)</i>	on Measures <i>(cont</i>	inued)	
Environmental Impacts	Level of	Mitigation Measures	Level of
			Significance After
	Mitigation	N	Mitigation
D. Impacts of the Near-term Roadway Design Improvement Project. Impacts to Waters of the U.S. as a result of construction and operation of the Roadway Design Improvement Project are limited to the area at Cripple Creek. Construction of the on- street bicycle lane and a wider sidewalk at the southeast corner of Rusch Park will require installation of a retaining wall to avoid encroachment into the Creek. The construction will temporarily encroach into the Creek however, and some temporary fill may be necessary. Earthmoving and construction activities within the immediate watershed of the creek could result in increased sediment loads, turbidity, and siltation in the creek, as well as the potential for other pollutants to enter the creek.	S	Refer to Mitigation Measures B-1A and B-1B. The full text of the following LT measures are presented in Chapter 4.0 of the Draft EIR and in the mitigation monitoring programs. Mitigation Measure B-1C Minimize Impacts to Riparian Habitat and Waters of the United States: Establish Environmentally Sensitive Areas (ESAs) to limit work areas near Cripple United States: Establish Environmentally Sensitive Areas (ESAs) to limit work areas near Cripple Creek riparian habitat and stream channel to the minimum possible area. Mitigation Measure B-1D Prepare and Implement Riparian and Wetland Restoration Measure B-1D Prepare and Implement Riparian and Wetland Restoration Plan: To restore disturbed habitat at the site retaining wall site, a riparian/wetland restoration plan should be prepared by a qualified restoration coologist prior to construction. Mitigation Measure B-1E Implement Water Ouality Protection Measures: Potential instream impacts to Cripple Creek and the Arcade Creek Watershed aquatic resources and fisheries shall be minimized by adherence to State Standard Specifications for avoidance of water pollution (Section 7-1.01G) and by implementing Best Management Practices. Mitigation Measure B-1F Obtain Clean Water Act Permit and Streambed Alteration Agreement: Prior completion of project final design, consult with the USACOE to determine permitting requirements under the Clean Water Act Section 404. Obtain Streambed Alteration Agreement from California Department of Fish and Game (CDFG).	LTS

Table 2-1 Summary of Impacts And Mitigation Measures <i>(continued)</i>	on Measures (cont	inued)	
Environmental Impacts	Level of	Mitigation Measures	Level of
	Significance Before		Significance After
	Mitigation		Mitigation
Impact B-2: Impacts to Native Oaks, Oak Woodland and Associated Wildlife	dland and Associa	ed Wildlife	
ts of the Specific Plan,	S	Mitigation Measure B-2A Minimize Impacts to Oaks:	LTS
Adoption and Future Roadway		To ensure consistency with the City of Citrus Heights' Policy 37.1, which requires	
Projects and General		incorporation of existing trees into development projects, building envelopes for	
Amendments. Future development and		tuture development projects should be configured to minimize impacts to trees to the extent feacible. The following magning shall be implemented:	
recevery printing activities writhin the specific			
print area nave up potential to uncerty and indirectly impact native oak trees and remaining oak woodlands, including the area adiacent Crimple Creek.		 Building envelopes should be established on plans and specifications for the future development projects to designate the area needed for construction of roads, driveways, and building pads. 	
		2. These building envelopes should be large enough to include not only the proposed improvements, but also work areas for heavy equipment, staging areas, and equipment and material lay down areas.	
		3. To protect trees elsewhere on construction sites, no construction activities or use of heavy equipment should occur outside of the building envelopes.	
		4. Oaks that fall within the building envelope but which are not slated for removal should be protected by the following measures, which should be implemented during all construction phases of the project:	
		a. Plans and specifications should clearly state protection procedures for oaks to be preserved on the project site. The specifications should also require contractors to stay within designated work areas and should include a provision for penalties if oak trees are damaged;	
		b. No vehicles, construction equipment, mobile offices, or materials should be parked or located within the driplines of oaks and other trees that are to be preserved;	
		 c. Soil surface removal should not occur within the driplines of oaks to be preserved. No cuts or trenching should occur within the dripline. If this area cannot be avoided, then the tree should be added to the list of oaks to be replaced through an on-site planting; 	

Table 2-1 Summary of Impacts And Mitigation Measures (continued) Fuvironmental Impacts Level of	tion Measures (<i>cont</i> Level of	inued) Mitipation Measures	Level of
	Significance Before Mitigation		Significance After Mitigation
		 Earthen fill deep should not be placed within the driplines of oak trees to be retained, and no fill should be placed within five feet of their trunks, except 	
		— ,	
		f. Underground utility line trenching should not occur within the driplines of oaks to be retained. If it is absolutely necessary to install underground utilities within the driplines of oak trees, the trench should	
		either be bored or drilled but not within five feet of the trunk and a certified arborist should be retained to monitor this construction and	
		g. Living Among the Oaks: A Management Guide for Landowners (UC	
		 Mitigation Measure B-2B Prepare and Implement Oak Replacement and Management Plan (Oak Woodland Replacement): In order to compensate for impacts due to removal of native oak trees found within oak woodland and/or riparian habitats (as opposed to isolated landscape 	
		or street trees), the following measures shall be implemented: 1. Oak trees shall be planted on project sites or off-site in numbers and species	
		 Composition similar to those impacted. Prior to approval of development or redevelopment projects, a qualified biologist or arborist should make an accurate count of the number, diameter, 	
		and species of trees that would be removed within each building envelope or area subject to disturbance. Based on the estimate, an Oak Replacement and Management Plan (Oak Plan) should be prepared in accordance with the City	
		Heights General Plan biological resource goals and policies.	

Table 2-1 Summary of Impacts And Mitigation Measures (continued)	ion Measures <i>(cont</i>	inued)	
Environmental Impacts	Level of	Mitigation Measures	Level of
	Significance Before Mitigation		Significance After Mitigation
		a. The goals of the Oak Plan should be to replace trees lost by the project to create healthy, self-sustaining habitats that are not dependent on maintenance or irrigation following the minimum maintenance period. The functions and values of the created habitat should approximate those of the affected habitats, i.e., the functions and values of oak woodland rather than an ornamental landscape planting.	
		b. At a minimum, the Oak Plan should include clear success criteria, monitoring and reporting requirements, and a contingency plan should the responsible parties fail to meet the success criteria that ensure that mitigation goals and ratios are met. The Oak Plan should also include details for the species, size of plants and quantities, planting techniques, techniques for protecting the trees from herbivory, and irrigation, weed control and maintenance plan, and monitoring requirements.	
		<u>Mitigation Measure B-2C Prepare and Implement Oak Replacement and Maintenance Plan (Landscape Tree Replacement):</u> In order to compensate for impacts due to removal of native oak trees found within landscape settings (i.e. isolated landscape or street trees), the following measures shall be implemented:	
		 Oaks trees shall be planted on project sites or off-site in numbers and species composition similar to those impacted. a. Prior to approval of development or redevelopment projects, a qualified biologist or arborist should make an accurate count of the number, diameter, and species of trees that would be removed within each building envelope or 	

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Environmental Impacts	Level of Significance Before Mitioation	Mugation Measures	Level of Significance After Mitigation
	c	area subject to disturbance. Based on the estimate, an Oak Replacement and Maintenance Plan (Oak Plan) should be prepared in accordance with the City of Citrus Heights Tree Ordinance, and consistent with the City of Citrus Heights General Plan biological resource goals and policies.	c
		The goals of the Oak Plan, at a minimum, should be to replace trees lost by the project in an appropriate landscape setting that will allow trees to thrive and be self-sustaining and not dependent on maintenance or irrigation following the minimum maintenance period. Replacement within the specific plan area's planned landscape areas as street trees, trees for public space landscape or roadway medians, should be emphasized when identifying replanting sites.	
		Replacement in a natural habitat setting as described in Measure B-2B would also accomplish these oak tree replacement goals.	
B. Impacts of the Near-term Roadway Design Improvement Project. The proposed	S	The following measures shall be made conditions of approval for all projects within The Boulevard Plan Area.	LTS
Koauway Design Improvement Project, Iron Sylvan Corners to Cripple Creek Road would potentially require removal of ten native oak trees larger than six inches in diameter (dbh)		<u>Mitigation Measure B-2D Preconstruction Tree Survey:</u> Prior to construction, a qualified biologist or arborist should make an accurate count of the number, diameter, condition and species of trees that would be removed by the roadway improvement project. An Oak Tree Replacement and Management Plan shall be prepared in accordance with Mitigation Measures B-2A, B-2B and B-2C described above.	

Table 2-1 Summary of Imnacts And Mitigation Measures (continued)	on Measures <i>(conti</i>	(panua)	
Environmental Impacts	Level of	Mitigation Measures	Level of
	Significance Before Mitigation		Significance After Mitigation
Impact B-3: Impacts to Nesting/Migratory Birds			
A. Impacts of, Plan Line Adoption and Future and Near-Term Roadway Improvement Projects and Consert Plan	S	The following measures shall be made conditions of approval for all projects L within the specific plan area.	LTS
Amendments. Tree removal for construction could harm nesting migratory birds if it occurs during the nesting season (February 1– July 31). Cooper's hawks and red- shouldered hawks are likely nesters in The Snecific Plan area, as are many other snecies.		Mitigation Measure B-3 Avoid Impacts to Nesting Birds 1. If tree removal for construction will occur during the nesting season (February through July), a minimum of two pre- construction surveys should be conducted in construction areas for nesting birds. Surveys shall be conducted by a qualified wildlife biologist.	
		2. Surveys should be conducted no more that 14 days prior to the initiation of tree-removal activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through July).	
		3. If the surveyor deems that an active bird nest is close enough to the construction area to be disturbed, he or she should (in consultation with CDFG) determine the extent of the construction-free buffer zone to be established around the nest.	
		4. Trees should be removed outside the nesting season (February through July), or after a qualified wildlife biologist verifies that the nest is empty and the nest tree is no longer used by the adults and young birds.	

Table 2-1 Summary of Impacts And Mitigation Measures (continued)	on Measures (cont	ined)	
Environmental Impacts	Level of	Mitigation Measures	Level of
	Significance Before Mitigation		Significance After Mitigation
Impact B-4: Introduction of Noxious Weeds-Significant and Avoidable Impact	ignificant and Avoi	dable Impact	
A. Impacts of the Specific Plan, Plan Line	S	Mitigation Measure B-4 Avoid Introduction and Spread of New Noxious Weeds.	LTS
		In the vicinity of Cripple Creek, during construction only certified weed-free straw	
Roadway Improvement Projects and		will be used and all disturbed soils will be thoroughly covered with straw (or	
General Plan Amendments. construction		mulch or chips created on-site during tree removal) upon completion of grading.	
activities and soil disturbance from the		No seed mixes should be used unless consisting of locally native grasses and forbs.	
coust uction activities could result in the introduction and spread of noxious weeds			
and other invasive plants, as could			
inappropriate erosion control measures. This			
is of particular concern in the vicinity of			
Cripple Creek. Erosion control measures			
such as use of straw bales and seed can also			
result in the inadvertent introduction of			
invasive plants to the area			
4.5 CULTURAL RESOURCES			
Impact CR-1: Potential Impacts To Undiscovered Prehistoric, Archaeologic, And Historic Resources	red Prehistoric, Arc	chaeologic, And Historic Resources	
A. Impacts of Specific Plan, Plan Line	S	Mitigation Measure CR-1: Handling of Discovered Artifacts or Remains: Should	LTS
Adoption, and Future Roadway		any cultural resources, such as structural features, unusual amounts of bone or	
Π		shell, artifacts, human remains, or architectural remains be encountered during any	
		development activities, work shall be suspended according to (A) below.	
ofthe specific plan, general plan amendments		It is recommended under CEOA and Dolivy 41.1 of the Citrus Heights General	
and roadway design improvements have the		Plan that	
adversely affect			
prehistoric, archaeological, and historic		1. In the event that any prehistoric historic or paleontological	
resources.		resources are discovered during construction-related earth	
		moving activities, all work within 50 feet of the resources shall	
		be halted and the developer shall consult with a qualified	
		archaeologist or paleontologist to assess the significance of the	
		find. If any find is determined to be significant by the qualified	

Environmental Impacts Level of Level of	Level of	Mitigation Measures	Level of
	Significance Before Mitigation	0	Significance After Mitigation
		 representatives from the City of Citrus Heights and the qualified archaeologist and/or paleontologist would meet to determine the appropriate course of action. 	
		3. Pursuant to Section 5097.97 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.	
		And that under Policy 42.3 of the Citrus Heights General Plan that planners: Establish thresholds by which future projects can be judged when considering historic impacts. These standards should include height and massing considerations for proposed projects that are located in close proximity to historic resources (individual structures and districts) and define locations for potential prehistoric resources.	
Impact CR-2: Potential Impacts To Existing Prehistoric, A	ehistoric, Archaeo	Irchaeological, And Historic Resources	
A. Impacts of Specific Plan, Plan Line Adoption, and Future Roadway Design Improvement Projects. There are a number of properties within the Specific Plan area that appear to be 45 ears old or older. These buildings could be affected by future redevelopment projects. As an historic	S	Iluation of Historic Resources Older than 45 Years: or issuance of construction or grading permits, be 45 years old or older on a proposed project site rposes of inclusion in the State Office of Historic "The 45 year criterion recognizes that there is etween resource identification and the date that California, State of 1995). Should the five year	LTS

1 able 2-1 Summary 01 Impacts And Mitigation Measures (continued) Fuvironmontal Impacts	on Measures (cont T aval of	inuea) Mitiration Moscurae	I aval of
	Significance Before Mitigation	TALLEGATOR PLEASULES	Significance After Mitigation
cemetery, there is the potential for burials to be present outside of the current marked boundaries of Sylvan Cemetery. These unmarked burials could be disturbed by construction activity.		period lapse between the completion of the initial cultural resources documentation and the start date of the project, the cultural resource studies would need to be updated to include any additional properties/sites that would, by that time, meet the 45 year criteria.	
		See CR-1 for measures related to potential impacts to buried remains.	
B. Impacts of the General Plan Amendments. All of the sites that are subject to proposed general plan amendment are currently developed sites. One site is a trailer park located on the southwest portion of the intersection of Antelope Road and Auburn Boulevard. This park is more than 50 years old but lacks significance and integrity necessary to be considered potentially eligible for the National Register of Historic Places or CEQA.	LTS	No additional mitigation measures required	LTS
4.6 HAZARDOUS MATERIALS			
Impact HM-1: Impacts related to hazardous en	nissions or handlin	Impact HM-1: Impacts related to hazardous emissions or handling of hazardous materials within one-quarter mile of an existing or proposed school.	
A. Impacts of the Specific Plan The proposed Specific Plan Area includes two schools, located at the northwest corner of the intersection of Auburn Boulevard/Sylvan Road/Old Auburn Road. Implementation of the specific plan may involve demolition or significant remodeling of existing structures in the vicinity. Redevelopment activities in the vicinity of the intersection could involve structures with	Ś	Mitigation Measure HM-1A Handling of Asbestos Material: Control devices and fugitive emissions monitoring are required during demolition activities which will disturb, or have the possibility of disturbing, the asbestos-containing materials. All asbestos containing building material within the buildings planned for demolition should be removed prior to any demolition activity that could break up, dislodge, or similarly disturb these materials. This removal must be done using appropriate engineering controls, in compliance with all regulations, and be a contractor certified by the Contractor's State License Board and registered by the California Division of Occupational Safety and Health (Northwest Envirocon, Incorporated 1997).	LTS
asbestos or other hazardous materials.			

Table 2-1 Summary of Impacts And Mitigation Measures (continued) Furthermontal Impacts	on Measures <i>(cont</i> Level of	inued) Mitiastion Measures	Loval of
	Significance Before Mitigation		Significance After Mitigation
B. Impacts Related to Plan Line Adoption and Near-term and Future Roadway Design Improvement Projects. Implementation of future roadway improvement projects in the vicinity of the schools adjacent to Auburn Boulevard may involve removal of yellow thermoplastic traffic striping from the existing roadway surface. Yellow traffic stripes may contain heavy metals such as lead and chromium at concentrations in excess of hazardous waste thresholds established by the CCR and may produce toxic fumes when heated. Disposal of stripes is required at a Class 1 disposal facility.	N	Mitigation Measure HM-1B Disposal Of The Yellow Thermoplastic Traffic Stripes. Disposal of the yellow thermoplastic traffic stripes will be at a Class 1 disposal facility. All aspects of the project associated with removal, storage, transportation, and disposal of the yellow thermoplastic traffic striping, should be in strict accordance with the appropriate regulations.	LTS
4.6.5.2 Impact HM- 2: Impacts related to presenc impacts related to the creation of a significant hazar release of hazardous materials into the environment.	resence of listed ha t hazard to the pub iment.	4.6.5.2 Impact HM- 2: Impacts related to presence of listed hazardous materials sites that would create a significant hazard to the public or the environment; or impacts related to the creation of 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.	wironment; or s involving the
A. Impacts of the Specific Plan and the General Plan Amendments Implementation of the specific plan may involve demolition or significant remodeling of existing structures. Redevelopment activities could involve structures with asbestos or other hazardous materials, or could disturb soils that have been contaminated by past land uses and result in exposure of workers and the general public to hazardous waste due to soil disturbance of soils or exposure to groundwater.	Ś	See HM 1A and 1B above, plus the following measures. <u>HM-2A Service Station Sites</u> : At a minimum, prior to redevelopment activities or acquisition of property for road improvements, additional review of site specific data shall be conducted regarding the status of investigation/remediation and/or redevelopment activities. <u>HM-2B Additional Investigations</u> : Prior to right of way acquisition and/or redevelopment activities. <u>HM-2B Additional Investigations</u> : Prior to redevelopment or acquisition of property frontage for roadway improvements, an investigation to further define past site use at 7800 Auburn Boulevard (northeast corner of Auburn Boulevard and Watson Way) shall be conducted. If the site investigation confirms that a service station was present, a preliminary investigation shall be conducted. This investigation shall focus on detecting hydrocarbon contamination in the soil and groundwater within the property boundaries.	LTS

Table 2-1 Summary of Impacts And Mitigation Measures (continued)	on Measures <i>(cont</i> i		
Environmental Impacts	Level of	Mitigation Measures	Level of
	Significance Before Mitigation		Significance After Mittigation
B. Impacts Related to Plan Line Adoption and Future Roadway Improvement Projects. Roadway improvement projects will involve right of way acquisition and ground disturbance on properties adjacent to Auburn Boulevard. Record searches conducted for the ISA identified 19 properties bordering Auburn Boulevard for which hazardous materials issues are present. Additional investigations are required to determine whether these sites have existing soils and/or water contamination problems. Future roadway improvement projects may involve removal of yellow thermoplastic traffic striping from the existing roadway surface. Disposal of stripes is required at a Class 1 disposal facility.	S	Implement Mitigation Measures HM-1A, 1B, 2A and 2B.	LTS
C. Auburn Boulevard Roadway Design Improvement Project. There are twelve sites adjacent to Auburn Boulevard in the area of the Roadway Design Improvement Project (between Sylvan Corners and Cripple Creek Road) that may have existing or historic land uses that require further study due to possible soil or ground water contamination. Additional investigations are required to determine whether these sites have existing soils and/or water contamination problems.	N	Implement Mitigation Measures HM-1A, 1B, 2A and 2B.	LTS

Table 2-1 Summary of Impacts And Mitigation Measures (continued)	Measures (cont		, ,
ts	Level of Significance	Mitigation Measures	Level of Significance
	Before Mitigation		After Mitigation
HYDROLOGY AND WATER QUALITY	ITY		
ulity due to Su	bstantial Addition	Impact H-1. Impacts to Water Quality due to Substantial Additional Sources of Polluted Runoff.	
A. Impacts of the Specific Plan, General S		Mitigation Measure H-1: Incorporate Development Standards for Improving	LTS
Plan Amendments, Plan Line Adoption		Water Quality: The City shall incorporate water quality protection measures	
and Future and Near Term Roadway		intothe specific plan Development Standards: The standards may include but	
proposed		are not limited to the following:	
Specific Plan's emphasis on landscaping		1. Install and maintain landscaping that requires minimal application of	
(landscaped street medians, street trees,			
parking lot landscape borders and public		2. Emphasize xeriscape landscaping that reduces the need for irrigation by	
spaces) could lead to increased runoff from		minimizing the use of turf in decorative landscaping, using plant materials	
irrigation overspray. This is of concern			
because of the role that irrigation runoff		3. Minimize irrigation overspray - do not permit use of sprinkler and spray	
plays in introducing pollutants into streams		irrigation in areas less than 8 feet wide;	
and the stated need to improve and monitor			
water quality of Arcade Creek and its		5. Incorporate features such as filtration strips or bioswales in site design to	
tributaries, with special emphasis on		prevent urban pollutants from entering into Cripple Creek via storm drains	
pesticide levels and other toxicants contained		from parking lots and paved surfaces.	
		Mitigation Measure H-2: Implement Best Management Practices (BMPs): The	
		City shall require implementation of best management practices for public and	
		private development. Such practices may include, but are not limited to:	
		1. Regular inspection, maintenance and cleaning out of stormwater retention	
		or detention structures;	
		2. Regular inspection, maintenance and cleaning out of oil and water	
		separators;	
		3. Encourage property owners to regularly remove trash, dead vegetation	
		4. Encourage use of landscaping and horticultural practices that minimize the need for chemical fertilizers berbicides and nesticides	
		are and the calculated termined and posterios.	
_		_	

I able 2-1 Summary of Impaces will writing anon microsuries (commucal)	on Measures <i>(cont</i>	inued)	
Environmental Impacts	Level of	Mitigation Measures	Level of
	Significance Before Mitigation	0	Significance After Mittigation
Impact H-2: Impacts due to substantial alterativiver, resulting in erosion or runoff and floodin	ons to the existing 19. Create runoff w	Impact H-2: Impacts due to substantial alterations to the existing drainage patterns of the site or area, including through the alteration of the course of a stream or river, resulting in erosion or runoff and flooding. Create runoff water which would exceed the capacity of existing or planned stormwater drainage systems.	of a stream or tems.
 A. Impacts of the Specific Plan, General Plan Amendments, Plan Line Adoption Plan Amendments, Plan Line Adoption and Future and Near Term Auburn Boulevard Roadway Design Improvements. The proposed Specific Plan and its roadway improvement projects would not substantially alter topography or change drainage patterns. Impacts are less than significant since the area is substantially built out with an existing storm drain system, no impacts related to capacity of the system are anticipated, no substantial increase in stormwater runoff is anticipated. Impact H-3: Impacts due to Placement of Hou Would Impede Or Redirect Flood Flows. A. Impact A-3: Impacts due to Placement of flow Would Impede Or Redirect Flood Flows. A. Impact H-3: Impacts due to Placement of flow Would Impede Or Redirect Flood Flows. A. Impact of the Specific Plan, General Plan Amendments, Plan Line Adoption and Future and Near-term Roadway Design Improvements. Areas adjacent to Cripple Creek are within the 100-year floodplain. While The Boulevard Plan does not specifically address development on procedures for drainage and development on procedures for drainage and development on property affected by the 100-year floodplain.	LTS Dusing Within a 100 LTS	A. Impacts of the Specific Plan I.T.S No mitigation measure required. I.T.S Ban Amendments, Plan Line Adottion Bostgen Bostevard Roadway Design Boulevard Roadway Design Boulevard Roadway Inscreption Inscreption <td< td=""><td>LTS uctures Which LTS</td></td<>	LTS uctures Which LTS

Table 2-1 Summary of Impacts And Mitigation Measures (continued)	on Measures (conti	inued)	
Environmental Impacts	Level of	Mitigation Measures	Level of
	Significance Before Mitigation		Significance After Mitigation
4.8 LAND USE AND PLANNING			
Impact LU-1: Land uses that are incompatible	with existing or pla	Impact LU-1: Land uses that are incompatible with existing or planned land uses on or surrounding the project site.	
A. Impacts of the Proposed Specific Plan and Proposed General Plan Amendments Overall, there would be little change in the general categories of land uses that already exist in the Commercial Corridor, and no changes to existing residential land uses outside of the Commercial Corridor are proposed. The amount of commercial floor area would be reduced along the Corridor by 22 percent for retail and 20 percent for office. With the implementation of the proposed Urban Design Guidelines and the City of Citrus Heights Zoning Code sections addressing parking lot lighting, and landscaping adjacent to residential areas, conflicts between the commercial and residential uses would be less than significant.	LTS	No mitigation measures required.	LTS
Impact LU-2: Would the proposed project physically divide		an established community?	
A. Impacts of the Specific Plan, General Plan Amendments, Plan Line Adoption. The intent of the Boulevard Plan is to improve connectivity within the specific plan area by improving accessibility, mobility and improving the streetscape for pedestrians,		None required.	No Impact

Table 2-1 Summary of Impacts And Mitigation Measures (continued)	ion Measures (cont	nued)	
Environmental Impacts	Level of	Mitigation Measures	Level of
	Significance Before Mitigation		Significance After Mitigation
bicyclists and transit users. With the implementation of land use concepts, circulation concepts and design concepts, The Boulevard Plan, including the proposed general plan amendments, Plan Line adoption and future roadway improvements will increase connectivity.			
B. Impacts of the Auburn Boulevard Roadway Design Improvement Project. Construction activities would result in temporary disruption to connectivity by requiring detours for pedestrians and bicyclists, and traffic congestion.	LTS	No mitigation measures required.	LTS
4.9 NOISE			
Impact N-1: Transportation Noise - Exposure of persons ordinance, or applicable standards of other agencies	e of persons to, or encies	to, or generation of, noise levels in excess of standards established in the local General Plan or noise	l Plan or noise
A. Impacts of the Specific Plan, General LTS Plan Amendments, Plan Line Adoption and Roadway Design Improvement Projects. Traffic associated with the project would reduce traffic noise levels along Auburn Boulevard by about 1 dB as compared to the No Project condition, the result of the project-related reduction in the speed limit.	LTS	No mitigation measures required.	LTS

Environmental Impacts Level of Significance	Level of Significance	Mitigation Measures	Level of Significance
	Before Mitigation		After Mitigation
Impact N-2: Non-Transportation Noise - A sub	istantial permanen	Impact N-2: Non-Transportation Noise - A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	the project.
A. Impacts of Specific Plan and General Plan Amendments. Commercial HVAC system noise is potentially significant, depending upon the size of the systems and their locations relative to noise sensitive uses. Loading docks are potentially significant noise sources, depending upon their locations and the hours of use. Offices and supporting retail uses would also have the potential to affect neighboring noise sensitive uses, primarily due to noise from on-site traffic and service activities. <i>Impact N-3: Construction Impacts - A substan</i>	S mial temporary or	A. Impacts of Specific Plan and General S Mitigation Measure N-2 On-site Noise Control: To ensure mitigation of noise due branchements. Commercial HVAC LTS Plan Amendments. Commercial HVAC Plan Amendments. Commercial HVAC S Mitigation Measure N-2 On-site Noise Control: To ensure mitigation of noise due by project-related loading docks and on-site traffic, development proposals should be reviewed to identify potential noise conflicts with existing or proposed noise sensitive uses. Loading docks are potentially significant to noise sources, depending upon their locations are sources, depending upon their locations and the hours of use. Offices and supporting and the hours of use. Offices and supporting noise impacts on nearby residential areas. Mitigation Measure N-3 Construction Imposed noise impacts on the noise sensitive uses, primarily due to noise from on-site traffic, development requiring installation of large ground-mouse from the noise from on-site traffic and sensitive uses, primarily due to noise from on-site traffic intercase in ambient noise levels in the project-related noise existing without the morary or periodic increase in ambient noise levels in the project or the prose existing without the morary or periodic increase in ambient noise levels in the project or the provise existing without the morany or periodic increase in ambient noise levels in the project or the existing without the morany or periodic increase in ambient noise levels in the project or the existing without the morany or periodic increase in ambient noise levels in the project or the existing without the morany or periodic increase in ambient noise levels in the project or the existing without the morany or periodic increase in ambient noise levels in the project or the existing without the more stastrene or the provise or the provise increase in ambien	LTS ng without the
project.			0
A. Impacts of Specific Plan, General Plan Amendments and Roadway Design Improvement Projects.	LTS	No mitigation measures required.	LTS
During the construction phases of the project, noise from construction would dominate the noise environment in the immediate area. Construction noise levels could result in annoyance or sleep disruption for nearby residences. Road construction noise is regulated by Caltrans standard specifications Section 7 -1.011 "Sound Control Requirement" and the City noise ordinance applies to the road construction and to other construction activities involved in redevelopment of the commercial corridor.			

Environmental Impacts Level of Level of	J		Lough
	Level 01	Mitigation Measures	Tevel OI
	Significance Before Mitigation		Significance After Mitigation
4.10 POPULATION AND HOUSING			
Impact PH-1: Induce substantial population growth in an		n area, either directly (for example, by proposing new homes and businesses) or indirectly (for example,	ly (for example,
through extension of roads or other infrastructure.	'ure.		
A. Impacts of the Specific Plan, General	LTS	No mitigation measures required.	LTS
Plan Amendments Plan Line Adoption			
and Future Roadway Design Improvement			
Projects. The specific plan area is built out,			
with the exception of a few vacant properties.			
Under the proposed Specific Plan,			
redevelopment activities would result in the			
addition of approximately 541 residential			
units that would accommodate a population			
of approximately 1,352 people. would result			
in an overall decrease in the amount of			
commercial floor space. The increase in			
population is not considered substantial (1.6			
percent of the projected 2007 population).			
No significant environmental impact is			
anticipated from the additional housing since			
it is occurring in an area with existing			
services, and would be in conjunction with			
mixed use development and transportation			
improvements (both automobile and non			
	LTS	No mitigation measures required.	LTS
Improvement Project (Sylvan Corners to			
Cripple Creek Road)			
- - - - - - - - - - - - - - - - - - -			
The Koadway Design Improvement project would not induce prowth or create additional			
demand for housing. No impact.			

