

AGENDA APRIL 12, 2018 CITY OF CITRUS HEIGHTS CITY COUNCIL 6:00 PM SPECIAL MEETING 7:00 PM REGULAR MEETING City Hall Council Chambers 6360 Fountain Square Drive, Citrus Heights, CA

April 12, 2018 Agenda Packet (PDF)

Documents:

4-12-18 AGENDA PACKET.PDF

CALL SPECIAL MEETING TO ORDER

1. Roll Call: Council Members: Daniels, Fox, Slowey, Bruins, Miller

PUBLIC COMMENT

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

STUDY SESSION

2. Review Options For A Proposed Rental Housing Inspection Unit

ADJOURNMENT

CALL REGULAR MEETING TO ORDER

- 1. Flag Salute
- 2. Roll Call: Council Members: Daniels, Fox, Slowey, Bruins, Miller
- 3. Video Statement

APPROVAL OF AGENDA

PRESENTATIONS

4. Proclamation Of The City Of Citrus Heights Proclaiming The Week Of April 6 - 14, 2018 As Creek Week

5. Presentation By Sacramento Yolo Mosquito And Vector Control District – Gary Goodman

COMMENTS BY COUNCIL MEMBERS AND REGIONAL BOARD UPDATES

PUBLIC COMMENT

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

CONSENT CALENDAR

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

6. SUBJECT: Approval Of Minutes

RECOMMENDATION: Approve the Minutes of Regular Meeting of Thursday, March 22, 2018

7. SUBJECT: Mariposa Avenue Safe Routes To School - Phase 3 CML 5475(039) Approval Of Caltrans Program Supplement Agreement No. 024-N1

STAFF REPORT: R. Sherman / S. Hodgkins

RECOMMENDATION: Adopt Resolution No. 2018-___; A Resolution of the City Council of the City of Citrus Heights, California Authorizing the City Manager to Execute a Program Supplement Agreement for the Mariposa Avenue Safe Routes to School Phase 3 Project

8. SUBJECT: Mariposa Avenue Safe Routes To School Phase 4 - ATPSB1L-5475(043) Approval Of Caltrans Program Supplement Agreement

STAFF REPORT: R. Sherman / S. Hodgkins / L. Blomquist RECOMMENDATION: Adopt Resolution No. 2018-___; A Resolution of the City Council of the City of Citrus Heights, California Authorizing the City Manager to Execute the Program Supplement Agreement for the Mariposa Avenue Safe Routes to School Phase 4 Project

9. SUBJECT: Electric Greenway ATPSB1L-5475(042) Approval Of Caltrans Program Supplement Agreement

STAFF REPORT: R. Sherman / S. Hodgkins / L. Blomquist RECOMMENDATION: Adopt Resolution No. 2018-___; A Resolution of the City Council of the City of Citrus Heights, California Authorizing the City Manager to Execute the Program Supplement Agreement for the Electric Greenway Project

PUBLIC HEARINGS

10. SUBJECT: Appeal Of Planning Commission Decision Regarding Bearpaw Apartments

STAFF REPORT: R. Sherman / C. McDuffee

RECOMMENDATION: Staff, on Behalf of the Planning Commission, Recommends the City Council:

Motion 1: Move to Deny the Appeal and Adopt Resolution No. 2018-__; Adopting the Mitigated Negative Declaration and Mitigation Monitoring Plan Pursuant to the California Environmental Quality Act (CEQA) for the Bearpaw Apartment Project; and Motion 2: Move to Adopt Resolution 2018-___; Approving a Minor use Permit, Design Review Permit and a Tree Permit for the Bearpaw Apartment Project Subject to the Findings and Conditions of Approval Contained in the Resolution.

REGULAR CALENDAR

DEPARTMENT REPORTS

CITY MANAGER ITEMS

ITEMS REQUESTED BY COUNCIL MEMBERS / FUTURE AGENDA ITEMS

ADJOURNMENT



Steve Miller, Mayor Jeannie Bruins, Vice Mayor Bret Daniels, Council Member Albert J. Fox, Council Member Jeff Slowey, Council Member

CITY OF CITRUS HEIGHTS CITY COUNCIL Special/Regular Meeting of Thursday, April 12, 2018 City Hall Council Chambers 6360 Fountain Square Dr., Citrus Heights, CA Special Meeting 6:00 p.m. Regular Meeting 7:00 p.m.

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

Any writings or documents provided to a majority of the City Council regarding any item on this agenda will be made available for public inspection at City Hall located at 6360 Fountain Square Drive, Citrus Heights during normal business hours. Email subscriptions of the agenda are available online by signing up with the City's Notify Me service.

City Council meetings are televised live on Metro Cable 14, the government affairs channel on the Comcast, Consolidated Communications, and AT&T U-Verse cable systems and replayed on the following Monday at 9:00 a.m. Meetings are also webcast live at www.citrusheights.net.

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

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

If you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's Office 916-725-2448, 6360 Fountain Square Drive at least 48 hours prior to the meeting. TDD: California Relay Service 7-1-1.

April 6, 2018

Amy Van, City Clerk

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

SPECIAL MEETING 6:00 PM

CALL SPECIAL MEETING TO ORDER

1. Roll Call: Council Members: Daniels, Fox, Slowey, Bruins, Miller

PUBLIC COMMENT

STUDY SESSION

2. Review Options for a Proposed Rental Housing Inspection Unit

ADJOURNMENT

REGULAR MEETING 7:00 PM

CALL REGULAR MEETING TO ORDER

- 1. Flag Salute Led by Boy Scout Troop 228
- 2. Roll Call: Council Members: Daniels, Fox, Slowey, Bruins, Miller
- 3. Video Statement

APPROVAL OF AGENDA

PRESENTATIONS

- 4. Proclamation of the City of Citrus Heights Proclaiming the Week of April 6 14, 2018 as Creek Week
- 5. Presentation by Sacramento Yolo Mosquito and Vector Control District Gary Goodman

COMMENTS BY COUNCIL MEMBERS AND REGIONAL BOARD UPDATES

PUBLIC COMMENT

Under Government Code Section 54954.3, members of the audience may address the Council on any item of interest to the public and within the Council's purview, or on any Agenda Item

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

CONSENT CALENDAR

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

- SUBJECT: Approval of Minutes <u>RECOMMENDATION</u>: Approve the Minutes of Regular Meeting of Thursday, March 22, 2018
- <u>SUBJECT</u>: Mariposa Avenue Safe Routes to School Phase 3 CML 5475(039) Approval of Caltrans Program Supplement Agreement No. 024-N1
 <u>STAFF REPORT</u>: R. Sherman / S. Hodgkins <u>RECOMMENDATION</u>: Adopt Resolution No. 2018-___; A Resolution of the City Council of the City of Citrus Heights, California Authorizing the City Manager to Execute a Program Supplement Agreement for the Mariposa Avenue Safe Routes to School Phase 3 Project
- 8. <u>SUBJECT</u>: Mariposa Avenue Safe Routes to School Phase 4 ATPSB1L-5475(043) Approval of Caltrans Program Supplement Agreement <u>STAFF REPORT</u>: R. Sherman / S. Hodgkins / L. Blomquist <u>RECOMMENDATION</u>: Adopt Resolution No. 2018-___; A Resolution of the City Council of the City of Citrus Heights, California Authorizing the City Manager to Execute the Program Supplement Agreement for the Mariposa Avenue Safe Routes to School Phase 4 Project
- 9. <u>SUBJECT</u>: Electric Greenway ATPSB1L-5475(042) Approval of Caltrans Program Supplement Agreement <u>STAFF REPORT</u>: R. Sherman / S. Hodgkins / L. Blomquist <u>RECOMMENDATION</u>: Adopt Resolution No. 2018-___; A Resolution of the City Council of the City of Citrus Heights, California Authorizing the City Manager to Execute the Program Supplement Agreement for the Electric Greenway Project

PUBLIC HEARING

 <u>SUBJECT</u>: Appeal of Planning Commission Decision Regarding Bearpaw Apartments <u>STAFF REPORT</u>: R. Sherman / C. McDuffee <u>RECOMMENDATION</u>: Staff, on Behalf of the Planning Commission, Recommends the City Council:

- Motion 1: Move to Deny the Appeal and Adopt Resolution No. 2018-__; Adopting the Mitigated Negative Declaration and Mitigation Monitoring Plan Pursuant to the California Environmental Quality Act (CEQA) for the Bearpaw Apartment Project; and
- Motion 2: Move to Adopt Resolution 2018-___; Approving a Minor use Permit, Design Review Permit and a Tree Permit for the Bearpaw Apartment Project Subject to the Findings and Conditions of Approval Contained in the Resolution.

REGULAR CALENDAR

DEPARTMENT REPORTS

CITY MANAGER ITEMS

ITEMS REQUESTED BY COUNCIL MEMBERS/ FUTURE AGENDA ITEMS

ADJOURNMENT

CITY OF CITRUS HEIGHTS CITY COUNCIL MINUTES Regular Meeting of Thursday, March 22, 2018 City Hall Council Chambers 6360 Fountain Square Drive, Citrus Heights, CA

CALL REGULAR MEETING TO ORDER

The regular council meeting was called to order at 7:00 p.m. by Mayor Miller.

- 1. The Flag Salute was led by the Citrus Heights Police Department Honor Guard.
- Roll Call: Council Members present: Daniels, Fox, Slowey, Bruins, Miller Council Members absent: None Staff present: Bermudez, Boyd, Cotter, Lawrence, McDuffee, Van, Ziegler and department directors.
- 3. The video statement was read by City Clerk Van.

APPROVAL OF AGENDA

<u>ACTION</u>: On a motion by Council Member Slowey, seconded by Council Member Daniels, the City Council approved the agenda.

AYES:	Daniels, Fox, Slowey, Bruins, Miller
NOES:	None
ABSENT:	None

PRESENTATIONS

4. Proclamation Recognizing Resident Ron Ferns for His Dedication to the City of Citrus Heights

Mayor Miller presented resident Ron Ferns with a proclamation recognizing his dedication to beautifying the streets of Citrus Heights.

5. Republic Services Residential Garbage and Recycling Services Annual Update

Johnnise Downs with Republic Services provided an annual report on the services provided to Citrus Heights residents. She highlighted some of the services which include bulky waste cleanups, composting workshops, household hazardous waste pick-ups and the Citrus Heights Customer Service Guide calendar. She also noted some of the outreach and education events that were held in 2017.

COMMENTS BY COUNCIL MEMBERS AND REGIONAL BOARD UPDATES

Council Member Daniels attended the Citrus Heights Marching Band Annual Spaghetti Feed.

Council Member Slowey attended the REACH workshop and the Auburn Boulevard Business Association meeting. He announced a bike share system will be coming to the cities of Davis, Sacramento, and West Sacramento. Bike share will provide short-term bike rentals for pickup or drop-off at various locations.

Council Member Fox attended a League of California Cities Northern California Members meeting, County Supervisor Frost's community cabinet meeting, and the Citrus Heights Chamber of Commerce luncheon. He also attended the Tip-A-Cop event at Texas Roadhouse that raised money for the Special Olympics. He spoke at the Neighborhood Association Area 5 meeting and provided a report from the Sacramento Transportation Authority Board meeting.

Vice Mayor Bruins provided a report from Sacramento Regional County Sanitation District and Sacramento Area Sewer District Board meeting. She announced the Citrus Heights Homeless Assistance Resource Team's upcoming Veterans Stand Down event on April 3.

Mayor Miller met with a representative from Region Builders. He attended a League of California Cities Northern California Members meeting and REACH workshop. He also attended the Big Giveback event held at Stones Casino, the Citrus Heights Chamber of Commerce luncheon, and the ribbon cutting for All Stage K9 Development. He spoke at the Citrus Heights Chamber of Commerce Leadership class. He announced that Creek Week is April 6 through 14.

PUBLIC COMMENT

Louise Cordray owner of Java Cherry Coffee Shop urged the city to review and update the temporary sign guidelines. She stated there lacks a method to apply for an exception and/or appeal for businesses' that fall out of the 'one size fits all' parameter. She feels the few exemptions that do exist to not take into account other special circumstances.

Brian Bender a small business owner expressed concerns regarding the city's temporary sign guidelines.

Arthur Ketterling asked if the Council knew when the new business at the former Denny's restaurant site would be open.

Larry Fritz and Tina Stern introduced the Citrus Heights Historical Society Board Members and announced they will be hosting a History Day at the Rusch Home on March 31.

Ted Pendlebury expressed concerns related to speeding along Navion Drive and asked if there was anything that the City could do.

Mayor Miller referred Mr. Pendlebury to speak with Sgt. Morris.

CONSENT CALENDAR

6. <u>SUBJECT</u>: Approval of Minutes <u>RECOMMENDATION</u>: Approve the Minutes of Special/Regular Meeting of Thursday, March 22, 2018

<u>ACTION</u>: On a motion by Council Member Daniels, seconded by Council Member Slowey, the City Council adopted Consent Calendar item 6.

AYES:Daniels, Fox, Slowey, Bruins, MillerNOES:NoneABSENT:None

PUBLIC HEARING

 <u>SUBJECT</u>: Consolidated Annual Performance Evaluation Report to the U.S. Department of Housing and Urban Development on Program Year 2017 Community Development Block Grant Funds
 <u>STAFF REPORT</u>: R. Sherman / S. Cotter
 <u>RECOMMENDATION</u>: Adopt Resolution No. 2018-021; A Resolution of the City Council of the City of Citrus Heights Approving the Program Year 2017 Consolidated

Annual Performance Evaluation Report

Development Specialist Cotter reported that the Consolidated Annual Performance Evaluation Report describes the city's progress toward carrying out the goals outlined in the Consolidated Plan and Action Plan. In 2017, the city received about \$589,469.00 in Community Development Block Grant Funds (CDBG), 15% of that funding was allocated to public services. A total of 8,591 lowto moderate-income persons/households were served during the year. Staff recommends the City Council direct staff to file the Consolidated Annual Performance and Evaluation Report to the U.S. Department of Housing and Urban Development.

Council comments and questions followed.

Mayor Miller opened the public hearing at 8:09 p.m., hearing no speakers he closed the public hearing.

<u>ACTION</u>: On a motion by Council Member Slowey, seconded by Vice Mayor Bruins, the City Council adopted Resolution No. 2018-021; A Resolution of the City Council of the City of Citrus Heights Approving the Program Year 2017 Consolidated Annual Performance Evaluation Report.

AYES:	Daniels, Fox, Slowey, Bruins, Miller
NOES:	None
ABSENT:	None

REGULAR CALENDAR

<u>SUBJECT</u>: 2017 General Plan Annual Progress Report
 <u>STAFF REPORT</u>: R. Sherman / C. McDuffee / A. Bermudez
 <u>RECOMMENDATION</u>: Adopt Resolution No. 2018-022; A Resolution of the City
 Council of the City of Citrus Heights Accepting the General Plan Annual Progress Report

Associate Planner Bermudez presented an overview of the General Plan Progress Report. The city's General Plan contains 66 goals to guide the overall development of the city. Each goal is followed by policies that establish basic statements guiding action to pursue community goals. The progress report is compiled to provide an update on the progress of the goals.

<u>ACTION</u>: On a motion by Mayor Miller, seconded by Council Member Slowey, the City Council adopted Resolution No. 2018-022; A Resolution of the City Council of the City of Citrus Heights Accepting the General Plan Annual Progress Report.

AYES:	Daniels, Fox, Slowey, Bruins, Miller
NOES:	None
ABSENT:	None

DEPARTMENT REPORTS

9. <u>SUBJECT</u>: Citrus Heights Police Department Annual Report <u>DEPARTMENT</u>: Police Department

Police Chief Lawrence provided an annual report concerning crime and collisions within the city. He stated that from 2016 to 2017 the Police Department experienced a decrease of persons crimes by 12% and an increase in property crimes by 4%. Crime reduction strategies utilized by the Police Department include community oriented policing programs, collaborative community partnership, motorist/pedestrian education, emphasis on narcotic, gang offenders, proactive crime fighting, and school and youth-based programs. He explained the Police Department will continue employing crime and collision reduction strategies.

Council questions and comments followed.

10. <u>SUBJECT</u>: First Time Homebuyer Program <u>DEPARTMENT</u>: Community and Economic Development Department

Development Specialist Cotter provided an overview of the First Time Homebuyer Program, current market trends, and the challenges the program faces with the current market. Staff will continue research potential options to increase affordable housing opportunities.

11. <u>SUBJECT</u>: Update on the Zoning Code <u>DEPARTMENT</u>: Community and Economic Development Department

Planning Manager McDuffee explained one of the Council's three year strategic planning goals is to Diversify for a Changing Economy. She gave an update on recent changes to the Zoning Code. Staff is continuing to monitor trends and the Zoning Code to determine if changes are needed.

CITY MANAGER ITEMS

City Manager Boyd noted that continued efforts have been made to work with San Juan Unified School District to improve education in Citrus Heights. He mentioned that city staff is currently in the process of finalizing the budget. He also announced the city is in the process of moving all business license processing online starting this summer.

ITEMS REQUESTED BY COUNCIL MEMBERS/ FUTURE AGENDA ITEMS

Council Member Slowey noted that Greater Sacramento Economic Council is looking for support for Assembly Bill 2596, authored by Assembly Member Ken Cooley, aimed at enticing businesses to move to California. He asked for consensus to have the Mayor send a letter of support for AB 2596.

Council questions followed.

City Attorney Ziegler responded to questions.

There was a consensus by Council Members to send a letter of support for AB 2596.

ADJOURNMENT

Mayor Miller adjourned the regular meeting at 9:14 p.m.