Significance Significance Impact PH-2: Impacts from displacement of substantial numbact pH-2: Impacts from displacement of substantial numbacquisition of property: Mitigation A. Impact PH-2: Impacts from displacement of substantial numbacquisition of property: A. Impact PH-2: Impacts from displacement of substantial numbacquisition of property: A. Impact PH-1 A. Impacts of the Specific Plan and S S General Plan Amendments S P The proposed Specific Plan primarily focuses S P on redevelopment and rehabilitation of commercial properties along the Auburn Boulevard Corridor. Impacts to residential uses would occur as a result of the redevelopment on two sites that are existing trailer parks.	Significance Before Impact PH-2: Impacts from displacement of acquisition of property. Significance Mitigation Significance After Mitigation Impact PH-2: Impacts from displacement of substantial numbers of numbers of people. Mitigation A. Impact PH-2: Impacts from displacement of substantial numbers of people, impacts of the Specific Plan and Ceneral Plan Amendments Significance A. Impact PH-3: Impacts from displacement of substantial numbers of people, impacts of the Specific Plan and Ceneral Plan Amendments S Mitigation Measure PH-1A Disclosure Requirements: Prior to approving a development and rehabilitation of commercial properties along the Auburn Buevard Corridor. Impacts to residential uses would occur as a result of the ecevelopment on two sites that are existing trailer parks. LTS GPA Site D is an existing trailer park with approximately 27 mobile hone units on 1.99 Included in Appendix J of this EIR. LTS
Impact PH-2: Impacts from displacement of substantial nacquisition of property.A. Impacts of the Specific Plan and SGeneral Plan AmendmentsThe proposed Specific Plan primarily focuseson redevelopment and rehabilitation ofcommercial properties along the AuburnBoulevard Corridor. Impacts to residentialuses would occur as a result of theredevelopment on two sites that are existingtrailer narks.	mumbers of existing housing,; impacts from displacement of substantial numbers of people, impacts d Mitigation Measure PH-1A Disclosure Requirements: Prior to approving a development project that would result in conversion of trailer parks to other uses; the City shall comply with Government Code Section 65863.7, a copy of which is included in Appendix J of this EIR.
General Plan Amendments The proposed Specific Plan primarily focuses on redevelopment and rehabilitation of commercial properties along the Auburn Boulevard Corridor. Impacts to residential uses would occur as a result of the redevelopment on two sites that are existing trailer narks.	<u>Mitigation Measure PH-1A Disclosure Requirements</u> : Prior to approving a development project that would result in conversion of trailer parks to other uses; the City shall comply with Government Code Section 65863.7, a copy of which is included in Appendix J of this EIR.
The proposed Specific Plan primarily focuses on redevelopment and rehabilitation of commercial properties along the Auburn Boulevard Corridor. Impacts to residential uses would occur as a result of the redevelopment on two sites that are existing trailer narks.	development project that would result in conversion of trailer parks to other uses; the City shall comply with Government Code Section 65863.7, a copy of which is included in Appendix J of this EIR.
on redevelopment and rehabilitation of commercial properties along the Auburn Boulevard Corridor. Impacts to residential uses would occur as a result of the redevelopment on two sites that are existing trailer narks.	the City shall comply with Government Code Section 65863.7, a copy of which is included in Appendix J of this EIR.
commercial properties along the Auburn Boulevard Corridor. Impacts to residential uses would occur as a result of the redevelopment on two sites that are existing trailer narks.	included in Appendix J of this EIR.
Boulevard Corridor. Impacts to residential uses would occur as a result of the redevelopment on two sites that are existing trailer narks.	
uses would occur as a result of the redevelopment on two sites that are existing trailer narks.	
redevelopment on two sites that are existing trailer narks.	
tratler narks.	
GPA Site D is an existing trailer park with	
approximately 27 mobile home units on 1.99	
acres. The trailer park at Pratt Avenue has	
approximately 16 units.	
B. Plan Line Adoption and Future S	The following mitigation measures shall be implemented in conjunction with the LTS
Roadway Design Improvement Projects.	design and environmental review process for future roadway design projects.
Future roadway design improvement projects	
would require removal of approximately 3	Mitigation Measure PH-1B: Relocation Assistance for Housing Displacement:
residences for the realignment of the Linden	
Avenue intersection. The realignment of	1. The City shall provide standard relocation assistance to both tenants and
Linden Avenue and Walnut Drive (private)	owner occupants in compliance with Caltrans Relocation Assistance Program
would also require removal of two	and the federal Uniform Relocation Assistance and Real Property Acquisition
commercial structures. Installation of raised	Policies Act of 1970, as amended. Replacement housing must be decent, safe,
medians will limit left-turn movements to	and sanitary (DS&S), which means it must meet all of the minimum
median breaks. Direct left-turn access to	requirements established by Federal regulations and conforms to applicable
some businesses will be eliminated; however	housing and occupancy codes.
u-turn movements will be possible and access	2 All real momenty transportions shall commity with the momenty connicition and
will be maintained to all properties along	
Auburn Boulevard.	Assistance Program and the federal Uniform Relocation Assistance and Real
	Property Acquisition Policies Act of 1970, as amended.

Table 2-1 Summary of Impacts And Mitigation Measures (continued)	n Measures <i>(con</i>	inued)	
Environmental Impacts	Level of	Mitigation Measures	Level of
	Significance Before Mitigation		Significance After Mitigation
		Mitigation Measure PH-1C Business Relocation: The following mitigation measures shall be required to compensate for right-of- way acquisition.	
		1. Property owners shall be compensated in accordance with fair market values based on appraisals. Business owners shall be compensated based on an assessment of the value of the business and any loss of good will.	
		 All efforts shall be made to identify relocation opportunities for affected businesses that would reduce the loss of goodwill and historic patronage. Wherever feasible, assistance shall be made available in identifying suitable relocation sites within the service area of existing businesses. 	
C. Near-term Roadway Design Improvement Project. The Roadway	S	Mitigation Measure PH-1D Property Compensation:	LTS
ੁੱਧੇ ਹੋ ਲ		1. All real property transactions shall comply with the property acquisition and relocation standards of the State of California, the Caltrans Relocation Assistance Program and the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.	
affected by the widening of the right of way (Parking is discussed in Section 4.11 Transportation). <i>This is a significant impact</i> <i>which can be mitigated</i>		2. Property owners shall be compensated in accordance with fair market values based on appraisals. Business owners shall be compensated based on an assessment of the value of the business and any loss of good will.	
		3. All efforts shall be made to identify relocation opportunities for affected businesses that would reduce the loss of goodwill and historic patronage. Wherever feasible, assistance shall be made available in identifying suitable relocation sites within the service area of existing businesses.	

Environmental Impacts And Antigation Areasults (communed)	Level of	Mitigation Measures	Level of
	Significance Before Mitigation		Significance After Mitigation
4.11 Transportation and Circulation			
ease in ial in d and	LTS	None required.	LTS
The proposed Specific Plan will be implemented over a period of approximately 20 years; buildout conditions would not			
occur until the year 2025. The near term and future roadway design improvement projects are not capacity enhancing projects and			
would not generate additional ventor tups in the corridor. Therefore, the existing plus project condition was not analyzed fort the specific plan or the roadway design			
improvement projects. Development of roadway improvements identified in the Plan would not be constructed under existing			
Impact T-2: Impacts related to exceeding, eith designated road or highways.	er individually or c	Impact T-2: Impacts related to exceeding, either individually or cumulative, a level of service standard established by the county congestion management agency for designated road or highwavs.	ment agency for
	LTS	None required.	LTS
and Future Koadway Design Improvement Projects. The traffic study conducted for the project			
indicate that with implementation of project, study roadway segments and intersections			
would operate at acceptable LOS according to the City of Citrus Heights LOS thresholds			
contained in the General Plan policies.			

Environmental ImpactsLevel of SignificanceEnvironmental ImpactsLevel of SignificanceImpact T-3: Impacts that would substantiallyMitigationImpact T-3: Impacts of the Specific Plan, General Plan Amendments, Plan Line Adoption and Future and Near-term RoadwayNo ImpactA. Impacts of the Specific Plan, General Plan Amendments, Plan Line Adoption and Future and Near-term RoadwayNo ImpactA. Imporement Projects. The Plan includes a thorough analysis of existing conflicts due to the design of the roadway and identifies specific locations where bus turnouts and crosswalks should be located. The roadway standards identified in the Plan are intended to develop a corridor that is easy to maneuver, pedestrian-friendly, and safe to use. The Roadway designLevel of action	Mitigation Measures	Level of
Significance Before Impact T-3: Impacts that would substantially increase hazards due A. Impact T-3: Impacts that would substantially increase hazards due A. Impact T-3: Impacts of the Specific Plan, General Plan Amendments, Plan Line Adoption and Future and Near-term Roadway Improvement Projects. The Plan includes a thorough analysis of existing conflicts due to the design of the roadway and identifies specific locations where bus turnouts and crosswalks should be located. The roadway standards identified in the Plan are intended to develop a corridor that is easy to maneuver, pedestrian-friendly, and safe to use. The Roadway design		
Impact T-3: Impact shart would substantially increase hazards dueA. Impacts of the Specific Plan, GeneralNo ImpactA. Impacts of the Specific Plan, GeneralNo ImpactPlan Amendments, Plan Line Adoptionand Future and Near-term RoadwayImprovement Projects.The Plan includes a thorough analysis ofExisting conflicts due to the design of theroadway and identifies specific locationswhere bus turnouts and crosswalks should belocated. The roadway standards identified inthe Plan are intended to develop a corridorthat is easy to maneuver, pedestrian-friendly,		Significance After Mitigation
No Impact	e to a design feature.	
It in inadequate emer No Impact		No Impact NA

Environmental Impacts	Level of	Mitigation Measures	I evel of
		0	
	Significance Before Mitigation		Significance After Mitigation
4.11.6.5 Impact T-5: Impacts that would result in inadequate parking capacity.	i inadequate parl	ing capacity.	C C
A. Impacts of the Specific Plan and S		Mitigation Measure T-5A: Ensure Adequate Parking Supply	NA
General Plan Amendments.		In order to ensure that adequate parking supply is maintained in the specific plan	
One objective of the specific plan is to		area, the city shall establish a special permit process to allow flexibility in the	
change the relationship between		number of required parking spaces when deemed appropriate.	
transportation patterns and development			
standards along the Auburn Boulevard			
corridor. The parking standards of the City			
would apply within the specific plan area;			
however, the parking standards in the			
specific plan allow flexibility for the			
provision of parking in some instances.			
Where businesses are accessible to			
pedestrians and bicycles, it may be feasible to			
reduce parking requirements.			
B. Impacts of the Plan Line Adoption and L1	LTS	No mitigation measures required.	LTS
Future Roadway Design Improvement			
Projects. Property acquisition for future			
roadway projects may impact parking areas			
of existing businesses. By adopting the Plan			
Line, the City will ensure that impacts to			
parking facilities for new commercial uses			
will be avoided since parking areas for new			
businesses will be located outside of the Plan			
Line. The determination of parking impacts			
will need to be made for each roadway			
design improvement project as it is funded			
and approved.			

Lable 2-1 Summary Of Lingaces And Pringation Measures (commune)	UL MEASULES (COM	inued) Mitiration Moscurae	I aval of
	Significance Before Mitigation		Significance After Mittigation
C. Impacts of the Near-term Roadway Design Improvement Project. The near- term roadway design improvement project will require acquisition of frontage properties on Auburn Boulevard to provide for widening and construction of improvements. Property acquisition will impact parking areas at approximately nine existing businesses. Property owners must be compensated for the loss of the underlying real property. Additional mitigation measures would be needed if the parking loss affects the viability of the business operations.	×	 Mitigation Measure T-5B: Compensate for Parking Impacts. I. The determination of project-caused parking impacts shall be made in accordance with Cattrans Relocation Assistance Property Acquisition Policies Act of 1970, a samaded. Project proponents shall compensate for acquisition of underlying property in compliance with Cattrans Relocation Assistance Program and the federal Uniform Relocation Assistance Program and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. 2. In the event that it is determined that the project will result in a reduction of parking spaces below the number required by zoning, but would not preclude continued by the appropriate land use authority (City of Citrus Heights), the project proponent(s) shall: (a) Investigate feasibility of and compensate for cost of reconfiguring parking area or relocating parking on the same parcel to provide additional spaces; or (b) Investigate feasibility of and compensate for the cost of providing off-site parking; and/or (c) The appropriate land use authority (City of Citrus Heights) shall grant a special parking and/or (d) Investigate feasibility of and compensate for the cost of providing off-site parking; and/or (e) Thre appropriate land use authority (City of Citrus Heights) shall grant a special parking permit to allow the continued use with reduced parking. 	S

Table 2-1 Summary of Impacts And Mitigation Measures (continued) Environmental Immacts Level of	ion Measures (cont I evel of	<i>mued)</i> Mitioation Measures	T evel of
	Significance Before Mitigation		Significance After Mitigation
		3. If it is determined during the right-of-way appraisal and acquisition process that the project would result in a reduction of parking spaces that would preclude continued use of the parcel in accordance with the existing zoning, and none of the measures under No. 2 above are feasible, the project proponent(s) shall provide compensation in accordance with Caltrans Relocation Assistance Program and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.	
4.11.6.6 Impact T-6: Impacts to the circulation network during construction activities	on network during c	onstruction activities	
A. Impacts of the Specific Plan, General Plan Amendments, Plan Line Adoption and Future and Near Term Roadway Design Improvement Projects Construction activities would result in temporary disruption to businesses and residents in the area as well as to some public services such as public transit and emergency vehicles (i.e. fire and police). Detours and traffic delays may occur; however interruptions to access would be minimized for all properties. These impacts would be temporary.	S	^e T-6 Construction Period Traffic Management adling plan will be prepared prior to construction mprovements. The plan will address traffic construction periods, including but not limited to res; detours; pedestrian and bicycle routes; and The traffic handling plan should be prepared in sejonal transit in order to minimize disruptions to construction, a Traffic Management Plan as <i>fic Management Plan Guide</i> (See Appendix A of burn Boulevard Interchange.	STJ

Table 2-1 Summary of Impacts And Mitigation Measures (concluded)	on Measures <i>(conc</i>	luded)	
Environmental Impacts	Level of Significance	Mitigation Measures	Level of Significance
	Significance Before Mitigation		Significance After Mitigation
4.12 UTILITIES AND SERVICE SYSTEMS	SM		
Impact U-1: Impacts to Water Supply, Water Treatment, Wastewater Treatment and Storm Drain Facilities.	reatment, Wastewa	ter Treatment and Storm Drain Facilities.	
A. Impacts of the Specific Plan and LTS	LTS	No mitigation measures are required.	LTS
General Plan Amendments.			
The proposed Specific Plan is largely			
urbanized with existing connections to water			
supply, water treatment and wastewater			
treatment facilities. According to the DEIR			
for the Citrus Heights General Plan, capacity			
for water supply, water treatment facilities			
and wastewater treatment facilities are			
expected to be adequate to serve the			
projected development buildout of the			
General Plan. Development proposed by the			
specific plan is consistent with the Citrus			
Heights General Plan.			
Impact U-2: Impacts due to disruption of utilities and services during construction.	ies and services du	ing construction.	
A. Impacts of the Roadway Design	S	Mitigation Measure U-2 Construction Management for Utilities: The construction L	LTS
Improvement Projects Near-term and		project management team shall coordinate with utility providers during design	
Future Projects. Public and private utilities		stages of roadway projects. The construction project management team shall	
are located adjacent to the roadway		undertake periodic assessments of upcoming utility and service disruptions during	
throughout the project corridor. Temporary		construction. These assessments and an identification of the service area involved	
impacts to utilities will occur during		shall be coordinated with utility providers and the public outreach program. The	
construction since utilities located in the		public outreach program shall ensure that advance notice of any utility or service	
existing and proposed right-of-way areas		shutdowns is extended to affected businesses and residents. Through construction	
must be relocated. Effects may include		management and project scheduling, all available measures shall be taken to	
interruption of services due to accidental		minimize the duration of utility or service shutdowns.	
or during			
n preconstruction and construct			
period coordination efforts between the			
project proponents and unnuy providers.			

CHAPTER 3.0 WRITTEN COMMENT LETTERS

Six comment letters were received on the Draft EIR during the public review period (October 12 through November 29, 2004). One additional letter was received after the public review period ended and is included here. The letters received are listed below. A copy of each letter received is provided in this chapter. Each letter has a reference number which corresponds to the response provided in Chapter 4.0.

Letter Number	Individual or Signatory	Affiliation	Date
Public Age	encies		
1	George Booth	County of Sacramento, Department of Water Resources-Drainage & Hydrology	October 27, 2004 (email)
2	Katherine Eastham	Department of Transportation – District 3	November 22, 2004
3	Mark Morse	City of Roseville	November 23, 2004
4	Taiwo Jaiyeoba	Regional Transit	November 23, 2004
5	Peter Christensen	Sacramento Metropolitan Air Quality Management District	November 29, 2004
6	Terry Roberts	Office of Planning and Research, State Clearinghouse	November 30, 2004
7	Wendy Haggard	County Sanitation District – 1	January 14, 2005

List of Written Comments Received

Message

Comment Letter 1

Ruggiero, Janet

From:	m: Booth. George (MSA) [boothg@SacCounty.NET]	
Sent:	Wednesday, October 27, 2004 12:53 PM	

To: Fredrickson. Craig (MSA)

Cc: Becker, Kevin; Ruggiero, Janet; Becker, Kevin

Subject: Auburn Blvd redevelopment

Craig,

The City of Citrus Heights is proposing to redevelop Auburn Blvd, from Sylvan to I-80. Please provide your comments to Kevin.

Janet, My office has no specific comments.

George H. Booin, PE Drainage Development and Hydrology Section Secramento County Department of Water Resources (916)874-6484

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10/27/2004

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY

DEPARTMENT OF TRANSPORTATION

ARNOLD SCHWARZENEGGER, Governor

DISTRICT 3 - SACRAMENTO AREA OFFICE VENTURE OAKS, MS 15 P. O. BOX 942874 SACRAMENTO, CA 94274-0001 PHONE (916) 274-0614 FAX (916) 274-0648 TTY (530) 741-4509

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Flex your power! Be energy efficient!

November 22, 2004

04SAC0148 03- SAC-80 P.M. 17.910 The Boulevard Plan/Auburn Blvd. Specific Plan DEIR SCH#2003062165

Ms. Janet Ruggiero City of Citrus Heights 6237 Fountain Square Drive Citrus Heights, CA 95621

Dear Ms. Ruggiero:

Thank you for the opportunity to review and comment on the Auburn Boulevard Corridor Specific Plan project. Our comments are as follows:

Although there may be no direct impacts to Interstate 80 as a result of the implementation
of this project, Caltrans should be provided with project specifics regarding the
construction period and traffic mitigation strategies (ie. night operations, lane closures
during off-peak traffic periods, etc.) to avert any potential traffic disruption problems or
possible ramp queuing congestion at the Interstate 80/Auburn Boulevard Interchange.
Please address Caltrans' interchange traffic concerns when drafting Mitigation Measure
T-6 to include Interstate 80/Auburn Boulevard Interchange mitigation, as well as City
street and road closures and property access mitigation along the Auburn Boulevard
corridor. A Traffic Management Plan Guide is provided for reference. Please provide a
copy of the Traffic Management Plan for our review.

If you have any questions regarding these comments, please contact Ken Champion at (916) 274-0615.

Sincerely,

KATHERINE EASTHAM, Chief Office of Transportation Planning - Southwest

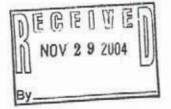
c: Scott Morgan, State Clearinghouse

"Caltrans improves mobility across California"

2-1



Comment Letter 3



Community Development 311 Vernon Street Roseville, California 95678-2649

November 23, 2004

City of Citrus Heights 6237 Fountain Square Drive Citrus Heights, CA 95621-5577 Attn: Janet M. Ruggiero, CDD Director

Via: Fax and Regular Mail

Subject: Draft EIR for the Auburn Boulevard Specific Plan (ABSP) and Road Design Project

Dear Ms. Ruggiero:

I have reviewed the Draft EIR for The Boulevard Plan (Auburn Boulevard Corridor) and have the following comments.

The EIR should analyze the impacts to the intersections of Auburn Boulevard/Orlando Avenue and Cirby Way/Riverside Avenue using the City of Roseville Buildout/2020 Travel Demand Forecast Model.

On page 4.11-4, the DEIR refers to Figure 4.11-1 showing traffic volumes along Auburn Boulevard but there is no Figure 4.11-1. Please provide a copy of Figure 4.11-1 for our review.

Thank you for your consideration of these comments. If you have any questions regarding this letter please contact Scott Gandler, in the Engineering Department, at 746-1300.

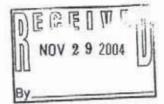
Sincerely,

Heihall for

Mark Morse Environmental Coordinator

cc: Rob Jensen, Roseville Public Works Director

Comment Letter 4



November 23, 2004

Janet Ruggiero Director of Community Development City of Citrus Heights, 6237 Fountain Square Drive Citrus Heights, CA 95621

NAME OF DEVELOPMENT:

TYPE OF DOCUMENT:

The Boulevard Plan Project

Draft Environmental Impact Report (DEIR)

Regional Transit (RT) staff has reviewed the DEIR for re-inventing the Auburn Boulevard Corridor (The Boulevard Plan) and would like to provide the following comments/recommendations:

The proposed corridor improvement covers a portion of Auburn Boulevard between Sylvan Corner and I-80. The project will improve an area along the Auburn Boulevard Corridor that totals approximately 460 acres focusing on parcels, commercial and residential uses that front on Auburn Boulevard. The goal is to improve the image of the corridor, and improve its function as a transportation facility serving adjacent land uses and better connectivity with other areas in the region.

RT supports the proposed improvements to the Auburn Boulevard corridor. Improvements to this corridor will provide an enhancement to this major transit corridor within the City of Citrus Heights. RT provides services along Auburn Boulevard with bus routes 91, 93, 95 and 103 traveling at regular. frequencies within this portion of the corridor.

In order to further enhance the transit supportiveness of this Plan and to minimize future impacts on transit, regardless of the roadway alternatives considered, the following recommendations are proposed for further analysis in the DEIR:

1. Evaluate the potential impact on transit movements along Auburn Boulevard and develop appropriate mitigation plan for the impacts. The DEIR indicates that "construction activities would result in temporary disruption to connectivity by requiring detours for pedestrians and bicyclists, and traffic congestion" (Page 2-28). RT is concerned about impact of construction activities on existing transit services along this corridor.

Clinus Heights/DEIR Io Auburn Blvd Specific Plan.doc

IRELIANTIVOLISHAREDIWork Groups/Development Review Projects/City of

4-1





Sacramento Regional Transit District A Public Transit Agency and Equal Opportunity Employer

Mailing Address: P.O. Box 2110 ; socramento, CA 95812-2110

> Administrative Office: 1400 29th Street Socramento, CA 95816 (916) 321-2800 29th 5L Upit Ros Staton/ Buil 2536363746

Light Roll Office: 2700 Acodemy Way Socramento, CA 95815 (916) 648-8400

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Auburn Boulevard Improvements

- 2 -

November 23, 2004

A significant impact on transit operations occurs if the project construction would result in lane closure (even temporary) or cause a delay to bus transit services within the affected area.

RT's goal is to provide dependable and on-time service for our patrons and delays caused by construction will make it difficult to adhere to a timed schedule. Please contact AI Schweim, RT's Director of Transportation or Dennis Jones, Transportation Superintendent at 321-2800 for further information regarding the short-term disruption of traffic and delays.

2. Although the DEIR did not identify specific "noise barriers" to mitigate the impact of noise on nearby residents, RT would like to recommend against soundwalls as a type of noise barrier should the discussion arise in future. Physical barriers such as soundwalls impede access to transit and may increase the distance pedestrians have to walk in order to access transit services.

Thank you for the opportunity to review this project. If you have further questions regarding these recommendations, please contact me at (916) 321-2870 or tjaiyeoba@sacrt.com.

Sincerely,

Jairos Jaijes

Taiwo Jaiyeoba Real Estate Administrator/Transit Oriented Development

c: Fred Arnold, Director of Real Estate, RT Al Schweim, Director of Transportation, RT 4-2

4-3

Comment Letter 5



Larry Greene AIR POLLUTION CONTROL OFFICER

29 November 2004

Janet M. Riggiero City of Citrus Heights Planning Division 6237 Fountain Square Dr Citrus Heights CA 95621

RE: The Boulevard Plan, Reinventing the Auburn Boulevard Corridor

Dear Ms. Ruggiero:

Thank you for the opportunity to review the draft Environmental Impact Report for "The Boulevard Plan, Reinventing the Auburn Boulevard Corridor". District staff is encouraged by the focus on creating districts that enhance quality environments for all modes of travel, especially bicycling and walking. By combining better travel options with new opportunities for mixed infill development with a residential component, the City is contributing to the regional effort to accommodate growth in a manner that can help to minimize emissions.

We offer the following specific comment on the draft EIR:

Section 4.3.6.1 (Page 4.3-18) describes impact AQ-1 related to construction impacts of the Specific Plan. Construction of the Specific Plan is identified as a significant impact, although quantified emission impacts are not identified because the "amount and timing of construction activities associated with the Specific Plan are not known." In order to mitigate the significant impact, the SMAQMD standard NOx construction mitigation is included.

SMAQMD recommends construction NOx mitigation only in cases where quantified impacts exceed the adopted threshold of significance (85 lbs/day). Applying the mitigation to smaller construction activities is not intended because of the limited amount of off-road equipment associated with smaller projects. As described in the draft EIR, the Specific Plan provides a framework for redevelopment of the corridor over time. It is likely that most construction activities will be relatively small, such as construction of a parcel or group of parcels on an individual basis. Therefore, we recommend that the construction NOx mitigation be removed as required mitigation. We would recommend that any contractor with off-road equipment working on Specific Plan projects contact SMAQMD to investigate financial incentive opportunities for reducing emissions from construction equipment, but specific emission reduction actions should not

> 777 12th Street, 3rd Floor # Sacramento, CA 95814-1908 916/874-4800 # 916/874-4899 fax www.airquality.org

5-1

be mandated. The mitigation related to particulate matter and asbestos is appropriate and should be retained.

Thank you for the opportunity to review The Boulevard Plan documents. If you have any questions regarding these comments, please contact me at 916.874.4886.

Sincerely,

Peter Christinsan

Peter Christensen Mobile Source Division

SAC200400263



Arnold Schwarzenegger Governor

November 30, 2004

Comment Letter 6

STATE OF CALIFORNIA Governor's Office of Planning and Research State Clearinghouse and Planning Unit



Jan Boel Acting Director



Janet M. Ruggiero City of Citrus Heights 6237 Fountain Square Drive Citrus Heights, CA 95621-5577

Subject: Boulevard Plan, A Specific Plan for the Auburn Boulevard Corridor from Sylvan Corners to the City Limits, Citrus Heights SCH#: 2003062165

Dear Janet M. Ruggiero:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 29, 2004, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Jerry Roberts

Terry Roberts Director, State Clearinghouse

Enclosures cc: Resources Agency

> 1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044 TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

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Comment Letter 7

January 14, 2005 E225.000

Janet M. Ruggiero City of Citrus Heights 6237 Fountain Square Drive Citrus Heights, CA 95621-5577

Dear Ms. Ruggiero:

Subject: The Boulevard Plan-General Planning Document EIR

Both the County Sanitation District 1 (CSD-1) and the Sacramento Regional County Sanitation District (SRCSD) reviewed the subject documents and have the following comments.

CSD-1 and SRCSD have made some changes, clarifications and additions to some of our comments since our last response letter concerning the Notice Of Preparation dated July 11, 2003. These changes are reflected below and serve as amendments to comments sent on said date. (A copy is attached for your ready reference). Please refer to that letter regarding the following comments.

The two trunk-line relief projects discussed in paragraph one on page two are no longer included in our current planning for capacity increases, due to cost or design complexity issues. This will not impede the ability of the district to serve the area.

The District is still concerned that installation of new surface infrastructure such as roadway medians and channelizations, streetscape elements, street trees etc. could impact our ability to maintain sub-surface sewer line and related facilities, as discussed in paragraphs three and four on page 2.

The future construction should be carefully co-ordinated with the District to eliminate conflicts with our facilities. City designers are asked to contact the District for our standards including a list of compatible street trees and to follow these in their designs wherever possible. Wherever possible, surface elements should be kept free of our subsurface lines in case of future excavation-maintenance needs.

The District still plans on the installation of the Northwest Interceptor Line along Old Auburn Road and Auburn Road west of Sylvan Corner. This could entail extensive Right-of- Way acquisition needs. Accordingly, for this and other reasons, the District would appreciate coordination with the City during the formulation and establishment of the official plan line for Auburn Boulevard, as well as over all design and construction involving right-of-way facets.

The above and our July 11, 2003 letter would cover any comments on the project at this time.

7-1

7-2

7-3

7-4

District Engineer Marcia Maurer Chief Financial Officer

Agency Administrator

Wendell H. Kido District Manager

Mary K. Snyder Collection Systems Manager

ruggiero011405.ltr.doc

r - 3

Janet M. Ruggiero January 14, 2005 Page 2

If you have any questions regarding these comments, please call Joyce Ferguson at (916) 876-6098 or myself at (916) 876-6094.