Respectfully Submitted,

Amy Van, City Clerk



CITY OF CITRUS HEIGHTS

CITY COUNCIL STAFF REPORT **MEMORANDUM**

SUBJECT:	Mariposa Avenue Safe Routes to School - Phase 3 CML 5475(039) Approval of Caltrans Program Supplement Agreement No. 024-N1
FROM:	Rhonda Sherman, Community Services Director Stuart Hodgkins, Interim City Engineer
TO:	Mayor and City Council Members Christopher W. Boyd, City Manager
DATE:	April 12, 2018

Summary and Recommendation

In fall 2013, the city was awarded a Sacramento Area Council of Governments (SACOG) Bicycle/Pedestrian grant in the amount of \$989,962 (total project estimate \$1,875,350) for the Mariposa Avenue Safe Routes to School Phase 3 Project (Project). The Project design is complete and the city recently received authorization to begin Project construction. As part of the authorization process, Caltrans requires execution of a Program Supplement Agreement.

Staff recommends the City Council adopt Resolution No. 2018-____ A Resolution of the City Council of the City of Citrus Heights, California, authorizing the City Manager to execute a Program Supplement Agreement for the Mariposa Avenue Safe Routes to School Phase 3 Project.

Fiscal Impact

The Project was originally programmed in the city's Fiscal Year (FY) 2017/2018 Budget. However, delays in receiving construction authorization from Caltrans will push the start of construction to the start of the 2018/2019 Fiscal Year. Additionally, industry-wide construction price increases over the past year have pushed the estimated total project cost to \$1,755,437 (see Table No. 1, below). Table No. 2, below, shows the proposed funding for FY 2018/2019 to ensure the project is fully funded through completion.

Table No 1. – Estimated Project Costs	
Project Component	Estimated Cost
Base Bid Award	1,310,272
Construction Mgmt. & Inspection	216,195
Construction Subtotal	1,526,467
15% Contingency	228,970
Grand Total	\$1,755,437

1 able No 2 r	roject Funding
Source Fund	FY 2018/2019
Source I unu	(Proposed)
SACOG Bicycle/Pedestrian Grant	870,049
Measure A Capital	129,558
(Bike/Ped Safety)	
Measure A Capital	129,559
(Traffic Safety)	
Stormwater	372,192
Utility Fund	
Transportation Development Act	194,079
(TDA)	
Roadway Impact Fee Fund	60,000
FY Totals	\$1,755,437

Background and Analysis

Phase 1 of the Project, which constructed continuous sidewalk on the west side of Mariposa Avenue between Skycrest School and Grace Ellen Court, was completed in 2008. Phase 2, completed in 2013, constructed continuous sidewalk on the west side from Limerick Court to Greenback Lane and on the east side from Northridge Drive to Greenback Lane.

Table No 2 Dustant Funding

The Project will continue this larger vision of continuous pedestrian/bicycle infrastructure between Skycrest Elementary and San Juan High schools and along Farmgate Avenue linking the schools to each other and to the neighborhoods to the east. It will construct curb, gutter, sidewalk, bike lanes, curb access ramps and eight street lights on the east side of Mariposa Avenue between Northridge Drive and Eastgate Avenue, and will construct curb, gutter and sidewalk along the north side of Farmgate Avenue from Mariposa Avenue to Our Way.

For the design and environmental review portion of the Project, Drake-Haglan & Associates, Inc. (DH) was selected through a qualifications based process. DH began work on the Project in mid-2015, and all design and easement acquisitions were completed in the fall 2017. Staff submitted a request for authorization to construct to Caltrans in December 2017 and the final authorization to construct was issued March 14, 2018.

The city must now execute a Program Supplement Agreement (to our Master Cooperative Agreement) for the construction phase of the Project. The supplement agreement defines the funding commitments, special covenants and other responsibilities the city must satisfy in order to seek reimbursement under the grant.

Attachment:

 Resolution of the City Council of the City of Citrus Heights, California, Authorizing the City Manager to execute a Program Supplement Agreement for the Mariposa Avenue Safe Routes to School Phase 3 Project.

RESOLUTION NO. 2018-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CITRUS HEIGHTS, CALIFORNIA AUTHORIZING THE CITY MANAGER TO EXECUTE A PROGRAM SUPPLEMENT AGREEMENT FOR THE MARIPOSA AVENUE SAFE ROUTES TO SCHOOL PHASE 3 PROJECT

WHEREAS, in fall 2013, the city received a \$989,962 (\$1,875,350 total project cost) SACOG Bike/Pedestrian grant to design and construct safe routes to school improvements to the east side of Mariposa Avenue between Northridge Drive and Eastgate Avenue;

WHEREAS, design of the Mariposa Avenue Safe Routes to School Phase 3 project is complete and Caltrans issued an Authorization to Construct on March 14, 2018;

WHEREAS, the city proposes to program adequate Sacramento Area Council of Government Bicycle and Pedestrian Grant, Measure A Capital, Storm Water Utility, Transportation Development Act and Roadway Impact Fee funds in the Fiscal Year 2018/2019 budget to complete construction on the Project; and

WHEREAS, the city must execute a project-specific Program Supplement Agreement with Caltrans as part of the grant authorization process.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the City Council of the City of Citrus Heights, the City Manager is hereby authorized to execute the Program Supplement Agreement No. 024-N1 to Administering Agency-State Agreement No. 03-5475R – Mariposa Avenue Safe Routes to School - Phase 3 Project.

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

PASSED AND ADOPTED by the City Council of the City of Citrus Heights, California, this 12th day of April, 2018, by the following vote, to wit:

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

Steve Miller, Mayor

ATTEST:

Amy Van, City Clerk



CITY OF CITRUS HEIGHTS

CITY COUNCIL STAFF REPORT MEMORANDUM

SUBJECT:	Mariposa Avenue Safe Routes to School Phase 4 - ATPSB1L-5475(043) Approval of Caltrans Program Supplement Agreement
FROM:	Rhonda Sherman, Community Services Director Stuart Hodgkins, Interim City Engineer Leslie Blomquist, Senior Civil/Traffic Engineer
TO:	Mayor and City Council Members Christopher W. Boyd, City Manager
DATE:	April 12, 2018

Summary and Recommendation

In November 2016, the city was awarded a regional Active Transportation Program (ATP) grant in the amount of \$2,078,000 (with a total project estimate of \$2,603,000) for preliminary engineering, environmental documentation, design, right-of-way and construction of the Mariposa Avenue Safe Routes to School Phase 4 Project (the Project). Staff recently received authorization to begin the preliminary engineering and environmental documentation phase of the project. As part of the authorization process, Caltrans requires execution of Program Supplement Agreement No. 0Q62 to Administering Agency-State Agreement No. 00106S.

Staff recommends the City Council adopt Resolution No. 2018-____ A Resolution of the City Council of the City of Citrus Heights, California, authorizing the City Manager to execute the Program Supplement Agreement for the Mariposa Avenue Safe Routes to School Phase 4 Project.

Fiscal Impact

There is no fiscal impact for this project as it has been programmed into the fiscal year 17/18 budget and the 2017/2018-2021/2022 Capital Improvement Program (CIP). The total cost of preliminary engineering and environmental documentation services for the project is estimated at \$135,000. The funding sources for this phase of the Project are as follows:

Funding Source	FY 2017/2018
	Funding Amount
ATP Grant	109,000
Measure A Pedestrian Safety Funds	26,000
Total Preliminary Engineering	135,000

 Subject:
 Mariposa Avenue Safe Routes to School Phase 4 ATPSB1L-5475(042), Approval of Caltrans Program Supplement Agreement

 Date:
 April 12, 2018

 Page 2 of 2
 2

Prior to commencement of future phases of the Project, (final design, right-of-way, construction) additional authorization requests will be submitted to Caltrans.

Background and Analysis

The Mariposa Avenue Safe Routes to School Phase 4 Project is the final phase of 1.2 mile Safe Route to School project providing complete streets connections between Greenback Lane and Madison Avenue encompassing Skycrest Elementary, San Juan High School and San Juan Park. This phase of the Project will complete the bicycle and pedestrian network between Northeast Circle and Madison Avenue including sidewalk, curb, gutter, bike lanes, street lighting, and upgrades to the traffic signal at the intersection of Madison Avenue and Mariposa Avenue. These upgrades will serve pedestrians and bicyclists.

On November 30, 2017, staff submitted a request to Caltrans to begin the preliminary engineering and environmental documentation phase of the project. The California Transportation Commission (CTC) allocated the funding at their February 1, 2018 meeting. The city must now execute a Program Supplement Agreement, to our Master Cooperative Agreement, for the specific work approved. The supplement agreement defines the funding commitments, special covenants and other responsibilities the city must satisfy in order to seek reimbursement under the grant.

Attachment: (1) Resolution of the City Council of the City of Citrus Heights, California, authorizing the City Manager to execute the Program Supplement Agreement for the Mariposa Avenue Safe Routes to School Phase 4 Project

RESOLUTION NO. 2018-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CITRUS HEIGHTS, CALIFORNIA AUTHORIZING THE CITY MANAGER TO EXECUTE THE PROGRAM SUPPLEMENT AGREEMENT FOR THE MARIPOSA AVENUE SAFE ROUTES TO SCHOOL PHASE 4 PROJECT

WHEREAS, in November 2016 the city was awarded \$2,078,000 (\$2,603,000 total project cost) in a regional Active Transportation Program (ATP) grant for the preliminary engineering and environmental documentation phase of the Mariposa Avenue Safe Routes to School Phase 4 Project;

WHEREAS, Caltrans has authorized the city to proceed with the preliminary engineering phase of the project;

WHEREAS, the work for this preliminary engineering phase of the project will be funded with \$109,000 from the ATP Grant and \$26,000 in Measure A Pedestrian Safety Funds; and

WHEREAS, the city must execute a project-specific Program Supplement Agreement with Caltrans as part of the grant authorization process.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the City Council of the City of Citrus Heights, the City Manager is hereby authorized to execute the Program Supplement Agreement No. 0Q62 to Administering Agency-State Agreement No. 00106S for the Mariposa Avenue Safe Routes to School Phase 4 Project.

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

PASSED AND ADOPTED by the City Council of the City of Citrus Heights, California, this 12th day of April, 2018, by the following vote, to wit:

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

Steve Miller, Mayor

ATTEST:

Amy Van, City Clerk



CITY OF CITRUS HEIGHTS

CITY COUNCIL STAFF REPORT MEMORANDUM

SUBJECT:	Electric Greenway ATPSB1L-5475(042) Approval of Caltrans Program Supplement Agreement
	Leslie Blomquist, Senior Civil/Traffic Engineer
FROM:	Rhonda Sherman, Community Services Director Stuart Hodgkins, Interim City Engineer
TO:	Mayor and City Council Members Christopher W. Boyd, City Manager
DATE:	April 12, 2018

Summary and Recommendation

In November of 2016, the city was awarded a regional Active Transportation Program (ATP) grant in the amount of \$350,000 and in September 2017, the city was awarded a state Active Transportation Program SB1 Augmentation (ATPSB1) grant in the amount of \$5,866,000 (with a total project estimate of \$7,015,000) for the Electric Greenway Project (the Project). Staff recently received authorization to begin the preliminary engineering and environmental documentation phase of the Project. As part of the authorization process, Caltrans requires execution of Program Supplement Agreement No. 0Q67 to Administering Agency-State Agreement No. 00106S.

Staff recommends the City Council adopt Resolution No. 2018-____ A Resolution of the City Council of the City of Citrus Heights, California, authorizing the City Manager to execute the Program Supplement Agreement for the Electric Greenway Project.

Fiscal Impact

This project was initially scheduled to begin in Fiscal Year 2019/2020 and was programmed accordingly in the 2017/2018-2021/2022 Capital Improvement Program (CIP). In June 2017, the California Transportation Commission (CTC) adopted an amendment to the ATP guidelines for the augmentation of the program with additional funds derived from SB1. Subsequently, the ATP funds for preliminary engineering and environmental documentation were advanced to Fiscal Year 2017/2018.

The total cost of preliminary engineering services for the Project is estimated at \$676,000. Proposed funding sources for this phase of the Project are as follows:

	FY 2017/2018
Funding Source	Funding Amount
ATP Grant	350,000
Sunrise Recreation and Park District - Park Facilities Impact Fees*	40,000
Citrus Heights Staff Time	286,000
Total Preliminary Engineering and Environmental	676,000
Documentation Funding	

* SRPD agrees with and is committed to spending up to \$45,000 of Park Facilities Impact Fees on the Electric Greenway Project for facilities and improvements to be constructed within the City of Citrus Heights (Attachment 2).

Prior to commencement of future Project phases, (final design, right-of-way, construction) additional authorization requests will be submitted to Caltrans.

Background and Analysis

The Electric Greenway is a 2.9 mile multi-use trail between Sunrise Boulevard and Wachtel Way largely following an existing Sacramento Municipal Utility District (SMUD) electric corridor easement. The Project is in the City of Citrus Heights and unincorporated Orangevale and connects several neighborhoods to seven parks, several schools and the Sunrise Market Place. In addition to a paved multi-use trail, this Project also includes a new signalized crossing of Fair Oaks Boulevard; pathway lighting; sidewalk; curb and gutter along a segment of Oak Avenue; drainage improvements; traffic signal modifications; and landscaping. A Project overview map is attached to this staff report (Attachment 3).

On November 30, 2017, staff submitted a request to Caltrans to begin the preliminary engineering phase of the Project. The CTC allocated the funding at their February 1, 2018 meeting. The city must now execute a Program Supplement Agreement (to our Master Cooperative Agreement) for the specific work approved. The Supplement Agreement defines the funding commitments, special covenants and other responsibilities the city must satisfy in order to seek and obtain reimbursement under the grant.

- Attachment: (1) Resolution of the City Council of the City of Citrus Heights, California, authorizing the City Manager to execute the Program Supplement Agreement for the Electric Greenway Project
 - (2) Email from SRPD regarding expenditure of Park Facilities Impact Fees
 - (3) Electric Greenway Project Overview Map

RESOLUTION NO. 2018-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CITRUS HEIGHTS, CALIFORNIA AUTHORIZING THE CITY MANAGER TO EXECUTE THE PROGRAM SUPPLEMENT AGREEMENT FOR THE ELECTRIC GREENWAY PROJECT

WHEREAS, in November 2016 the city received a \$350,000 (\$7,015,000 total project cost) regional Active Transportation Program (ATP) grant for the preliminary engineering of the Electric Greenway Project;

WHEREAS, in September 2017 the city received a \$5,866,000 state Active Transportation Program SB1 Augmentation (ATPSB1) grant for the right-of-way, design and construction phases of the Electric Greenway Project;

WHEREAS, Caltrans has authorized the city to proceed with the preliminary engineering phase of the project;

WHEREAS, the work for this phase of the project will be funded with \$350,000 from the ATP Grant and \$40,000 in Park Impact Fees and \$286,000 in Citrus Heights staff time;

WHEREAS, Sunrise Recreation and Park District agrees with and is committed to spending up to \$45,000 of Park Facilities Impact Fees on the Project for facilities and improvements to be constructed within the City of Citrus Heights; and

WHEREAS, the city must execute a project-specific Program Supplement Agreement with Caltrans as part of the grant authorization process.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the City Council of the City of Citrus Heights, the City Manager is hereby authorized to execute the Program Supplement Agreement No. 0Q67 to Administering Agency-State Agreement No. 00106S for the Electric Greenway Project.

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

PASSED AND ADOPTED by the City Council of the City of Citrus Heights, California, this 12th day of April, 2018, by the following vote, to wit:

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

Steve Miller, Mayor

ATTEST:

Amy Van, City Clerk

From:	Dave Mitchell
To:	<u>Blomquist, Leslie</u>
Subject:	RE: Park Impact Fees
Date:	Wednesday, March 28, 2018 3:51:55 PM
Attachments:	image005.png image006.png

I do support the \$45,000. There is a process to access the funding and Commander Anderson with PD is currently working on accessing some funding for security cameras in Rusch Park. I suggest we move both requests together through the City system at the same time for efficiency.

Park Mak

Dave Mitchell District Administrator Sunrise Recreation and Park District



7801 Auburn Blvd. Citrus Heights, CA 95610 (916) 725-1585 <u>dmitchell@sunriseparks.com</u> www.sunriseparks.com

This e-mail message contains information belonging to the Sunrise Recreation & Park District, which may be privileged, confidential and/or protected from disclosure. The information is intended only for use of the individual or entity named. Unauthorized dissemination, distribution, or copying is strictly prohibited. If you received this email in error, or are not an intended recipient, please notify the sender immediately. Thank you for your assistance and cooperation.

From: Blomquist, Leslie [mailto:lblomquist@citrusheights.net] Sent: Tuesday, March 27, 2018 4:49 PM To: Dave Mitchell Subject: Park Impact Fees Importance: High

Hi Dave,

Thank you so much for your input on the Electric Greenway RFP. I am very excited to see this project move forward.

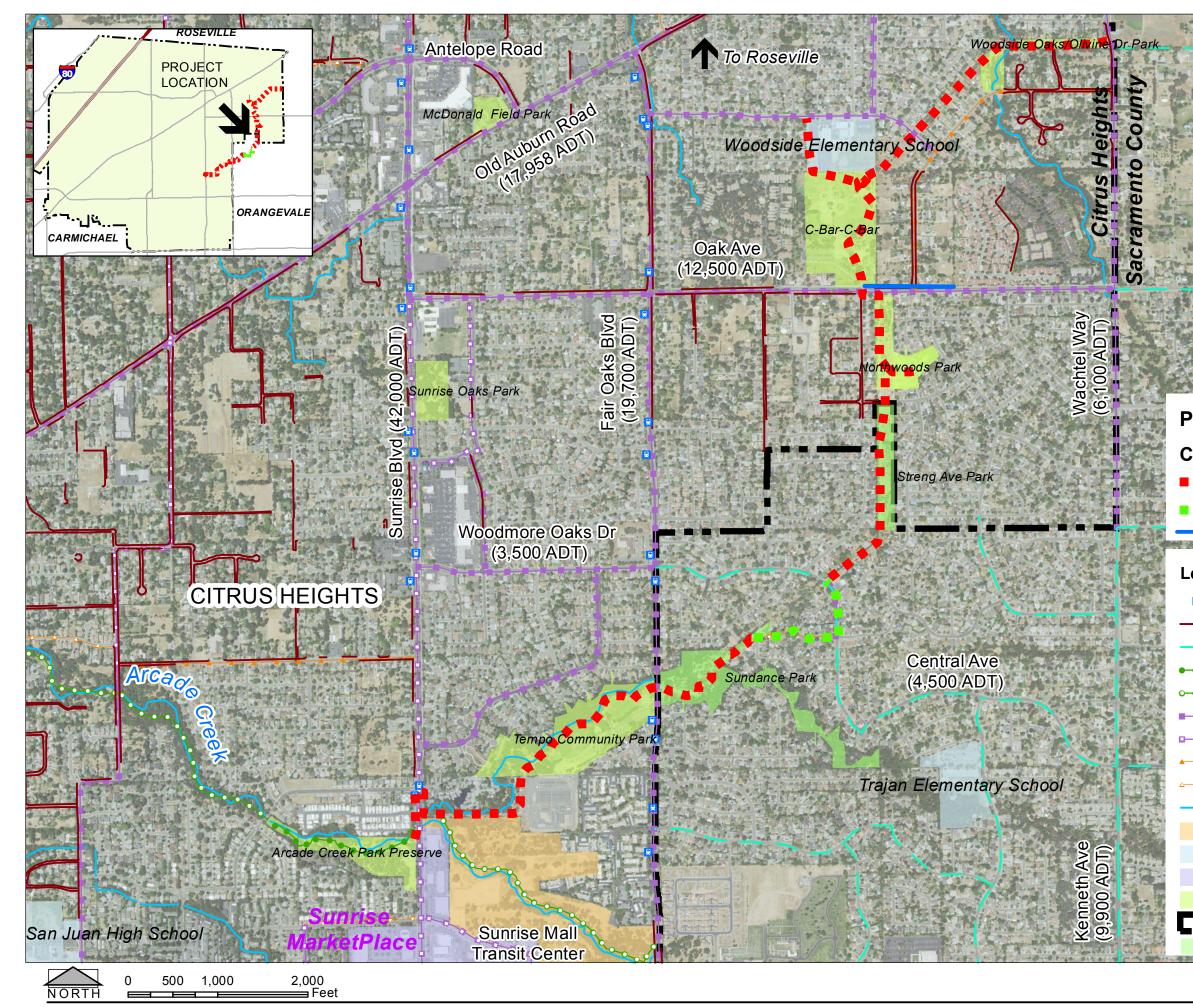
Previously, the City and SRPD have discussed a contribution from the City collected SRPD Park Facility Impact Fees to this project. As we move forward with the preliminary engineering phase of the project, I am writing to get confirmation that SRPD agrees with and is committed to spending up to \$45,000 of Park Facilities Impact Fees on the Electric Greenway Project for facilities and improvements to be constructed within the City of Citrus Heights.

Can you please respond to this email with your concurrence? Please let me know if you have any questions or wish to discuss. I would appreciate your prompt reply.

Sincerely,

Leslie Blomquist, P.E., T.E. Senior Civil/Traffic Engineer Iblomquist@citrusheights.net 6360 Fountain Square Dr. | Citrus Heights, CA (916) 727-4770 | www.citrusheights.net





To Folsom/ American River Trail

Proposed ATP Project

Citrus Heights Electric Greenway

- Off Street (Class I)
- On Street Segment (Existing Class 2 and Sidewalks)
 Install Missing Sidewalk