Sincerely, Wend Haggard

Wendy Haggard, P.E. Department of Water Quality Development Services

Attachment

WH/JRO: cc

cc: Maria Cablao



0545 Armstrong Avenue

Lather

alifornia

15655

ele: [916] 876-6000

ux: [916] 876-6160

Vebsite: www.srcsd.com

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Varren H. Harada Igeney Administrator

tobert F. Shanks District Engineer

Aarcia Maurer Thief Financial Officer

Nendell H. Kido District Manager

Aary K. Snyder Collection Systems Manager Janet M. Ruggiero City of Citrus Heights 6237 Fountain Square Drive Citrus Heights, CA 95621-5577

Dear Ms. Ruggiero:

Subject:

Notice of Preparation of Environmental Impact Report Auburn Boulevard Specific Plan (ABSP) and Road Design Project

County Sanitation District 1 (CSD-1) and Sacramento Regional County Sanitation District (SRCSD) reviewed the subject document and have the following comments, which should be fully studied and discussed in the Environmental Impact Report (EIR).

The project description indicates that "commercial services, housing and mixed use infill, and/or regional commercial" land use would be encouraged. The draft EIR will need to completely describe the land use changes that are proposed and what, if any, increase of development intensity is contemplated.

The master plans of both Districts provide for increased density and development in the project area and do expect that the proposed land use plan proposed by the City would be compatible with District programs. District staff expects that after the review of the EIR that they will be able to support the land use plan

Unfortunately, many of the needed master plan facilities are not yet in place and the sewer system is currently capacity constrained. Increases in density will aggravate the existing constrained sewer facilities serving the project area. Impacts from infill projects could be significant if they are served prior to completion of facilities that will increase capacity. Current development within the plan area will continue to be served by the existing system.

SRCSD constructs and maintains most sanitary sewer facilities for flows that exceed 10 mgd. Currently, the existing facilities are nearing capacity and additional pipe-capacity must be developed. SRCSD is currently underway with construction and design of the Lower Northwest and Upper Northwest Interceptors. All sections of these interceptors are funded and completion is currently scheduled for 2007, although a variety of unforesceable factors may cause the date to be revised. The completion of Lower and Upper Northwest Interceptors will provide the additional interceptor capacity needed to serve the City of Citrus Heights in general and this project specifically.

July 11 2003 E225.000 N M & COLLECITORS 2121 1 84.210-010-0101

Janet M. Ruggiero July 11, 2003 Page 2

CSD-1 is responsible to collect flows from individual customers and collect them for transfer to SRCSD. To this end, CSD-1 maintains a trunk system for flows of over 1 mgd. Two major trunk sewer lines serve the subject project area. The southern trunk is a 27" diameter line draining westerly from Sylvan Road through the Stock Ranch Development. The northern trunk ranges from 24" to 36" in diameter and flows south on Auburn Boulevard for 1000 feet before turning westerly at Watson Way and then later heading in a southwesterly direction. The southern 27" trunk has been identified as capacity constrained and additional connections cannot be permitted at this time. However, discussions are currently underway to provide additional capacity to this trunk and such capacity would be available to serve new customers in the southern portion of the project area. If this project proceeds as is expected, capacity would be available in late 2004. The northern trunk has not been as carefully examined and it will be necessary to prepare a current study to quantify the extent of any capacity constraints that may exist on the pipe. If the northern trunk is capacity constrained, it will be necessary to develop projects that will create additional capacity prior to permitting additional connections.

CSD-1 and SRCSD believe that all impacts could be mitigated to a less than significant impact. To facilitate insignificant impacts the EIR should established mitigation measures requiring new development to analyze sewer capacity when significant flows or modifications will affect the sewer system. Mitigation measures should also require interim sewer service facilities when determined necessary by CSD-1.

Reconstruction of Auburn Boulevard could impact existing sewer facilities in the roadway. Many of these lines are older, only 6 inches in diameter and may not be in conformance with current standards. Upsizing portions of the collector system may be warranted and/or required as redevelopment occurs in the area. Upsizing the lines will disturb sections of the newly improved road unless the line sizes are increased prior to or during construction of the subject project. The EIR should address these issues in relation to project road design improvements.

Construction of the subject project proposals may also impact sewer facilities that will remain. Mitigation measures that insure protection of the existing facilities during construction will reduce impacts to less than significant.

Finally, SRCSD plans to construct the Upper Northwest Interceptor 9 (UNWI9) section down Old Auburn Road and Auburn Boulevard through the Intersection with Sylvan Road (at Sylvan Corners). The UNWI9 will be around 36" in diameter and 23 feet deep through the Sylvan Corners intersection. Construction, anticipated in the summer of 2007, may require massive removal of street improvements in the area due to excavation and will affect the near-term portion of the subject project between Sylvan Corners and Watson Way. The EIR should explore mitigation measures that would reduce these impacts to less than significant.

If you have any questions regarding these comments, please call Joyce Ferguson at 876-6098 or myself at 876-6094.

erv truly yours.

Jeff Atteberry, P.E. Local Sewer Engineering

JA/JF:ds

cc: Christoph Dobson Neal B. Allen

CHAPTER 4.0 RESPONSES TO WRITTEN COMMENT LETTERS

LETTER 1:George Booth, County of Sacramento, Department of Water Resources

Comment states that this office has no comments. No response necessary.

LETTER 2: Katherine Eastham, Department of Transportation – District 3

Comment 2-1: Comment states that Caltrans should be provided with project specifics regarding construction period and traffic mitigation strategies to avert potential traffic disruption problems or possible ramp queuing congestion at the Interstate 80/Auburn Boulevard Interchange. Caltrans notes that these concerns should be addressed in Mitigation Measure T-6 of the Draft EIR. Caltrans further provides a copy of *A Traffic Management Plan Guide* and requests that Caltrans be provided with a copy of the Traffic Management Plan for review.

Response 2-1: Mitigation measure T-6 is intended to ensure that these potential problems are addressed in a "traffic handling plan". The mitigation measure is revised to clarify that Caltrans should be provided a traffic management plan for review prior to road construction projects. *A Traffic Management Plan Guide* is included in Appendix B of the Final EIR and referenced in the revised mitigation measure. Specific details regarding specific projects' effects on traffic congestion are not available at this time. Project specific environmental reviews for development and redevelopment projects that may have an effect on traffic on the corridor should address these potential impacts. The mitigation measure is revised in this Final EIR to clarify the need for additional coordination and review with Caltrans.

LETTER 3: Mark Morse, City of Roseville

Comment 3-1: The City of Roseville staff requested that the Draft EIR should analyze the project's impacts to the intersections of Auburn Boulevard/Orlando Avenue and Cirby Way/Riverside Avenue using the City of Roseville's Buildout/2020 travel demand forecasting model.

Response 3-1:

The project's impacts were not analyzed at any City of Roseville intersections because the trip generation of the project showed only a slight increase in traffic compared to "no project" conditions. In fact, it was estimated that the project would result in a decrease in trips (compared to "no project" conditions) on the segment of Auburn Boulevard between the City of Roseville/Citrus Heights border and Antelope Road due to the lower-intensity land uses proposed for this area. Overall, the increase in trips due to the project was estimated to be approximately 4,700 daily trips, 290 AM peak hour trips, and 370 PM peak hour trips over the entire project study segment between the north city limits and Sylvan Road. The City of Roseville is currently conducting a study to determine if Cirby Way should be widened to six lanes or remain four lanes. Various alternatives, such as providing triple left-turn lanes from northbound Riverside Avenue onto Cirby Way, are being studied with the use and development of a visual simulation model. The Specific Plan project was based on a less sophisticated, yet adequate, analysis and did not employ a visual simulation analysis. The inconsistency of analysis techniques between these two projects and the uncertainty of the improvements at the Cirby Way/Riverside Avenue intersection make the traffic analysis of this intersection for the Specific Plan project impractical. Given the project's low trip generation numbers, the level of effort required in using the more sophisticated model for the Specific Plan's traffic impacts at these intersections was not justified.

Comment 3-2: Comment notes that Figure 4.11-1 showing existing conditions traffic volumes along Auburn Boulevard is missing from the Draft EIR.

Response 3-2: The Figure, which shows traffic volumes along Auburn Boulevard under the existing conditions scenario, is provided in Chapter 7.0 of this Final EIR.

LETTER 4: Taiwo Jaiyeoba, Regional Transit

Comment 4-1: Comment notes that RT supports the proposed improvements that will provide an enhancement to the corridor, which is a major transit corridor in Citrus Heights.

Response 4-1: No response is necessary.

Comment 4-2: Comment notes that RT is concerned about impacts to transit services due to construction activities on Auburn Boulevard. The potential impact on transit should be addressed in the DEIR and appropriate mitigation measures developed.

Response 4-2: The EIR notes that construction activities would have an affect on traffic congestion and that a traffic handling plan should be put in place prior to construction. The intent of the measure is to minimize traffic congestion that would affect all forms of transportation along the corridor, including public transit. The impacts discussion and Mitigation Measure T-6 are revised to clarify this point.

Comment 4-3: The comment notes that noise barriers impede access to transit and may increase the distance pedestrians have to walk in order to reach transit services.

Response 4-3: As noted in the comment, neither the Specific Plan nor the roadway design improvement project proposes construction of sound walls at any specific location; soundwalls may be proposed as part of future development/redevelopment projects in the Specific Plan area. Additionally, the Specific Plan promotes use of landscaping, walls and fences to screen commercial parking lots and unsightly uses in commercial areas. One of the main priorities of the Specific Plan it to promote transit use and pedestrian friendly site design. The Specific Plan contains design guidelines that address pedestrian access to transit, pedestrian safety and comfort and connectivity between commercial areas and adjacent neighborhoods. These guidelines include the following:

- Gateway District Transit Design Guidelines Pedestrian connections to transit facilities shall be easy to navigate, safe, comfortable and friendly.
- Rusch Park District Connections to the Community -
 - New projects shall provide connections between existing and new streets
 - Concrete block sound walls are not allowed as a means to separate commercial uses from new residential areas
- Lincoln 40 District Integrating Transit
 - New and renovated commercial projects shall be clearly connected to transit services. Sidewalks shall provide direct access to transit stops. Special considerations shall be taken into account, such as shopping cart storage near bus stops.
 - Transit stops shall be conveniently and centrally located. They shall be easy to find and co-located with commercial services and amenities.
 - Transit stops and connecting pedestrian routes shall be well lit and visible.

Future development and redevelopment projects would be evaluated for compliance with these guidelines on a case by case basis to ensure that plan priorities are being met.

LETTER 5: Peter Christensen, Sacramento Metropolitan Air Quality Management District

Comment 5-1: Sacramento Metropolitan Air Quality Management District (SMAQMD) recommends construction NOx mitigation only in cases where quantified impacts exceed the adopted threshold of significance of 85 lbs/day. It is likely that most construction activities within the Specific Plan will be relatively small; therefore it is recommended that the construction NOx mitigation be removed as required mitigation. Applying mitigation to smaller construction activities is not intended because of the limited amount of off-road equipment associated with smaller projects. The mitigation related to particulate matter and asbestos is appropriate and should be retained.

Response 5-1: The air quality mitigation measure is revised in the Final EIR to reflect this comment.

LETTER 6: Terry Roberts, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

This letter is a transmittal letter with the comment letter from the Department of Transportation (Caltrans) attached. Refer to Letter No. 2 comment and response. No further response is necessary.

LETTER 7: Wendy Haggard, Department of Water Quality Development Services, County Sanitation District -1

Comment 7-1: This comment provides an update on the status of the trunk-line relief projects described in the District's response to the Notice of Preparation (see CSD-1 letter dated July 11, 2003). CSD-1 notes that these projects are no longer included in their current planning for capacity increases. CSD-1 also notes that this will not impede the ability of the district to serve the Specific Plan area.

Response 7-1: Comment is noted and this information is included in the errata section of this Final EIR.

Comment 7-2: The District is concerned that installation of new surface infrastructure such as medians, streets trees, etc. could impact its ability to maintain sub-surface sewer line and related facilities.

Response 7-2: The Draft EIR notes that temporary impacts to utilities may include interruption of services due to accidental damage or during relocation activities. Mitigation measure U-2 is provided to minimize disruptions through preconstruction and construction period coordination efforts between the project proponents and utility providers.

Comment 7-3: The District asks that future construction be coordinated with the District to eliminate conflicts with their facilities. City designers are asked to contact the District for their standards including a list of compatible street trees.

Response 7-3: Mitigation measure U-2 is modified to clarify the need for design period coordination with the district.

Comment 7-4: CSD-1 notes that the District's plans for installation of the Northwest Interceptor Line along Old Auburn Road and Auburn Road west of Sylvan Corner are still current. The District would appreciate coordination with the City on the planning for the adoption of the Auburn Boulevard Plan Line.

Response 7-4: The Plan Line proposed as part of The Boulevard Plan, Plan Line Study and Auburn Boulevard Roadway Design Improvement project only affects that portion of Auburn Boulevard north of the Sylvan Corners intersection. The Interceptor Project is located in a different segment of the Auburn Boulevard (the segment to the west of Sylvan Corners).

CHAPTER 5.0 ORAL COMMENTS AND RESPONSES

At the Planning Commission Hearing of October 28, 2004 the following members of the public spoke.

<u>Olita J. Platt</u> <u>Resident -</u> Speaker focused her comments on the Specific Plan and did not address the Draft EIR.

<u>Response to Comments of Dave Fisher, Resident of Oak Forest Street–</u> Speaker expressed concerns that adoption of the Specific Plan would exacerbate existing sewer problems in his neighborhood (Oak Forest Street) and concerns about traffic congestion.

<u>Response</u>: Sacramento Regional County Sanitation District (SRCSD) and County Sanitation District 1 (CSD-1) has provided an update on their planning for improvements to sewer infrastructure in the area (see Letter #7 and attached response to the Notice of Preparation dated July 11, 2003). SRCSD noted that the sewer interceptor system is currently capacity constrained; however, design and construction activities are underway for the Lower Northwest and Upper Northwest Interceptors. All sections of these interceptors are funded and completion is expected in 2007. The completion of these interceptors will provide the additional interceptor capacity needed to serve the City of Citrus Heights generally, including the Specific Plan project.

According to CSD-1 (personal communication Dobson 12/14/04), the sewer collector lines serving particular neighborhoods sometimes have problems due to the condition of the line, rather than capacity. This is the case with the line serving the neighborhood on Oak Forest Street, which is located in a backyard easement. Any development as a result of the approval of the Auburn Boulevard Specific Plan would most likely connect to a line in Auburn Boulevard and therefore would have no effect on the sewer line serving Oak Forest Street. In the unlikely event that development was allowed to connect to the sewer line serving Oak Forest Street, CSD-1 would require the project proponents to either demonstrate that adequate sewer capacity was available, or construct improvements to the sewer system to ensure necessary capacity.

With respect to traffic congestion, one of the main priorities of the project is to improve traffic safety. The Specific Plan would provide roadway improvements and site design that would increase safety and the capacity of the roadway.

<u>Bob Croom</u> <u>Resident – Speaker focused his comments on the Specific Plan and did not address the Draft EIR.</u>

At the Planning Commission Hearing of November 18, 2004 the following members of the public spoke.

Donald Patch Resident Mr. Patch's comments addressed the Specific Plan and did not address the Draft EIR.

Van Ford Resident Mr. Ford expressed concern regarding traffic issues.

Response: One of the main priorities of the project is to improve traffic safety. The Draft EIR noted that the Specific Plan would provide roadway improvements and site design that would increase safety and the capacity of the roadway.

CHAPTER 6.0 REVISIONS TO THE DRAFT SPECIFIC PLAN

6.1 Introduction

This section presents revisions (Addendum and Errata) to the public review draft of The Specific Plan (July 2004) as a result of recommendations in the EIR, or recommendations that resulted from public review and Planning Commission review. It has been determined that the revisions are minor and do not constitute a significant change in the proposed project, do not present additional information that would result in the identification of new significant impacts, or a change in significance of previously identified impacts, nor in the need for additional mitigation measures. Incorporation of the Addendum and Errata into the Specific Plan would not require additional environmental analysis or recirculation of the Draft EIR.

6.2 Addendum and Errata

The following are changes to July 2004 Public Hearing Draft Boulevard Plan. Changes are noted by strikeout for deleted language and <u>underline</u> for new or revised language. The Draft Plan will undergo changes to correct non-substantive typographical errors, revise numbering sequences and figure and page numbering changes in addition to the specific changes noted below.

Section 2 Concepts, Goals, and Principles

Page 2-4.

Insert New Land Use Principle

LUP 5 Gateway District Uses

Approve uses, such as a hotel or, alternatively, mixed use office-residential or commercial-residential development (e.g., grocery store with condominiums) for the K-mart site that promotes the Gateway District as a distinctive, mixed use business address. Restrict uses such as big-box retail as well as other similar retail commercial uses that do not achieve this objective.

LUP 6. Lincoln 40 District: Reinventing Continuing Highway Commercial Reinforce business opportunities for smaller parcels and related land use.

Insert New Land Use Principle

LUP 8 Grocery Store

Recruit a grocery store for the southwest corner of Auburn Boulevard and Antelope Road in the Lincoln 40 District, on the "main street" of the Rusch Park Village Center, or as part of a mixed-use development at the K-mart site in the Gateway District Commercial Center. LUP 10. Long-Term Vision

Require new uses to reflect the City's long-term vision for the Boulevard, while ensuring that existing uses are not displaced in the near term by planning or regulatory activities, including allowing upgrading and minor remodeling of existing non-conforming uses.

Page 2-5.

Insert New Land Use Principle <u>LUP 15 Mitigation Measures</u> Implement the environmental mitigation measures identified in Appendix 9.

2.3.1 Circulation Concepts

Figure 2.2 shows the major circulation concepts for the Auburn Boulevard corridor, including the location of permitted turning movements, enhanced transit stops, <u>enhancement and repair of local side streets</u>, existing and future traffic signals for both automobiles and pedestrians, potential roadway realignments, parcels that would likely generate considerable pedestrian activity, and private streets. Figure 2.3 addresses the broader circulation context by showing the connectivity of the Boulevard to Interstate 80, major thoroughfares, and local school sites. The following summarizes the circulation concepts for the four districts.

Page 2-8.

CP 7. Bus Turn Outs Enhanced Transit Stops Install bus turn outs and/or shelters at every bus stop along Auburn Boulevard with the configuration determined by the General Services Department based on site constraints.

Insert New Circulation Principle <u>CP 8 Sidestreet Improvements</u> Enhance existing local side streets through street repairs, connecting sidewalks, grading, and landscaping.

Page 2-13

CDP 9. Undergrounding Utilities

Remove overhead transmission lines, light poles, and other utilities along the entire Boulevard that are unsightly and limit the possibility of adding trees and landscaping.

Page 2-14.

CDP 11. Signs and Billboards

Remove unsightly commercial signs such as billboards, <u>illegal</u> A-frames and signs in disrepair that contribute to the visual clutter along the Boulevard. <u>Limit</u> A-frame signs to one for each parcel.

Insert New Community Design Principle <u>CDP 12. Billboards</u> Develop a process for the removal of

Develop a process for the removal or relocation of billboards along the Boulevard.

CDP 14. Facade Improvements Upgrade the facades of aging commercial buildings that are outdated and showing signs of blight.

Page 2-18

Insert New Streetscape Principle <u>SP4 Sound Walls</u> <u>Plant climbing vines at the base of all existing sound walls and new sound walls</u> to soften their visual impact.

Page 3-10

Section 3 Development Standards

Setbacks	Gateway District		Rusch Park Distr	ict		
	Gateway Commercial Center	Outside Gateway Commercial Center	Rusch Park Village Center	Outside Rusch Park Village Center	Lincoln 40 District	Sylvan Corners Village Square District
Auburn Boulevard frontage	5' setback for commercial and residential mixed-use (required), 20' setback for residential uses(required)	5' setback for commercial and residential mixed-use (required), 20' setback for residential uses (required)	5' setback for commercial and residential mixed-use (required), 20' setback for residential uses (required)	5' setback for commercial and residential mixed-use (required), 20' setback for residential uses (required)	5' -15' setback for commercial (required),	5' setback for commercial (required)
Side street frontage	5' setback for commercial and residential mixed-use (required), 20' setback for residential uses (required)	5' setback for commercial and residential mixed-use (required), 20' setback for residential uses (required)	5' setback for commercial and residential mixed-use (required), 20' setback for residential uses (required)	5' setback for commercial and residential mixed-use (required), 20' setback for residential uses (required)	5'-15' setback for commercial (required),	5' setback for commercial (required),
Transition to existing residential	20' setback minimum for commercial and residential uses	1 story–10' 2 story–15' setback minimum for commercial and residential uses 20' setback minimum (1)	20' setback minimum for commercial and residential uses	1 story–10' 2 story–15' setback minimum for commercial and residential uses 20' setback minimum (1)	20' setback minimum	20' setback minimum

Table 3.5 Building Setbacks

Page 3-11

Setbacks	Gateway District		Rusch Park Distr	ict		
	Gateway Commercial Center	Outside Gateway Commercial Center	Rusch Park Village Center	Outside Rusch Park Village Center	Lincoln 40 District	Sylvan Corners Village Square District
Auburn	4 stories	3 stories	-4 <u>3</u> stories	3 stories	2 stories	2 stories
Boulevard frontage	50'	40'	<u>40'</u> 50'	40'	30'	30'
Side street	3 stories	2 stories	3 stories	2 stories	2 stories	2 stories
frontage	40'	30'	40'	30'	30'	30'
Transition to	3 stories	2 stories	2 stories	2 stories	2 stories	2 stories
existing	40'	30'	30'	30'	30'	30'
residential						
Maximum	Commercial	Commercial	Commercial	Commercial	Commercial	Commercial
Floor Area	0.60	0.60	0.60	0.60	0.60	0.60
Ratio (FAR)	Residential	Residential	Residential	Residential	Residential	Residential
	0.50	0.50	0.50	0.50	0.50	0.50

Table 3.6 Allowable Heights and FAR

Page 3-17

Parking

One of the objectives of The Boulevard Plan is to change the relationship between transportation patterns and development standards along the Auburn Boulevard corridor. Requiring high amounts of on-site parking can result in excessive paving, increase housing and development costs, and produce an oversupply of parking spaces that can go unused for much of the year. The parking standards in this Plan allow for greater flexibility in the provision of parking and reduce the negative impacts of excessive parking. Where this Plan is silent, the parking standards in the Citrus Heights Zoning Ordinance shall apply.

• Provide opportunities for shared use parking agreements between adjacent parcels when cross access easements are used and driveways are closed or when office buildings are located adjacent to

entertainment-oriented uses (e.g., cinema, restaurants). <u>Allow, with a</u> minor parking permit, for a parking reduction of 25 percent to reflect uses that have complementary demand patterns.

• Provide opportunities for on-street parking on interior commercial streets in the Rusch Park Village Center and Gateway Commercial Center.

• Prohibit on-street parking on Auburn Boulevard.

• Require wheel stops to prevent overhang of parked vehicles that may encroach into the sidewalk or planting strip.

• Require employee parking to the rear of businesses where appropriate to provide adequate parking for patrons and visitors.

• Require pedestrian walkways within parking lots (down middle of parking block) plus crosswalks for larger commercial lots (e.g., within Rusch Park Village Center or Gateway Commercial Center).

• Encourage parking layouts that facilitate egress onto side streets where appropriate instead of on to Auburn Boulevard.

• Allow a up to a 15 percent reduction in parking standards for uses that provide transit support facilities such as bike lockers, shower facilities, etc.

• Allow on-street guest parking for multi-family residential areas in the Rusch Park Village Center.

• For small lot parcels, allow the following exceptions to the parking standards in the Zoning Ordinance:

- Allow up to 50 percent of all parking to consist of compact parking stalls (8 foot width and 16 foot length).

- Utilize angled parking stalls with one-way drive aisles in lieu of 90-degree spaces where appropriate.

- Encourage cross parcel access easements to minimize driveway openings and increase parking on-site.

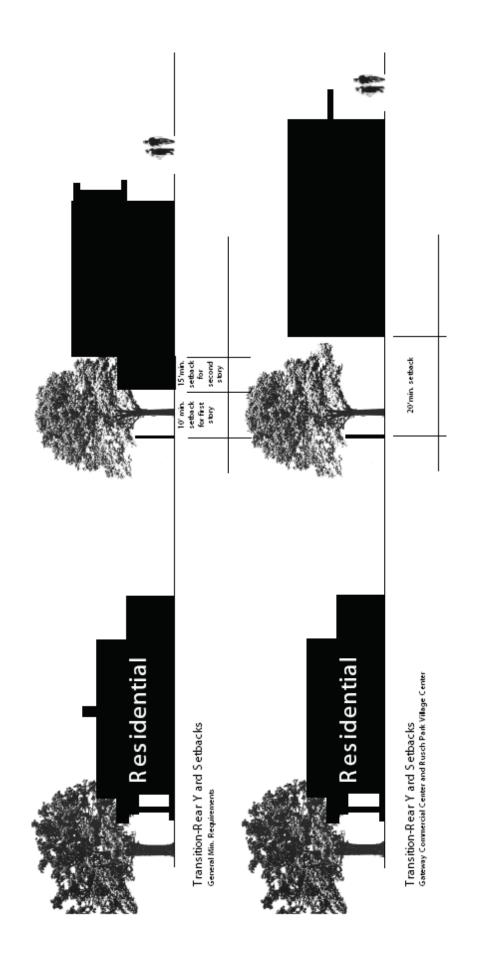
- Reduce the sidewalk width from 5 feet to 4 feet and planter width from 6 feet to 4 feet to increase on-site parking.

- Require cross parcel access easements, where appropriate, to minimize driveway openings, allowing for increased parking onsite.

- Require a minimum parking aisle width of 18 feet for turn-around space for small lots.

- Allow landscape to count for a portion of the required on-site landscaping.

FOLLOWING PAGES: FIGURES ILLUSTRATING BUILDING SETBACKS AND HEIGHT STANDARDS TO BE INSERTED FOLLOWING FIGURES 3.5 AND 3.6 (DRAFT SPECIFIC PLAN PAGES 3-10 AND 3-11).



The Boulevard Plan FEIR Revisions to the Draft Specific Plan

City of Citrus Heights 9/8/2005

Section 4 Design Guidelines Signage Standards Pages 4-10, 4-20, 4-32, 4-42

Signage Standards	dards				
District	Objective	District Signage	Site Signage	Building Signage	<u>Tenant Signage</u>
<u>Gateway District</u>	Signage concepts for a mixed-use storefront district	Citrus Heights gateway sign. streetlight banners (1)	AA	AREA: 1 SF per 5 LF of building. appear on one side	One window sign 4 SF max. One blade sign 4 SF max.
<u>Rusch Park</u> <u>District</u>	Signage concepts for multi-tenant commercial buildings	District entry signs, streetlight banners, wayfinding signage (1)	NA	AREA: 1 SF per 1 LF of storefront <u>HEIGHT:</u> <u>-36" for major tenants (3)</u> -18" for minor tenants	<u>Blades signs 6 SF</u> <u>max.</u> Window signs 4 SF max. (2)
Lincoln 40 District	Signage concepts for single and multi- tenant commercial buildings	District banners and directional signage (1)	MULTI-TENANT Monument signs allowed (2) (3) SINGLE SINGLE TENANT BUILDINGS Monument signs allowed (2) (3)	MULTI-TENANT AREA: 1 SF per 1 LF of storefront HEIGHT: -36" for major tenants (3) -18" for minor tenants -18" for minor tenants SINGLE TENANT BUILDINGS AREA: 1 SF per 1 LF of storefront HEIGHT: -36" max.	MULTI-TENANT Blades signs 6 SF max. Window signs 4 SF max. (2) siNGLE TENANT BUILDINGS (2)

The Boulevard Plan FEIR Revisions to the Draft Specific Plan

District	hive				
		District Signage	Site Signage	Building Signage	<u>Tenant Signage</u>
Sylvan Corners Signage Village Square that supp District Square idated	Signage concepts that support uniform standard for Village Square identity	Public art monuments, entry drive signs, banners (1)	AN	Pads over 3.000 SF AREA: 30 SF HEIGHT: 36" max.	Anchors over 20,000 SF (3) AREA: 48 SF HEIGHT: 48"
				<u>Pads under 3,000 SF</u> <u>AREA: 16 SF</u> HEIGHT: 24" max.	<u>Shops over 6.000 SF</u> <u>AREA: 30 SF</u> <u>HEIGHT: 36"</u>
					<u>Shops under 6.000 SF AREA: 30"</u> <u>HEIGHT: 24 SF</u>
					Shops under 3,000 SF <u>AREA: 24"</u> HEIGHT: 16 SF

Notes:

Coordinated with City of Citrus Heights
 Signage counts against cumulative allowable building signage area
 Reviewed on case by case basis

The Boulevard Plan FEIR Revisions to the Draft Specific Plan

Section 4 Design Guidelines

Page 4-10

Gateway District Screen Walls and Security Fences

When walls or fences are required, they shall be designed as an extension of architectural and landscape design concepts.

• Screen walls shall be architecturally treated as an extension of the building. They shall be architectural concrete block, use a cement plaster finish, or otherwise reflect the design and materials of the building. Vertical and horizontal reveals, accents, and other details shall be included.

• Screen walls along pedestrian routes or sidewalks shall be set back to allow for landscaping.

• Chain link fencing is not allowed. Razor wire or barbed wire is not allowed.

• Service and loading dock areas shall not be placed in visually prominent locations. They shall be screened from view.

• Planting <u>of climbing vines or ivy</u> on fences and soundwalls is encouraged.

• Soundwalls and fences shall be limited to 8 feet in height.

Page 4-14

Connections to the Community in the Rusch Park District

New projects shall be developed as an integral part of the surrounding community.

• Gateways and edges of the district shall promote landscape and street improvements as common amenities that link adjacent neighborhoods. No part of the district shall be gated or distinguished as an enclave.

• New projects shall provide connections between existing and new streets.

• New commercial projects and retrofit of existing buildings shall be

designed so that service vehicle access maintains the pedestrian friendliness of the street.

• Concrete block sound walls are not allowed as a means to separate commercial uses from new residential uses.

Page 4-20

Rusch Park District Walls and Fences

When walls or fences are needed, they shall be designed as an extension of architectural and landscape design concepts.