Legend

3	
<u></u>	Regional Transit Stop
	· Missing Sidewalks
	Existing/Proposed Bikeways (Sacramento County)
	Class I Bike Lane (Existing)
~~~	Class I Bike Lane (Proposed)
	Class II Bike Lane (Existing)
-0-	Class II Bike Lane (Proposed)
	Class III Bike Route (Existing)
<u>م</u> ـــــ	Class III Bike Route (Proposed)
	Creeks
	Proposed Mitchell Farms Development (Mixed Use 200-300 units)
	San Juan Schools (K-12)
	Sunrise MarketPlace
	Sunrise Recreation and Park District
	Citrus Heights City Limits
	Orangevale Recreation and Park District
	Citrus Heights Electric Greenway

Citrus Heights Electric Greenway Project Overview Map



CITY OF CITRUS HEIGHTS

CITY COUNCIL STAFF REPORT MEMORANDUM

SUBJECT:	Appeal of Planning Commission Decision regarding Bearpaw Apartments
FROM:	Rhonda Sherman, Community Services Director Colleen McDuffee, Planning Manager
TO:	Mayor and City Council Members Christopher W. Boyd, City Manager
DATE:	April 12, 2018

Summary and Recommendation

The Planning Commission approved, on a 5-1 vote, a proposal to build 42 apartments at 7524 Old Auburn Road. The Sylvan Old Auburn Road (SOAR) Neighborhood Association filed an appeal.

Staff, on behalf of the Planning Commission, recommends the City Council:

- Motion 1: Move to deny the appeal and adopt Resolution No. 2018-____ Adopting the Mitigated Negative Declaration and Mitigation Monitoring Plan Pursuant to the California Environmental Quality Act (CEQA) for the Bearpaw Apartment Project; and
- Motion 2: Move to adopt Resolution 2018-____ Approving a Minor Use Permit, Design Review Permit and a Tree Permit for the Bearpaw Apartment project subject to the Findings and Conditions of Approval contained in the Resolution.

Alternative Motion (for granting the appeal)

Should the Council wish to grant the appeal, thereby reversing the decision of the Planning Commission and denying the project, the following Alternative Motion No. 3 is provided.

Motion 3: Move to grant the appeal and deny the Bearpaw Apartments project for the following reasons: (City Council to specify)

Motion to Refund Appeal Fee

Should the Council wish to return the \$250 appeal to the SOAR Neighborhood Association, Motion No. 4 is provided to allow such a refund.

Motion 4: Move to refund the appeal fee of \$250.00 to the SOAR Neighborhood Association.

<u>Fiscal Impact</u>

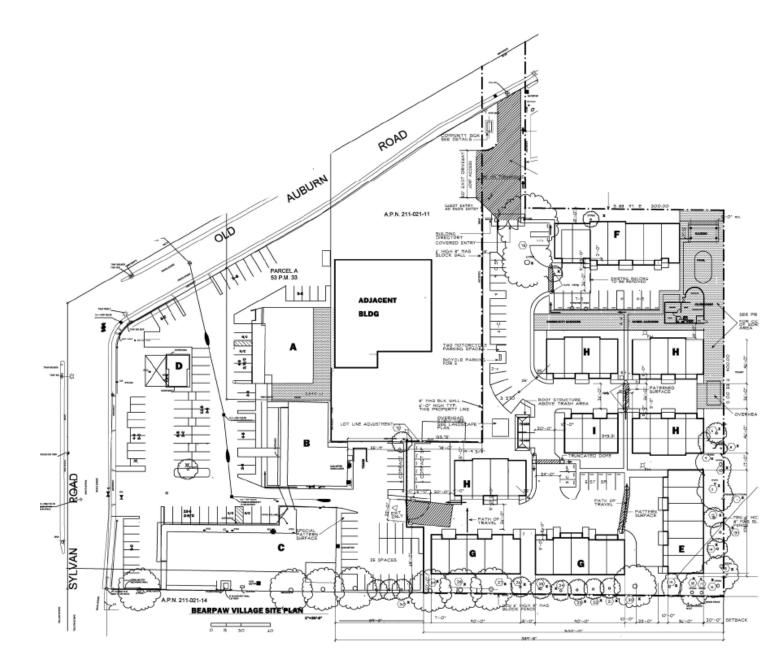
None.

Background and Analysis

In 2005, the city adopted The Boulevard Plan, Reinventing the Auburn Boulevard Corridor. This Plan captures the city's long-term vision for Auburn Boulevard and Sylvan Corners. The introduction of residential uses was part of this vision and seen as a key piece of the puzzle to transform Auburn Boulevard into a vibrant mixed use and pedestrian friendly area. The city has invested significantly in street improvements along Auburn Boulevard to aid in achieving this vision.

Project Description

The applicant is proposing to develop a 42-unit apartment project. The project includes a pool, clubhouse, and an onsite manager will reside above the clubhouse. The 42 dwelling units will each contain two bedrooms, be approximately 1,200 square feet in size, and have individual attached one-car garages. The project includes community garden space for the residents. Masonry walls are provided along the perimeter property lines adjoining residential and commercial uses. The project is being developed as a mixed use project and is under the same ownership as the adjoining shopping center. In the project site plan, provided below, Buildings E through I comprise the apartment portion of the site:



A typical architectural elevation for one of the proposed apartment buildings is provided below:



A more detailed description of the project is provided in the attached Planning Commission staff report.

January 24, 2018 Planning Commission Meeting

A video recording of this meeting, as well as the staff report and accompanying exhibits is attached. Five people addressed the Planning Commission during the public hearing.

John Richey, representing the owner/developer of the project, answered questions posed by the Commissioners. He stated the developer wants to create a sense of community and revitalize Auburn Boulevard. Mr. Richey explained some of the problems occurring on the site now, such as homeless persons creating safety hazards on the property, are due to it being vacant.

Richard Hale, owner of Walt's Auto Service located on Auburn Boulevard and Chair of the Auburn Boulevard Business Association, spoke in favor of the project and believes it is in conformance with The Boulevard Plan.

Fred Klasinski, a resident adjoining the southern side of the project, spoke in opposition to the project. Mr. Klasinski expressed concern there is not adequate parking and that the two-story apartments will impact his privacy. Mr. Klasinski noted residents of Prince Street currently traverse the site to reach the shopping center, and will be unable to do that once this site develops. Mr. Klasinski was glad the wall proposed for his property line would be 8' in height but was not pleased to see the trees proposed to be planted along the wall were a species to which his wife was allergic.

Laurie Bates, a nearby resident, spoke in opposition to the project and expressed concern with traffic and parking along Old Auburn Road. She questioned why the pool was located in such close proximity to the eastern property line. She also wondered if it was possible to reduce the number of units and number of two-story buildings.

Lynn Avery, a member of SOAR, stated the applicant's representatives previously attended a SOAR meeting where everyone present had concerns with the project. Ms. Avery noted the existing high level of traffic congestion on Sylvan Road. She stated that while project may meet the zoning requirements, it is not good for the city.

Following the public hearing portion of the meeting, the Planning Commission discussed the project. The Planning Commission's comments included the following:

- This project would fill a need for some residents
- Liked that it is a mixed use project
- Will attract younger people working in the area
- Project meet City's requirements
- Helps implement and meets all the goals of The Boulevard Plan
- Concern with traffic
- Left turns onto Old Auburn will be difficult
- Not a good fit for this location
- People are changing the way they live and do business
- Would be two-story even if single family homes

Following the public hearing and their discussion, the Planning Commission approved the project on a 5-1 vote.

<u>Appeal</u>

The SOAR Neighborhood Association filed an appeal of the Planning Commission decision on February 6, 2018 (Attachment 16). Staff has written numbers in the margin of the appeal letter to correspond to the points made in the appeal letter. The following is intended to respond to the points in the appeal. The appeal comments are summarized below, *in italics*, and are followed by a response to each comment.

1. Appellant states the proposed apartments do not demonstrate the description of mixed use as delineated in the General Plan.

The General Plan does not contain any "description" of mixed use development. The General Plan does contain the following references to mixed use developments:

- Policy 9.2: Provide opportunities for mixed-use projects within commercial corridors.
- Policy 25.3 Facilitate mixed-use development and redevelopment in appropriate areas.

Action A: Offer incentives for housing and/or mixed use development to occur on underutilized commercially zoned land at densities of 20 units per acre.

Policy 26.2: Promote construction of housing types with a variety of prices, styles, and designs. Action A: Promote the development of mixed-use

housing including clustered, live/work and above-retail uses in appropriate zones.

The Zoning Code defines a mixed use project as "a project that combines both commercial and residential uses, where the residential component is typically located above the commercial". Section 106.42.130 (Attachment 17) provides standards for mixed use projects, including horizontal mixed use projects such as this project.

2. The proposed apartments are not consistent with the General Plan and are not positioned on the Auburn Boulevard Corridor – they would therefore not enhance or contribute to the already completed Sylvan Corners project.

The project is consistent with the General Plan and the site has always been considered part of the Auburn Boulevard corridor and part of Sylvan Corners.

In addition to the three policies noted above, the proposed apartments are also consistent with the following policies of the General Plan:

Policy 9.4:	Implement The Boulevard Plan, which promotes improvement								
	that	will	enrich	existing	businesses,	stimulate	private		
	investment, and encourage new business opportunities.								

- Policy 25.1: Promote development of a variety of housing types in terms of location, cost, design, style, type, and tenure, while ensuring compatibility with adjacent land uses.
- Goal 28: Ensure housing opportunities for all segments of the community.

The General Plan acknowledges there is a need for new housing in the city, and that new housing should serve all segments of the community. The Housing Element portion of the General Plan, adopted in 2013, identified a need for 696 housing units for the 2013-2021 period. A total of only 89 units were constructed within the first five years of this period. Nearly all of these units were single family homes. Therefore, this project would provide a type of housing not recently built within the city.

The project is also consistent with the General Plan in that it implements the Boulevard Plan. The introduction of residential uses along Auburn Boulevard is part of the overall vision to revitalize the corridor, as shown in the following policy:

Policy 12: Integrate infill housing into Auburn Boulevard's commercial frontage and adjacent neighborhoods.

The vision for Auburn Boulevard is for a walkable vibrant community. Such communities benefit from residents living in the area. Residents, who are present at all hours of the day and can walk to local shops and restaurants, will play an important role in bringing this vibrancy to the boulevard.

The appellant states the project is not positioned on the Auburn Boulevard Corridor and would therefore not contribute to the "already completed Sylvan Corners" project. This is incorrect. This site is contained within The Boulevard Plan as referenced in the map provided as Attachment 18. This parcel has long been considered part of both Auburn Boulevard and Sylvan Corners. In 2001, several years before The Boulevard Plan was adopted, the city developed the "Sylvan Corners Redevelopment Concept Plan". As shown on Attachment 19, the proposed site was considered part of Sylvan Corners and is included within the Sylvan Corners Redevelopment Concept Plan.

3. The design, location and operating characteristics of the proposed apartments are not compatible with future land uses. Sylvan Corners has been completed.

As detailed in the Planning Commission staff report, the apartments are designed to be compatible with adjoining land uses, both existing and future.

The appellant states "Sylvan Corners has been completed". This is incorrect. While a citysponsored street beautification project was completed in the early 2000s, Sylvan Corners is "not complete", nor will it ever be complete. It will continue to evolve with new development and redevelopment. Other current activity in the vicinity includes the following:

- The adjoining shopping center is in midst of a major renovation.
- The Goodwill property was recently sold and the new owner has plans for the center.
- The former Sylvan Middle School site will likely be sold by the school district and be developed for some other use.
- The project's Old Auburn Road frontage is included in the Old Auburn Road Complete Streets Focus Plan, a project for which the city recently received grant funding.

As the above examples demonstrate, properties continually redevelop over time, and Sylvan Corners is no exception.

4. The proposed site is not physically suited for the development – there are major problems with type, density/intensity, plus safety, exit/entrance issues, traffic concerns, shade and parking, and emergency vehicle access.

The Planning Commission evaluated the project and determined it was physically suited for this site:

- Apartments as part of a mixed use project are allowed in this area under the General Plan, The Boulevard Plan, and the Zoning Code.
- The maximum density allowed for this site is 20 units per acre, which would allow a maximum of 54 units. The proposed 42 units, plus one manager's unit, equates to less than 16 units per acre. The Floor Area Ratio (FAR) for residential projects in the General Commercial designation is .60; this project's FAR is approximately .53.
- The Police Department and Sacramento Metropolitan Fire District have both reviewed the project from a safety perspective and found it to meet needed requirements.
- A traffic study was prepared (Attachment 6) which evaluated on-site and off-site traffic impacts. Conditions of approval require the applicant to install pavement markings and signage as recommended in the traffic study.
- The project meets the minimum shade requirements. With imposition of the recommended conditions of approval, the project will meet all of the parking requirements.
- 5. Approval of the project was not in the interest of public benefit, safety, convenience, improvements in the vicinity and Sylvan Corners district zoning.

The Planning Commission reviewed the project details, received comments during the public comment portion of the meeting, and discussed the project. Following this, they voted to approve the project. In approving the project, the Planning Commission adopted a Finding stating that "granting the permit will not be detrimental to the public interest, health, safety, convenience or welfare or materially injurious to persons, property or improvements in the vicinity and zoning district in which the property is located".

6. The project is not within the prescribed parameters of the Auburn Rehab Plan. The builder positioned the company purpose as solely adding to the Auburn Corridor.

The project is located within The Boulevard Plan. Please see response to item #2.

7. More single family homes, with homeowner pride, are needed. City has 45% rentals and there are hundreds of apartments on Sylvan Road.

Please see response to item #2.

8. Resident parking is not convenient and visitor spaces are unidentified in the shopping center. The proposed exit that is an alley would be dangerous for cars and pedestrians.

The Zoning Code requires two parking spaces per unit. Each unit provides one of their parking spaces in their attached garage. The remaining parking spaces are dispersed

throughout the site. As a mixed use project, the Zoning Code does not require any additional guest parking spaces. Guest parking for the apartments is provided in the adjoining shopping center. The rationale for this is the peak parking requirements for the apartments will usually occur at lower peak parking times for the shopping center. Allowing visitors to the apartments to park in the commercial area is an efficient shared use of resources. The visitor spaces in the shopping center are not identified because they are intended to be shared by both visitors to the shopping center and the apartments.

The main entrance/exit to the apartments is via the Old Auburn Road driveway. There is also an "exit only" that leads to the shopping center. This access is narrow for the portion that exists between Buildings B and C on the site plan. The narrowness of the access road is an existing condition. At its most narrow point, it is approximately 20' wide. Due to the low number of persons using this access road, and their anticipated low speed, it was not deemed to be hazardous for either vehicles or pedestrians. The Sacramento Metropolitan Fire District, Police Department, and the Engineering Division have reviewed the site plan and determined this access road is not a safety concern.

9. The shopping center is comprised of one restaurant, two convenience eateries, a convenience store, Bearpaw administrative offices, and a Bearpaw retail store. This small group of businesses does not constitute a "shopping area".

The Zoning Code defines a retail complex as "a primary retail site with three or more separate businesses sharing common pedestrian and parking areas". The adjoining shopping center is consistent with this definition.

10. Mixed use does not mean mixed zoning.

"Mixed use" is a land use type, combining within a project both commercial and residential land uses. The zoning for this site allows, as a land use type, mixed use projects.

11. Concern with construction hours of 6:00 AM to 8:00 PM. Normal hours for a construction site in a residential area is 7:00 AM to 6:00 PM.

Chapter 34, Article III of the Municipal Code regulates noise within the City. This ordinance exempts from noise limitations construction that occurs between the following hours: 6:00 AM to 8:00 PM on weekdays, and 7:00 AM to 8:00 PM on weekends. Condition of Approval No. 5 reflects the City's regulations.

12. There is no place to walk in the complex and the Sylvan Corners intersection is very dangerous for pedestrians who need to cross 10 lanes of traffic.

An ADA-accessible walkway will be built to the project from Old Auburn Road. This walkway will connect the units with the clubhouse building. The Sylvan Road intersection was redesigned in the early 2000s to improve pedestrian safety. For example, timing of traffic signals was calibrated to ensure pedestrians adequate crossing time – and this timing is frequently revisited by the Engineering Division to see if adjustments are needed.

Channelizing islands were also placed in three of the four quadrants to reduce the distance a pedestrian must cross at once. Additionally, the City will soon embark upon a focused study of Old Auburn Road, from Sylvan Corners to Fair Oaks, which will address all modes of travel, including pedestrians and bicycles.

13. There are no community recreational or group activities identified. What is purpose of the clubhouse?

Community amenities for residents will include the clubhouse and pool area, community BBQs, and a community garden. The clubhouse will include an exercise room for residents. It will also contain the leasing office for the complex. The second floor of the clubhouse will be a manager's unit.

14. Mixed use does not meet intent. Families are not encouraged. Where would children play?

This project does meet the intent of a mixed use project. It shares a common owner and will be linked with the adjoining commercial center.

Families desire different housing types, for a variety of personal reasons. Not all families desire a home with a large rear yard for children to play. Many families currently reside in apartments in the City and it is likely some may want to live in these particular units, especially given the development's proximity to Sylvan Middle School.

15. Where is the shade in the parking lot? Parking lots shall include at least 1 shade tree per six parking spaces.

The Landscape Plan is provided as Exhibit C. It complies with the requirement of The Boulevard Plan for one tree per every six parking spaces. It also complies with the Zoning Code requirement of providing shade for 50% of the parking lot.

16. What is the square footage of the rear yards?

The individual rear yards range from 136 to 340 square feet. The average size yard is 263 square feet. There is not anything in the Zoning Code requiring a yard for apartment projects.

17. Request return of filing fee.

The City Council has the authority to refund the appeal filing fee. There have been instances in the past where the City Council has returned an appeal fee submitted on behalf of a neighborhood association. Should the Council wish to refund this fee, please include this directive as a Motion at the conclusion of your action on the appeal (Motion No. 4).

Environmental Determination

A Mitigated Negative Declaration was prepared for this project and is included in Exhibit A.

Attachments:

- 0. Planning Commission Staff Report of January 24, 2018 (w/o Exhibits & Attachments)
- 1. Vicinity Map
- 2. Letter from Bearpaw stamped December 1, 2017
- 3. Zoning Code excerpt re: mixed use projects
- 4. Letter from Sacramento Air Quality Management District dated February 9, 2015 (w/o attachments)
- 5. Acoustical Analysis (w/o appendices. Appendices available on City website)
- 6. Traffic Impact Study (w/o appendices. Appendices available on City website)
- 7. Supplemental Traffic Access Analysis (Att. C to this analysis available on City website)
- 8. Arborist Report
- 9. Supplemental Arborist Report
- 10. Greenhouse Gas Reduction Plan Checklist
- 11. Comment letter from SOAR dated August 23, 2016
- 12. Comment letter from Lynn Avery dated August 21, 2016
- 13. Reduced copies of plans
 - Site Plan
 - Landscape Plan
 - Architectural Elevations
 - Civil Plans
- 14. Typical two bedroom layout
- 15. Aerial photo with site plan overlay
- 16. Appeal Letter from SOAR Neighborhood Association
- 17. Excerpt from Zoning Code regarding mixed use projects
- 18. Map from The Boulevard Plan
- 19. Excerpt from the Sylvan Corners Redevelopment Concept Plan
- 20. Video from January 24, 2018 Planning Commission meeting: https://youtu.be/FGvkTreAIpI

Exhibits:

- A. Resolution Adopting the Mitigated Negative Declaration
 - *A-1: Mitigated Negative Declaration / Initial Study
 - *A-2: Mitigation Monitoring Plan
- AA. Resolution Adopting the Minor Use Permit, Design Review Permit & Tree Permit
- B. Site Plan

*Sheet A-1.0

- C. Landscape Plan
- D. Architectural elevations (11x17) (Sample board of colors and materials available at meeting)
- E. Civil Plans

*Civil site plan

*Preliminary Grading and Drainage

Attachment 0



CITY OF CITRUS HEIGHTS PLANNING DIVISION STAFF REPORT PLANNING COMMISSION MEETING

January 24, 2018

Prepared by: Colleen McDuffee, Planning Manager

REQUEST

The applicant is requesting approval of a Minor Use Permit, Design Review Permit and Tree Permit that will allow for the development of a 42-unit apartment project. The applicant is also requesting adoption of a Mitigated Negative Declaration.

Applicant:

C. Frederick Brave C. F. Brave Architecture 758 Dornach Ct. Folsom, CA 95630 Owner:

Thomas Romeo Bearpaw Equities 7524 Old Auburn Road Citrus Heights, CA 95610

SUMMARY RECOMMENDATION

The Planning Division recommends that the Planning Commission:

- A. Adopt the attached Resolution adopting the Mitigated Negative Declaration and Mitigation Monitoring Plan;
- B. Approve a Minor Use Permit to allow development of the Bearpaw apartment project, including a clubhouse and community pool, subject to the Findings and Conditions of Approval in this report;
- C. Approve a Design Review Permit to allow development of the Bearpaw apartment project, including a clubhouse and community pool, subject to the Findings and Conditions of Approval in this report; and
- D. Approve a Tree Permit for to allow development of the Bearpaw apartment project subject to the Findings and Conditions of Approval in this report.

BACKGROUND

The proposed site is located near the southeast quadrant of Sylvan Corners. It is being developed as a residential component of the Sylvan Village development, which currently includes a shopping center that includes office, food and retail businesses. Together with the shopping center, the project will form a "u" shape – Vice's auto repair business in the middle of the "u" is not a part of the development. The shopping center portion of the project is in the midst of a significant renovation.

The project site anchors the southern boundary of the Auburn Boulevard specific plan. The City adopted The Boulevard Plan, Reinventing the Auburn Boulevard Corridor, in 2005. The Boulevard Plan developed a long-term vision for the Boulevard. The introduction of residential uses was part of this vision and seen as a key piece of the puzzle to transform Auburn Boulevard into a vibrant mixed use and pedestrian friendly area. The City of Citrus Heights has invested significantly in the street improvements along Auburn Boulevard to aid in achieving the vision of The Boulevard Plan.

The project setting is summarized in the tables below:

Location:	7534 Old Auburn Road - southeast corner of Sylvan Road and Old Auburn Road (see Attachment 1).	
Parcel Size:	Approximately 2.7 acres	
REACH Neighborhood:	The site is within the Sylvan Old Auburn Road Neighborhood Association (SOAR) - #10). SOAR has submitted a letter opposing the project – see Attachment 11.	

ZONING AND LAND USES

LOCATION	ZONING	GENERAL PLAN LAND USE	ACTUAL USE
On-Site	Auburn Boulevard Corridor Special Planning Area (ABC SPA)	General Commercial	One single family home / Vacant
North	ABC SPA	General Commercial	Sylvan Corner Pet Hospital; Vice's Auto Collision Repair
South	RD-7	Low Density Residential	Residential – single family homes
East	RD-5	Low Density Residential	Residential – single family homes
West	ABC SPA	General Commercial	Shopping center

Minor Use Permit – Description of Request

The applicant is seeking approval of a Minor Use Permit to develop a residential component of a mixed use project. The commercial portion of the project, the Sylvan Village shopping center, is already in existence. Primary tenants of the center are Bearpaw shoes (both their corporate office and a retail store), three food uses (Wonderful Chinese, Beer Dawgs and Mr. Pickles), and a liquor store. Attachment 2 contains information from the applicant on his vision for this development, such as the opportunity for employees of the Bearpaw corporate office to be able to live in the adjoining apartments.

The site plan for the proposed project is provided as Exhibit B. As shown on the site plan, Buildings A-D comprise the shopping center. Buildings E-H are the proposed apartment buildings. Forty two (42) apartment units are proposed, as well as living quarters for an onsite manager. The primary access to the apartments will be from an existing driveway on Old Auburn Road. This driveway is a shared driveway with Vice's and the shopping center. In addition, there is an "egress" only drive for the apartment residents through the shopping center. The project will be gated. There is also a pedestrian gate between the shopping center and apartments.

Each apartment unit will contain two bedrooms and have a one-car garage. There will be a community clubhouse and pool. There will also be a community garden where residents can grow their own food. Management of the apartment portion of the project will be by a property management firm that is associated with the Bearpaw company.

Minor Use Permit – Analysis of Request

The residential component of a mixed use project requires approval of a Minor Use Permit. The Citrus Heights Zoning Code (Section 106.62.050) requires that the Planning Commission must be able to make five findings before approving a Minor Use Permit. The required findings are listed below in **bold italics** and are followed by an evaluation of the applicant's request in relation to the required findings.

- The proposed apartments are allowed within the applicable zoning district and comply with all other applicable provisions of the Zoning Code and the Municipal Code;
- The proposed use is consistent with the General Plan and The Boulevard Plan;

The proposed apartments are allowed, with approval of a Minor Use Permit, in the Auburn Boulevard Corridor SPA. The Zoning Code contains provisions specifically for mixed use projects (Attachment 3). These provisions are focused on ensuring the compatibility between the commercial activities of the mixed use component and the residential component. The Bearpaw apartments are located in a manner that they will be compatible with the adjoining commercial properties. A masonry wall separates the apartments from adjoining commercial uses. Based on the activities that occur within the commercial portion of the project, it is not expected the commercial uses will generate glare, noise or odors that would impact the residential portion of the project. While the Vice's auto collision facility is not a part of the project, it was also evaluated and, with construction of the masonry wall, determined to be compatible with the apartments. Additional discussion related to noise is provided below.

The project is consistent with both the General Plan and The Boulevard Plan. The project site has a General Plan designation of General Commercial (GC). In addition to a wide variety of commercial uses, the GC designation also allows apartments and mixed use projects. The General Plan, as discussed in greater detail in the Design Review Permit portion of this report, contains numerous Goals and Policies that support new housing developments of differing types. The Boulevard Plan is also supportive of introducing housing to the Auburn Boulevard corridor.

- The design, location, size and operating characteristics of the proposed apartments are compatible with the existing and future land uses in the vicinity;
- The site is physically suitable for the type, density and intensity of use being proposed, including access, utilities, and the absence of physical constraints; and
- Granting the permit would not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property or improvements in the vicinity and zoning district in which the property is located.

The project is designed to be compatible with existing and future land uses in the vicinity. Compatibility with the commercial uses has been discussed above. The project was also designed to be compatible with the adjoining single family uses on the east and southern boundaries. A minimum 20' setback is maintained on the borders adjoining the residential areas. An 8' masonry wall will be installed along the property line. Most of the buildings that are on the perimeter of the site are designed such that the rear of the unit faces the single family homes – on these buildings, there is only one second-story window facing the rear, limiting privacy concerns for the adjoining neighbors. Additionally, all of the second story windows will have awnings that partially limit the viewshed from the second story windows. Landscaping is provided along the entire perimeter, including in the rear yards of the units, that back up to the single family homes.

The Sacramento Metropolitan Air Quality Management District (SMQAMD) evaluated potential health risks that could occur to future residents as a result of the paint booth at the adjoining Vice's Auto facility (Attachment 4). A health risk assessment (HRA) was originally conducted when the paint booth at Vice's was installed. At that time, the project site was designated for non-residential uses. The SMAQMD updated the original HRA to reflect the proposed residential uses on the project site. The HRA considered both short term and long term health risks related to residents living next to a business with a paint booth. The SMAQMD determined that the risk of living at the project site would not exceed what they consider a safe level.

A Noise Study (Attachment 5) was prepared that addressed noise during both the operational and construction phases. During the operational phase, primary noise sources are traffic and Vice's collision facility. Noise testing was conducted and it was determined that noise from these sources would not exceed the City's noise standards for residential uses. The study also looked at potential noise from new individual HVAC units and determined they would be far enough from the property line to not impact adjoining residential uses. Noise would increase in the vicinity during construction. Impacts were considered less than significant due to limiting the hours of construction from 6:00 AM to 8:00 PM on weekdays and 7:00 AM to 8:00 PM on weekends. (Condition No. 5)

A potential area of concern is that the pool and clubhouse areas are fairly close to the eastern property line. This could be a concern if a large number of residents are gathered at once or if residents bring music with them to the pool area. To address this, a condition of approval has been included (Condition No. 2) that requires the development of rules for the use of these areas that are incorporated into the rental agreements. At a minimum, the rules should state that this area closes at 9:00 PM and that music cannot be played in this area that is audible at the adjoining property line. Condition No. 4 requires the project to utilize an onsite manager.

Minor Use Permit – Conclusion

Staff believes the Findings are present to approve the Minor Use Permit for a residential component of a mixed use project. Staff recommends approval of the Minor Use Permit subject to the findings and conditions of approval contained in the staff report.

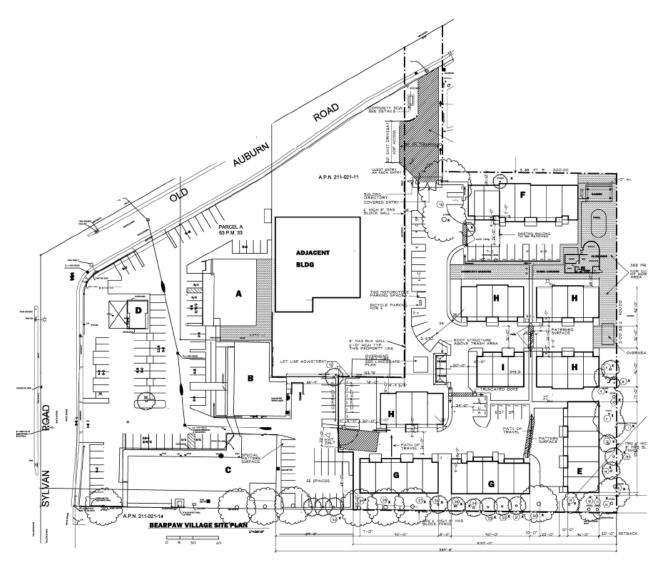
Design Review Permit – Description of Request

Site Layout

The applicant is proposing to construct 10 buildings on the site. A breakdown of the buildings proposed for the site is provided below:

Building E (6 units) - 1 building Building F (7 units) - 1 building Building G (5 units) - 2 buildings Building H (4 units) - 4 buildings Building I (3 units) - 1 building Clubhouse/office - 1 building

Each of the dwelling units will contain two bedrooms, be approximately 1,200 square feet in size and have its own attached one-car garage. All but one of the units will have its own small private rear yard.



The site plan for the project is provided below and attached as Exhibit B.

A pool and 2,270 square foot clubhouse is located in the northeast corner of the project. Within this community area are gazebos, BBQs and similar amenities. A unique feature, located just west of the clubhouse, is a community garden. As shown on the preliminary Landscape Plan (Exhibit C), the community garden consists of 20 individual raised planters ("horse troughs") where residents can plant their own gardens.

Architectural elevations are provided in Exhibit D. The two-story units will have a stucco exterior, with a stone accent along the front and side elevations. Each unit will have an entrance and garage along the front elevation; a standing seam metal roof provides coverage from the weather and architectural interest along the front first story elevation. Lap siding is provided above the garage doors and on the side elevations. The second story window elevations have decorative balconies. There are two color schemes for the buildings, both utilizing earth tones (the color and materials board will be available at the meeting). The architecture is intended to be compatible with the design renovation underway in the commercial portion of the center. The buildings all incorporate varying heights. A typical elevation is provided below:



As shown on Exhibit C, landscaping is provided throughout the project, including along the perimeter adjoining single family homes. A masonry wall is provided along the property line shared with adjoining residential uses as well as adjoining the Vice's auto facility and the Sylvan Village shopping center.

The Grading and Drainage Plan is provided as Exhibit E. The site is relatively flat, with the highest portion being along the southern boundary. The site slopes gently down to the north, and will continue to do so with the project. There is an existing drainage ditch on the property which will be piped in conjunction with the project.

Design Review Permit – Analysis of Request

The Citrus Heights Zoning Code (Section 106.62.040) requires that the Planning Commission must be able to make seven findings before approving a Design Review Permit. The required findings are listed below in **bold italics** and are followed by an evaluation of the applicant's request in relation to the required findings.

- The project is consistent with the General Plan, any applicable specific plan, development agreement and/or any previously approved planning permit;
- The project complies with the Zoning Code;

General Plan and The Boulevard Plan

The site is designated General Commercial (GC) in the General Plan. The General Plan allows for mixed use projects and multi-family residences; The Boulevard Plan also allows for mixed use projects. The Floor Area Ratio (FAR) for residential projects in the GC designation is .60. With a FAR of .53, this project is below the maximum. The maximum density for residential projects in the General Commercial designation is 20 units per acre. With a density of approximately 15.5 units per acre, this project is below the maximum.

This project is consistent with several goals of the General Plan, including the following:

Policy 9.2 Provide opportunities for mixed use projects within commercial corridors

- Policy 9.4 Implement The Boulevard Plan, which promotes improvements that will enrich existing businesses, stimulate private investment, and encourage new business opportunities.
- Policy 25.1 Promote development of a variety of housing types in terms of location, cost, design, style, type, and tenure, while ensuring compatibility with adjacent land uses.
- Policy 25.3 Facilitate mixed-use development and redevelopment in appropriate areas.
- Policy 26.2 Promote construction of housing types with a variety of prices, styles, and designs.
- Goal 28 Ensure housing opportunities for all segments of the community

As shown above, development of this project would further several goals of the General Plan related to housing. The General Plan acknowledges there is a need for additional housing in the City, and that new housing should serve all segments of the community. The Housing element portion of the General Plan was adopted in 2013. It identified a housing goal of 696 units for the period 2013-2021. For the 5 year period of 2013-2017, 89 units were constructed. Nearly all of these units were single family homes. This project would therefore provide a type of housing that has not been built in the City recently.

The project is also consistent with the General Plan in that it implements the Boulevard Plan. The introduction of residential uses along Auburn Boulevard is part of the overall vision to revitalize the corridor.

The Boulevard Plan, Reinventing the Auburn Boulevard Corridor, was adopted in 2005. Adoption of this Plan occurred after a lengthy public process, and had as its goal the transformation of Auburn Boulevard from Sylvan Corners to the northern City limits. The Boulevard Plan recognized that this transformation would take many years, even decades. This project is consistent with the following land use goal and principles of The Boulevard Plan:

- Goal To create a boulevard of vibrant districts and neighborhood centers that serve the commercial and social needs of the surrounding neighborhoods, the community of Citrus Heights and the region.
- Policy 10 Reestablish Sylvan Corners as a distinctive focal point of civic, social and commercial activities.
- Policy 12 Integrate infill housing into Auburn Boulevard's commercial frontage and adjacent neighborhoods.

The vision for Auburn Boulevard was for a walkable vibrant community. Such communities benefit from residents who live in the area. Residents living in the area, who are present at all hours of the day, and can walk to local shops and restaurants, will play an important role in bringing this vibrancy to Auburn Boulevard. While Auburn Boulevard has benefitted from significant investments in the streetscape by the City, and private commercial renovations and developments, this project represents the first housing project introduced since the Plan was adopted.

<u>Height & Setbacks</u>. The project is zoned ABC SPA; apartments as part of a mixed use project are allowed with approval of a Minor Use Permit. The project meets the building setbacks as required in The Boulevard Plan as shown in the table below:

	The Boulevard Plan	Apartments
Old Auburn Setback	5'	100+'
Transition to Residential	20'	20'

The maximum height in the Sylvan Corners portion of The Boulevard Plan is two stories or 30'. Each of the proposed buildings has variations in height. The majority of each building meets the 30' height limit, however the highest peak in each building is about 32'. A condition of approval has been added to the project (Condition No. 10) to reduce the maximum height to 30'.

- The project's architectural design and building massing and scale are appropriate to and compatible with the site surroundings and the community;
- The project provides attractive and desirable site layout and design, including building arrangement, exterior appearance and setbacks, drainage, fences and walls, grading, landscaping, lighting, signs, etc.;
- The project complies with all applicable design standards in Chapter 106.31 and/or other applicable City design guidelines and policies;

<u>Building Massing and Scale</u>. The project's massing and scale are appropriate as a transition from the commercial development to single family homes. Rather than consolidate units in a larger building, the units have been grouped into buildings ranging in size from 3 to 7 units each. Each unit also contains its own attached garage and all but one unit have a private rear year, features more common in townhome/ownership products than rental units.

<u>Fencing</u>. As shown on Exhibit C, a masonry wall will be built on the perimeter of the project which adjoins single family homes and the commercial uses to the west. Along the northern boundary, adjoining the pet hospital, the 7 apartment units whose rear yards adjoin the pet hospital property are shown to have wood fences. Staff recommends this stretch of fencing also be masonry. (Condition No. 7).

As noted above, one unit does not have a private rear yard. This unit is the most western unit of Building I, across from the trash enclosure. Because this unit has a sliding glass door as its rear, it would be appropriate to provide a fence so that this unit also has a private rear yard. Condition No. 7 has been included to address this.

<u>Drainage.</u> The preliminary drainage plan is provided as Exhibit E. Proposed drainage improvements include piping an existing ditch located in the northern portion of the site. Biologists have investigated the ditch and determined that filling it in will not trigger any state or federal environmental permits (Helix, November 2017). The drainage plan also indicates the applicant will utilize pervious paving to meet water quality requirements.

<u>Recreation Area</u>. The Zoning Code requires a minimum of 250 square feet of recreation area per unit, requiring this project to provide 10,750 square feet. This project is fulfilling this requirement through the pool and club house area, including BBQS, as well as the community garden area, which includes 20 individual planters. This type of recreational area is more passive than the type of recreational area provided by other projects, many of which include outdoor tennis courts. In recent years, the City has been approached by several older apartment projects desiring to remove the tennis courts, because they are not being used. Staff supports the use of the community garden in fulfilling the recreation area component of the Zoning Code.

<u>Design Guidelines</u>. The City's Guidelines for architectural design and site layout are described in Chapter 106.31 of the Zoning Code. Staff believes the overall design complies with the minimum standards in the Design Guidelines. There are three minor recommendations which would further enhance the exterior appearance of the project. First, the stone accent material is shown to trim the garage doors. Staff recommends it be extended along the entire front elevation. Second, the stone accent material is proposed to be included on only some of the side elevations – staff recommends it be included on all of the side elevations. Third, some of the elevations depict architecturally enhanced garage doors, while some of the units are more basic – staff recommends the use of enhanced garage doors for all of the garages. Condition No. 10 reflects this recommendation.

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

The entrance to the project is from an existing driveway off of Old Auburn Road. This driveway is a shared drive and is shared with Vice's auto facility. Although not the most convenient driveway for them, persons going to the shopping center can also enter or exit the site at this driveway. Residents of the apartment project can exit the project through either the Old Auburn Road driveway or a driveway that connects to the shopping center (and then Sylvan Road).

A Traffic Impact Study (TIS) was prepared for the project and is provided as Attachment 5; a Supplemental Analysis is provided as Attachment 6. The TIS evaluated two intersections near the site:

- Old Auburn Road @ Sylvan Road / Auburn Boulevard
- Old Auburn Road @ Site Access Driveway

The TIS looked at the above intersections, both under "existing conditions" and under "existing plus project" conditions, and evaluated the project against the City's Level of Service (LOS) policy as outlined in Policy 29.2 of the General Plan. Policy 29.2 calls for the City to strive to achieve LOS E on City roads and intersections during peak hours, with exceptions to certain intersections, where LOS E can be exceeded. The Old Auburn @ Sylvan/Auburn intersection, and the segment of Old Auburn Road from Sylvan Road to Fair Oaks Boulevard, are locations where the LOS E standard can be exceeded.

As shown in the table below, the apartments would be expected to generate 304 daily trips, of which there would be 26 AM peak hour trips and 30 PM peak hour trips. The majority of AM Peak hour trips would be outbound, while the majority of PM Peak hour trips would be inbound. Although the project's proximity to transit, neighborhood commercial and schools would be anticipated to result in some non-vehicular trips, the TIS did not assign any non-vehicular trips in order to be conservative.

Land Use	Total Daily Trips	AM Peak Trips In /Out /Total	PM Peak Trips In /Out /Total
Apartments (42)	304	4 inbound /	20 inbound /
		22 outbound /	10 outbound /
		26 total	30 total

Source: Kimley Horn, 2015