• <u>Screen walls shall be architecturally treated as an extension of the building.</u> They shall be architectural concrete block, use a cement plaster finish, or otherwise reflect the design and materials of the building. Vertical and horizontal reveals, accents, and other details shall be included.

• Screen walls along pedestrian routes or sidewalks shall be set back to allow for landscaping.

• Chain link fencing is not allowed. Razor wire or barbed wire is not allowed.

• Planting of climbing vines or ivy on fences and soundwalls is encouraged.

• Soundwalls and fences shall be limited to 8 feet in height.

Page 4-27

Lincoln 40 District Transition to Residential Areas

New and renovated projects shall be designed to enhance adjacent residential neighborhoods. Projects shall be designed to reduce the visual, noise and use impacts on adjacent residential areas. Screen walls are generally regarded as mitigation for poor site planning.

• New and renovated commercial projects shall enhance the connections to Auburn Boulevard. They shall provide streetscape, sidewalks, building setback and storefront design that link residential streets to Auburn Boulevard. Residents should be able to walk a direct route from their homes to commercial center stores without traversing parking lots.

• New and renovated commercial projects shall provide a site plan that supports the design and pedestrian access objectives for contiguous residential streets.

• New projects shall respect the scale and proximity of adjacent residential neighborhoods by reducing building height, increasing setbacks, and providing a more friendly building orientation.

• Placing loading and service areas adjacent to residential areas is discouraged.

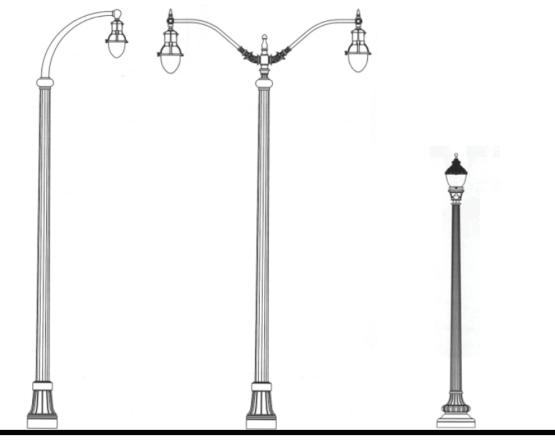
Site circulation routes and loading areas shall be screened and set back from residential areas.

Where screening walls are required, they shall:

- be designed as a natural extension of the architectural and landscaping concepts for the project. <u>They shall be</u> <u>architectural concrete block, use a cement plaster finish, or</u> <u>otherwise reflect the design and materials of the surrounding</u> <u>buildings. Vertical and horizontal reveals, accents, and other</u> <u>details shall be included.</u>
- have climbing vines or ivy planted along the wall base;
- be constructed of permanent, durable, and high quality building materials;
- restricted to 8 feet in height;

Pages 4-9, 4-19, 4-29

Section 4 Design Guidelines



Streetlight

Median Streetlight

Pedestrian Streetlamp

Section 5 Implementation

Page 5-5

5.4.1 Development Standards and Project Review

The City of Citrus Heights will use the development standards described in Section 3 of this Plan and the project review process as a primary tool to implement The Boulevard Plan. The development standards and the project review process are designed to ensure that individual projects comply with the directives of the Citrus Heights General Plan and this Plan. This is accomplished through determination of compliance with City standards and guidelines and conditions of approval. The Boulevard Plan will be implemented through development standards that are unique to Auburn Boulevard. In addition, the City will require that the mitigation measures identified in Appendix 9 be made conditions of approval for all projects within The Boulevard Plan Planning Area.

The area within the Auburn Boulevard corridor designated General Commercial in the General Plan Land Use Diagram will be zoned Auburn Boulevard Commercial (ABC). The development standards (allowable uses, heights, and setbacks) for the ABC District are set out in Section 3 of this Specific Plan and are referenced but not repeated in the Citrus Height's Zoning Ordinance.

Page 5-7

5.4.6 Undergrounding

The City will apply for federal funding and work with local private and public utility companies to pay for a portion or all of the undergrounding costs. If the City cannot obtain all of the necessary funding, the City will establish an undergrounding district. The City will require property owners to sign an undergroundning district agreement where each property owner is required to pay their pro-rata share of the costs. The property owners share will depend on the financial resources provided by utility companies and/or the federal government. To reduce the overall undergrounding costs, the City will attempt to coordinate the undergrounding efforts with those of the roadway construction.

Page 5-20

5.8 Follow-up Studies and Plans

There are several sites along Auburn Boulevard that will require further study to determine their feasibility for future development. The two catalyst sites (Gateway Commercial Center and Rusch Park Village Center) will require a pro forma analysis to assist in developing a financing strategy for the sites. The pro forma shall be carried out during Phase 1. Should there be development interest along Cripple Creek or at southwest corner of Auburn Boulevard and Antelope Road, the City should consider preparing a development feasibility study for both sites. <u>The City will also need to prepare a detailed implementation plan for each district to identify staffing</u>

levels for technical assistance and coordination, implementation priorities, and allocating funds to finance improvements and development projects.

The City shall prepare the following studies/plans:

• Pro Forma Analysis for Catalyst Sites (Gateway Commercial Center and Rusch Park Village Center)

• Development Feasibility Study of Parcels along Cripple Creek

• Development Feasibility Study for Southwest Corner of Auburn Boulevard and Antelope Road

• Implementation plan for each district.

Appendix 9

New Appendix 9

1. Biology – Protection of Cripple Creek Aquatic Habitat.

The following measures shall be made conditions of approval for all projects within The Specific Plan Area.

Mitigation Measure B-1A Protect Cripple Creek's Aquatic Life: To protect Cripple Creek's terrestrial and aquatic wildlife and special status species, and to avoid encroachments within the creek's floodplain, a Floodplain/Habitat Buffer (Buffer) should be established on both sides of Cripple Creek. Ownership and management of the Buffer should be consistent with implementing plans that fulfill the goals and policies of the City of Citrus Heights General Plan. Development in the vicinity of Cripple Creek shall be consistent with the City's administrative policies and procedures for drainage and development, and objectives of the Arcade Creek Watershed Plan, so that individual property owners are not free to undertake vegetation clearing, bank protection, soil disturbance, or creation of fences or structures within the Buffer. The width of the buffer shall be the 100-year floodplain boundary, as defined by best available data (County hydraulic studies, FIRM and other flood data).

<u>2. Biology – Protection of Native Oak Trees and Consistency with Citrus Heights</u> <u>General Plan.</u>

Mitigation Measure B-2A Minimize Impacts to Oaks:

To ensure consistency with the City of Citrus Heights' Policy 37.1, which requires incorporation of existing trees into development projects, building envelopes for future development projects should be configured to minimize impacts to trees to the extent feasible. The following measures shall be implemented:

<u>1.</u> Building envelopes should be established on plans and specifications for the future development projects to designate the area needed for construction of roads, driveways, and building pads.

2. These building envelopes should be large enough to include not only the proposed improvements, but also work areas for heavy equipment, staging areas, and equipment and material lay down areas.

3. To protect trees elsewhere on construction sites, no construction activities or use of heavy equipment should occur outside of the building envelopes.

4. Oaks that fall within the building envelope but which are not slated for removal should be protected by the following measures, which should be implemented during all construction phases of the project:

a) Plans and specifications should clearly state protection procedures for oaks to be preserved on the project site. The specifications should also require contractors to stay within designated work areas and should include a provision for penalties if oak trees are damaged;

b) No vehicles, construction equipment, mobile offices, or materials should be parked or located within the driplines of oaks and other trees that are to be preserved;

c) Soil surface removal should not occur within the driplines of oaks to be preserved. No cuts or trenching should occur within the dripline. If this area cannot be avoided, then the tree should be added to the list of oaks to be replaced through an on-site planting;

d) Earthen fill should not be placed within the driplines of oak trees to be retained, and no fill should be placed within five feet of their trunks, except for those trees marked for mitigation;

e) Paving should not be placed within the dripline of oaks to be retained;

f) Underground utility line trenching should not occur within the driplines of oaks to be retained. If it is absolutely necessary to install underground utilities within the driplines of oak trees, the trench should either be bored or drilled but not within five feet of the trunk and a certified arborist should be retained to monitor this construction and repair or wrap any damaged roots.

g) Living Among the Oaks: A Management Guide for Landowners (UC Cooperative Extension, Berkeley) should be used by the City as a guide in reviewing landscape plans. The information should be distributed to landowners and developers to provide information and guidelines for preparing landscape plans and for protecting oaks after construction is complete. Mitigation Measure B-2B Prepare and Implement Oak Replacement and Management Plan (Oak Woodland Replacement): In order to compensate for impacts due to removal of native oak trees found within oak woodland and/or riparian habitats (as opposed to isolated landscape or street trees), the following measures shall be implemented:

1. Oak trees shall be planted on project sites or off-site in numbers and species composition similar to those impacted.

2. Prior to approval of development or redevelopment projects, a qualified biologist or arborist should make an accurate count of the number, diameter, and species of trees that would be removed within each building envelope or area subject to disturbance. Based on the estimate, an Oak Replacement and Management Plan (Oak Plan) should be prepared in accordance with the City of Citrus Heights Tree Ordinance, and consistent with the City of Citrus Heights General Plan biological resource goals and policies.

a. The goals of the Oak Plan should be to replace trees lost by the project to create healthy, self-sustaining habitats that are not dependent on maintenance or irrigation following the minimum maintenance period. The functions and values of the created habitat should approximate those of the affected habitats, i.e., the functions and values of oak woodland rather than an ornamental landscape planting.

b. At a minimum, the Oak Plan should include clear success criteria, monitoring and reporting requirements, and a contingency plan should the responsible parties fail to meet the success criteria that ensure that mitigation goals and ratios are met. The Oak Plan should also include details for the species, size of plants and quantities, planting techniques, techniques for protecting the trees from herbivory, and irrigation, weed control and maintenance plan, and monitoring requirements.

Mitigation Measure B-2C Prepare and Implement Oak Replacement and Maintenance Plan (Landscape Tree Replacement): In order to compensate for impacts due to removal of native oak trees found within landscape settings (i.e. isolated landscape or street trees), the following measures shall be implemented:

1. Oaks trees shall be planted on project sites or off-site in numbers and species composition similar to those impacted; or fees may be payed in lieu into the City's oak tree preservation fund. Payment in lieu of replacement should only be accepted if it is infeasible to replace trees.

2. Prior to approval of development or redevelopment projects, a qualified biologist or arborist should make an accurate count of the number, diameter, and species of trees that would be removed within each building envelope or area subject to disturbance. Based on the estimate, an Oak Replacement and Maintenance Plan (Oak Plan) should be prepared

in accordance with the City of Citrus Heights Tree Ordinance, and consistent with the City of Citrus Heights General Plan biological resource goals and policies.

a. The goals of the Oak Plan, at a minimum, should be to replace trees lost by the project in an appropriate landscape setting that will allow trees to thrive and be self-sustaining and not dependent on maintenance or irrigation following the minimum maintenance period. Replacement within the specific plan area's planned landscape areas as street trees, trees for public space landscape or roadway medians, should be emphasized when identifying replanting sites.

b. Replacement in a natural habitat setting as described in Measure B-2B would also accomplish these oak tree replacement goals.

3. Hydrology and Water Quality - These should be included in development standards.

Mitigation Measure H-1: Incorporate Development Standards for Improving Water Quality: The City shall incorporate water quality protection measures into The Boulevard Plan Development Standards: The standards may include but are not limited to the following:

1. Install and maintain landscaping that requires minimal application of chemical fertilizers, pesticides and herbicides;

2. Emphasize xeriscape landscaping that reduces the need for irrigation by minimizing the use of turf in decorative landscaping, using plant materials adapted to local conditions and efficient irrigation;

3. Minimize irrigation overspray - do not permit use of sprinkler and spray irrigation in areas less than 8 feet wide;

4. Use of drip irrigation systems where feasible;

5. Incorporate features such as filtration strips or bioswales in site design to prevent urban pollutants from entering into Cripple Creek via storm drains from parking lots and paved surfaces.

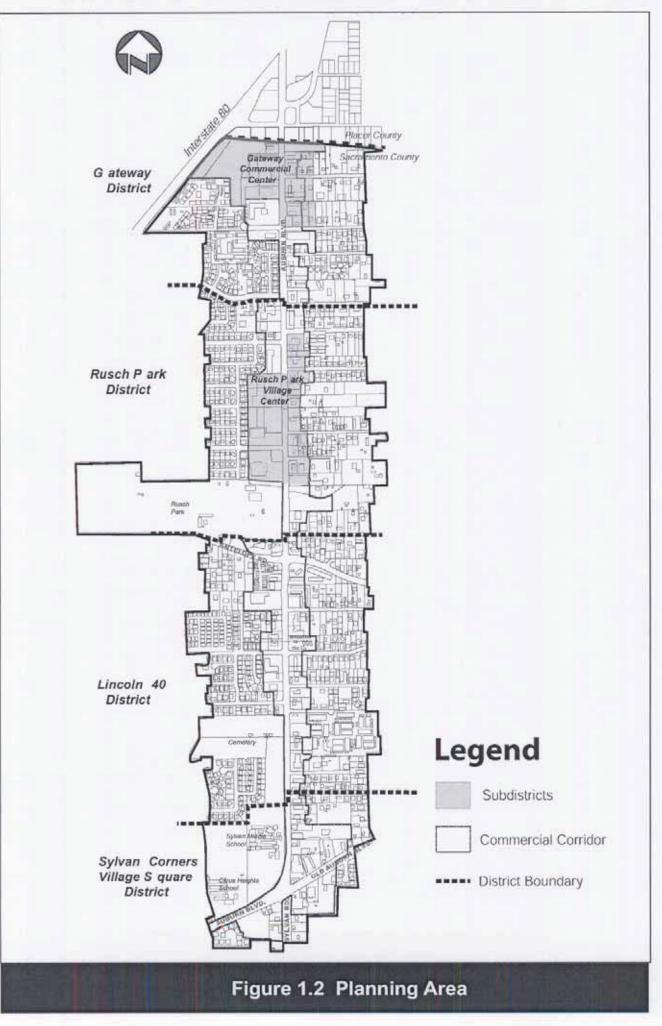
4. Noise – this measure should be implemented during site plan review.

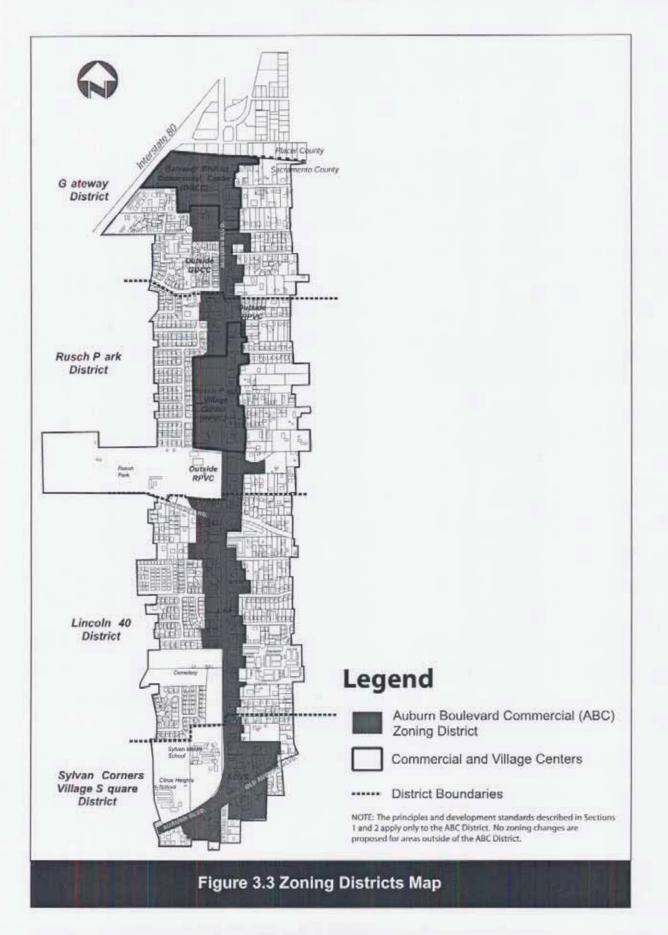
Mitigation Measure N-2 On-site Noise Control: To ensure mitigation of noise due to project-related systems, loading docks and on-site traffic, development proposals shall be reviewed to identify potential noise conflicts with existing or proposed noise sensitive uses. Implementation of the noise standards contained in the Noise Element of the Citrus Heights General Plan will mitigate project-related noise to an insignificant level. For developments requiring installation of large, ground-mounted HVAC systems, development review shall include an assessment of noise impacts on nearby residential areas.

Revised Maps

Figure 1.2 Planning Areas and Figure 3.3 Zoning Districts Map have been revised. These maps follow this page.



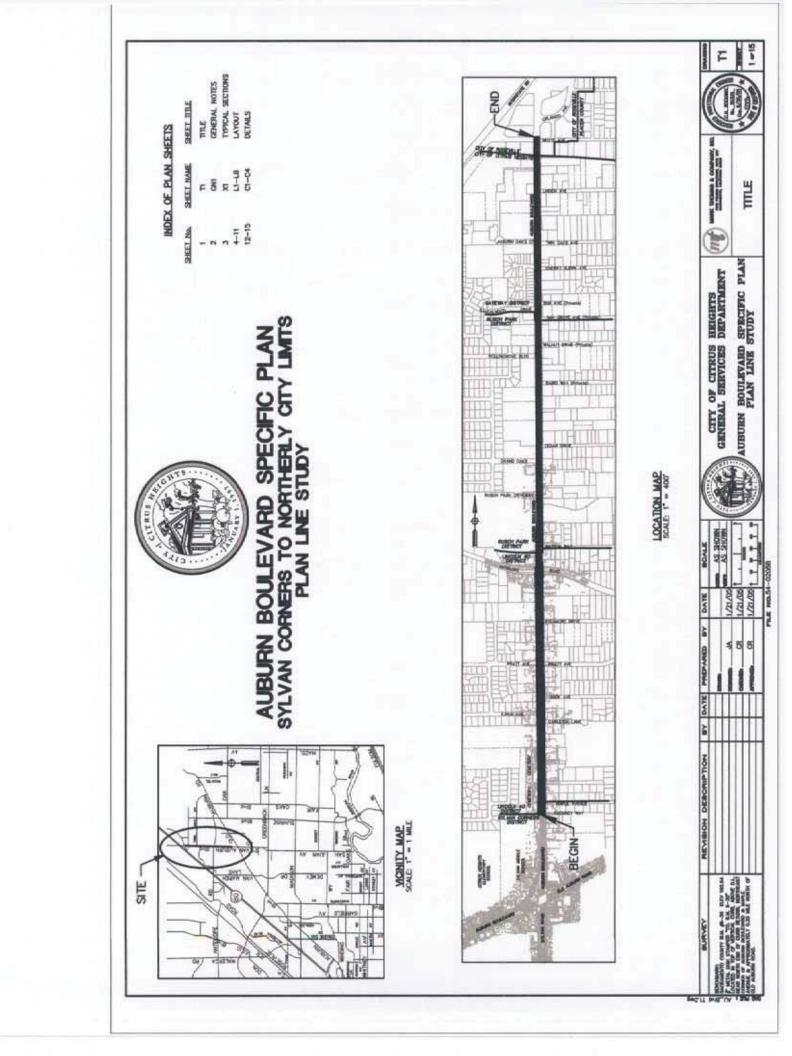




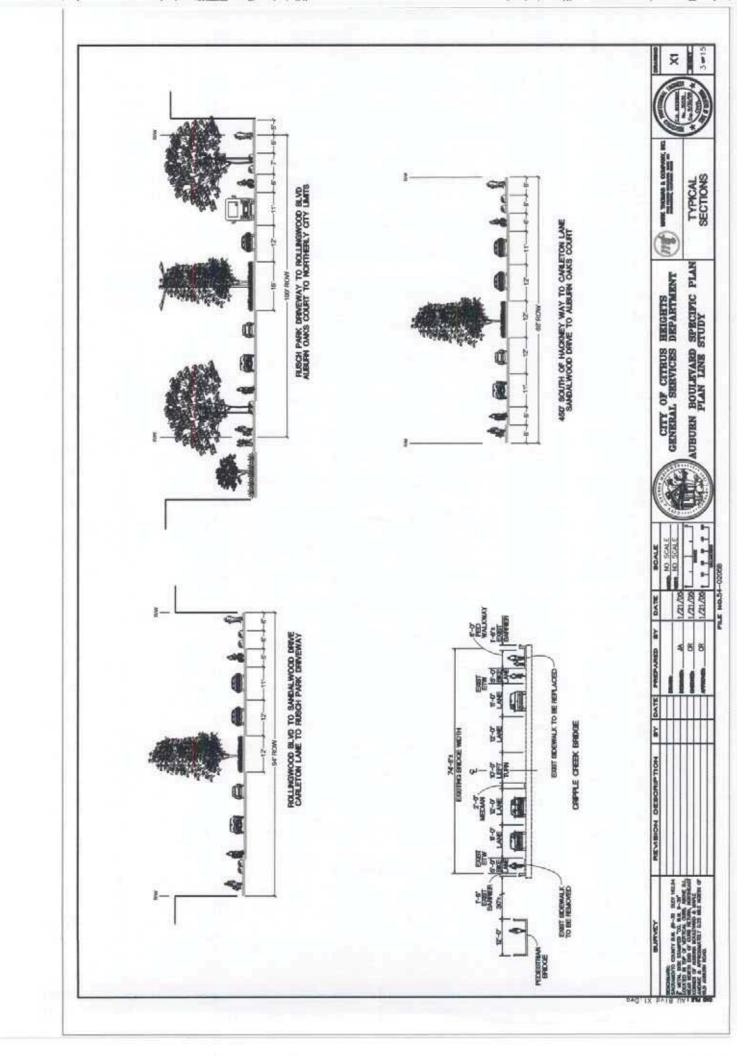
Above: This map identifies the boundary of the new Auburn Boulevard (ABC) district.

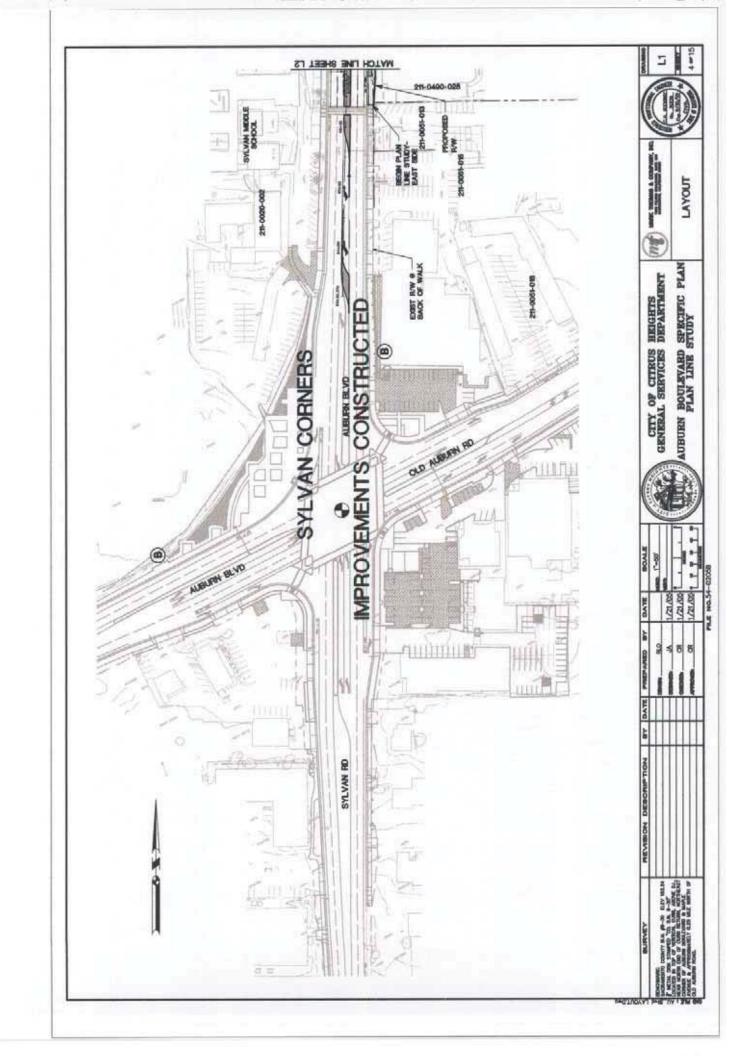
CHAPTER 7.0 MINOR CHANGES TO THE AUBURN BOULEVARD PLAN LINE STUDY

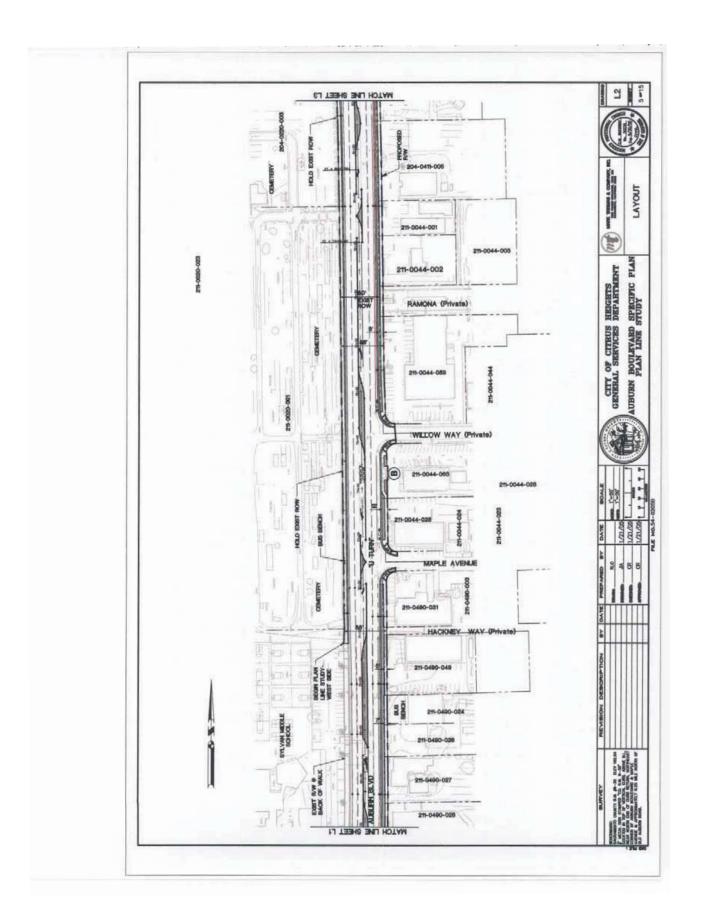
Minor changes have been made to the proposed plan line for Auburn Boulevard. The sidewalk width is being increased to six feet and bike lanes are decreased to six feet. These revisions do not change the analysis or conclusions contained in the Draft Environmental Impact Report. The revised Plan Line Study is provided on the following pages.