According to the TIS, all of the study intersections currently operate at an acceptable LOS (in accordance with Policy 29.2 of the General Plan) and would continue to operate at an acceptable LOS with the addition of the apartments. The two intersections studied in the TIS currently operate at LOS D and E, respectively, and will continue to do so after project construction. The segment of Old Auburn Road between Sylvan and Mariposa currently operates at LOS F in the peak hour. Because

the proposed project would contribute less than 5% to the total peak hour volume on the segment, it is not considered a significant impact.

In addition to analyzing impacts of the project on intersection operations and queuing, the TIS also looked at on-site circulation. The TIS noted that, because the Old Auburn Road driveway is the only Old Auburn Road driveway that permits outbound left-turn movements, it is possible that onsite vehicle queuing/blocking could result in safety concerns. Specifically, vehicles exiting the existing shopping center via this driveway could be in conflict with both entering traffic and traffic exiting the project site. The TIS recommends that driveway markings and/or signing be provided to ensure the area between Vice's and the access point to Old Auburn Road (i.e., the most northern part of the site where vehicles from both the site and the commercial area will look to access Old Auburn Road) is not blocked and the likelihood of spillback onto Old Auburn Road is minimized. A mitigation measure addressing this is included in the Mitigated Negative Declaration and Condition No. 7.

Parking

The Zoning Code requires two parking spaces per unit. As a mixed use project, additional guest parking spaces are not required. The project includes a total of 84 parking spaces. Of these 84 parking spaces, 42 are provided as garage parking – each unit will have a one car garage. In addition to the 42 rental units, there is a living area for the manager above the clubhouse. Two additional parking spaces are therefore required (Condition No. 7), for a total of 86 parking spaces on site.

As noted above, a "stand-alone" apartment project would be required to provide guest parking in addition to the two spaces per unit. Because this is a mixed use project, the Zoning Code does not require any additional guest parking. The rationale for this is that the peak parking requirements for the apartments will usually occur at lower peak parking times for the shopping center. Allowing the apartments to park in the commercial area is an efficient shared use of resources. A condition of approval is recommended that provides for this linkage in perpetuity (Condition No. 4). This condition is needed to ensure that should the two parcels be under different ownership in the future, their relationship as a mixed use project shall remain.

It is important in a project like this that the garage area actually be used for vehicles, and not just for storage. Otherwise, there could be parking impacts in the adjoining commercial areas. A condition of approval is recommended that the rental agreements for these units stipulate that the garages are to be used for vehicle parking with only ancillary storage (Condition No. 3 of the Minor Use Permit).

Each parking space, including the spaces within the garage, must be 9' wide by 19' long. A maximum of 25% of the parking lot can be compact spaces, which measure 8' wide by 16' long. The parking layout shown on the site plan contains 50% compact spaces. Condition No. 8 requires the site plan be modified to provide a maximum 25% compact spaces in the parking lot. This will require that 11 of the spaces currently designated as compact must be converted to a standard size.

The Zoning Code requires that a minimum 8' landscape strip be provided where parking areas adjoin property lines. This requirement is not being met in one area, along the southern boundary of the Vice's property. Condition No. 7 of the Design Review Permit is included to address this requirement.

Pedestrians

On-site sidewalks are provided to link the apartment units with the clubhouse area, the trash area, and the shopping center. There is one segment where a sidewalk could be installed to improve walkability on site. This area is opposite the trash enclosure, on the west side of Building I. Condition No. 7 requires the site plan to be modified to include a sidewalk in this area.

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

The preliminary Landscape Plan is attached as Exhibit C. In addition to identifying the plantings proposed throughout the site, the Landscape Plan also identifies amenities throughout the site, including the pool area, the community garden, BBQs, etc. The Landscape Plan also identifies plantings for each of the rear yards. The project includes water efficient landscaping and the final Landscape Plan must demonstrate it fulfills the City's drought tolerant requirements (Condition No. 9).

Design Review Permit - Conclusion

As proposed and conditioned, staff believes the required findings can be made to approve the Design Review Permit for this project. Staff recommends approval of the Design Review Permit subject to the conditions of approval contained in the staff report.

Tree Permit

Chapter 106.39 of the Zoning Code contains the City's Tree Preservation and Protection measures. The purpose of this section is to preserve and protect the City's remaining native Oak trees, heritage trees, mature trees, and others as identified in the Zoning Code.

The applicant has submitted an Arborist Report (Attachments 8 and 9). While there are 81 trees on site, very few warrant consideration for preservation. Overhead power lines along the eastern boundary of the site have resulted in severely disfigured trees as a result of pruning under power lines. The majority of trees along the southern property line are Tree of Heaven trees. These are considered invasive trees and not recommended for an urban setting. Some of the trees are in a dangerous condition. There are 3 trees on-site that warrant consideration for preservation (Tree #s 17, 18, & 19). These are 3 valley oak trees in the southeast corner of the site. A condition of approval has been added that requires additional analysis of these 3 trees. If intended for preservation, an impact assessment will be needed to minimize construction impacts. The Mitigated Negative Declaration also calls for a Tree Protection and Replanting Plan.

Tree Permit - Conclusion

Based on the analysis above, staff recommends approval of the Tree Permit subject to the findings and conditions of approval contained in the staff report.

PUBLIC OUTREACH

The project is located within the SOAR Neighborhood Association. The applicant did attend one of their meetings. SOAR has submitted a letter (Attachment 11) in opposition to the project. In addition, one other comment letter from a resident was received and is attached as Attachment 12.

ENVIRONMENTAL DETERMINATION

In accordance with the requirements of the California Environmental Quality Act (CEQA), an Initial Study was prepared for the Bearpaw Apartment project. The Initial Study thoroughly analyzed the potential for environmental impacts. As a result of the environmental analysis described in the Initial Study, it was determined that with the incorporation of six mitigation measures, the project would not have a significant effect on the environment. The Initial Study determined that an EIR was not required for the project and that a Mitigated Negative Declaration (MND) was the appropriate level of review under CEQA. The MND was released for public review on December 21st; the public comment period on the MND ended on January 11, 2018.

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

- Basic emission control measures shall be followed during construction, such as watering surfaces two times daily, utilizing street sweepers, limiting on-site vehicle speeds, completing paving as soon as possible, and requiring haul trucks to meet certain criteria.
- Pre-construction nesting bird surveys shall be conducted if construction commences during nesting season (February 1 – August 31)
- A Tree Protection and Replacement Plan shall be prepared.
- Cessation of all work should occur if cultural or human remains are encountered.
- An asbestos survey shall be prepared prior to demolition.
- Provision of pavement markings and/or signing at the Old Auburn Road driveway

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

<u>Greenhouse Gas Emissions</u>. The City of Citrus Heights adopted a Greenhouse Gas Reduction Plan (GGRP) in 2011. Projects that are consistent with the GGRP are considered, under CEQA, to have a less than significant impact with regard to the project's Greenhouse Gas emissions. The applicant has submitted information (Attachment 10) to demonstrate their compliance with the GGRP. Some items the project will undertake that are consistent with the Greenhouse Gas Reduction Plan are noted below:

- Utilize recycled materials in construction
- Utilize Energy Star appliances
- Drought tolerant landscaping
- Shade trees
- Solar hot water heaters
- Pedestrian connections between land uses

Condition of Approval No. 13 requires the applicant to submit evidence of compliance with the items in Attachment 10 prior to issuance of any building permits.

Conclusion

Staff recommends that the Planning Commission adopt the attached Resolution, adopting the Mitigated Negative Declaration and Mitigation Monitoring Plan.

SUMMARY/RECOMMENDED ACTION

Staff recommends approval of the following motions:

- **MOTION NO. 1:** MOVE TO ADOPT THE ATTACHED RESOLUTION (EXHIBIT A) ADOPTING THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING PLAN.
- **MOTION NO. 2:** MOVE TO APPROVE THE MINOR USE PERMIT FOR THE BEARPAW PROJECT SUBJECT TO THE FINDINGS AND CONDITIONS OF APPROVAL LISTED BELOW.

MOTION NO. 3: MOVE TO APPROVE THE DESIGN REVIEW PERMIT FOR THE BEARPAW PROJECT SUBJECT TO THE FINDINGS AND CONDITIONS OF APPROVAL LISTED BELOW.

MOTION NO. 4: MOVE TO APPROVE THE TREE PERMIT FOR THE BEARPAW PROJECT SUBJECT TO THE FINDINGS AND CONDITIONS OF APPROVAL LISTED BELOW.

FINDINGS

Findings for Approval of the Minor Use Permit

- The proposed apartments, as part of a mixed use project, are allowed within The Auburn Boulevard Corridor Special Planning Area;
- The proposed apartments, as part of a mixed use project, are consistent with the General Plan and The Boulevard Plan and will contribute to the transformation of Auburn Boulevard;
- The design, location, size and operating characteristics of the proposed apartments are compatible with existing and future land uses in the vicinity with the incorporation of the conditions of approval;
- The affected site is physically suitable for the type, density and intensity of the proposed apartments; and
- Granting the permit will not be detrimental to the public interest, health, safety, convenience or welfare or materially injurious to persons, property or improvements in the vicinity and zoning district in which the property is located.

Findings for Approval of the Design Review Permit

- The proposed apartments are consistent with the General Plan and The Boulevard Plan and will contribute to the transformation of Auburn Boulevard;
- The project complies with the Zoning Code with the incorporation of the conditions of approval included herein;
- The project's architectural design and building massing and scale are appropriate to and compatible with the site surroundings and the community;
- The project provides attractive and desirable site layout and design, including building arrangement, exterior appearance and setbacks, drainage, fences and walls, grading, landscaping, lighting, etc.;
- The project complies with all applicable design standards in Chapter 106.31 and/or other applicable City design guidelines and policies with the incorporation of the conditions of approval included herein;
- The project provides safe and efficient public access, circulation and parking, including bicycle and pedestrian accommodations where appropriate with the incorporation of conditions of approval; and

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

Findings for Approval of the Tree Permit

- Approval of the Tree Permit for the Bearpaw project will not be detrimental to the public health, safety or welfare; and
- Measures have been incorporated into the project to mitigate impacts to remaining trees.

CONDITIONS OF APPROVAL FOR THE MINOR USE PERMIT

- 1) The Minor Use Permit approval shall be exercised within a two (2) year period from the date of final approval and if not exercised shall expire. (Planning)
- 2) The clubhouse and pool area shall be closed to residents after 9:00 PM. This requirement shall be made part of the rental agreement (or equivalent agreement acceptable to staff) for each tenant. This agreement shall also stipulate that music shall not be played in this area that is audible at the adjoining residential property line. Prior to the first apartment building receiving its final Certificate of Occupancy, the applicant shall submit for review and approval the proposed rental agreement template with wording addressing use of the clubhouse and pool area. Each tenant/occupant is required to sign and adhere to this stipulation. (Planning)
- 3) The garages shall be used for the parking of vehicles. Storage or other activities are only allowed as an ancillary use. Prior to the first apartment building receiving its final Certificate of Occupancy, the applicant shall submit for review and approval the proposed rental agreement (or equivalent agreement acceptable to staff) with wording addressing use of the garages. Each tenant/occupant is required to sign and adhere to this stipulation. (Planning)
- 4) An onsite manager shall be present to address any issues that arise and ensure the project is not a nuisance to neighbors. (Planning)
- 5) Construction hours shall be restricted to the hours of 6:00 to 8:00 PM weekdays, and 7:00 AM to 8:00 PM on weekends. (Planning)
- 6) The applicant/owner and/or successor in interest agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person not a party to this permit challenging the validity of the Project Approval or any Subsequent Project Approval, or otherwise arising out of or stemming from these Approvals. The applicant/owner and/or successor in interest may select its own legal counsel to represent their interest at their sole cost and expense. The parties shall cooperate in defending such action or proceeding. The applicant/owner and/or successor in interest shall pay for City's costs of defense, whether directly or by timely reimbursement on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or proceeding. The parties shall use best efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel and the applicant and/or successor in interest agrees to

pay directly or timely reimburse on a monthly basis City for all such court costs, attorney fees, and time referenced herein. (City Attorney

CONDITIONS OF APPROVAL FOR THE DESIGN REVIEW PERMIT

- 1) The Design Review Permit approval shall be exercised within a two (2) year period from the date of final approval and if not exercised shall expire. (Planning)
- 2) This project is approved as shown in Exhibits A-E and as conditioned or modified below. (Planning)
- 3) The applicant shall comply with the Mitigated Negative Declaration and fulfill all of the measures contained in the Mitigation and Monitoring Plan. The following measures must be complied with as outlined in the Mitigation and Monitoring Plan and summarized below:
 - a) Mitigation Measure 1: Prior to issuance of any grading, demolition or building permits, site plan notes should include requirements for the contractor to implement the following Basic Construction Emission Control Measures:
 - i) All exposed surfaces shall be watered two times daily.
 - ii) Haul trucks transporting soil, sand or other loose material shall be covered and/or shall maintain at least two feet of free board space. Any haul trucks traveling on freeways or major roadways shall be covered.
 - iii) Wet power vacuum street sweepers shall be used to remove any visible trackout mud or dirt onto adjacent public roads at least once a day.
 - iv) Vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
 - v) All roadways, driveways, sidewalks, parking lots to be paved shall be completed as soon as possible. Building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
 - b) Mitigation Measure 2: Should construction activities commence between February 1-August 31, pre-construction nesting surveys shall be conducted within 7 days prior to the commencement of construction.
 - c) Mitigation Measure 3: Prior to construction of the project, the applicant shall prepare a Tree Protection and Replacement Plan. Replacement for removed protected trees shall be by replacement, payment of an in-lieu fee or a combination of both.
 - d) Mitigation Measure 4: If artifacts for unusual amounts of shell bone or other items indicative of buried archaeological resources or human remains are encountered during earth disturbance, the on-site contractor shall immediately notify the City and the Native American Heritage Association as appropriate. All soil disturbing work shall be halted within 100' of the discovery until a qualified archaeologist completes an evaluation. Any human remains unearthed shall be treated in accordance with all laws. If disturbance of a cultural resource cannot be avoided, a mitigation program shall be implemented.
 - e) Mitigation Measure 5: Prior to any demolition activities, the applicant shall prepare an asbestos survey to the satisfaction of the Sacramento Air Quality Management District.

- f) Mitigation Measure 6: Prior to construction the applicant shall prepare a plan depicting pavement markings and/or signing at the Old Auburn Road driveway to the satisfaction of the City Engineer.
- 4) Submit for review and approval by the City Attorney a document stipulating that the property containing the commercial portion of the mixed use project shall allow residents and guests of the residential portion of the mixed use project to park on its site. This document shall be recorded and binding on future property owners. (Planning)
- 5) Construction hours shall be restricted to the hours of 6:00 to 8:00 PM weekdays, and 7:00 AM to 8:00 PM on weekends. (Planning)

Prior to Issuance of Building Permits

- 6) The applicant is responsible for securing all permits for the demolition of the existing building from all appropriate agencies, including the Building Division and Sacramento Metropolitan Air Quality Management District. (Planning)
- 7) Submit and receive approval of a final site plan that addresses the following:
 - a) Sidewalk should be added to the west of Building I, adjoining the main drive aisle.
 - b) A private fenced rear yard shall be provided for the most western unit of Building I.
 - c) Provide an 8' wide planter adjoining the parking area located south of Vice's, along the shared property line.
 - d) Ensure two parking spaces are provided for each unit, including the managers unit.
 - e) Demonstrate that the minimum recreation area provided by the Zoning Code (250 square feet per unit) is being met.
 - f) Provide a masonry wall at the rear of the units which share a property line with the pet hospital property.
 - g) Identify location of pavement markings and any signage location required in response to Mitigation Measure 6 of the Mitigated Negative Declaration. (Planning)
- 8) Parking stall dimensions shall meet or exceed the minimum dimensions contained in the Citrus Heights Zoning Code. All parking stalls shall be double striped as required by the Zoning Code.
 - a) All parking areas shall meet the minimum shade requirements of the Zoning Code.
 - b) The site plan shall be revised to provide 2 parking spaces for each unit, including the managers unit.
 - c) Parking spaces in the garage must be a minimum of 9' x 19'.
 - d) The maximum amount of compact spaces in the parking lot is 25%. Compact spaces should be dispersed throughout the parking lot. (Planning)
- 9) The applicant shall submit a final Landscape and Irrigation Plan that:

- a) Demonstrates all landscaping complies with the requirements of the Zoning Code including water efficient landscape requirements, shading requirements, and landscape area requirements. (Planning)
- 10) Submit and receive approval of revised architectural elevations that address the following:
 - a) The maximum height at any point of a building is 30'. The architecture shall maintain varying heights for each building, as shown on Exhibit D, but must be revised so that no part exceeds 30'.
 - b) Provide elevations for the clubhouse that are similar in detail, colors and material to the overall project.
 - c) Provide the decorative stone treatment along the entire front of each building, not just trimming the garage doors. The stone shall also be applied to the side elevation of each building.
 - d) Provide architecturally enhanced garage doors for each garage.
 - e) Proposed awnings shall be analyzed during the building permit review to ensure they comply with the Uniform Building Code. To the extent possible, awning design shall endeavor to limit views from second stories. (Planning)
- 11) A solid 8' high masonry fence is required along the southern and eastern property boundaries adjoining the residential uses and along the northern boundary directly north of Building F. Submit and receive approval of the design of all fencing and walls prior to the issuance of any building permits. (Planning)
- 12) Submit and receive approval of a photometric plan. All on-site external lighting shall be designed to have no off-site glare. All light fixtures shall have full cut-off lenses and be nighttime sky friendly. Floodlights are not permitted. Lighting cut-sheets may be required prior to issuance of Building Permit. (Planning)
- 13) Submit written documentation identifying compliance with the Greenhouse Gas Reduction Plan as outlined in Attachment 10.
- 14) Project shall be made accessible per A.D.A. and California Non-Residential Disabled Access Regulations Title 24 part 2. This includes parking areas, sidewalks, and curb cuts. The applicant shall provide accessible pedestrian paths in accordance with the Uniform Building Code (UBC) to the building. An "exterior routes of travel" site accessibility plan incorporating slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signages, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to the City for review, prior to the issuance of any building permits. The site accessibility plan shall also include:
 - a) Handicapped parking stalls shall be located closest to accessible entrances (i.e. main entry). The total number of accessible spaces shall be determined by the UBC.
 - b) Handicapped spaces and crosswalks shall be signed, marked, and maintained as required by Title 24 amendments of the UBC. (Building)

15) Applicant shall pay all the appropriate development fees. (Engineering)

16) Submit and receive approval of Construction Traffic Management Plan. (Engineering)

- 17) Submit and receive approval of a Lot Line Adjustment reflecting property boundaries as depicted on Exhibit B. The Lot Line Adjustment shall be recorded prior to issuance of any building permits. (Engineering)