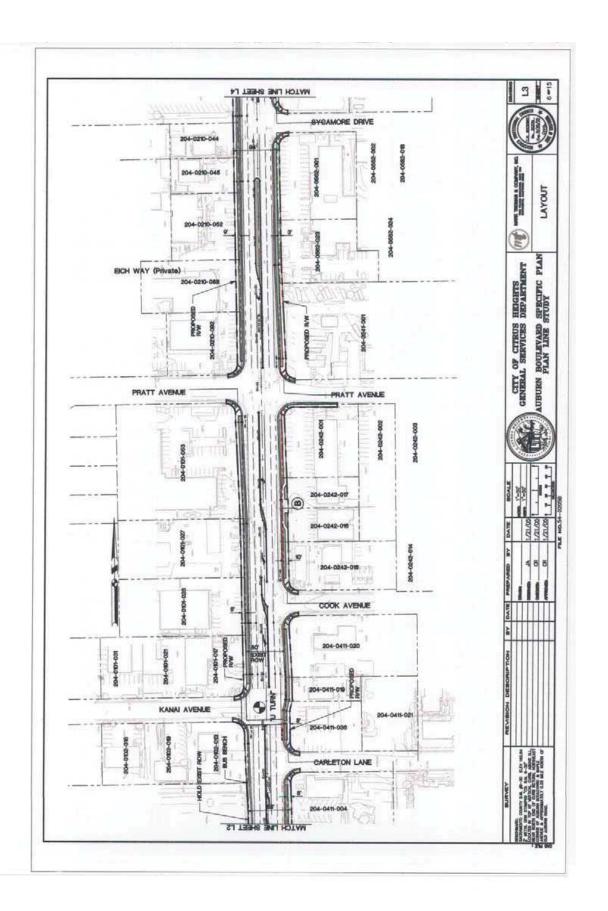


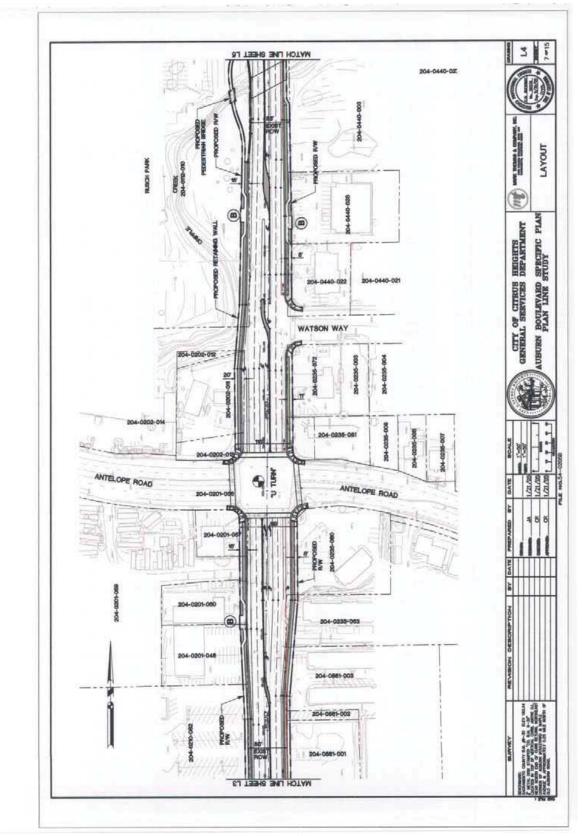
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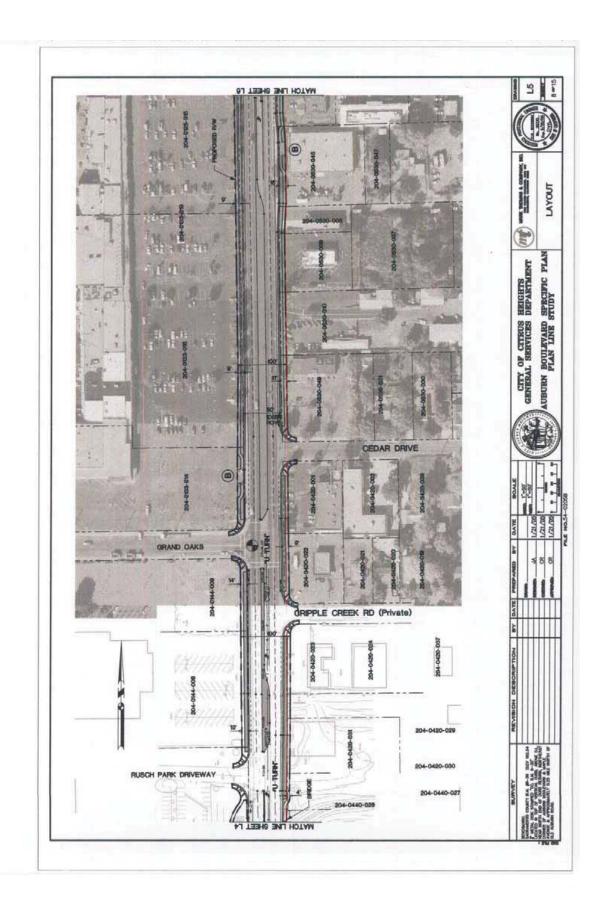


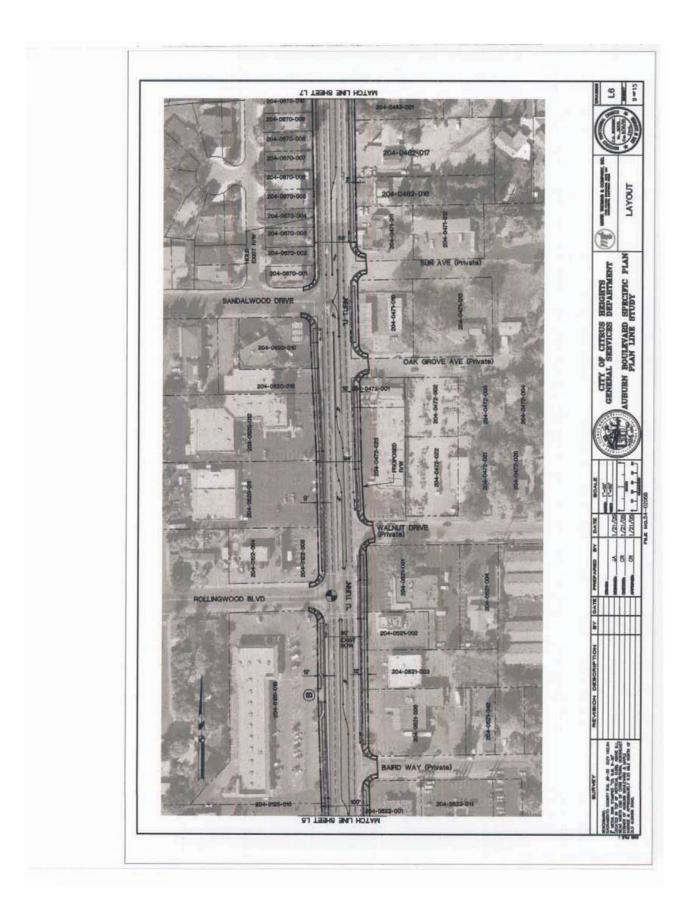


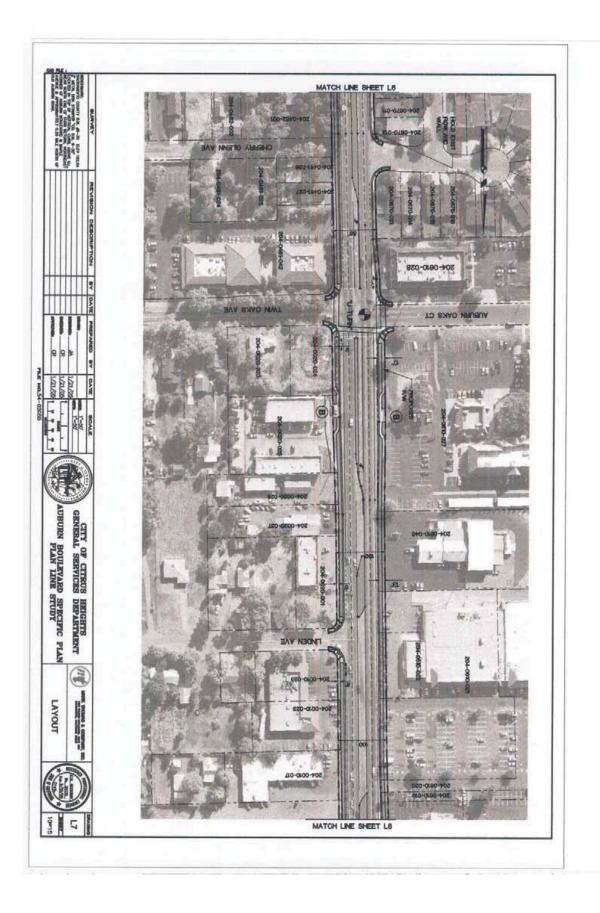


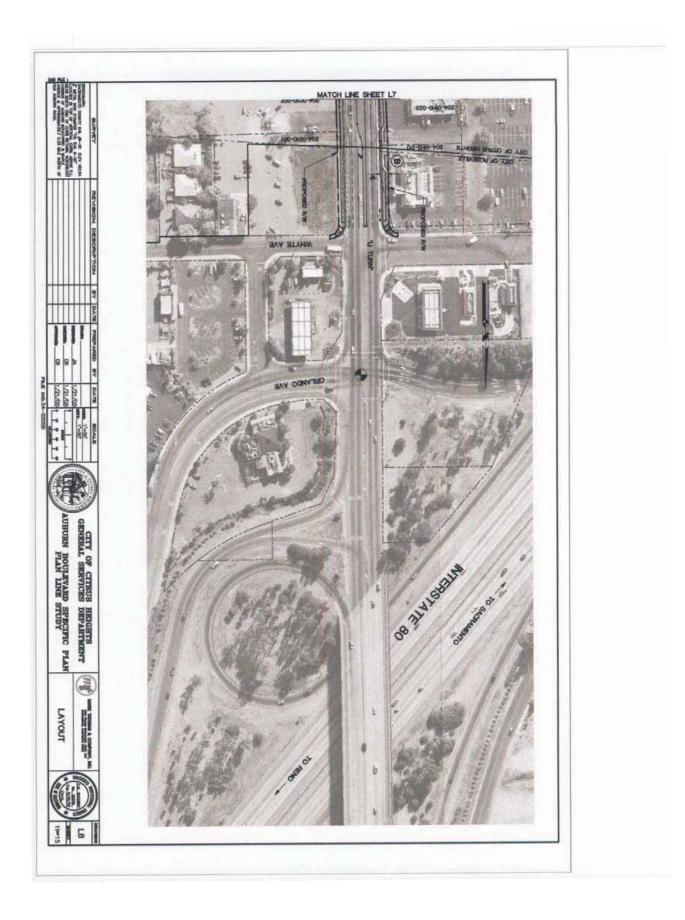


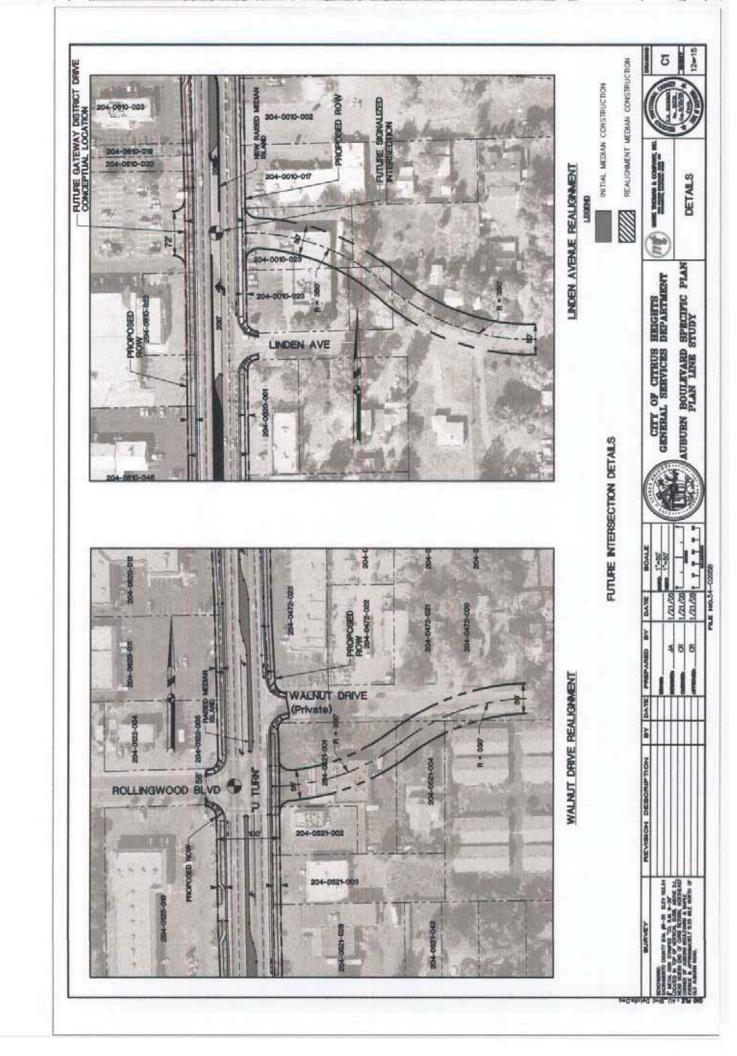


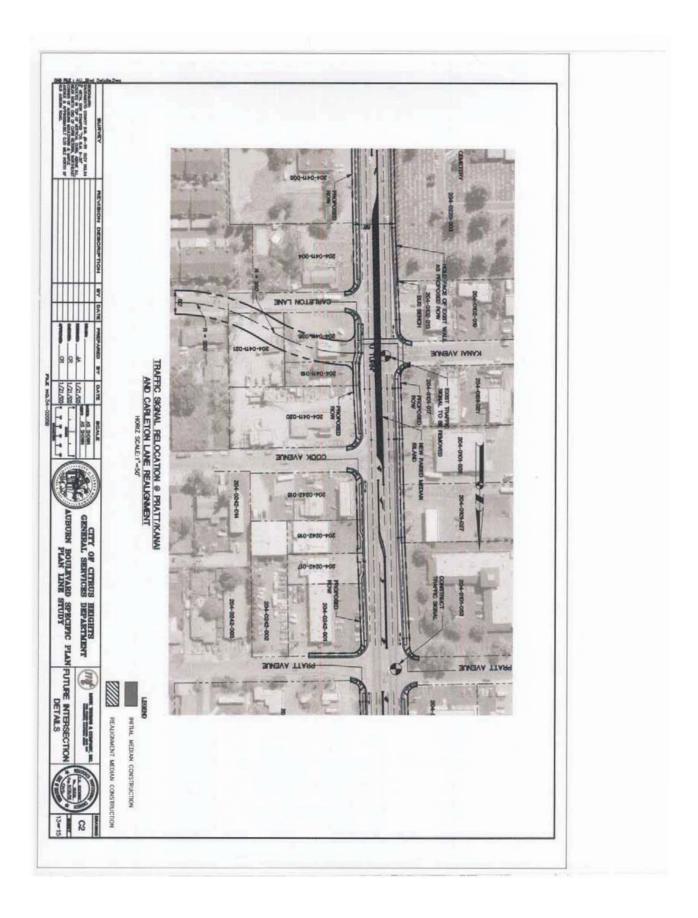


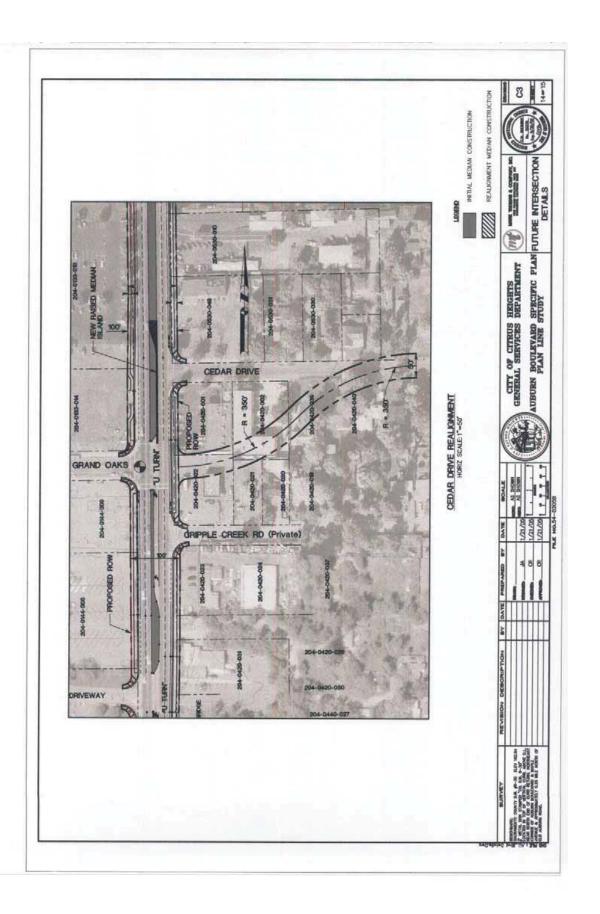


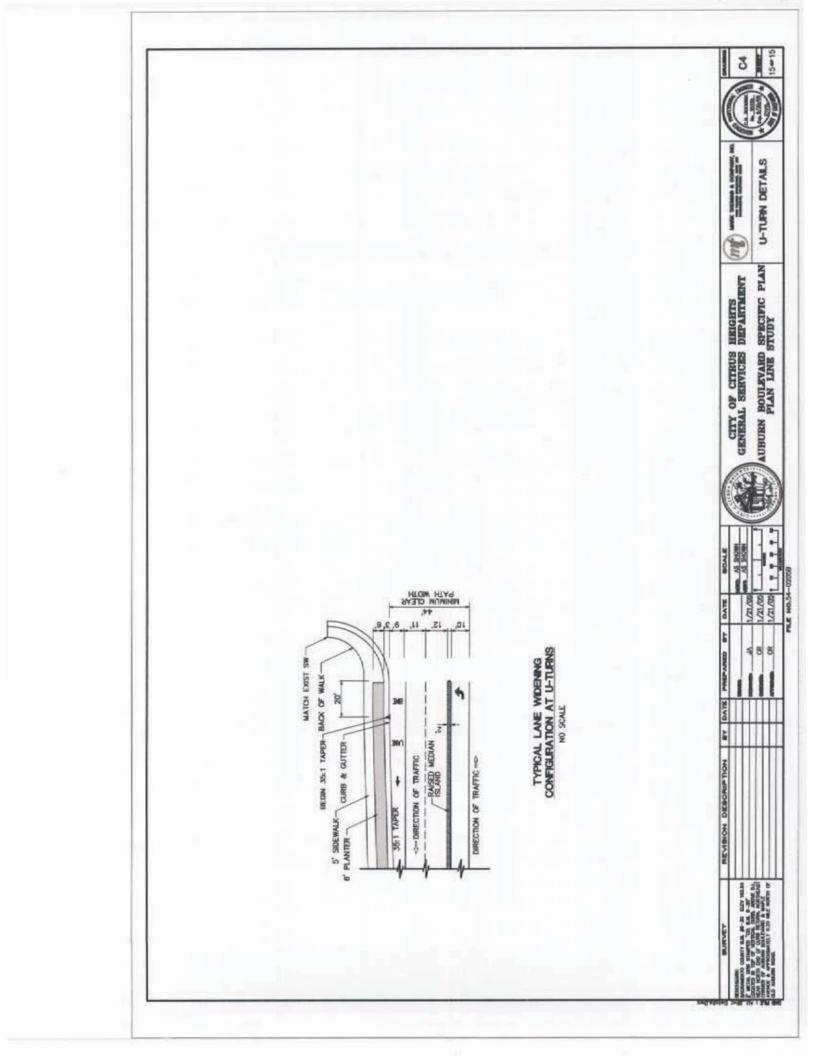












CHAPTER 8.0 MINOR CHANGES AND ERRATA TO THE DRAFT EIR

8.1 Introduction

This chapter presents corrections to the text of the Draft Environmental Impact Report (Draft EIR) needed due to minor typographical errors or due to changes that have been identified in the response to comments (Chapter 4.0). These changes are shown with <u>underline</u> for added text and strikethrough for deleted text. None of these changes constitute new significant information or result in any new significant impacts related to the Specific Plan, General Plan Amendments, Plan Line Adoption, Rezoning or the Roadway Design Improvement Project.

8.2 Changes And Errata To The Draft EIR

Chapter 1.0 Introduction - Page 1-10

• Notice of Determination (CEQA Guidelines <u>1503915093</u> [c]), which is filed following the City's action.

Chapter 4.0, Air Quality - Page 4.3-18

4.3.6.1 Impact AQ-10 Construction Related Impacts

Mitigation Measures - Specific Plan Construction Impacts

Nitrogen Oxide Mitigation Measures. The following two categories of mitigation measures should be incorporated into the project to minimize the generation of NO_{*} emissions:

<u>AQ Mitigation Measure Category 1:</u> Reduce NO_{*} emissions from off-road diesel powered equipment

The project shall provide a plan for approval by the lead agency, in consultation with SMAQMD, demonstrating that the heavy duty (> 50 horsepower) off road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NO_{*} reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction; and

The project representative shall submit to the lead agency and SMAQMD a comprehensive inventory of all off road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30 day

period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.

and:

<u>AQ Mitigation Measure Category 2:</u> Controlling visible emissions from off-road diesel powered equipment

The project shall ensure that exhaust emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.

<u>Mitigation Measure AQ-1A:</u> Inhalable Particulate Matter. The following mitigation measures shall be incorporated into the project to minimize the generation of PM_{10} dust during construction.

- enclose, cover, or water twice daily all soil piles;
- water exposed soil with adequate frequency for continued moist soil;
- water all haul roads twice daily; and
- cover loads of all haul/dump trucks securely.

<u>Mitigation Measure AQ-1B:</u> Asbestos. The demolition or renovation of asbestoscontaining building material is subject to the limitations of the National Emissions Standards for Hazardous Air Pollutants (NESHAP) regulations as listed in the Code of Federal Regulations (40CFR Part 61, Subpart M) requiring notification and inspection. Most demolitions and many renovations are subject to a CAL-OSHA Certified asbestos inspection prior to the start of activity. SMAQMD Rule 902, which requires District consultation and permit, applies to demolition, renovation or removal of asbestoscontaining material. Compliance with these regulations is considered to reduce this impact to a less-than-significant level.

Chapter 4.0, Biological Resources - Page 4.4-20

Mitigation Measure B-<u>32D</u> Preconstruction Tree Survey

Mitigation Measure B-2D3 Avoid Impacts to Nesting Birds

Chapter 4.0, Transportation and Circulation Figure 4.11-1 (on following page) follows reference on page 4.11-4.

Page 4.11-23

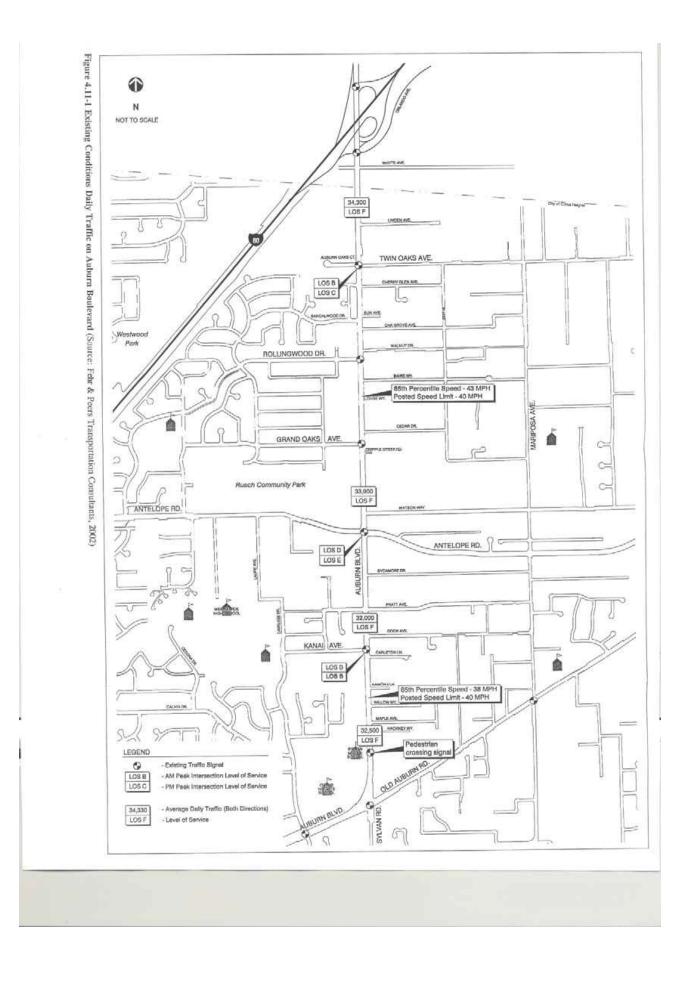
4.11.6.6 Impact T-6: Impacts to the circulation network during construction activities.

A. Impacts of the Specific Plan, General Plan Amendments, Plan Line Adoption and Future and Near Term Roadway Design Improvement Projects

Construction activities would result in temporary disruption to businesses and residents in the area as well as to some public services <u>such as public transit</u> <u>services</u> and emergency vehicles (i.e. fire and police). Detours and traffic delays may occur; however interruptions to access would be minimized for all properties. These impacts would be temporary and are not considered significant, with the implementation of standard traffic handling for construction periods.

Mitigation Measures

A traffic handling plan will be prepared prior to construction of any roadway improvements. The plan will address traffic management during construction periods, including but not limited to road and lane closures; detours; pedestrian and bicycle routes; and public notification. The traffic handling plan should be prepared in consultation with regional transit in order to minimize disruptions to public transit service along the corridor. Additionally, prior to commencement of construction, a Traffic Management Plan as described in *A Traffic Management Plan Guide* (See Appendix A of the Final EIR) will be prepared and provided to Caltrans for review in order to address strategies needed to minimize disruption of traffic at the Interstate 80/Auburn Boulevard Interchange.



4.12.4 Impacts and Mitigation Measures

4.12.4.1 Impact U-1: Impacts to Water Supply, Water Treatment, Wastewater Treatment and Storm Drain Facilities.

A. Impacts of the Specific Plan and General Plan Amendments

The proposed Specific Plan is largely urbanized with existing connections to water supply, water treatment and wastewater treatment facilities. According to the DEIR for the Citrus Heights General Plan, capacity for water supply, water treatment facilities and wastewater treatment facilities are expected to be adequate to serve the projected development buildout of the General Plan. Development proposed by the specific plan is consistent with the Citrus Heights General Plan, therefore no impacts are anticipated with respect to water supply, water treatment and wastewater treatment. <u>CSD-1 has commented in their letter of January 14, 2005 that previously planned trunk line relief projects are no longer in their current planning for capacity increases, due to cost or design complexities. This will not impede the ability of the district to service the Specific Plan Area.</u>

Mitigation Measures for the Specific Plan and General Plan Amendments

No mitigation measures are required.

Mitigation Measure U-2 Construction Management for Utilities: The construction project management team shall coordinate with utility providers during design stages of roadway projects. The construction project management team shall undertake periodic assessments of upcoming utility and service disruptions <u>during construction</u>. These assessments and an identification of the service area involved shall be coordinated with <u>utility providers and</u> the public outreach program. The public outreach program shall ensure that advance notice of any utility or service shutdowns is extended to affected businesses and residents. Through construction management and project scheduling, all available measures shall be taken to minimize the duration of utility or service shutdowns.

APPENDICES

APPENDIX A *Notice of Completion for Draft EIR*

Notice of Completion	n & Environmental Doc	ument Trans	mittal		Appendix C
	P. O. Box 3044, Sacramento, C dress: 1400 Tenth Street, Sacram		16) 445-0613	SCH #	2003-062165
Project Title: The Boulevard Pl	an, A Specific Plan for the Auburn Bo	ulevard Corridor from	Sylvan Corner	s to the City	Limits, Citrus Heights
Lead Agency: City of Citrus Heights					
Mailing Address. City of Citrus H	leights, 6237 Fountain Square Drive		Contact Person: Janet Ruggiero, FAICP Phone: 916 725-2448		
City: Citrus Heights	Zip: 95621		County: Sacramento		
	zip				
Project Location:				74	
County: Sacramento		rest Community: C	itrus Heights		
Cross Streets: Old Aubum Road/Ante					Zip Code: 95621
Assessor's Parcel No.: NA	Section:	11 UT 11 10 10 10 10 10 10 10 10 10 10 10 10	: 10N	Range: 6E	Base:
Within 2 Miles: State Hwy #:	yes Waterway	ys: yes			
Airports: NA	Railways	yes	Sch	nools: yes	
Document Type:	HEC	EIVED	1		
CEQA: INOP	Draft EIR Supplement/Subsequent EIRCT	NEPA:	NOI	Other	□ Joint Document
Early Cons	Supplement/Subsequent EIRC	1.2 2004	EA		G Final Document
	(1101 001110.)	and the second sec	Draft EIS		Other
□ Mit Neg Dec □	Other	EARING HOUSE	FONSI		
Local Action Type:					
server and the server of the s		171 D			
General Plan Upd	ate Specific Plan endment I Master Plan	Rezone Prezone			□ Annexation
General Plan Eler		(i) = 1/ STORE (1979) (1985)			 Redevelopment Coastal Permit
Community Plan	Site Plan	Land Di	vision (Subdiv	vision, etc.	Other
Development Type:					
E Residential: Units 541	Acres	□ Water]	Facilities: Ty	ре	MGD
I Office: Sq.ft. 103,775	Acres Employees	🗆 Transp		-pe	
Commercial: Sq.ft. 743,853		D Mining		ineral	
Industrial: Sq.ft.	Acres Employees	Power:		pe	MW
Educational		the second se	Treatment: Ty		MGD
Recreational			ious Waste: T Mixed Use Retail 10,		135 - (
Total Acres (approx.) 112		al Other:_	Mikeo Use Kelali TV,	000 5.1 10001 40	
Project Issues Discussed in	Document:				
Aesthetic/Visual	G Fiscal	Recreation/Pa	rke		Vegetation
Agricultural Land	I Flood Plain/Flooding	□ Schools/Univ			Water Quality
Air Quality	□ Forest Land/Fire Hazard	□ Septic System			Water Supply/Groundwater
Archeological/Historical	[10] A. M.	Sewer Capaci			Wetland/Riparian
Biological Resources	□ Minerals	□ Soil Erosion/0			Wildlife
Coastal Zone	E Noise	□ Solid Waste	1992		Growth Inducing
I Drainage/Absorption	Population/Housing Balance		ous		Land Use
Economic/Jobs	Devices/Facilities	I Traffic/Circul		X	Cumulative Effects
					Other

Present Land Use/Zoning/General Plan Designation:

General Plan - Commercial and Residential Zoning: Commercial and Residential

Project Description: (please use a separate page if necessary)

The Boulevard Plan encompasses approximately 460 acres along the Auburn Boulevard corridor between the City of Citrus Heights city limits on the north and Sylvan Corners on the south, and extends approximately 1,000 feet east and west of Auburn Boulevard. The Plan focuses primarily on the parcels and commercial and residential uses (approx. 112 acres) that front on Auburn Boulevard. The Boulevard Plan includes Concepts, Goals and Principles to establish formal policies regarding land use, circulation and community design and presents, key concepts of the plan; Development Standards that present specific guidance for public and private development; Guidelines for making design changes along the corridor in each of four districts; and an Implementation Section that describes how the Plan's policies and guidelines are to be put into place. The purpose of The Boulevard Plan is to improve the corridor's image and commercial competitiveness in the region; improve its function as a transportation facility serving adjacent land uses and provide for better connections with the neighborhoods bordering the corridor.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2004

APPENDIX B A Traffic Management Plan Guide (Caltrans)

State of California

Department of Transportation

Transportation Management Plan Guidelines

Prepared By: Division of Traffic Operations Office of Systems Management Operations

I. INTRODUCTION

A. BACKGROUND

With the construction of California's state highway system virtually complete, the California Department of Transportation (Department) major emphasis on transportation projects has largely shifted from new construction to reconstruction, operation, and maintenance of existing facilities. As traffic demand steadily increases, Department work activities can create significant additional traffic delay and safety concerns on already congested highways. Planning work activities and balancing traffic demand with highway capacity becomes more critical.

In order to prevent unreasonable traffic delays resulting from planned work, Transportation Management Plans (TMPs) must be carefully developed and implemented in order to maintain acceptable levels of service and safety during all work activities on the state highway system.

B. WHAT ARE TRANSPORTATION MANAGEMENT PLANS?

A TMP is a method for minimizing activity-related traffic delay and accidents by the effective application of traditional traffic handling practices and an innovative combination of public and motorist information, demand management, incident management, system management, construction strategies, alternate routes and other strategies.

All TMPs share the common goal of congestion relief during the project period by managing traffic flow and balancing traffic demand with highway capacity through the project area, or by using the entire corridor. Certain low-impact Maintenance and Encroachment Permit activities do not require the development of individual TMPs. "Blanket" TMPs are developed for those activities. A blanket TMP is a generic list of actions that would be taken to keep delay below the delay threshold when performing activities on highways. Each district Maintenance and Encroachment Permit office should have a list of activities to which blanket TMPs apply.

All Capital projects require individual TMPs. Blanket TMPs are suitable for minor projects. Major TMPs are required for high-impact projects. Generally, major TMPs are distinguished by being:

- Multi-jurisdictional in scope, encompassing the Department of California Highway Patrol (CHP), city, county and regional governments, state DOTs, employers, merchants, developers, transit operators, ridesharing agencies, neighborhood and special interest groups, emergency services, and Transportation Management Associations;
- Multi-faceted, comprised of an innovative mix of traffic operations, facility enhancement, demand-management and public relations strategies, as well as more traditional work zone actions, construction methods and contract incentives, customized to meet the unique needs of the impacted corridor;
- In place over a longer period of time, sometimes implemented up to a year or more prior to the start of actual construction, with specific elements often implemented incrementally to coincide with construction phasing.

The TMP Manager:

o Acts as the single focal point for development and implementation of TMPs.

The Construction Traffic Manager (CTM):

- o Serves as a liaison between Construction, the DTM and the TMP Manager.
- o Reviews the TMP and traffic contingency plan for constructability issues.
- Act as a resource for the Resident Engineer, DTM and TMP Manager during TMP implementation and reviews the contractor's contingency plan.

The extent of a TMP is determined by the DTM during the preliminary studies of a capital project. For all TMPs, an itemized estimate of the proposed strategies and their respective costs are included in the Project Study Report (PSR) or Project Study Scoping Report (PSSR) for proper funding consideration. The workload required to develop and implement TMPs is estimated in advance and captured in the district work plan.

For major TMPs, a TMP team may need to be formed and led by the TMP Manager. The itemized strategies and costs are further refined in the project report stage as determined by the TMP team and appropriate functional units using the most current geometric information available. Those elements of the TMP not included as part of the main construction contract should be itemized under State Furnished Material and Expenses using the appropriate Basic Engineers Estimate System (BEES) codes in the plans, specifications and estimates. During construction, TMP activities are to be monitored and evaluated by the TMP team and those elements found not to be cost effective should be modified as deemed appropriate or eliminated. The TMP process is explained in detail in the following sections.

B. FUNDING AND PROGRAMMING

When identifying funding for various TMP elements, it is important to distinguish between capital outlay and capital outlay support.

Work done by district staff for the planning and designing of TMP activities for capital projects are a normal part of the project development process and should be captured as capital outlay support. The TMP Manager and each functional manager should work closely with the project manager to ensure that TMP activities are included in all project work plans. TMP support activities to consider include ridesharing programs, Freeway Service Patrol (FSP) contracts, public awareness campaigns, parallel route improvements and the Request for Proposal (RFP) process up to award of the contract. Note that some of these activities may also have a capital component in addition to the support component discussed here. Workload hours for TMP activities must be included in the Capital Outlay Support (COS) project's work plan in order to be resourced (funded) by COS. These activities should then be charged to each project's expenditure authorization (EA), using the appropriate Work Breakdown Structure (WBS) code for that stage of the project. TMP-related work should be charged only to the WBS codes reserved for those activities. These codes can be found on the Department's Division of Project Management's Intranet web page.

Work done by district staff for implementing TMP elements during construction of capital projects are also a normal part of the project development process. Again, workload (hours) for implementing TMP activities must be included in the COS project's work plan in order to be resourced (funded) by COS. These activities should then be charged to the appropriate project's phase three EA, and WBS code 270 (Perform Construction Engineering and Contract Administration).

Some funds necessary to implement TMP elements not done by the Department staff, including consultant contracts, can be sourced from capital outlay funds allocated by the California Transportation Commission (CTC) as itemized in the plans, specifications and estimates. Some TMP elements, such as parallel route improvements and highway advisory radios, could be a phase of the construction contract or separate construction contracts while others such as public awareness campaigns and transit subsidies must be separate contracts or cooperative agreements.

....

The TMP elements that need to be in place prior to start of construction are identified and funded as stage construction or first order of work under a single package presented to the CTC. If approved, the Division of Budgets may assign specific amounts for each TMP activity. All TMP activities may not necessarily be included under the main contract. Service contracts such as those for freeway service patrols, public service or consultant contracts, information campaigns, or establishing telephone hotlines must be arranged separately with consultants and other providers. For most projects, it takes four to six months to get a service contract in place. This means that all consultant contracts have been advertised, the consultant selected, and the contract ready for signature and award immediately following CTC allocation of funds. Other activities such as parallel route improvements are usually included in the main construction contract and as a first order of work under a cooperative agreement.

In some cases, the CTC can be petitioned to fund a portion of the TMP as an initial phase of the main project. This is usually for a high priority project where plans, specifications, and estimates for the main project are not yet finalized, but early funds are needed to initiate TMP activities, such as making transit arrangements with local governments. The petition to fund an initial phase comes from the district, explaining why a portion of the project must proceed before funding for the main project is allocated. These early funds reduce the programmed funds for the main project accordingly.

The Federal Highway Administration (FHWA) supports the TMP concept and views major reconstruction projects as an excellent opportunity to initiate continuing traffic management strategies that provide improved traffic operations long beyond the completion of work. Examples include: installation of permanent Changeable Message Sign (CMS), full structural section shoulders, continuing auxiliary lanes, and wider shoulders for incident management during construction if cost-effective in the long term. All cost-effective transportation management activities that address the problem of delay or safety are eligible for 100 percent Federal Aid funding.

TMPs and contingency plans for Encroachment Permit projects are developed by the permittee or by Department staff. Staff time for development, review and implementation of TMPs for Encroachment Permits is charged to the permit. Maintenance normally develops TMPs for its projects; Maintenance and staff from other functional areas that expend time on Maintenance TMP charge to the designated Maintenance EA.

C. TMP IN PROJECT INITIATION DOCUMENT

The TMP is part of the normal project development process and must be considered in the Project Initiation Document (PID) or planning stage (project K phase). Since projects are generally programmed, budgeted, and given an Expenditure Authorization (EA) upon PID approval, it is important to allow for the proper cost, scope and scheduling of the TMP activities at this early stage of development. TMPs that are retrofitted to projects already programmed must be handled on a case by case basis and may require a contract change order.

Prior to PID approval, the initiating unit sends conceptual geometrics to the district Division of Operations for evaluation. The DTM estimates the extent of the TMP required and determines whether potential traffic delays are anticipated that cannot be mitigated by traditional traffic handling practices or well-planned construction staging. The TMP Manager must sign-off on the TMP DATA SHEET in the PID. A TMP cost estimate should be developed for each alternative being considered. An estimate should not be based only on the project cost. The cost of a TMP could range from a small percentage of project cost to 20 percent or more. Further guidance can be obtained from the following publications "Wilbur Smith & Associates TMP Effectiveness Study" and Frank Wilson & Associates "A Traffic Management Plan Study for State Route 91" located in Headquarters Traffic Operations, Office of System Management Operations.

TMP Elements

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A list of potential TMP strategies with their respective elements is categorized in TABLE 1. As many different elements as are feasible should be considered for the proposed project's preliminary TMP.

When developing a preliminary TMP at this early stage, use the most current layout of the roadway (geometrics) information available and consider:

Contingency Plans	Expected vehicle delay (from data sheet)
Lane closure policies and procedures .	Public/media exposure
TMC coordination	Political or environmental sensitivity
Multi-jurisdictional communication and buy-in	Business impacts and affected activity
CHP and local law enforcement involvement	Percent trucks
Emergency closures	Potential increase in accidents
Clearance of alternate routes for STAA and oversized	Permit issues
Special training or workforce development	Conflicting construction projects
Duration of construction (months)	Percent reduction in vehicle capacity
Length of project (miles)	Special factors (if any)
Number of major construction phases	Impact on Transit/Railroad services
Urbanization (urban, suburban, or rural)	Viability of alternative routes

Traffic volumes

Wilbur Smith Associate's TMP Effectiveness Study and Frank Wilson & Associate's A Traffic Management Plan Study for State Route 91 During Construction of HOV Lanes (both available from Headquarters Division of Traffic Operations, Office of System Management Operations) are excellent sources for guidance on selecting the most cost-effective TMP elements. The district Public Information office is also an experienced source for estimating the effectiveness of public information campaign options, and can help the TMP Manager estimate their cost and effectiveness in reducing traffic demand through the project area.

Public information campaigns serve two main purposes in TMPs. They inform the public about the overall purpose of the project to generate and maintain public support; and they encourage changes in travel behavior during the project to minimize congestion. Because they give travelers the information they need to make their own travel choices, public information campaigns can be the single most effective of all TMP elements.

The FSP is a congestion relief program of roving tow trucks operating in most metropolitan and some rural areas. The FSP program is operated by Regional Transportation Planning Agencies (RTPAs) with funding from the Department. The Department also reimburses the CHP for training and supervisory services provided for the FSP. The RTPAs contract with tow companies

for commute time service and some weekend and mid-day service to assist motorists with simple repairs (i.e. flat tire, one gallon of gas) or tow the automobile from the highway.

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FSP is available for incident management during construction. However, construction-related FSP service needs to be funded as part of the TMP. A cooperative agreement with the RTPA is required, outlining the services provided and the fund transfer. An interagency agreement with the CHP is required for any support services (field supervision and dispatch operator services). These agreements should be initiated with the RTPA and the CHP as soon as it is determined that FSP should be in the project TMP.

The Department's HQ Traffic Operations is currently working on Master Agreements with the RTPAs for future FSP services. This process will simplify the process for both the Department and the RTPAs by eliminating the need for a cooperative agreement for each project. Only a task order form will be needed for each project. A similar agreement is being created with the CHP. Please contact HQ Traffic Operations, Freeways Operations Branch for more information.

A. Public Information	Off peak/Night/Weekend Work
Brochures and Mailers	Planned Lane/Ramp Closures
Media Releases (including	Project Phasing
Minority Media Sources)	Temporary Traffic Screens
Paid Advertising	Total Facility Closure
Public Information Center	Truck Traffic/Permit Restrictions
Public Meetings/Speaker's Bureau	Variable Lanes
Telephone Hotline	Extended Weekend Closures
Visual Information (videos, slide shows, etc.)	Reduced Speed Zones
Local cable TV and News	Coordination with Adjacent Construction
Traveler Information Systems (Internet)	Traffic Control Improvements
Internet	Total Facility Closure
B. Motorist Information Strategies	E. Demand Management
Electronic Message Signs	HOV Lanes/Ramps
Changeable Message Signs	Park-and-Ride Lots
Extinguishable Signs	Parking Management/Pricing
Ground Mounted Signs	Rideshare Incentives
Commercial Traffic Radio	Rideshare Marketing
Highway Advisory Radio (fixed and mobile)	Transit Incentives

TABLE 1

Planned Lane Closure Web Site	Transit Service Improvements			
The Department's Highway Information Network (CHIN)	Train or Light-Rail Incentives			
Radar Speed Message Sign	Variable Work Hours			
	Telecommute			
C. Incident Management	Shuttle Service Incentives			
Call Boxes				
Construction or Maintenance Zone Enhanced	F. Alternate Route Strategies			
Enforcement Program – COZEEP or MAZEEP	Ramp Closures			
Freeway Service Patrol	Street Improvements			
Traffic Surveillance Stations (loop detectors and CCTV) Closures	Reversible Lanes			
911 Cellular Calls	Temporary Lanes or Shoulder Use			
Transportation Management Centers				
Traffic Control Officers	G. Other Strategies			
CHP Officer in TMC during construction	Application of new technology			
Onsite Traffic Advisor	Innovative products			
CHP Helicopter	Improved specifications			
Traffic Management Team	Staff Training/Development			
D. Construction Strategies				
Incentive/Disincentive Clauses				
Ramp Metering	0			
Lane Rental				

If the DTM determines that a major TMP is required, the TMP Manager forms a TMP development team. The team's membership will vary according to the TMP elements proposed and the project's impacts. At a minimum, it should include representatives from Construction, Public Affairs, Project Development, Traffic Operations (including Transportation Permits), the CHP and local agencies. Others to be considered as the plan gets refined are Rideshare, Transportation Planning, Public Transportation, Maintenance, Structures, CHP, local law enforcement, local transit agencies, emergency services, and FHWA. Local Maintenance field staff familiar with conditions in the project area should be team members or should be consulted as needed as the TMP develops.

D. TMP IN PROJECT REPORT

As more information becomes available during the project report phase the preliminary scope and cost of the overall TMP and the individual elements should continue to be refined. The TMP team will coordinate the TMP strategies with the project engineer and appropriate units, with

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each team member handling their area of expertise. For major projects, subcommittees or task forces may be formed to handle the planning, implementation, monitoring, and evaluation details of some elements. The TMP Manager will keep the Project Manager and district Construction Coordinator updated and must sign-off on the TMP data sheet of the project report.

It is appropriate at this point to develop a timeline schedule for major TMPs keeping in mind that many elements of the TMP have to begin prior to the start of construction. Many TMP elements listed in Table 1 need to be developed separately but concurrently with the project plans. They may be bid and constructed or initiated separately from the project or be included in the project plans and be installed or implemented as the first order of work.

Some tasks may take a long time depending on the complexity of the major project and the type of transportation management necessary. For example, if building new park-and-ride lots are necessary for the Ridesharing element, the planning phase would have to be extended for several months and a design phase added.

An additional activity involves analyzing the existing traffic volume in the corridor, both on the freeway and surface streets. This will provide a basis for establishing the goal of the TMP, i.e., the number of vehicles that should be removed from the freeway, and in determining the capability of the surrounding surface streets to handle the additional traffic demand. It can also provide a database for evaluating the overall effectiveness of the TMP.

E. TMP IN PS&E

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Those TMP elements that are not part of the main contract, but are identified as capital outlay costs tied to the main project, should be itemized as State Furnished Materials and Expenses using the appropriate BEES item cost (see TABLE 2). The Project Engineer should consult with the TMP Manager to ensure that the appropriate "Maintaining Traffic" Standard Special Provisions (SSP) are included in the PS&E. The SSPs should always require the contractor to submit a contingency plan.

The TMP and PS&E should address oversize and overweight vehicles traveling under a transportation permit. Additional construction area signs should be provided that restrict travel to overwidth vehicles whenever the lateral clearance drops to 15 feet or less.

The DTM must concur with the PS&E and with Encroachment Permit and Maintenance TMPs.

TABLE 2

TMP BEES ITEM CODES

066003 State Furnished Materials

066004 Miscellaneous State Furnished Materials

066005 Concurrent Work

066006 Miscellaneous Concurrent Work

066008 Incentive Payment

066009 Utility Expense

6.	

066010 Work by Others	2
066060 Additional Traffic Control	
066061 CHP Enhanced Enforcement	
066062 COZEEP Contract	
066063 Traffic management plan - public Information	
066064 Specter Radar Unit	
066065 Freeway Service Patrol	18 28
066066 Public Transit Support	
066069 Rideshare Promotion	7.27
066070 Maintain Traffic	
066072 Maintain Detour	1
066074 Traffic Control	
066076 Temporary Traffic Control	
066077 Install Traffic Control Devices	
066578 Portable Changeable Message Signs	
066825 Temporary Striping	P. 22
066872 Service Contract	8
128602 Traffic Control System (One Way)	2
128650 Portable Changeable Message Signs	
129150 Temporary Traffic Screen	
861793 Telephone Service (Location 1)	
860811 Detector Loop	
860925 Traffic Monitoring Station (Count)	<i>N</i>
860926 Traffic Monitoring Station (Speed)	
860927 Traffic Monitoring Station (Incident)	
860930 Traffic Monitoring Station	8
861088 Modify Ramp Metering System	
861985 Travelers Information system	27. 27.
869070 Power and Telephone Service	
991046 Public Address System	
991047 Telephone Facility	
994920 Bicycle Parking Rack	

995000	Bus	Shel	ter

1:

995002 Bus Passenger Shelter (Type S-1)

995004 Bus Passenger Shelter (Type SM-1)

995005 Bus Passenger Shelter (Type LM-1

F. TMP DURING CONSTRUCTION AND MAINTENANCE OPERATIONS

During construction, those TMP elements that are part of the main contract or Encroachment Permit are implemented under the general direction of district Construction or Encroachment Permits. Those separate contracts/agreements such as for rideshare and transit activities and public awareness campaigns will be under the direction of their respective contract managers.

Special effort should be given to assure that Changeable Message Sign (CMS), Highway Advisory Radio ()HAR) and other media tools provide accurate and timely information to motorists regarding lane closure times and

TMP elements must be carefully monitored for cost effectiveness. The TMP team should determine whether the implemented measures are reaching the predetermined goals for cost effectiveness. If an element's predetermined goal is not immediately reached during implementation, but there is a general trend toward meeting that goal, the element can remain in effect and the FHWA will continue to participate. Elements that show no sign of approaching their predetermined goals as determined by the TMP Manager must be modified as deemed appropriate or dropped.

Contractor compliance with lane closure pickup deadlines can be enforced in two ways. A "maintaining traffic" SSP allows a penalty to be assessed to the contractor for value of traffic delay when the contractor exceeds the lane closure window. The minimum penalty is \$1,000 per 10 minutes, but it can greatly exceed the minimum, depending on traffic volumes and the highway facility. The DTM calculates the "delay penalty" during PS&E. The second method is for the state representative to suspend the contract work.

A contractor or the Department forces (such as Maintenance) can be ordered to pick up a lane closure early if traffic impacts become significant either due to a project incident or activities outside the project area. Early pickup should only be ordered when traveler and worker safety will not be compromised. The "maintaining traffic" SSPs for capital projects provide for compensating contractors for early pickup. Encroachment Permit provisions require the permittee to pick up a closure early without compensation.

DTM's are to ensure that lane closures will not be terminated early, or may be extended beyond the lane closure window when the activity needs to be completed for the safety of the public or workers. These activities may include structure inspections and repairs, guardrail repairs, culvert replacement.

In order to avoid significant traffic impacts, it is essential to monitor and respond immediately to delay, pick up closures on time, and have solid traffic and contractor contingency plans.

A Department staff member who can make informed decisions about implementing contingency plans and modifying, terminating or extending approved lane closures should be available to respond to significant delays and other unexpected events whenever lane closures are in place. The designated employee(s) may be Traffic Operations, Construction, or TMC staff, depending

At the end of the project a post-TMP evaluation report must be completed by the TMP Manager for all major TMPs and for TMPs where the actual delay exceeded the threshold set by the DTM. Post-TMP meetings with the CHP and other partners can be held to identify what went well and what could have been done differently. Samples of past TMP reports can be obtained from headquarters' Traffic Operations, Office of System Management Operations and from the DTM.

Contingency Plan

Both traffic and contractor contingency plans are required for <u>all</u> planned work. Both blanket and individual TMPs must include contingency plans. The traffic contingency plan, prepared by the Department or a consultant, addresses specific actions that will be taken to restore or minimize affects on traffic when the congestion or delay exceeds original estimates due to unforeseen events such as work-zone accidents, higher than predicted traffic demand, or delayed lane closures. The contractor contingency plan addresses activities under the contractor's control in the work zone. After the contractor's contingency plan is submitted and approved, it becomes part of the TMP contingency plan.

The TMP contingency plan should include, but is not limited to the following:

- Information that clearly defines trigger points which require lane closure termination (i.e., inclement weather, length of traffic queue exceeds threshold;
- Decision tree with clearly defined lines of communication and authority;
- Specific duties of all participants during lane closure operations, such as, coordination with CHP or local police, etc.;
- Names, phone numbers and pager numbers for the DTM or their designee, the Resident Engineer (RE), the Maintenance Superintendent, the Permit Inspector, the on-site traffic advisor, the CHP Division or Area Commander, appropriate local agency representatives, and other applicable personnel;
- Coordination strategy (and special agreements if applicable) between DTM, RE, on-site traffic advisor, Maintenance, CHP and local agencies;
- Contractor's contingency plan;
- Standby equipment, State personnel, and availability of local agency personnel for callout (normally requires a Cooperative Agreement);
- Development of contingencies based on maintaining minimum service level.

G. RETROFITTING PROGRAMMED PROJECTS

Usually the extent of the TMP is to be determined prior to programming (PID approval). However, it may sometimes be necessary to retrofit a TMP to a project that is already programmed due to project changes, policy changes, emergencies or unforeseen conditions. These projects must be handled on a case by case basis since the course of action will depend on how far along the project development process is and how extensive the TMP needs to be. Retrofitted TMPs may require a TMP team and TMP Manager and involvement from all functional units as discussed earlier in these guidelines. The project manager is responsible for initiating a TMP investigation since they are most knowledgeable of project status. Some

Use of Minor Funds

Minor A and B money has been used to pay for TMP measures that total less than \$1,000,000. The districts will not usually be reimbursed for this even though the FHWA agrees to participate (it is not economically feasible for the Department to process minor funds for reimbursement). There have been exceptions however, and that decision is at the discretion of the Federal Resources Branch in headquarters Budgets Program.

Charge to Other Project Phase 4 (Construction) Funds

Funds from other construction contracts in the district may be used if those projects are in the vicinity of, or will be affected by, the project requiring TMP funds. At the discretion of the Deputy District Director for Construction a list of chargeable project EAs may be submitted to headquarters Accounting for prorated charging. Very few Accounting staff are aware of the process required and headquarters Traffic Operations, Office of System Management Operations should be contacted for assistance.

Project Cost or Scope Changes

The CTC has delegated to the Director of the Department the authority to increase a project's cost by up to 20 percent without prior commission approval. This authority has been delegated to other Department managers as described in Project Management Directive PMD6. This increase can be used for TMP implementation and will be 100 percent reimbursable by the FHWA. The increased costs must be absorbed by other projects in the district since the total capital outlay allocation remains the same.

H. LOCAL INVOLVEMENT

The TMP Deputy Directive 60 applies to all projects on state facilities, including those not funded by the state. District Directors are responsible for assuring local compliance. Since many measure projects are split funded, the Department and local entities must work cooperatively to develop an effective TMP. The Department is responsible for approving all PSRs and it is at this point that agreements should be reached concerning the costs and scope of TMP measures.

111. CORRIDOR, REGIONAL AND MULTI-FUNCTIONAL AREA TMPS

When multiple or consecutive projects are within the same general corridor, the cumulative impact can result in excessive traffic delays and detour conflicts. These may be multiple capital projects, the involvement of more than one district, or a combination of capital projects and Encroachment Permit and/or Maintenance activities. Corridor or regional coordination will minimize or eliminate these impacts and reduce inconvenience to the motoring public.

When multiple projects are in the same corridor or on corridors within the same traffic area, it may be possible to develop a single corridor or regional TMP. In other cases, individual TMPs are developed and funded from their own sources, and a bare-bones corridor or regional TMP addresses the cumulative impact. Each project covered by corridor and regional TMP contributes resources in proportion to its traffic impact. During TMP implementation, the TMC serves as an information clearinghouse and coordinates operations. The TMC helps identify conflicts and recommends appropriate action. When provided with accurate and up-to-date lane closure information the TMC provides real-time traffic information via electronic media, CMS, and HAR.

The TMP Manager coordinates the development and implementation of corridor and regional ""TMPs. The TMP Manager forms a TMP team including, as a minimum, representatives from Construction, Maintenance, Public Affairs and Traffic Operations for each of the affected districts. The initial meeting is held several months in advance of the construction season to set milestones, and allow time to gather project information and prepare and distribute information.

The corridor/regional TMP may need elements in addition to those provided by the individual TMP for each project. Those elements may include changeable message signs at key locations outside individual project limits, the establishment of an information hot line and web-sites for all projects involved. The use of the statewide Caltrans Highway Information Network (CHIN) number (1-800-427-ROAD), and particularly the use of TMCs as a central reporting hub. The Northern Valley TMC in District 3 has established reporting procedures specifically for interregional TMPs that are obtainable from headquarters Traffic Operations.

IV. MAJOR LANE CLOSURE APPROVAL PROCESS

This process applies to all major lane closures on the state highway system. Major lane closures are those lane closures that are expected to result in significant traffic impacts despite the implementation of TMPs. A "significant traffic impact" is defined in DD-60 as (a) 30 minutes above normal recurring traffic delay on the facility, or (b) the delay threshold set by the DTM, whichever is less. When a planned lane closure is expected to have a significant traffic impact, Headquarters District Lane Closure Review Committee (DLCRC) review and approval is required. The functional unit directly involved in the work must submit the major lane closure request to the DLCRC for approval as detailed below.

A traveler's trip should not be increased by more than 30 minutes due to planned Department activities. The DTM may set a lower maximum if the economic impact of a delay over 20 minutes would be high. The lesser of these delay limits is the maximum delay threshold allowed for any activity. Only the DLCRC can approve a higher delay threshold for a project.

Additionally, it should be noted that TMP activities are comprehensive, and involve actions in addition to traffic management through the work zone, as detailed in these TMP Guidelines. All lane closure operations and other planned activities should be evaluated at the earliest possible developmental stage for potential impacts and mitigation strategies. Pre-implementation meetings and contingency plans remain important aspects of all lane closure operations to minimize impacts of unforeseen events.

A. THRESHOLD CRITERIA FOR LANE CLOSURES REQUIRING APPROVAL OF THE DLCRC

DLCRC review and approval is required when planned activities are expected to result in a traffic delay that exceeds 30 minutes or the delay threshold set by the DTM, which ever is less.

DLCRC review and approval is not required for emergency closures due to natural events or incidents. However, the DTM must be notified, and every effort must be made to minimize traveler delay and reopen traffic lanes as soon as practical.

Applicability

The DLCRC, comprised of the CHP, District Public Information Officer, and Deputy District Directors of Construction, Design, Maintenance and Operations, approves all requests for major lane closures that meet the above threshold criteria. The criteria are applicable for moving or static lane closure operations. The DLCRC will decide when to submit lane closure requests that

The DLCRC is responsible for determining when HQLCRC approval is required. The HQLCRC is comprised of the Division Chiefs for Construction, Maintenance, Design and Local Programs, and Traffic Operations along with the Headquarters Public Information Officer, and a representative from the CHP. The HQLCRC may review the closure or leave the decision to the DLCRC. The HQLCRC should be advised of all planned lane closures that exceed the above threshold criteria. All planned lane closures that exceed the above threshold criteria and are of an interregional, statewide, environmental, or otherwise sensitive nature, as determined by the district LCRC, may also require approval of the HQLCRC.

Contents of Major Lane Closure Request Submittal

The functional unit requesting the lane closure and responsible for its performance prepares a proposed lane closure submittal. Sufficient information is provided to ensure complete understanding of the proposal. The submittal is sent through the DTM for review before sending it on to the LCRC. If additional TMP efforts can reduce the expected additional delay to less then 30 minutes, then the closure does not have to go to the LCRC. The DLCRC/HQLCRC may require additional information during its review. At a minimum, the following information is recommended initially:

- Location and vicinity maps showing the state highway(s), local street network, and other adjacent lane closures or nearby work that may affect traffic during the same period, including special events;
- 2. Dates, times and locations of the lane closure(s);
- 3. Brief description of the work being performed during the lane closure(s);
- 4. Brief description of each lane closure and its anticipated affect on traffic;
- 5. Amount of expected delay and corresponding queue length for each lane closure;
- Summary of TMP strategies that will be used to reduce delay and motorist inconvenience during the lane closure(s) (refer to Table 1). A copy of the approved TMP for the project, if available;
- 7. Contingency plan (see "Contingency Plan" below).

B. EVALUATION

The LCRC is responsible for approving major lane closures and will use the items below for evaluating lane closure operations. In its evaluation of the proposal, the LCRC will give consideration to the accuracy, reliability, and completeness of information provided as well as other reliable sources of information available to the LCRC.