- 18) Provide a copy of the Notice of Intent and SWPPP to the City Engineer prior to any grading on site. (Engineering)
- 19) The location and design of all pervious paving shall be approved by the Engineering Division and Sacramento Metropolitan Fire District. (Engineering)
- 20) The proposed parking area must meet the pre and post Best Management Practices (BMPs) for stormwater mitigation. Stormwater must be filtered prior to exiting the site. (Engineering)
- 21) The on-site storm system shall be designed to accommodate the pre-existing off-site watershed to the east of the site. (Engineering)
- 22) Comply with any federal or state requirements for piping the existing on-site ditch. (Engineering)
- 23) Provide a manhole where the proposed 18" drain pipe connects to the existing 18" drain pipe on the west property line. (Engineering)
- 24) Provide a drainage study to calculate on and off-site runoff, pipe sizing, and capacity of the existing pipes that this development connects to. (Engineering)
- 25) Submit and receive approval of improvements plans from the Fire District. Minimum requirements include the following:
 - a) The fire access roadway shall be not less than 20' unobstructed width, 13'6" of vertical clearance, and turning radii of 25' inside and 50' outside. The access roadway shall extend to within 150' of all portions of the exterior walls of the first story of any proposed building.
 - b) Dead-end fire access roads greater than 150' long shall have an approved turn around.
 - c) Show how fire lanes will be marked.
 - d) Roadways shall bear a minimum of 80,000 pounds.
 - e) Show the location of fire hydrants.
 - f) All gates must be approved. The exit only gate shall be capable of providing emergency access from both directions of travel. (Sacramento Metropolitan Fire District)

During Construction and Prior to Issuance of Occupancy Permits

- 26) Prior to installation of landscaping, the project Landscape Architect shall submit documentation to the City that demonstrates:
 - a) Soil has been tested and prepared as necessary based on the soils analysis.
 - b) The irrigation has been installed compliant with the Zoning Code and approved landscape plan.

- c) Tree planting sites comply with the minimum soil volume as identified in the Zoning Code and landscape plan. (Planning)
- 27) Following completion of landscape installation and prior to issuance of occupancy permits for any buildings, the Landscape Architect shall:
 - a) Certify in writing that the landscaping has been installed in compliance with the Zoning Code and approved landscape plan.
 - b) Demonstrate and certify in writing that the irrigation has been installed and is in compliance with the Zoning Code and landscape irrigation plans. The City may require an irrigation audit performed by a certified irrigation auditor. (Planning)
- 28) The existing 10' wide drainage easement must be abandoned. A new 15' wide drainage easement will be required for the new pipe. (Engineering)
- 29) The location of any future monument sign shall be located outside of the visibility restriction area along Old Auburn Road. (Engineering)
- 30) The developer (or designated consultant) shall certify that the building pad foundation locations have been placed according to all approved setback requirements shown on the approved site plan. The developer (or designated consultant) shall also certify that the elevation of the building pad is as shown on the approved grading and improvement plans. The developer shall provide a written statement concerning building foundation location and placement prior to the foundation inspection for each building. (Building)
- 31) The developer (or designated consultant) shall certify that the elevation of the finished grade of the each building and sidewalks are per approved plans and meet UBC accessibility requirements. (Building)
- 32) The project shall comply with the requirements of the Sacramento Metropolitan Fire District. (Fire)
- 33) Address numbers shall be placed on all new buildings in such a position to be easily read. The minimum size of the numbers shall not be less than 10 inches. (Fire)
- 34) The project shall comply with all requirements of the Sacramento Area Sewer District (SASD), including the following:
 - a) Connection or reconnection to the SASD system shall be required to the satisfaction of SASD. District design standards shall apply. Construction of both off-site and on-site SASD sewer infrastructure may be required.
 - b) Each parcel with a sewer source shall have a separate connection to the SASD system.
 - c) Payment of sewer impact fees will be required. (SASD)
- 35) The applicant shall comply with all requirements of the Citrus Heights Water District (CHWD), including the following:
 - a) Submit and receive approval of improvement plans from the CHWD. It is anticipated that a public water main loop will be required. The loop would connect to the existing main in Old Auburn Road, travel south through the project, then west to a connection in Sylvan Road.

- b) A water main easement or a public utility easement may be required for District water facilities that are located outside the public road right of way.
- c) The existing 1" water meter that currently serves this property will need to be abandoned as it is located on the adjacent property.
- d) Water services and reduced backflow prevention assemblies will be required for the pool area, clubhouse, and irrigation areas.
- e) Pay all appropriate fees and charges. (CHWD)
- 36) The applicant shall comply with all requirements of the Sacramento Municipal Utility District (SMUD)
- 37) Existing overhead 12kV infrastructure along the eastern boundary will need to remain. (SMUD)
- 38) All paved surfaces shall be accessible to a 26,000 pound SMUD service vehicle in all weather. (SMUD)
- 39) Easements may be required. (SMUD)
- 40) Structural setbacks of less than 14' may create clearance issues; coordinate with SMUD. (SMUD)
- 41) Building foundations shall have a minimum clearance of 5' to a SMUD trench placed within the PUE. (SMUD)

Other Conditions of Approval

- 42) Display transit information in prominent location(s) in the clubhouse/office area for both employees and residents. (Regional Transit)
- 43) Following the installation of the landscaping, all landscape material shall be maintained in a healthy and weed free condition; dead plant material shall be replaced immediately. All trees shall be maintained and pruned in accordance with the accepted practices of the International Society of Arboriculture. Any pollarding or significant tree trimming performed on existing or proposed trees is subject to Planning Division approval prior to commencing trimming. (Planning)
- 44) This Design Review Permit approval does not include any signs. (Planning)
- 45) Minor modifications to the design of the project, including site layout, colors and materials, may be approved by the Planning Division provided such changes are consistent with the overall design as approved herein. Major modifications will require Planning Commission approval. (Planning)
- 46) The applicant/owner and/or successor in interest agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person not a party to this permit challenging the validity of the Project Approval or any Subsequent Project Approval, or otherwise arising out of or stemming from these Approvals. The applicant/owner and/or successor in interest may select its own legal counsel to represent their interest at their sole cost and expense. The parties shall cooperate in defending such action or Agenda Packet Page 52

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

CONDITIONS OF APPROVAL FOR THE TREE PERMIT

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

PRIOR TO ISSUANCE OF A BUILDING PERMIT OR DEMOLITION PERMIT

- 3) The applicant shall submit an updated arborist report and tree impact assessment report for the 3 oak trees in the southeast corner of the property (Tree #s 17, 18 & 19). The arborist report shall also address any tree that is located off-site but whose protected zone extends into the project site. The tree impact assessment report shall include all preservation measures that the applicant shall undertake during construction to ensure the long-term health and safety of all trees that will remain. This tree impact assessment report shall take into account all on-site activities, including demolition, grading, wall construction and trenching for utilities. (Planning)
- 4) The applicant shall install a minimum of a six-foot high chain link fence (or acceptable alternative) at the outermost edge of the tree protection zone for each tree or group of trees that will remain. Signs must be installed by the applicant on the temporary fence at least two (2) equidistant locations to be clearly visible from the lot. The size of each sign shall be a minimum of two feet (2') by two feet (2') and must contain the following language:

"WARNING THIS FENCE SHALL NOT BE REMOVED OR RELOCATED WITHOUT WRITTEN AUTHORIZATION FROM THE PLANNING DIVISION" (Planning)

- 5) The applicant shall contact the Planning Division and certified project arborist to inspect and approve the temporary fencing and signs around the protected zone before beginning any construction. (Planning)
- 6) Any watering or deep root fertilization which the arborist deems necessary to protect the health of the tree due to the construction impacts shall be completed by the applicant. (Planning)

DURING CONSTRUCTION AND PRIOR TO ISSUANCE OF AN OCCUPANCY PERMIT

- 7) The following information must be located on-site during construction activities:
 - a) Arborist's reports

- b) Approved site plan including fencing plan and clearing denoting trees planned for removal, relocation or retention.
- c) Conditions of approval for the Tree Permit (Planning)
- 8) A certified arborist shall monitor any excavation within the dripline of any tree designated to remain, including off-site trees if their protected zone extends into the project site. (Planning)
- 9) All finished grading shall ensure that no water will collect within the dripline of any native oak trees. (Planning)
- 10) Submit and receive approval of a Landscape and Irrigation Plan for any landscaping within the dripline of any protected trees. Only low-water usage plantings may be planted under the dripline of oak trees. (Planning)
- 11) If any native ground surface fabric within the dripline must be removed for any reason, it shall be replaced within forty-eight (48) hours. (Planning)
- 12) Storage of materials, equipment and vehicles is not permitted within the dripline of any tree. Vehicles and other heavy equipment shall not be operated within the dripline of any tree. (Planning)
- 13) The certified arborist shall immediately treat any severed or damaged roots (<u>NOTE</u>: Without exception, all digging shall be done using hand tools, no machine trenching shall be allowed in the dripline of any tree). Minor roots less than one (1) inch in diameter may be cut, but damaged roots shall be traced back and cleanly cut behind any split, cracked or damaged area. Major roots over one (1) inch in diameter may not be cut without approval of an arborist and any arborist recommendations shall be implemented. (Planning)
- 14) The temporary fencing shall remain in place throughout the entire construction period and shall not be removed without obtaining written authorization from the Planning Division. In no event shall the fencing be removed before the written authorization is received from the Planning Division. (Planning)
- 15) At least five (5) days before the applicant seeks their Building Permit Final, a Certification Letter from a certified arborist shall be submitted to and approved by the Planning Division. The certification letter shall attest to all of the work (regulated activity) which was conducted in the dripline of all trees, and outline whether any continuing measures are needed for tree health. (Planning)
- 16) The applicant/owner and/or successor in interest agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person not a party to this permit challenging the validity of the Project Approval or any Subsequent Project Approval, or otherwise arising out of or stemming from these Approvals. The applicant/owner and/or successor in interest may select its own legal counsel to represent their interest at their sole cost and expense. The parties shall cooperate in defending such action or proceeding. The applicant and/or successor in interest shall pay for City's costs of defense, whether directly or by timely reimbursement on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or proceeding. The parties shall use best efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel and

the applicant and/or successor in interest agrees to pay directly or timely reimburse on a monthly basis City for all such court costs, attorney fees, and time referenced herein. (City Attorney)

Attachments:

- 1. Vicinity Map
- 2. Letter from Bearpaw stamped December 1, 2017
- 3. Zoning Code excerpt re: mixed use projects
- 4. Letter from Sacramento Air Quality Management District dated February 9, 2015 (w/o attachments)
- 5. Acoustical Analysis (w/o appendices. Appendices available on City website)
- 6. Traffic Impact Study (w/o appendices. Appendices available on City website)
- 7. Supplemental Traffic Access Analysis (Att. C to this analysis available on City website)
- 8. Arborist Report
- 9. Supplemental Arborist Report
- 10. Greenhouse Gas Reduction Plan Checklist
- 11. Comment letter from SOAR dated August 23, 2016
- 12. Comment letter from Lynn Avery dated August 21, 2016
- 13. Reduced copies of plans
 - Site Plan
 - Landscape Plan
 - Architectural Elevations
 - Civil Plans
- 14. Typical two bedroom layout
- 15. Aerial photo with site plan overlay

Exhibits:

- A. Resolution Adopting the Mitigated Negative Declaration *A-1: Mitigated Negative Declaration / Initial Study
 - *A-2: Mitigation Monitoring Plan
- B. Site Plan
 - *Sheet A-1.0
- C. Landscape Plan
- D. Architectural elevations (11x17) (Sample board of colors and materials available at meeting)
- E. Civil Plans
 - *Civil site plan

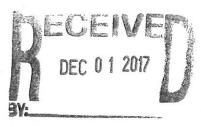
*Preliminary Grading and Drainage



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Attachment 2





Romeo and Juliette, Inc. dba Bearpaw Shoes 7524 Old Auburn Rd Citrus Heights, CA 95610

Nick Lagura, City Planner 6237 Fountain Square Dr Citrus Heights, CA 95621

Nick,

The Bearpaw family is quite happy to have this opportunity to share our vision for the future. We have some much to share in terms our business plans, our philanthropic efforts and our desire to transform Sylvan corners and the surrounding areas.

History

Bearpaw was founded in 2001 on the premise that even the highest quality footwear could be made affordable and accessible to everyone. At the time, it was managed out of a small house on Old Auburn (which is still owned by the company today). In the 16 years since, the business has grown to employ 25 people in the local area and continues to transform the look and feel of the new company home at the corner of Sylvan and Old Auburn. As I'm sure you are aware, we are sparing no expense on beautifying the corner.

The Future

As the company reaches global scale, we haveturned our attention towards local philanthropic endeavors. During 2016, Bearpaw donated 5,000 pair of brand-new, top-quality boots to Ticket to Dreams: the charity chaired by Dale Carlson (of the Sleeptrain organization) which benefits children in foster care. Roughly half of the donated boots stayed in the local Sacramento area for the benefit of local foster kids. Our plans for 2017 not only include a repeat of that donation to Ticket to Dreams, but cash donations of another \$50k to other local charities. We feel obligated to be a good corporate citizen in our local area and we are letting our donations carry that message.

Bearpaw Village

Over the past few years, we have seen a rise in vandalism and criminal dumping activities that often impact the empty lot that is the future home of the Bearpaw Village Townhomes. The activity is difficult to control since that empty lot is home to no-one and difficult for local law enforcement to

> 7524 Old Auburn Road, Citrus Heights CA 95610 | 916.726.4413 | bearpaw.com A Romeo & Juliette, Inc. Company

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police. While it seems a problem for the land owner alone, the spill over affect is surely felt by the surrounding neighborhoods: we'd like to put a stop to it.

The proposed development brings many things to our local area, the first of which is significant employment for the construction. The project will incorporate the newest design ethos of the company which we have termed "modern mountain."We want to reflect the best architectural features of the trendy Lake Tahoe scene here in Citrus Heights andthose designs require excellent craftsmanship from all trades.

The most impactful feature of the development will be the transformation of an empty lot into peoples' homes, complete with new trees and manicured green spaces. The expectation is that the company will continue to grow its employee base and the Bearpaw Village Townhomes will present an amazing opportunity for employees to minimize their commutes; commutes that would consist of a short walk through the newly completed pathway to the existing Sylvan Corners office space.

The short answer

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The development of the Bearpaw Village Townhomes represents a unique opportunity for a local employer to continue its healthy growth and dramatic transformation of the Citrus Heights community. We respectively request approval for the project so that we can commence with the beautification of the space.

Thank you for your time and consideration. We trust that you and your peers will see the value that this project brings not only to the Sylvan Corners area but to the greater Citrus Heights community.

Thomas A. Romeo

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

Standards for Specific Land Uses

106.42.130

nor any business license, shall be approved or issued for the establishment, maintenance or operation of medical marijuana deliveries.

- D. Commercial medical marijuana business as a prohibited use. A commercial medical marijuana business, as defined in Section 106.80.020 is prohibited in all zones of the City. No permit or any other applicable license or entitlement for use, nor any business license, shall be approved or issued for the establishment, maintenance or operation of a commercial medical marijuana business.
- E. Non-medical marijuana deliveries as a prohibited use. Non-medical marijuana deliveries, as defined in Section 106.80.020 are prohibited in all zones of the City. No permit or any other applicable license or entitlement for use, nor any business license, shall be approved or issued for the establishment, maintenance or operation of non-medical marijuana deliveries.
- F. Commercial non-medical marijuana business as a prohibited use. A commercial non-medical marijuana business, as defined in Section 106.80.020 is prohibited in all zones of the City. No permit or any other applicable license or entitlement for use, nor any business license, shall be approved or issued for the establishment, maintenance or operation of a commercial non-medical marijuana business.

106.42.130 - Mixed Use Projects

This Section provides standards for the design of mixed use projects, where allowed by Article 2 (Zoning Districts and Allowable Land Uses). A mixed use project combines residential and nonresidential uses on the same site, with the residential units typically located above the nonresidential uses (vertical mixed use). Residential units may be allowed at ground level behind street-fronting nonresidential uses (horizontal mixed use) only under the limited circumstances specified by this Section.

- A. Permit requirements and mix of uses. A mixed use project may combine residential uses with any other use allowed in the applicable zoning district by Section 106.26.030 (Commercial and Industrial District Land Uses and Permit Requirements).
 - 1. A mixed use project is a permitted use subject to a Zoning Clearance where the proposed non-residential component is identified as a permitted use by Section 106.26.030 (Commercial and Industrial District Land Uses and Permit Requirements), except that Minor Use Permit approval is required where the Director determines that the non-residential component will generate odors, noise, or involve activities or hours of operation that may cause nuisances for the residential use (e.g., coffee roasting, restaurant, auto-related use, etc.). This permit requirement shall also apply to a replacement non-residential use after the mixed use project is established.
 - A mixed use project that is proposed with a non-residential use that is required by Section 106.26.030 (Commercial and Industrial District Land Uses and Permit Requirements) to have Minor Use Permit or Use Permit approval in the applicable zoning district shall be subject to that permit requirement.
 - The review authority may restrict or deny a proposed non-residential use if it determines that the use cannot be operated so as to be compatible with the residential uses on the site.
- B. Design considerations. A mixed use project shall be designed to achieve the following objectives.
 - 1. The design shall provide for internal compatibility between the residential and non-residential uses on the site.
 - 2. Potential glare, noise, odors, traffic, and other potentially significant impacts on residents shall be minimized to allow a compatible mix of residential and nonresidential uses on the same site.

- 3. The design shall take into consideration potential impacts on adjacent properties and shall include specific design features to minimize potential impacts.
- 4. The design shall ensure that the residential units are of a residential character, and that appropriate privacy between residential units and other uses on the site is provided.
- 5. Site planning and building design shall provide for convenient and attractive pedestrian access from the public street into the nonresidential portions of the project, through such means as courtyards, plazas, walkways, and street furniture.
- Site planning and building design shall be compatible with and enhance the adjacent and surrounding residential neighborhood in terms of building design, color, exterior materials, landscaping, lighting, roof styles, scale, and signage.
- C. Maximum density. The residential component of a mixed use project shall comply with the maximum density requirements of Section 106.26.040 (Commercial and Industrial District General Development Standards) for the applicable zoning district.
- D. Site layout and project design standards. Each proposed mixed use project shall comply with the property development standards of the applicable zoning district, and the following requirements.
 - 1. Location of units. Residential units shall not occupy ground floor space within the first 50 feet of floor area measured from each building face adjacent to a primary public street frontage.