Proposals will be evaluated on the basis of effectiveness in the following areas:

- Promoting motorist and worker safety;
- TMP strategies;
- Plans for coordination with adjacent construction, maintenance, encroachment permits, and special events;

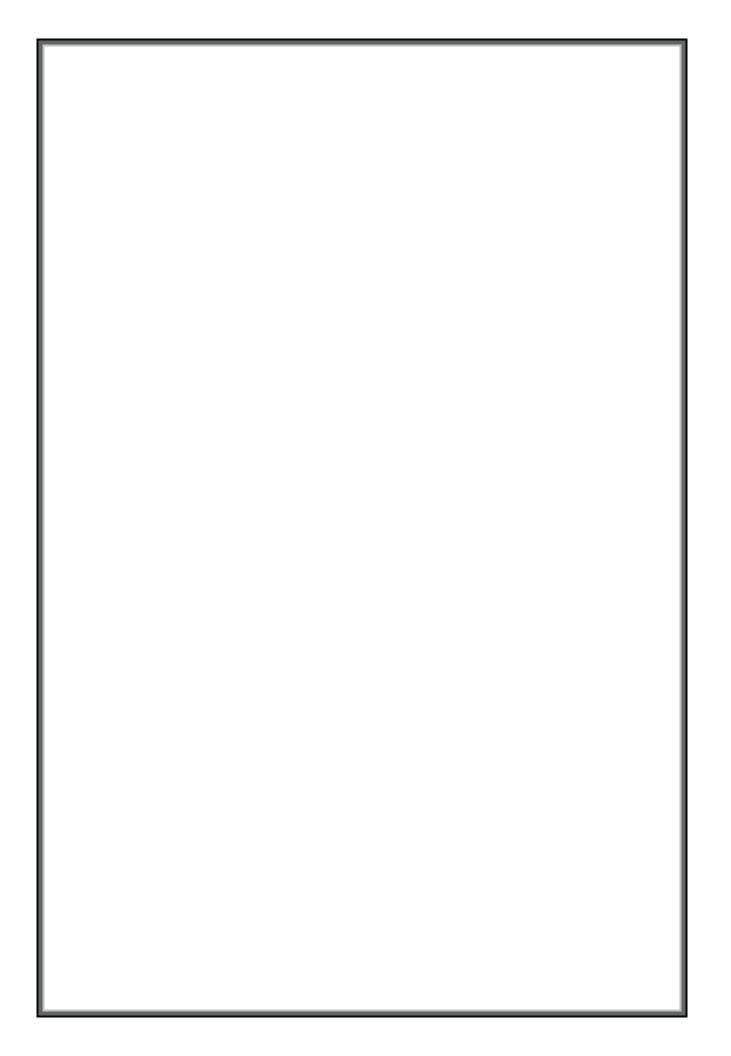
- Plans for coordination with TMC and field personnel;
- · Plans for coordination with public media;
- Plans for use of existing field elements such as traffic surveillance loops, changeable message signs, highway advisory radio, and Closed Circuit Television cameras;
- Lines of communication and authority (top to bottom);
- Plans for monitoring delay (or corresponding queue length) during lane closure operations;
- Alternatives to proposed closures;
- Viability of contingency plans;

C. Post-Closure Evaluation Statement

A Post-Closure Evaluation statement will be submitted to headquarters' Traffic Operations Program, Office of System Management Operations, on all projects that exceed expected delay or run outside of the closure window. No more than one page is suggested. The functional unit performing the lane closure will prepare the statement within five working days of the date the lane closure exceeded the threshold criteria. The statement should explain:

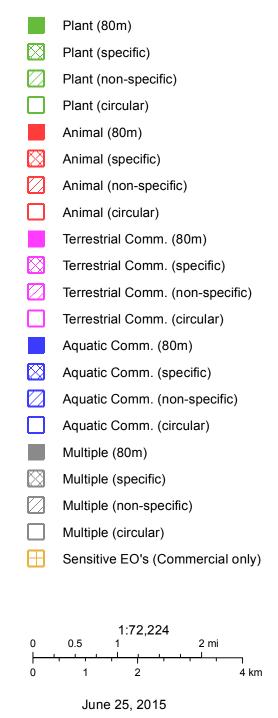
- The cause and impact of delays;
- · Either actions taken or to be taken to avoid or mitigate an occurrence or recurrence;
- Why the expected delay was exceeded and/or why it was necessary to exceed the closure window;
- . How the situation can be avoided in the future.

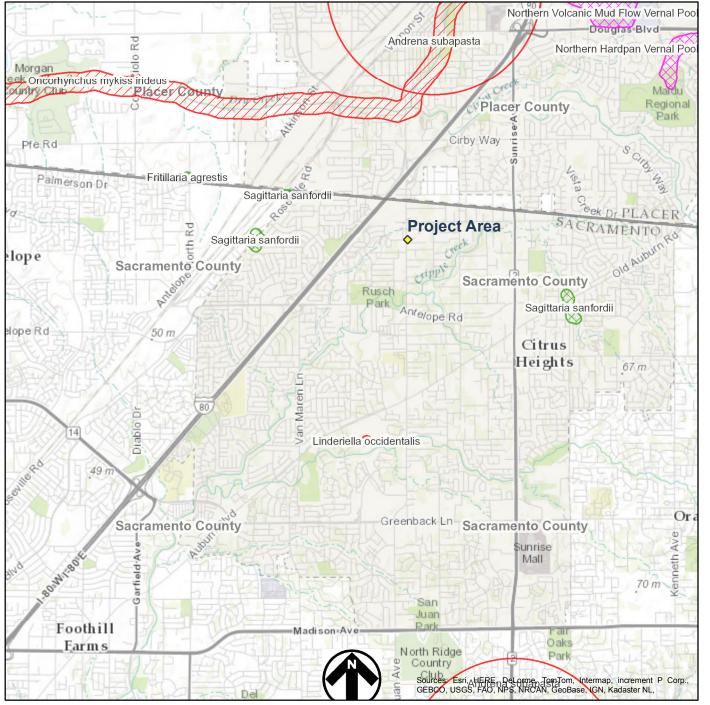
Post-closure evaluation statements are only for closures formally approved by the District LCRC under this process (i.e. exceed the lesser of 30 minutes or the DTM limit).



APPENDIX C: CNDDB, USFWS, and CNPS Special Status Species Database Results

Auburn Boulevard Complete Streets, Phase 2





Author: cnddb_com Printed from http://bios.dfg.ca.gov





Query Criteria: Quad is (Carmichael (3812153) or Citrus Heights (3812163) or Folsom (3812162) or Roseville (3812173))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Accipiter cooperii	ABNKC12040	None	None	G5	S4	WL
Cooper's hawk						
Agelaius tricolor	ABPBXB0020	None	Endangered	G2G3	S1S2	SSC
tricolored blackbird						
Alkali Meadow	CTT45310CA	None	None	G3	S2.1	
Alkali Meadow						
Alkali Seep	CTT45320CA	None	None	G3	S2.1	
Alkali Seep						
Ammodramus savannarum	ABPBXA0020	None	None	G5	S3	SSC
grasshopper sparrow						
Andrena subapasta	IIHYM35210	None	None	G1G2	S1S2	
an andrenid bee						
Antrozous pallidus	AMACC10010	None	None	G5	S3	SSC
pallid bat						
Aquila chrysaetos	ABNKC22010	None	None	G5	S3	FP
golden eagle						
Ardea alba	ABNGA04040	None	None	G5	S4	
great egret						
Ardea herodias	ABNGA04010	None	None	G5	S4	
great blue heron						
Athene cunicularia	ABNSB10010	None	None	G4	S3	SSC
burrowing owl						
Balsamorhiza macrolepis	PDAST11061	None	None	G2	S2	1B.2
big-scale balsamroot						
Branchinecta lynchi	ICBRA03030	Threatened	None	G3	S2S3	
vernal pool fairy shrimp						
Branchinecta mesovallensis	ICBRA03150	None	None	G2	S2	
midvalley fairy shrimp						
Buteo regalis	ABNKC19120	None	None	G4	S3S4	WL
ferruginous hawk						
Buteo swainsoni	ABNKC19070	None	Threatened	G5	S3	
Swainson's hawk						
Chloropyron molle ssp. hispidum	PDSCR0J0D1	None	None	G2T2	S2	1B.1
hispid salty bird's-beak						
Clarkia biloba ssp. brandegeeae	PDONA05053	None	None	G4G5T4	S4	4.2
Brandegee's clarkia						
Desmocerus californicus dimorphus	IICOL48011	Threatened	None	G3T2	S2	
valley elderberry longhorn beetle						
Downingia pusilla	PDCAM060C0	None	None	GU	S2	2B.2
dwarf downingia						



Selected Elements by Scientific Name California Department of Fish and Wildlife California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Dumontia oregonensis	ICBRA23010	None	None	G1G3	S1	
hairy water flea						
Elanus leucurus	ABNKC06010	None	None	G5	S3S4	FP
white-tailed kite						
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
<i>Falco columbarius</i> merlin	ABNKD06030	None	None	G5	S3S4	WL
<i>Fritillaria agrestis</i> stinkbells	PMLIL0V010	None	None	G3	S3	4.2
Gratiola heterosepala	PDSCR0R060	None	Endangered	G2	S2	1B.2
Boggs Lake hedge-hyssop						
Hydrochara rickseckeri	IICOL5V010	None	None	G2?	S2?	
Ricksecker's water scavenger beetle						
<i>Juncus leiospermus var. ahartii</i> Ahart's dwarf rush	PMJUN011L1	None	None	G2T1	S1	1B.2
Juncus leiospermus var. leiospermus Red Bluff dwarf rush	PMJUN011L2	None	None	G2T2	S2	1B.1
Lasionycteris noctivagans	AMACC02010	None	None	G5	S3S4	
silver-haired bat						
Legenere limosa	PDCAM0C010	None	None	G2	S2	1B.1
legenere						
Lepidurus packardi	ICBRA10010	Endangered	None	G3	S2S3	
vernal pool tadpole shrimp						
Linderiella occidentalis California linderiella	ICBRA06010	None	None	G2G3	S2S3	
Navarretia myersii ssp. myersii	PDPLM0C0X1	None	None	G1T1	S1	1B.1
pincushion navarretia						
Northern Hardpan Vernal Pool Northern Hardpan Vernal Pool	CTT44110CA	None	None	G3	S3.1	
Northern Volcanic Mud Flow Vernal Pool Northern Volcanic Mud Flow Vernal Pool	CTT44132CA	None	None	G1	S1.1	
Oncorhynchus mykiss irideus steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	G5T2Q	S2	
Orcuttia viscida Sacramento Orcutt grass	PMPOA4G070	Endangered	Endangered	G1	S1	1B.1
Phalacrocorax auritus	ABNFD01020	None	None	G5	S4	WL
double-crested cormorant	-					
Progne subis	ABPAU01010	None	None	G5	S3	SSC
purple martin						
<i>Riparia riparia</i> bank swallow	ABPAU08010	None	Threatened	G5	S2	



Selected Elements by Scientific Name California Department of Fish and Wildlife

California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Sagittaria sanfordii	PMALI040Q0	None	None	G3	S3	1B.2
Sanford's arrowhead						
Spea hammondii	AAABF02020	None	None	G3	S3	SSC
western spadefoot						
Taxidea taxus	AMAJF04010	None	None	G5	S3	SSC
American badger						
Valley Needlegrass Grassland	CTT42110CA	None	None	G3	S3.1	
Valley Needlegrass Grassland						

Record Count: 45

Plant List

1 matches found. Click on scientific name for details

S	Search Criteria						
Rare Plant Rank is one of [1A, 1B, 2A, 2B, 3], Found in Quad 38121F3							
Scientific	Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
<u>Sagittaria</u> sanfordii	<u>1</u>	Sanford's arrowhead	Alismataceae	perennial rhizomatous herb	1B.2	S3	G3

Suggested Citation

CNPS, Rare Plant Program. 2015. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Website http://www.rareplants.cnps.org [accessed 25 June 2015].

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Plant List

4 matches found. Click on scientific name for details

Search Criteria

Rare Plant Rank is one of [1A, 1B, 2A, 2B, 3], Found in Quad 38121E3

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
Gratiola heterosepala	Boggs Lake hedge- hyssop	Plantaginaceae	annual herb	1B.2	S2	G2
<u>Juncus leiospermus var.</u> <u>ahartii</u>	Ahart's dwarf rush	Juncaceae	annual herb	1B.2	S1	G2T1
Legenere limosa	legenere	Campanulaceae	annual herb	1B.1	S2	G2
Sagittaria sanfordii	Sanford's arrowhead	Alismataceae	perennial rhizomatous herb	1B.2	S3	G3

Suggested Citation

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Plant List

3 matches found. Click on scientific name for details

Search Criteria

Rare Plant Rank is one of [1A, 1B, 2A, 2B, 3], Found in Quad 38121F2

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
Downingia pusilla	dwarf downingia	Campanulaceae	annual herb	2B.2	S2	GU
<u>Navarretia myersii ssp.</u> myersii	pincushion navarretia	Polemoniaceae	annual herb	1B.1	S1	G1T1
Orcuttia viscida	Sacramento Orcutt grass	Poaceae	annual herb	1B.1	S1	G1

Suggested Citation

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Plant List

6 matches found. Click on scientific name for details

Search Criteria

Rare Plant Rank is one of [1A, 1B, 2A, 2B, 3], Found in Quad 38121G3

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
Balsamorhiza macrolepis	big-scale balsamroot	Asteraceae	perennial herb	1B.2	S2	G2
<u>Chloropyron molle ssp.</u> <u>hispidum</u>	hispid bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	1B.1	S2	G2T2
<u>Downingia pusilla</u>	dwarf downingia	Campanulaceae	annual herb	2B.2	S2	GU
Gratiola heterosepala	Boggs Lake hedge- hyssop	Plantaginaceae	annual herb	1B.2	S2	G2
<u>Juncus leiospermus var.</u> leiospermus	Red Bluff dwarf rush	Juncaceae	annual herb	1B.1	S2	G2T2
Legenere limosa	legenere	Campanulaceae	annual herb	1B.1	S2	G2

Suggested Citation

CNPS, Rare Plant Program. 2015. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Website http://www.rareplants.cnps.org [accessed 25 June 2015].

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United States Department of the Interior

FISH AND WILDLIFE SERVICE Sacramento Fish and Wildlife Office FEDERAL BUILDING, 2800 COTTAGE WAY, ROOM W-2605 SACRAMENTO, CA 95825 PHONE: (916)414-6600 FAX: (916)414-6713



Consultation Code: 08ESMF00-2015-SLI-0759 Event Code: 08ESMF00-2015-E-02569 Project Name: Auburn Boulevard Complete Streets, Phase 2 June 25, 2015

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2)

of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan

(http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and

http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

The table below outlines lead FWS field offices by county and land ownership/project type. Please refer to this table when you are ready to coordinate (including requests for section 7 consultation) with the field office corresponding to your project, and send any documentation regarding your project to that corresponding office. Therefore, the lead FWS field office may not be the office listed above in the letterhead. Please visit our office's website (http://www.fws.gov/sacramento) to view a map of office jurisdictions.

County	Ownership/Program	Species	Office Lead*
Alameda	Tidal wetlands/marsh adjacent to Bays	Salt marsh species, delta smelt	BDFWO
Alameda	All ownerships but tidal/estuarine	All	SFWO
Alpine	Humboldt Toiyabe National Forest	All	RFWO
Alpine	Lake Tahoe Basin Management Unit	All	RFWO
Alpine	Stanislaus National Forest	All	SFWO
Alpine	El Dorado National Forest	All	SFWO
Colusa	Mendocino National Forest	All	AFWO
Colusa	Other	All	By jurisdiction (see map)
Contra Costa	Legal Delta (Excluding ECCHCP)	All	BDFWO
Contra Costa	Antioch Dunes NWR	All	BDFWO
Contra Costa	Tidal wetlands/marsh adjacent to Bays	Salt marsh species, delta smelt	BDFWO
Contra Costa	All ownerships but tidal/estuarine	All	SFWO

Lead FWS offices by County and Ownership/Program

El Dorado	El Dorado National Forest	All	SFWO
El Dorado	LakeTahoe Basin Management Unit		RFWO
Glenn	Mendocino National Forest	All	AFWO
Glenn	Other	All	By jurisdiction (see map)
Lake	Mendocino National Forest	All	AFWO
Lake	Other	All	By jurisdiction (see map)
Lassen	Modoc National Forest	All	KFWO
Lassen	Lassen National Forest	All	SFWO
Lassen	Toiyabe National Forest	All	RFWO
Lassen	BLM Surprise and Eagle Lake Resource Areas	All	RFWO
Lassen	BLM Alturas Resource Area	All	KFWO
Lassen	Lassen Volcanic National Park	All (includes Eagle Lake trout on all ownerships)	SFWO
Lassen	All other ownerships	All	By jurisdiction (see map)

Marin	Tidal wetlands/marsh adjacent to Bays	Salt marsh species, delta smelt	BDFWO
Marin	All ownerships but tidal/estuarine	All	SFWO
Mendocino	Russian River watershed	All	SFWO
Mendocino	All except Russian River watershed	All	AFWO
Napa	All ownerships but tidal/estuarine	All	SFWO
Napa	Tidal wetlands/marsh adjacent to San Pablo Bay	Salt marsh species, delta smelt	BDFWO
Nevada	Humboldt Toiyabe National Forest	All	RFWO
Nevada	All other ownerships	All	By jurisdiction (See map)
Placer	Lake Tahoe Basin Management Unit	All	RFWO
Placer	All other ownerships	All	SFWO
Sacramento	Legal Delta	Delta Smelt	BDFWO
Sacramento	Other	All	By jurisdiction (see map)
San Francisco	Tidal wetlands/marsh adjacent to San Francisco Bay	Salt marsh species, delta smelt	BDFWO

San Francisco	All ownerships but tidal/estuarine	All	SFWO
San Mateo	Tidal wetlands/marsh adjacent to San Francisco BaySalt marsh species, delta smelt		BDFWO
San Mateo	All ownerships but tidal/estuarine	All	SFWO
San Joaquin	Legal Delta excluding San Joaquin HCP	All	BDFWO
San Joaquin	Other	All	SFWO
Santa Clara	Tidal wetlands/marsh adjacent to San Francisco Bay	Salt marsh species, delta smelt	BDFWO
Santa Clara	All ownerships but tidal/estuarine	All	SFWO
Shasta	Shasta Trinity National Forest except Hat Creek Ranger District (administered by Lassen National Forest)	All	YFWO
Shasta	Hat Creek Ranger District	All	SFWO
Shasta	Bureau of Reclamation (Central Valley Project)	All	BDFWO
Shasta	Whiskeytown National Recreation Area	All	YFWO
Shasta	BLM Alturas Resource Area	All	KFWO

Shasta	Caltrans	By jurisdiction	SFWO/AFWO
Shasta	Ahjumawi Lava Springs State Park	Shasta crayfish	SFWO
Shasta	All other ownerships	All	By jurisdiction (see map)
Shasta	Natural Resource Damage Assessment, all lands	All	SFWO/BDFWO
Sierra	Humboldt Toiyabe National Forest	All	RFWO
Sierra	All other ownerships	All	SFWO
Solano	Suisun Marsh	All	BDFWO
Solano	Tidal wetlands/marsh adjacent to San Pablo Bay	Salt marsh species, delta smelt	BDFWO
Solano	All ownerships but tidal/estuarine	All	SFWO
Solano	Other	All	By jurisdiction (see map)
Sonoma	Tidal wetlands/marsh adjacent to San Pablo Bay	Salt marsh species, delta smelt	BDFWO
Sonoma	All ownerships but tidal/estuarine	All	SFWO
Tehama	Mendocino National Forest	All	AFWO
	Shasta Trinity National Forest		

Tehama	except Hat Creek Ranger District (administered by Lassen National Forest)	All	YFWO
Tehama	All other ownerships	All	By jurisdiction (see map)
Yolo	Yolo Bypass	All	BDFWO
Yolo	Other	All	By jurisdiction (see map)
All	FERC-ESA	All	By jurisdiction (see map)
All	FERC-ESA	Shasta crayfish	SFWO
All	All FERC-Relicensing (non-ESA)		BDFWO
*Office Leads:			
AFWO=Arcata Fish	n and Wildlife Office		
BDFWO=Bay Delta	Fish and Wildlife Office		
KFWO=Klamath F	alls Fish and Wildlife Office		
RFWO=Reno Fish a	and Wildlife Office		
YFWO=Yreka Fish and Wildlife Office			

Attachment



Project name: Auburn Boulevard Complete Streets, Phase 2

Official Species List

Provided by:

Sacramento Fish and Wildlife Office FEDERAL BUILDING 2800 COTTAGE WAY, ROOM W-2605 SACRAMENTO, CA 95825 (916) 414-6600

Consultation Code: 08ESMF00-2015-SLI-0759 Event Code: 08ESMF00-2015-E-02569

Project Type: RECREATION CONSTRUCTION / MAINTENANCE

Project Name: Auburn Boulevard Complete Streets, Phase 2

Project Description: The Auburn Blvd Complete Phase 2 Project is located in the City of Citrus Heights, California. In February of 2005, the City of Citrus Heights adopted a specific plan to guide the revitalization and enhancement of Auburn Boulevard between Sylvan Corners and Interstate 80. The purpose of the project is for the improvement of Auburn Boulevard in order to upgrade the corridors image and improve its function as a transportation facility serving adjacent land uses.

Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.



Project name: Auburn Boulevard Complete Streets, Phase 2

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-121.290191337452 38.710196708644006, -121.29022990017275 38.710099050471186, -121.29032622289033 38.71005726367628, -121.29042388106316 38.71009582639704, -121.29046566785806 38.71019214911462, -121.29065878690713 38.721811424403064, -121.29062022418638 38.721909082575884, -121.2905239014688 38.72195086937079, -121.29042624329597 38.72191230665003, -121.29038445650107 38.72181598393245, -121.290191337452 38.710196708644006)))

Project Counties: Placer, CA | Sacramento, CA



Project name: Auburn Boulevard Complete Streets, Phase 2

Endangered Species Act Species List

There are a total of 8 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Amphibians	Status	Has Critical Habitat	Condition(s)
California red-legged frog (Rana	Threatened	Final designated	
draytonii)			
Population: Entire			
California tiger Salamander	Threatened	Final designated	
(Ambystoma californiense)			
Population: U.S.A. (Central CA DPS)			
Crustaceans			
Vernal Pool fairy shrimp	Threatened	Final designated	
(Branchinecta lynchi)			
Population: Entire			
Vernal Pool tadpole shrimp	Endangered	Final designated	
(Lepidurus packardi)			
Population: Entire			
Fishes			
Delta smelt (Hypomesus	Threatened	Final designated	
transpacificus)		_	
Population: Entire			
steelhead (Oncorhynchus (=salmo)	Threatened	Final designated	



Project name: Auburn Boulevard Complete Streets, Phase 2

<i>mykiss)</i> Population: Northern California DPS Insects			
Valley Elderberry Longhorn beetle (Desmocerus californicus dimorphus) Population: Entire	Threatened	Final designated	
Reptiles			
Giant Garter snake (<i>Thamnophis</i> gigas) Population: Entire	Threatened		



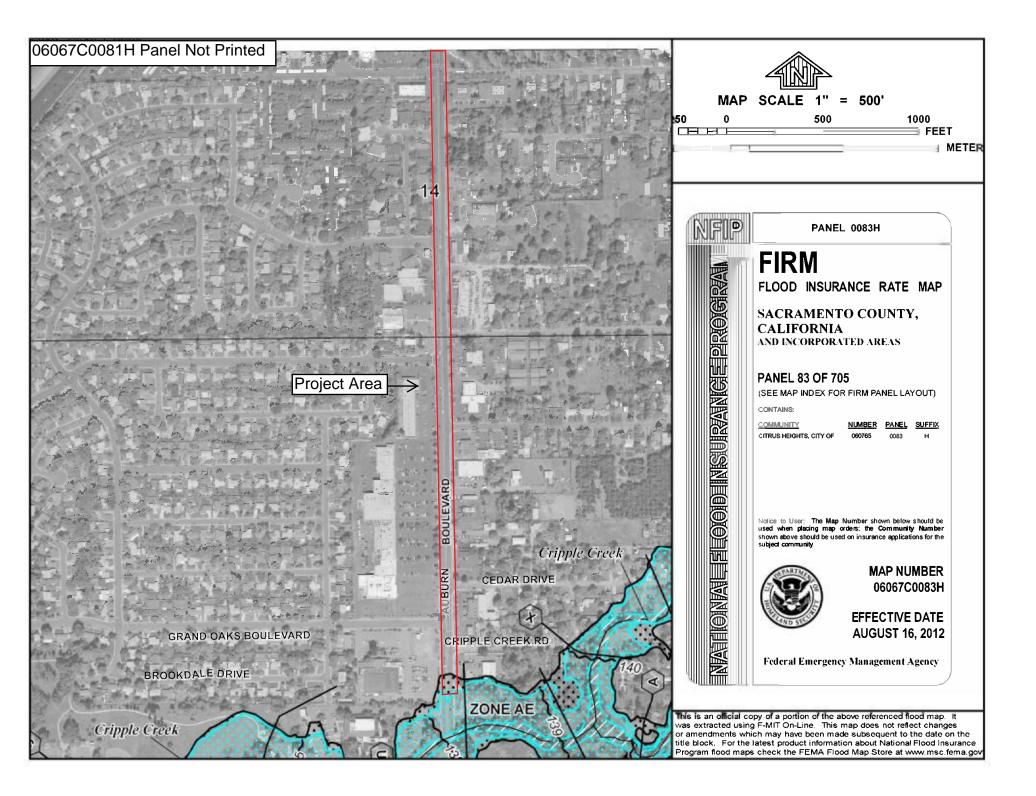
Project name: Auburn Boulevard Complete Streets, Phase 2

Critical habitats that lie within your project area

There are no critical habitats within your project area.

http://ecos.fws.gov/ipac, 06/25/2015 11:12 AM

APPENDIX D: FEMA Firmette Map



APPENDIX E: Mitigation Monitoring Plan

MITIGATION MONITORING PLAN CHECKLIST FOR THE AUBURN BOULEVARD COMPLETE STREETS, PHASE 2 PROJECT

Mitigation Maggues		Reporting / Reporting /		
Mitigation Measure	Milestone	Responsible Party	Initials	Date
HETICS	Prior to Construction	City of Citrus Heights		
Implementation of the City of Citrus Heights General Plan Policy 37.1 and compliance with the Tree Preservation Ordinance will encourage the retention of native oaks in the landscape of the specific plan area and will mitigate for the visual impacts resulting from the removal of native oak trees. See Mitigation Measures for biological resources, B-1, B-2A and B-2B and B-2C which address impacts to the oak woodland and riparian habitat adjacent to Cripple Creek.		and Contractor		
Implementation of the Boulevard Plan's Principles and Design Guidelines and enforcement of the City's Zoning Code Landscaping and Lighting standards will avoid impacts associated with light and glare.	Prior to and During Construction	City of Citrus Heights and Contractor		
QUALITY	During Construction	City of Citrus Heights		
 into the project to minimize the generation of PM10 dust during construction. enclose, cover, or water twice daily all soil piles; water exposed soil with adequate frequency for continued moist soil; water all haul roads twice daily; and 		and Contractor		
	 with the Tree Preservation Ordinance will encourage the retention of native oaks in the landscape of the specific plan area and will mitigate for the visual impacts resulting from the removal of native oak trees. See Mitigation Measures for biological resources, B-1, B-2A and B-2B and B-2C which address impacts to the oak woodland and riparian habitat adjacent to Cripple Creek. Implementation of the Boulevard Plan's Principles and Design Guidelines and enforcement of the City's Zoning Code Landscaping and Lighting standards will avoid impacts associated with light and glare. QUALITY A: Inhalable Particulate Matter: The following mitigation measures shall be incorporated into the project to minimize the generation of PM10 dust during construction. enclose, cover, or water twice daily all soil piles; water exposed soil with adequate frequency for continued moist soil; 	HETICS Prior to Construction Implementation of the City of Citrus Heights General Plan Policy 37.1 and compliance with the Tree Preservation Ordinance will encourage the retention of native oaks in the landscape of the specific plan area and will mitigate for the visual impacts resulting from the removal of native oak trees. See Mitigation Measures for biological resources, B-1, B-2A and B-2B and B-2C which address impacts to the oak woodland and riparian habitat adjacent to Cripple Creek. Prior to and During Construction Implementation of the Boulevard Plan's Principles and Design Guidelines and enforcement of the City's Zoning Code Landscaping and Lighting standards will avoid impacts associated with light and glare. Prior to and During Construction QUALITY During Construction A: Inhalable Particulate Matter: The following mitigation measures shall be incorporated into the project to minimize the generation of PM10 dust during construction. • enclose, cover, or water twice daily all soil piles; • water exposed soil with adequate frequency for continued moist soil; • water all haul roads twice daily; and	Mitigation MeasureResponsible MilestoneResponsible PartyHETICSPrior to ConstructionCity of Citrus HeightsImplementation of the City of Citrus Heights General Plan Policy 37.1 and compliance with the Tree Preservation Ordinance will encourage the retention of native oaks in the landscape of the specific plan area and will mitigate for the visual impacts resulting from the removal of native oak trees.and ContractorSee Mitigation Measures for biological resources, B-1, B-2A and B-2B and B-2C which address impacts to the oak woodland and riparian habitat adjacent to Cripple Creek.Prior to and During ConstructionCity of Citrus HeightsImplementation of the Boulevard Plan's Principles and Design Guidelines and enforcement of the City's Zoning Code Landscaping and Lighting standards will avoid impacts associated with light and glare.Prior to and During ConstructionCity of Citrus Heights and ContractorQUALITYDuring constructionCity of Citrus Heights and constructionCity of Citrus Heights and construction• enclose, cover, or water twice daily all soil piles; • water exposed soil with adequate frequency for continued moist soil; • water all haul roads twice daily; andSoil Party	Mitigation Measure Responsible Milestone Contractor HETICS Prior to Construction City of Citrus Heights City of Citrus Heights Implementation of the City of Citrus Heights General Plan Policy 37.1 and compliance with the Tree Preservation Ordinance will encourage the retention of native oaks in the landscape of the specific plan area and will mitigate for the visual impacts resulting from the removal of native oak trees. and Contractor and Contractor See Mitigation Measures for biological resources, B-1, B-2A and B-2B and B-2C which address impacts to the oak woodland and riparian habitat adjacent to Cripple Creek. Prior to and During Construction City of Citrus Heights Implementation of the Boulevard Plan's Principles and Design Guidelines and enforcement of the City's Zoning Code Landscaping and Lighting standards will avoid impacts associated with light and glare. Prior to and During Construction City of Citrus Heights QUALITY During construction City of Citrus Heights and Contractor 4: Inhalable Particulate Matter: The following mitigation measures shall be incorporated into the project to minimize the generation of PM10 dust during construction. and Contractor Contractor • enclose, cover, or water twice daily all soil piles; • water all haul roads twice daily; and Soil of Citrus Heights Contractor

	Reporting	Reporting Reporting /	VERIFICATION COMPLIANC	
Mitigation Measure	Milestone	Responsible Party	Initials	Date
AQ-1B: The demolition or renovation of asbestos-containing building material is subject to the limitations of the National Emissions Standards for Hazardous Air Pollutants (NESHAP) regulations as listed in the Code of Federal Regulations (40CFR Part 61, Subpart M) requiring notification and inspection. Most demolitions and many renovations are subject to a CAL-OSHA Certified asbestos inspection prior to the start of activity. SMAQMD Rule 902, which requires District consultation and permit, applies to demolition, renovation or removal of asbestos-containing material. Compliance with these regulations is considered to reduce this impact to a less thansignificant level	During Construction	City of Citrus Heights and Contractor		
AQ-2: Route and schedule construction traffic to avoid peak travel times as much as possible to reduce congestion and related air quality impacts caused by idling vehicles along local roads.	During Construction	City of Citrus Heights and Contractor		
BIOLOGYB-1: To ensure consistency with the City of Citrus Heights' Policy 37.1, which requires incorporation of existing trees into development projects, building envelopes for future development projects should be configured to minimize impacts to trees to the extent feasible. The following measures shall be implemented:	Prior to Construction	City of Citrus Heights and Contractor		
 Building envelopes should be established on plans and specifications for the future development projects to designate the area needed for construction of roads, driveways, and building pads. These building envelopes should be large enough to include not only the improvements, but also work areas for heavy equipment, staging areas, and equipment and material lay down areas. To protect trees elsewhere on construction sites, no construction activities or use of heavy equipment should occur outside of the building envelopes. Oaks that fall within the building envelope but which are not slated for removal should be protected by the following measures, which should be implemented during all 				

Mitigation Measure	Reporting	Reporting / Milestone Responsible	VERIFICATION O COMPLIANCE	
	Milestone	Party	Initials	Date
construction phases of the project:				
 a. Plans and specifications should clearly state protection propreserved on the project site. The specifications should also rewithin designated work areas and should include a provision for damaged; b. No vehicles, construction equipment, mobile offices, or mater located within the driplines of oaks and other trees that are to be plocated within the driplines of oaks and other trees that are to be plocated within the driplines of oaks to be replaced through an d. Earthen fill deep should not be placed within the driplines of and no fill should be placed within five feet of their trunks. e. Paving should not be placed within the dripline of oaks to be reflaced. If it is absolutely necessary to install underground util of oak trees, the trench should either be bored or drilled but not trunk and a certified arborist should be retained to monitor this c wrap any damaged roots. g. Living Among the Oaks: A Management Guide for Lando Extension, Berkeley) in Appendix H should be used by the City landscape plans. The information should be distributed to lando provide information and guidelines for preparing landscape plans. 	quire contractors to stay penalties if oak trees are tials should be parked or preserved; baks to be preserved. No mot be avoided, then the on-site planting; oak trees to be retained, etained; e driplines of oaks to be ities within the driplines of within five feet of the onstruction and repair or wners (UC Cooperative as a guide in reviewing wners and developers to			
B-1B: Prepare and Implement Oak Replacement and Management Replacement): In order to compensate for impacts due to rem found within oak woodland and/or riparian habitats (as opposed street trees), the following measures shall be implemented:	oval of native oak trees Construction	City of Citrus Heights and		
 Oak trees shall be planted on project sites or off-site in number composition similar to those impacted. Prior to approval of development or redevelopment projects. 	-	Contractor		

Mitigation Magness	Reporting	Reporting / Responsible	VERIFICA COMPI	ATION OF JANCE
Mitigation Measure	Milestone	Party	Initials	Date
 arborist should make an accurate count of the number, diameter, and species of trees that would be removed within each building envelope or area subject to disturbance. Based on the estimate, an Oak Replacement and Management Plan (Oak Plan) should be prepared in accordance with the City of Citrus Heights Tree Ordinance, and consistent with the City of Citrus Heights General Plan biological resource goals and policies. a. The goals of the Oak Plan should be to replace trees lost by the project to create healthy, self-sustaining habitats that are not dependent on maintenance or irrigation following the minimum maintenance period. The functions and values of the created habitat should approximate those of the affected habitats, i.e., the functions and values of oak woodland rather than an ornamental landscape planting. b. At a minimum, the Oak Plan should include clear success criteria, monitoring and reporting requirements, and a contingency plan should the responsible parties fail to meet the success criteria that ensure that mitigation goals and ratios are met. The Oak Plan should also include details for the species, size of plants and quantities, planting techniques, techniques for protecting the trees from herbivory, and irrigation, weed control and maintenance plan, and monitoring requirements. 				
B-1C: Prepare and Implement Oak Replacement and Maintenance Plan (Landscape Tree Replacement): In order to compensate for impacts due to removal of native oak trees found within landscape settings (i.e. isolated landscape or street trees), the following measures shall be implemented:	Prior to Construction	City of Citrus Heights and		
1. Oaks trees shall be planted on project sites or off-site in numbers and species composition similar to those impacted.		Contractor		
a. Prior to approval of development or redevelopment projects, a qualified biologist or arborist should make an accurate count of the number, diameter, and species of trees that would be removed within each building envelope or area subject to disturbance. Based on the estimate, an Oak Replacement and Maintenance Plan (Oak Plan) should be prepared in accordance with the City of Citrus Heights Tree Ordinance, and consistent with the City of Citrus Heights General Plan biological resource goals and policies. The goals of the Oak Plan, at a minimum, should be to replace trees lost by the				

Mitigation Measure		Reporting	Reporting / Responsible	VERIFICATION COMPLIANC	
	Miligation Measure	Milestone	Party	Initials	Date
	project in an appropriate landscape setting that will allow trees to thrive and be self- sustaining and not dependent on maintenance or irrigation following the minimum maintenance period. Replacement within the specific plan area's planned landscape areas as street trees, trees for public space landscape or roadway medians, should be emphasized when identifying replanting sites. Replacement in a natural habitat setting as described in Measure B-2B would also accomplish these oak tree replacement goals.				
B-1D:	Preconstruction Tree Survey: Prior to construction, a qualified biologist or arborist should make an accurate count of the number, diameter, condition and species of trees that would be removed by the roadway improvement project. An Oak Tree Replacement and Management Plan shall be prepared in accordance with Mitigation Measures B-2A, B-2B and B-2C described above.	Prior to Construction	City of Citrus Heights and Contractor		
B-2:	 <u>Avoid Impacts to Nesting Birds</u> 1. If tree removal for construction will occur during the nesting season (February through July), a minimum of two preconstruction surveys should be conducted in construction areas for nesting birds. Surveys shall be conducted by a qualified wildlife biologist. 2. Surveys should be conducted no more that 14 days prior to the initiation of tree-removal activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through July). 3. If the surveyor deems that an active bird nest is close enough to the construction area to be disturbed, he or she should (in consultation with CDFG) determine the extent of the construction-free buffer zone to be established around the nest. 4. Trees should be removed outside the nesting season (February through July), or after a qualified wildlife biologist verifies that the nest is empty and the nest tree is no longer used by the adults and young birds. 	Prior to and During Construction	City of Citrus Heights and Contractor		

	Mitigation Measure		Reporting / Responsible		
	Miligation Measure	Milestone	Party	Initials	Date
B-3:	Avoid Introduction and Spread of New Noxious Weeds. In the vicinity of Cripple Creek, during construction only certified weed-free straw will be used and all disturbed soils will be thoroughly covered with straw (or mulch or chips created on-site during tree removal) upon completion of grading. No seed mixes should be used unless consisting of locally native grasses and forbs.	During Construction	City of Citrus Heights and Contractor		
B-4:	If construction is planned to occur during the raptor nesting season (February – August) a preconstruction raptor nesting survey shall be conducted by a qualified biologist within 7 days prior to vegetation removal. Vegetation surveyed shall include all trees, 10 feet or taller and containing a dbh of 2 inches or greater. Within 2 weeks of the nesting raptor survey, all vegetation cleared by the biologist shall be removed by the contractor. A minimum 500 foot no-disturbance buffer shall be established around any active raptor nest to limit the impacts of construction activities. The contractor shall immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged.	Prior to and during construction – Mitigation measures shall be included in all construction documents for implementation during construction.	City of Citrus Heights and Contractor		
B-5:	If ground disturbance or vegetation removal is to take place during the breeding season (February – August), a pre-construction nesting bird survey shall be conducted within 7 days prior to vegetation removal. Vegetation surveyed shall include all trees, bushes, tall grasses and emergent vegetation. Within 2 weeks of the nesting bird survey, all vegetation cleared by the biologist shall be removed by the contractor. A minimum 100 foot no-disturbance buffer shall be established around any active nest to limit the impacts of construction activities. The contractor shall immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged.	Prior to and during construction – Mitigation measures shall be included in all construction documents for implementation during construction.	City of Citrus Heights and Contractor		

Mitiantian Maggura	Reporting		Reporting Reporting / Responsible		
Mitigation Measure	Milestone	Party	Initials	Date	
CULTURAL RESOURCES	During	City of Citrus			
	Construction	Heights			
CR-1: Handling of Discovered Artifacts or Remains: Should any cultural resources, such as		أدعده			
structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be		and			
suspended according to (A) below.		Contractor			
Suspended decoraning to (11) below:		Contractor			
It is recommended under CEQA and Policy 41.1 of the Citrus Heights General Plan that:					
1. In the event that any prehistoric, historic, or paleontological resources are discovered					
during construction-related earth moving activities, all work within 50 feet of the					
resources shall be halted and the developer shall consult with a qualified archaeologist or					
paleontologist to assess the significance of the find. If any find is determined to be					
significant by the qualified archaeologist, then					
2. representatives from the City of Citrus Heights and the qualified archaeologist and/or paleontologist would meet to determine the appropriate course of action.					
3. Pursuant to Section 5097.97 of the State Public Resources Code and Section 7050.5 of					
the State Health and Safety Code, in the event of the discovery of human remains, all					
work is to stop and the County Coroner shall be immediately notified. If the remains are					
determined to be Native American, guidelines of the Native American Heritage					
Commission shall be adhered to in the treatment and disposition of the remains. And that					
under Policy 42.3 of the Citrus Heights General Plan that planners establish thresholds by					
which future projects can be judged when considering historic impacts. These standards should include height and massing considerations for projects that are located in close					
proximity to historic resources (individual structures and districts) and define locations					
for potential prehistoric resources.					

Mitigation Maggura	Reporting	Reporting /	VERIFICA COMPL	
Mitigation Measure	Milestone	Responsible Party	Initials	Date
CR-2: Evaluation of Historic Resources Older than 45 Years. Prior to approval of projects or issuance of construction or grading permits, cultural resources that appear to be 45 years old or older on a project site need to be recorded for the purposes of inclusion in the State Office of Historic Preservation's filing system. "The 45 year criterion recognizes that there is commonly a five year lag between resource identification and the date that planning decisions are made" (California, State of 1995). Should the five year period lapse between the completion of the initial cultural resources documentation and the start date of the project, the cultural resource studies would need to be updated to include any additional properties/sites that would, by that time, meet the 45 year criteria.	Prior to Construction	City of Citrus Heights		
 HAZARDS HM-1: Pursuant to City of Citrus Heights General Plan EIR Mitigation Measure 4.15-3a, 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. 	Prior to Construction	City of Citrus Heights		
HM-2: Pursuant to City of Citrus Heights General Plan EIR Mitigation Measure 4.15-3b, establish a process that identifies the steps to be taken prior to commencement of any site preparation activities on Cortese-listed sites. This may contain but not be limited to the following:	Prior to Construction	City of Citrus Heights		
 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, etc.). 				

Mitigation Measure	Reporting	Reporting / Responsible	VERIFICA COMPL	
Witigation Measure	Milestone	Party	Initials	Date
HM-3: Mitigation Measure HM-1A Handling of Asbestos Material: Control devices and fugitive emissions monitoring are required during demolition activities which will disturb, on have the possibility of disturbing, the asbestos-containing materials. All asbestos containing building material within the buildings planned for demolition should be removed prior to any demolition activity that could break up, dislodge, or similarly disturb these materials. This removal must be done using appropriate engineering controls, in compliance with all regulations, and be a contractor certified by the Contractor's State License Board and registered by the California Division of Occupational Safety and Health (Northwest Envirocon, Incorporated 1997).	Construction	City of Citrus Heights and Contractor		
HM-3B: Disposal Of The Yellow Thermoplastic Traffic Stripes: Disposal of the yellow thermoplastic traffic stripes will be at a Class 1 disposal facility. All aspects of the project associated with removal, storage, transportation, and disposal of the yellow thermoplastic traffic striping, should be in strict accordance with the appropriate regulations.	c Construction	City of Citrus Heights and Contractor		
HM-4: Any leaking transformers observed during the course of the project should be considered a potential polychlorinated biphenyl (PCB) hazard. Should leaks from electrical transformers (that will either remain within the construction limits or will required removal and/or relocation) be encountered during construction, the transformer fluid should be sampled and analyzed by qualified personnel for detectable levels of PCB's Should PCBs be detected, the transformer should be removed and disposed of ir accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCB's should also be handled and disposed of ir accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency.	Construction	City of Citrus Heights and Contractor		
HM-5 : Based on preliminary plans, right-of-way acquisition may be required at the Towne Mar gas station at Sandalwood Drive and the abandoned gas station at Oak Grove Avenue Should final plans indicate that a portion of this parcel will be acquired for new right-of way, a preliminary environmental screening (limited subsurface sampling and	Construction	City of Citrus Heights and		

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laboratory analysis) should be performed during the PS&E for potentially elevated levels of petroleum hydrocarbons and MTBE contamination within the limits of construction, and/or right-of way acquisition, adjacent to the existing gas stations. Should the preliminary screening encounter elevated levels of petroleum hydrocarbons and/or MTBE a limited Phase II ISA should be performed. The Phase II ISA should consist of subsurface sampling and laboratory analysis and be of sufficient quantity to define the extent and concentration of contamination within the areal extent and depths of planned construction activities adjacent to the existing gas stations. The Phase II ISA should also provide both a Health and Safety Plan for worker safety and a Work Plan for handling and disposing contaminated soil during construction.		Contractor		
HM-6 : The potential exists for hazardous contamination from historic chemical spills at Paradise Cleaners, which is located near the intersection of Auburn Boulevard and Baird Way. At the time of this ISA, there were no documented reports of soil/groundwater contamination related to chemical discharge from Paradise Cleaners. If a potential hazardous contamination is detected, soil samples should be gathered and tested to determine the chemical levels within the soil.	During Construction	City of Citrus Heights and Contractor		
HM-7: To avoid impacts from pavement striping during construction it is recommended that removal requirements for yellow striping and pavement marking materials be performed in accordance with Caltrans Standard Special Provision 14-11.07 REMOVE YELLOW TRAFFIC STRIPE AND PAVEMENT MARKING WITH HAZARDOUS WASTE RESIDUE.	During Construction	City of Citrus Heights and Contractor		
HM-8: As is the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction (such as previously undetected petroleum hydrocarbon contamination from nearby gas stations). Should any previously unknown hazardous waste/material be encountered during construction, the procedures outlined in Caltrans Hazards Procedures for Construction shall be followed.	During Construction	City of Citrus Heights and Contractor		

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HM-9	: If the project area changes (due to a change in the project design or staging area), further investigation for potential hazardous waste generators would be required to determine their impact to the revised project limits.	Prior to and During Construction	City of Citrus Heights and Contractor			
HYDI H-1:	 ROLOGY AND WATER QUALITY Incorporate Development Standards for Improving Water Quality: The City shall incorporate water quality protection measures into the specific plan Development Standards: The standards may include but are not limited to the following: 1. Install and maintain landscaping that requires minimal application of chemical fertilizers, pesticides and herbicides; 2. Emphasize xeriscape landscaping that reduces the need for irrigation by minimizing the use of turf in decorative landscaping, using plant materials adapted to local conditions and efficient irrigation overspray - do not permit use of sprinkler and spray irrigation in areas less than 8 feet wide; 4. Use of drip irrigation systems where feasible; 5. Incorporate features such as filtration strips or bioswales in site design to prevent urban pollutants from entering into Cripple Creek via storm drains from parking lots and paved surfaces. 	During Construction	City of Citrus Heights and Contractor			
H-2:	 Implement Best Management Practices (BMPs). The City shall require implementation of best management practices for public and private development. Such practices may include, but are not limited to: 1. Regular inspection, maintenance and cleaning out of stormwater retention or detention structures; 2. Regular inspection, maintenance and cleaning out of oil and water separators; 3. Encourage property owners to regularly remove trash, dead vegetation and leaf litter; 4. Encourage use of landscaping and horticultural practices that minimize the need for 	During Construction	City of Citrus Heights and Contractor			

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	chemical fertilizers, herbicides and pesticides.				
H-3:	The Project would require a NPDES General Construction Permit for Discharges of storm water associated with construction activities (Construction General Permit 2012-0006-DWQ). A SWPPP would also be developed and implemented as part of the Construction General Permit.	Prior to Construction	City of Citrus Heights and Contractor		
H-4:	The construction contractor shall adhere to the SWRCB Order No. 2012-0006-DWQ NPDES Permit pursuant to Section 402 of the CWA. This permit authorizes storm water and authorized non-storm water discharges from construction activities. As part of this Permit requirement, a SWPPP shall be prepared prior to construction consistent with the requirements of the RWQCB. This SWPPP will incorporate all applicable BMPs to ensure that adequate measures are taken during construction to minimize impacts to water quality.	Prior to Construction	City of Citrus Heights and Contractor		
NOIS	E	During Construction	City of Citrus Heights		
N-1:	Pursuant to City of Citrus Heights General Plan EIR Mitigation Measure 4.6-1:1. Limit hours of construction to account for more sensitive weekend hours.2. Limit hours of construction where noise is audible at sensitive land uses beyond the boundaries of the construction site.		and Contractor		

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		Mitigation Meas	sure		Milestone	Responsible Party	Initials	Date
N-2:	The City shall use the reviewing new develor These standards are a fixed noise sources up proposed near a fixed will be performed to source will exceed the use. Similarly, where proposed near an exist to ensure that the noise within the property lin	Mitigation Measures seville General Plan, Ch e Noise Level Performant opment of noise-sensiti lso to be used for eval- on nearby noise-sensitive on nearby noise-sensitive noise source, such as determine whether exists e standards of Table IX- e a fixed noise-produci- ting or future noise-sensitive u table IX-3 PERFORMANCE STANDARDES N-TRANSPORTATION NOISE SC TED BY NON-TRANSPORTATI at the Property Line of Noise- (7 a.m. to 10 p.m.)	apter 9, Mitigation Me nee Standards containe ve uses exposed to uating potential impace e uses. Where a noise an industrial facility, ting and/or future noi 3 within the property ing use such as an itive use, a noise analy vill not exceed the stan use. (Policies 6, 7 and 3 SOURCES FION NOISE SOURCES	ed in Table IX-3 for fixed noise sources. ets of proposed new -sensitive land use is noise measurements se levels due to that line of the proposed industrial facility is ysis will be prepared ndards of Table IX-3	Reporting Milestone During Construction	Responsible		
	Maximum level, dB	70	45 65					
	(Leq) noise standard may be incr Each of the noise levels specific consisting primarily of speech o considered by residents to be pai noise level standards do not a commercial uses (e.g., caretaker No standards have been include	nsisting primarily of broadband, stead eased up to 10 dB(A), but not exceed 4 ed above should be lowered by five or rmusic, or for recurring impulsive no rticularly annoying and are a primary s pply to residential units established dwellings). d for interior noise levels. Standard o sult in acceptable interior noise levels.	55 dB(A) Hourly Leq dB. dB for simple tone noises, noises ises. Such noises are generally ource of noise complaints. These in conjunction with industrial or					

	Mitigation Magnus	Reporting	Reporting /	VERIFICATION OF COMPLIANCE	
	Mitigation Measure	Milestone	Responsible Party	Initials	Date
N-3:	On-site Noise Control: To ensure mitigation of noise due to project-related loading docks and on-site traffic, development proposals should be reviewed to identify potential noise conflicts with existing or proposed noise sensitive uses. Implementation of the noise standards contained in the Noise Element of the Citrus Heights General Plan will mitigate project-related noise to an insignificant level. For development requiring installation of large groundmounted HVAC systems, development review should include an assessment of noise impacts on nearby residential areas.	During Construction	City of Citrus Heights and Contractor		
N-4:	The Contractor shall follow City of Citrus Heights and City of Roseville noise ordinances for construction activities:	During Construction	City of Citrus Heights		
	 Do not exceed 65 dBa at 50 feet from the job site activities from 8 p.m. to 7 a.m. Use an alternative waiting method instead of a sound signal unless required by safety laws. Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler. 		and Contractor		
POPULATION AND HOUSINGPH-1: Prior to approving a development project that would result in conversion of trailer parks to other uses; the City shall comply with Government Code Section 65863.7, a copy of which is included in Appendix J of the ABSP EIR.		Prior to Construction	City of Citrus Heights		
PH 1-	 B: Relocation Assistance for Housing Displacement: 1. The City shall provide standard relocation assistance to both tenants and owner occupants in compliance with Caltrans Relocation Assistance Program and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Replacement housing must be decent, safe, and sanitary (DS&S), which means it must meet all of the minimum requirements established by Federal regulations and conforms to applicable housing and occupancy codes. 2. All real property transactions shall comply with the property acquisition and 	Prior to Construction	City of Citrus Heights		

Mitigation Magnus	Reporting	Reporting /	VERIFICATION OF COMPLIANCE	
Mitigation Measure	Milestone		Initials	Date
relocation standards of the State of California, the Caltrans Relocation Assistance Program and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.				
PH-1C: Business Relocation. The following mitigation measures shall be required to compensate for right-of way acquisition:	e Prior to Construction	City of Citrus Heights		
 Property owners shall be compensated in accordance with fair market values based on appraisals. Business owners shall be compensated based on an assessment of the value of the business and any loss of good will. All efforts shall be made to identify relocation opportunities for affected businesses that would reduce the loss of goodwill and historic patronage. Wherever feasible assistance shall be made available in identifying suitable relocation sites within the service area of existing businesses. 	e S			
PH-1D Property Compensation:	Prior to	City of Citrus		
 All real property transactions shall comply with the property acquisition and relocation standards of the State of California, the Caltrans Relocation Assistance Program and the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act o 1970, as amended. Property owners shall be compensated in accordance with fair market values based on appraisals. Business owners shall be compensated based on an assessment of the value o the business and any loss of good will. All efforts shall be made to identify relocation opportunities for affected businesses that would reduce the loss of goodwill and historic patronage. Wherever feasible assistance shall be made available in identifying suitable relocation sites within the service area of existing businesses. 	e f n f s	Heights		
TRANSPORTATION AND TRAFFIC	Prior to Construction	City of Citrus Heights		
T-1: Ensure Adequate Parking Supply. In order to ensure that adequate parking supply is maintained in the specific plan area, the city shall establish a special permit process to				

	Mitigation Measure	Reporting	Reporting / Responsible	VERIFICATION OF COMPLIANCE	
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	allow flexibility in the number of required parking spaces when deemed appropriate.				
T-1B :	Compensate for Parking Impacts: 1.The determination of project-caused parking impacts shall be made in accordance with Caltrans Relocation Assistance Program and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Project proponents shall compensate for acquisition of underlying property in compliance with Caltrans Relocation Assistance Program and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. 2. In the event that it is determined that the project will result in a reduction of parking spaces below the number required by zoning, but would not preclude continued use of the parcel that is allowed by zoning as determined by the appropriate land use authority (City of Citrus Heights), the project proponent(s) shall: (a) Investigate feasibility of and compensate for cost of reconfiguring parking area or relocating parking on the same parcel to provide additional spaces; or (b) Investigate feasibility of and compensate for the cost of providing off-site parking; and/or (c) The appropriate land use authority (City of Citrus Heights) shall grant a special parking permit to allow the continued use with reduced parking. 3. If it is determined during the right-of-way appraisal and acquisition process that the project would result in a reduction of parking spaces that would preclude continued use of the parcel in accordance with the existing zoning, and none of the measures under No. 2 above are feasible, the project proponent(s) shall provide compensation in accordance with Caltrans Relocation Assistance Program and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.	Prior to Construction	City of Citrus Heights		
T-2 :	Construction Period Traffic Management Plan. A traffic handling plan will be prepared prior to construction of any roadway improvements. The plan will address traffic management during construction periods, including but not limited to road and lane closures; detours; pedestrian and bicycle routes; and public notification. The traffic handling plan should be prepared in consultation with regional transit in order to	Prior to Construction	City of Citrus Heights		

	Mitigation Magnum	Reporting	Reporting /	VERIFICATION OF COMPLIANCE	
	Mitigation Measure		Responsible Party	Initials	Date
	minimize disruptions to public transit service along the corridor. Additionally, prior to commencement of construction, a Traffic Management Plan as described in A Traffic Management Plan Guide (See Appendix A of the Final EIR) will be prepared and provided to Caltrans for review in order to address strategies needed to minimize disruption of traffic at the Interstate 80/Auburn Boulevard Interchange.				
UTIL	UTILITIES AND SERVICE SYSTEMS		City of Citrus Heights		
U-1:	Construction Management for Utilities: The construction project management team shall coordinate with utility providers during design stages of roadway projects. The construction project management team shall undertake periodic assessments of upcoming utility and service disruptions during construction. These assessments and an identification of the service area involved shall be coordinated with utility providers and the public outreach program. The public outreach program shall ensure that advance notice of any utility or service shutdowns is extended to affected businesses and residents. Through construction management and project scheduling, all available measures shall be taken to minimize the duration of utility or service shutdowns.	Construction			

APPENDIX F: Draft Initial Study/Mitigated Negative Declaration Comment Letters and Responses



November 9, 2015

City of Citrus Heights Planning Division Mr. Casey Kempenaar 7927Auburn Boulevard Citrus Heights, CA 95610

Via: Email and Regular Mail

ckempenaar@citrusheights.net Page 1 of 2

Subject: Initial Study Proposed Mitigated Negative Declaration Auburn Boulevard Complete Streets Project, Phase 2 – City of Roseville Comments

Dear Mr. Kempenaar:

Thank you for the opportunity to provide comment on the subject project Initial Study/Proposed Mitigated Negative Declaration (IS/MND). The project is unique in that the north end includes planned improvements within the City of Roseville. The City of Roseville appreciates the early coordination that has occurred to date and looks forward to continuing these efforts through the project's implementation phase as outlined below.

Improvement Costs

As discussed during early coordination, the City of Roseville is not prepared to cost share in the proposed improvements. Also, the cost of any City of Roseville utility relocations required to accommodate improvements will need to be funded by the project.

Project Outreach

The commercial businesses located at the north end of the project (including the Shell and Chevron gas stations and Jack in the Box restaurant) are located in the City of Roseville. If turn restrictions to these existing Roseville business are planned, the city of Roseville will need to understand the justification (such as a high accident rate and/or the need due to an increase in volume of u-turns). In this regard, Roseville staff would also like to work with the City of Citrus Heights and project's engineers to consult with these business and address any related concerns if project improvements are proposed this area.

Fiber and Signal Synchronization

The City of Roseville supports installation of fiber as part of overall project improvements to facilitate the future potential synchronization of City of Roseville and Citrus Heights traffic signals.

Whyte Avenue/Auburn Boulevard

Based on review of IS/MND Figure 3, it appears the project would restrict left turns from Whyte Avenue. Prior to any improvements at this intersection the City of Roseville recommends consideration of the following:

- Conduct outreach to all effected residents and businesses both east and west of the project location (prepare a map of outreach limits);
- Please review left turn restrictions with our Engineering Division of Public Works for design;
- The Auburn Boulevard median should be extended north to Orlando and should be a stamped concrete material; or, a gull-wing design might be used to limit left turns from Whyte Avenue. Please review preliminary designs with our Engineering Division of Public Works; and,
- Please enhance the crosswalk(s) for pedestrian safety at the intersection of Auburn/Riverside and Orlando Dr.

The City of Roseville previously studied this improvement as part of the Louis/Orlando Transfer station project and we would be happy to share our study results.

Louis/Orlando Transfer Station

The City recommends the project link connections of bicycles and pedestrians to the approved Louis-Orlando Transfer Point project (LOTP). It appears the bike lane stops at Whyte Avenue and we could find no indication of how cyclists or pedestrians would travel to and from the LOTP to other uses along Auburn using the existing and planned facilities.

Also the IS/MND transportation analysis doesn't address short term construction impacts to transit operations. Are any transit related travel delays anticipated as a result of project construction? Please contact Mike Wixon, City of Roseville Alternative Transportation Manager for additional information regarding the Whyte Avenue/Auburn Boulevard intersection improvements and/or LOTP connectivity issues ((916) 774 5480).

Utilities

Roseville Electric has two existing streetlights located on the west side of Auburn Boulevard south of Whyte Avenue with underground conduit and conductor feeding the lights (see attached). Per IS/MND Figure 3, these lights may need to me moved with the project. There may also be other water and/or sewer utility conflicts to consider at the time of final design.

Thank you for consideration of our comments.

Sincerely,

Mark Morse Environmental Coordinator

Attachment 1: Roseville Electric Infrastructure

NWHYTE AVE, ~ DEN. TO REPARE DAMAGED ST. LT. CONIDUIT 2- 412 CU. THAN (1-WHITE, 1-BURK) TO G.O. 95 INFRACTION WITH TO BE REMOVED BY CITY DUE EXIST. 250 W MERC. VAPOR ST. LT. REPLACE DAMAGED WIRE SMUD PRIMARY DUERHEAD. EXIST. 250W MEEL VAPOR ST LT. TO RENTHIM. DEN. TO REMOVE BASE, EXIST 250W MEEL VARAGE ST. LT LAUBURN BLVD, ~ RELOCATE EXIM 67. LT. TO THIS LOCATION NEN BUS TURNOUT PER SPECS FOR COMMERCIAL CONFT. REST TO BE RELOCATED 8655 AUBURN BLUD. AND CONFIGUET CONCRETE DASE JACK-IN-THE-BOX FROM SAUD TRANSFORMER TO EXIST. CONDULT PALD CONDUCTOR Õ WEN BUS STOP SERVICE BOX N ENG. BONOMI SCALE 1"= 20" CONSTRUCTION ELECTRIC DEPARTMENT 8/15/96 START DR. BONOMI ACCOUNT NO. 4/00/- 6/30 DATE FINISH JOB NO. 960153 APP. 120-675 DR. NO. (916) 783-9151 EXT. 237 TITLE JALK-IN-THE-BOX REST. 8655 AUBURN BLVD.

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