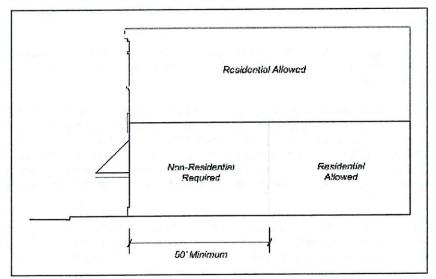


Figure 4-2 - Location of Residential in a Mixed Use Project

- Parking. To encourage the development of residential uses in existing and new commercial areas, shared parking shall be incorporated into mixed use projects in compliance with Section 106.36.070 (Reduction of Parking Requirements).
- 3. Loading areas. Commercial loading areas shall be located away from residential units and shall be screened from view from the residential portion of the project to the maximum extent feasible.
- Refuse and recycling areas. Areas for the collection and storage of refuse and recyclable materials shall be located on the site in locations that are convenient for both the residential and nonresidential uses.

E. Performance standards.

- Lighting. Lighting for commercial uses shall be appropriately shielded to limit impacts on the residential units.
- Noise. Each residential unit shall be designed and constructed to minimize adverse impacts from nonresidential project noise, in compliance with the City's Noise Ordinance.

106.42.140 - Mobile Homes and Mobile Home Parks

- A. Mobile homes outside of mobile home parks. A mobile home located outside of a mobile home park shall comply with the architectural standards for single dwellings in Section 106.42.220 (Single Dwellings).
- B. Mobile home park standards. Each mobile home park and structure within a mobile home park shall comply with the following standards.
 - 1. Setback requirements. Each mobile home, patio or porch cover, awning, garage, storage building, or any other structure or building shall be set back a minimum of five feet from the boundary lines of each mobile home site; except that a storage shed of 100 square feet or less may be located within three feet of the mobile home site boundary. Where a mobile home site adjoins a mobile home park exterior property line, adjacent structures shall be set back from the exterior property line as required by the applicable zoning district.
 - Landscape areas. Landscaping shall be provided in compliance with Chapter 106.34 (Landscaping Standards).
 - Recreation area. Recreation areas, landscaped and maintained in a dust free condition, shall be provided as follows:
 - a. Family park. 250 square feet of recreational area per mobile home space for the first through 100th space and 200 square feet of recreational area per mobile home space for each space in excess of the 100th space.
 - b. Adult park. 200 square feet of recreational area per mobile home space.
 - 4. Storage area. A mobile home park shall provide one or more storage areas for tenant-owned recreational vehicles, travel trailers, boats and other vehicles. The size, location and screening of said storage areas shall be considered on a project-by-project basis by the review authority, taking into consideration the number of units and type of project.
 - Streets and access drives. The design of streets and access drives shall comply with applicable State standards for mobile home parks, and requirements established by the Use Permit for the mobile home park.

SACRAMENTO METROPOLITAN



Larry Greene

February 9, 2015

Mr. Nick Lagura City of Citrus Heights Planning Division <u>nlagura@citrusheights.net</u>

SUBJECT:Bear Paw TownhomesProject #:DRP-14-11SMAQMD #:SAC201501529

Dear Mr. Lagura,

Thank you for notifying SMAQMD of the proposed Bear Paw Townhomes project. Our comments follow.

This project is located adjacent to a business that has an active Permit to Operate (P/O) with SMAQMD for a paint spray booth (7528 Old Auburn Road; APN 211-0210-011-0000). Permits issued by the AQMD are designed to reduce air pollution and help Sacramento meet federal and state air quality standards. A health risk assessment (HRA) was performed as part of the P/O application, which estimated potential cancer risk as well as acute and chronic hazard levels posed to hypothetical individuals (receptors) located within a 200 foot radius from the paint spray booth exhaust stack(s). When the original HRA was conducted, the adjacent property that is now part of the Bear Paw Townhomes site was treated as non-residential receptors. As a courtesy, we have now revised the HRA to reflect current modeling and HRA protocols as well as considering the proposed residential land use at the Bear Paw Townhomes site. The results are shown in the following table.

Sacramento Metropolitan Air Quality Management District 777 12th Street, 3rd Floor • Sacramento, CA 95814-1908 916/874-4800 • 916/874-4899 fax www.airquality.org

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Cancer risk is the maximum number of new cases of cancer projected to occur in a population of 1 million people due to exposure to the cancer-causing substance over a 70-year lifetime. For example, a cancer risk of 1-in-1 million means that in a population of 1 million people, not more

	Assessment F d Auburn Roa	
	Results	Threshold
Cancer Risk per million people		
(residential)	0.858	1
Acute Hazard		
Index	0.34	>1
Chronic Hazard Index	0.03	>1

than 1 additional person would be expected to develop cancer as the result of the exposure to the substance causing that risk. Regulators generally presume that a 1-in-1 million risk of cancer from life-long exposure to a hazardous chemical is an "acceptable risk" level because the risk is extremely low compared to the overall cancer rate. The cancer risk posed by the facility at 7528 Old Auburn Road is less than 1-in-1 million.

Acute Hazards are defined as conditions that

create the potential for injury or damage to occur to humans or environmental receptors as a result of an instantaneous or short duration exposure. If the Acute Hazard Index ratio is above 1, then adverse health effects may occur. The Acute Hazard Index posed by the facility at 7528 Old Auburn Road is less than 1. The Chronic Hazard Index is intended to be a "safe level" of lifetime or repeated eight-hour exposure. If the Chronic Hazard Index ratio is above 1, then adverse health effects may occur. The Chronic Hazard Index ratio is above 1, then adverse health effects may occur. The Chronic Hazard Index posed by the facility at 7528 Old Auburn Road is less than 1.

We hope that you find this letter informative. For more information on risk characterization, please see the attached document or visit the website of the Office of Environmental Health Hazard Assessment at <u>www.oehha.ca.gov</u>.

Please do not hesitate to contact me at 916.874.4876 or <u>rdubose@airquality.org</u>, or Brian Krebs with our Permitting section at 916.874.4856 or <u>bkrebs@airquality.org</u> if you have questions.

Bear Paw Townhomes SMAQMD Comments Sent Via Email Only Sacramento Metropolitan Air Quality Management District 777 12th Street, 3rd Floor
Sacramento, CA 95814-1908 916/874-4800
916/874-4899 fax www.airquality.org

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Sincerely,

KA BOSE

Rachel DuBose Air Quality Planner/Analyst

C: Brian Krebs, Stationary Sources Division

Attachments:

- 1. Rules Statement
- 2. Toxic Air Contaminants Statement
- 3. A Guide to Health Risk Assessments <u>http://www.oehha.ca.gov/pdf/hRSguide2001.pdf</u>, accessed February 9, 2015. Office of Environmental Health Hazard Assessment.

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ATTACHMENT 5



Bear Paw Village Apartments Project

Acoustical Analysis Report

November 2015

Prepared for: Bearpaw Equities 758 Dornoch Court Folsom, CA 95630 Prepared by: **HELIX Environmental Planning, Inc.** 11 Natoma Street, Suite 155 Folsom, CA 95630

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BEAR PAW VILLAGE APARTMENTS PROJECT

ACOUSTICAL ANALYSIS REPORT

Prepared for: **Bearpaw Equities** 758 Dornoch Court Folsom, CA 95630

Prepared by: HELIX Environmental Planning, Inc. 11 Natoma Street, Suite 155 Folsom, CA 95630

November 2015

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LIST OF ACRONYMS

ANSI	American National Standards Institute
CAD	Computer Aided (engineering and architectural) Design
CadnaA	Computer Aided Noise Abatement
Caltrans	California Department of Transportation
CLUP	Comprehensive Land Use Plan
CNEL	Community Noise Equivalent Level
dB	Decibel
dBA	A-weighted decibels
FTA	Federal Transit Administration
Hz	Hertz
HVAC	heating, ventilation and air conditioning
in/sec	inch per second
kHz	kilohertz
L _{DN}	Day-Night Sound Level
L _{EQ}	one-hour average sound level
mPa	micro-Pascals
mph	miles per hour
NSLUs	noise-sensitive land uses
ppv	peak particle velocity
RCNM	Roadway Construction Noise Model
SPA	Specific Plan Area
SPL	sound pressure level
TNM	Traffic Noise Model
USDOT	U.S. Department of Transportation

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EXECUTIVE SUMMARY

This report presents an assessment of potential construction and operational noise impacts associated with the proposed Bear Paw Village Apartments project (project).

The project consists of 2.9 acres and is located in the City of Citrus Heights (City) in Sacramento County. The proposed project consists of the construction of 40 multi-family residential units.

Exterior noise levels from traffic and automobile repair shop noise would not exceed the 65 Community Noise Equivalent Level (CNEL) significance threshold at the project's exterior use areas and impacts would be less than significant. Noise levels at the project buildings' façades would not exceed 60 CNEL; as traditional materials would be expected to attenuate noise by 15 CNEL, interior noise levels would not exceed the 45 CNEL significance threshold and impacts would be less than significant.

Vibration impacts from the potential use of a vibratory roller during construction would not cause significant impacts to off-site vibration sensitive land uses.

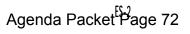
Noise from the project's heating, ventilation, and air conditioning (HVAC) units would not exceed allowable City limits for operational sources.

Traffic noise generated by the project would not cause significant impacts to off-site noise-sensitive land uses.

Construction of the project, including grading, would not cause significant noise impacts to surrounding noise-sensitive land uses.

The project would not be located within the 60 CNEL noise contours for any airport, and impacts from airport noise would be less than significant.

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1.0 INTRODUCTION

1.1 **PROJECT LOCATION**

The Bear Paw Village Apartments Project (project) is located in the City of Citrus Heights (City) in northern Sacramento County (see Figure 1, *Regional Location*, and Figure 2, *Project Vicinity*). The project is located on a 2.9-acre site to the east of the intersection of Old Auburn Road and Sylvan Road at 7534 Old Auburn Road. The project site is zoned Specific Plan Area (SPA) and its land use designation is General Commercial. The project is located approximately 1.4 miles southeast of Interstate 80 (I-80). Access to the project site would be provided from one private driveway off Old Auburn Road and through a commercial parking lot off Sylvan Road.

1.2 PROJECT DESCRIPTION

The proposed project consists of the construction of 40 townhome-style multi-family residential units and associated features, including a gazebo and swimming pool (see Figures 3, *Site Plan*). The project would have 35 two-bedroom townhomes and 5 three-bedroom townhomes. A 6-foot concrete block wall would be installed along the western perimeter between the project site and the adjacent commercial area. An existing commercial building on the northern end of the project site would remain.

2.0 ENVIRONMENTAL SETTING

2.1 NOISE AND SOUND LEVEL DESCRIPTORS AND TERMINOLOGY

All noise level or sound level values presented herein are expressed in terms of decibels (dB), with A-weighting (dBA) to approximate the hearing sensitivity of humans. Time-averaged noise levels are expressed by the symbol L_{EQ} , with a specified duration. The Community Noise Equivalent Level (CNEL) is a 24-hour average, where noise levels during the evening hours of 7:00 p.m. to 10:00 p.m. have an added 5 dB weighting, and sound levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. have an added 10 dB weighting. This is similar to the Day-Night sound level (L_{DN}), which is a 24-hour average with an added 10 dB weighting on the same nighttime hours but no added weighting on the evening hours. Sound levels expressed in CNEL are always based on dBA. These metrics are used to express noise levels for both measurement and municipal regulations, as well as for land use guidelines and enforcement of noise ordinances.

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is defined as loud, unexpected, or annoying sound.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver contribute to the sound level and characteristics of the noise perceived by the receiver. The field of acoustics deals primarily with the propagation and control of sound.



Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or Hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz (kHz), or thousands of Hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

The amplitude of pressure waves generated by a sound source determines the loudness of that source. A logarithmic scale is used to describe sound pressure level (SPL) in terms of dB units. The threshold of hearing for the human ear is about 0 dB, which corresponds to 20 micro-Pascals (mPa).

Because decibels are logarithmic units, SPL cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions.

2.2 NOISE AND VIBRATION SENSITIVE LAND USES

Noise-sensitive land uses (NSLUs) are land uses that may be subject to stress and/or interference from excessive noise, such as residential dwellings, transient lodging, hospitals, educational facilities, libraries, and sensitive habitat. Industrial and commercial land uses are generally not considered sensitive to noise. NSLUs in the project area include single- and multi-residences, Sylvan Middle School, and Citrus Heights Pre-school.

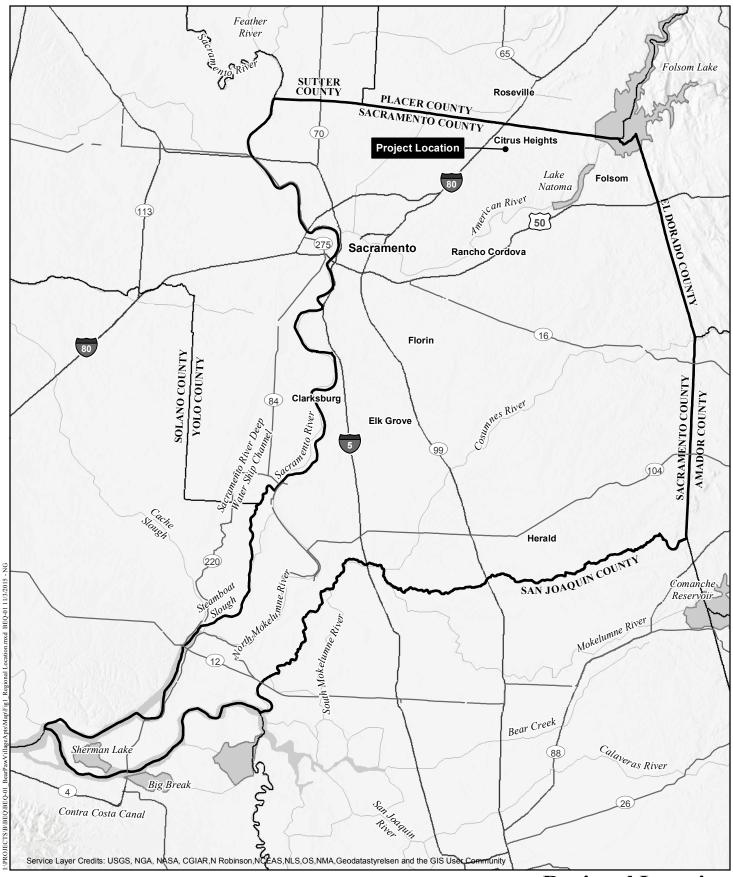
Land uses in which ground-borne vibration could potentially interfere with operations or equipment, such as research, manufacturing, hospitals, and university research operations (Federal Transit Administration [FTA] 2006) are considered "vibration-sensitive." The degree of sensitivity depends on the specific equipment that would be affected by the ground-borne vibration. In addition, excessive levels of ground-borne vibration of either a regular or an intermittent nature can result in annoyance to residential uses. Vibration-sensitive land uses in the project area include single-family residences and the two schools listed above.

2.3 **REGULATORY FRAMEWORK**

City of Citrus Heights General Plan Community Health Element

A goal of the Community Health Element of the City General Plan (City 2011) is to minimize the impact of noise on the community by identifying existing and potential noise sources and providing the policies and standards needed to keep noise from reducing the quality of life in the City. The Community Health Element establishes guidelines to evaluate the compatibility of land uses and noise exposure levels. Table 1, *City of Citrus Heights Exterior Land Use Noise Compatibility Guidelines*, summarizes the City's exterior land use/noise compatibility guidelines presented in Table 9 of the Community Health Element. A land use located in an area identified as "normally acceptable" indicates that standard construction methods would attenuate exterior noise to an acceptable indoor noise level and that people can conduct outdoor activities with minimal noise interference. For land uses where the exterior noise level falls within the "conditionally unacceptable" range, new construction or development should generally be





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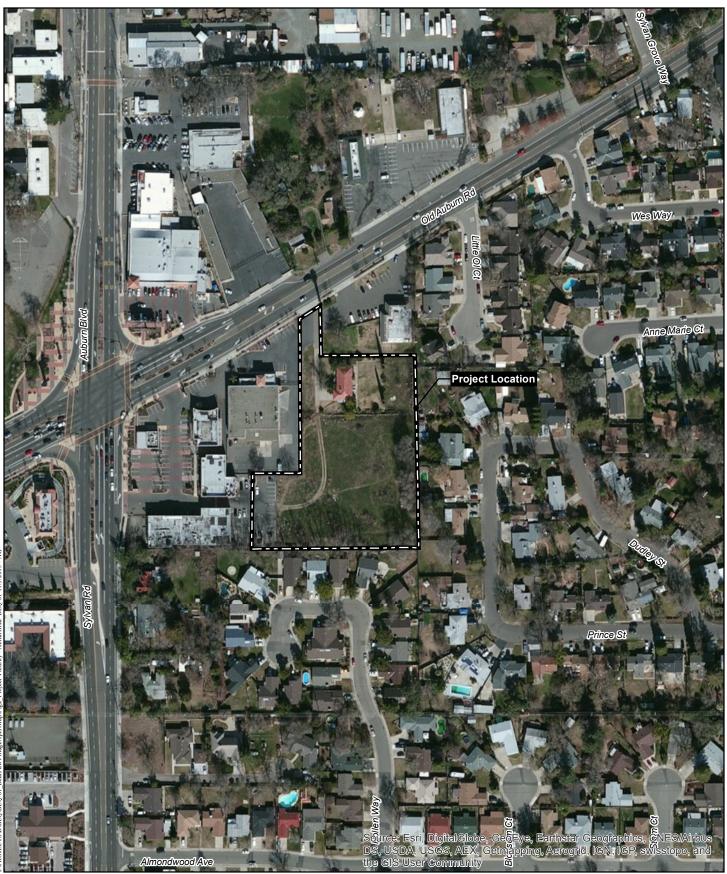
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Miles

Regional Location

BEAR PAW VILLAGE APARTMENTS

Figure 1



Project Vicinity

BEAR PAW VILLAGE APARTMENTS

Figure 2 Agenda Packet Page 76





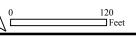
Site Plan

BEAR PAW VILLAGE APARTMENTS

Figure 3

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discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made with noise insulation features included in the design. For land uses where the exterior noise levels fall within the "clearly unacceptable" range, new construction generally should not be undertaken.

NOISE COMPATIBILITY GUIDELINES								
	C	ommunity Noise	e Exposure (CN	(EL)				
Land Use Category	Normally Acceptable ¹	Conditionally Acceptable ²	Normally Acceptable ³	Clearly Unacceptable ⁴				
Residential: Low-density Single Family, Duplex, Mobile Homes	60	65	75	85				
Residential: Multi-family	65	70	75	85				
Residential: Multi-family Located in Commercial Zone District ⁵	65	70						
Transient Lodging: Motels, Hotels	65	70	80	85				
Schools, Libraries, Churches, Hospitals, Nursing Homes	70	70	80	85				
Auditoriums, Concert Halls, Amphitheaters		70		85				
Sports Arena, Outdoor Spectator Sports		75		85				
Playgrounds, Neighborhood Parks	70		75	85				
Golf Courses, Riding Stable, Water Recreation, Cemeteries	75		80	85				
Office Buildings, Business Commercial and Professional	70	75	85					
Industrial, Manufacturing, Utilities, Agriculture	75	80	85					

Table 1 CITY OF CITRUS HEIGHTS EXTERIOR LAND USE NOISE COMPATIBILITY GUIDELINES

Source: City 2011

¹ Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

² New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will usually suffice.

³ New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with noise insulation features included in the design.

⁴ New construction or development should generally not be undertaken.

⁵ For residential multi-family uses located in Commercial zone districts, exterior space standards apply only to common outdoor recreational areas.

Citrus Heights Municipal Code

Citrus Heights Municipal Code Chapter 34, Article III, Noise Control, establishes prohibitions for the purpose of securing and promoting the public health, safety, welfare, peace, and quiet for its citizens (City 2015). Applicable sections of the Municipal Code to this noise analysis are listed below.

Section 34-86 - Exterior Noise Standards

From Section 34-86 of the Municipal Code, Table 2, *Citrus Heights Municipal Code – Exterior Noise Limits*, shows the allowable noise levels at any point on or beyond the boundaries of the property on which the sound is produced, and corresponding times of day for each zoning designation.

Table 2 CITRUS HEIGHTS MUNICIPAL CODE – EXTERIOR NOISE LIMITS					
Zone ¹	Time	Noise Level (dBA)			
RD-1, RD-2, RD-3, RD-4, RD-5,	7:00 a.m. to 10:00 p.m.	55			
RD-7, RD-10, R15, RD-20, R-25, RD-30, MH	10:00 p.m. to 7:00 a.m.	50			

Source: Citrus Heights Municipal Code Section 34-86, Exterior Noise Standards

RD-1 through RD-7 are single-family residential zones; RD-10 through RD-20 can be either single- or multi-family residential; RD-25 and RD-30 are multi-family residential zones; and MH is zoning for mobile homes.

According to the Municipal Code, it is unlawful or any person at any location within the city to create any noise which causes the noise levels on an affected property, when measured in the designated noise area, to exceed, for the duration of time set forth following, the specified exterior noise standards in any one hour as listed in Table 3, *Citrus Heights Municipal Code – Allowable Noise Increases*.

Table 3 CITRUS HEIGHTS MUNICIPAL CODE – ALLOWABLE NOISE INCREASES								
Cumulative Duration of the Intrusive Sound Allowable Decibels								
Cumulative period of 30 minutes per hour	0							
Cumulative period of 15 minutes per hour	+5							
Cumulative period of 5 minutes per hour	+10							
Cumulative period of 1 minute per hour	+15							
Level not to be exceeded for any time per hour	+20							

Source: Citrus Heights Municipal Code Section 34-86, Exterior Noise Standards

In addition, if the ambient noise level exceeds that permitted by any of the first four noise limit categories listed in Table 3, the allowable noise limit shall be increased in 5 dBA increments in each category to encompass the ambient noise level. If the ambient noise level exceeds the fifth noise level category, the maximum ambient noise level shall be the noise limit for that category.

Section 34-87 (Interior Noise Standards)

Section 34-87 of the Municipal Code, Interior Noise Standards, includes the following regulations:

- a) In any apartment, condominium, townhouse, duplex or multiple-dwelling unit, it is unlawful for any person to create any noise from inside his or her unit that causes the noise level, when measured in a neighboring unit during the periods 10:00 p.m. to 7:00 a.m., to exceed the following:
 - a. 45 dBA for a cumulative period of more than five minutes in any hour.
 - b. 50 dBA for a cumulative period of more than one minute in any hour.
 - c. 55 dBA for any period of time.
- b) If the ambient noise level exceeds that permitted by any of the noise level categories specified in subsection (a) of this section, the allowable noise limit shall be increased in 5 dBA increments in each category to encompass the ambient noise level

Section 34-88 (Exemptions)

Section 34-88 of the Municipal Code provides exemptions from the above standards for outdoor school events; outdoor gatherings conducted pursuant to a City permit; activities in parks, playgrounds and school grounds; machinery used in connection with emergency activities; daytime construction noise; daytime agricultural noise; agricultural noise to salvage crops or perform pest control; daytime residential property maintenance; and airport operations and maintenance.

Specifically, the following exemption is provided for daytime construction noise:

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.

2.4 EXISTING CONDITIONS

2.4.1 Surrounding Land Uses

The area surrounding the project site consists primarily of single-family residential land uses, and commercial land uses. Single-family residences are located to the south and east of the project. A commercial area is located to the west with restaurants and an automobile repair shop (Vice's Collision Repair). Adjacent to the north is a pet hospital. Further north across Old Auburn Road is Citrus Heights Preschool and additional commercial uses.

2.4.2 Existing Noise Conditions

2.4.2.1 General Site Survey

Three noise measurements were conducted during a site visit on May 8, 2015. One measurement was a 15-minute traffic noise measurement adjacent to Old Auburn Road along the northern extent of the project site. During the noise measurement, start and end times were recorded and vehicle counts were made for cars, medium trucks (double-tires/two axles), and heavy trucks (three or more axles) for the corresponding road segments. The measurement time was sufficiently long for a representative traffic volume to occur and the noise level (L_{EQ}) to stabilize. The vehicle counts were then converted to one-hour equivalent volumes by applying an appropriate factor. Two ambient noise measurements were conducted: a measurement in the approximate center of the project site, and a measurement on the western end of the property adjacent to the automobile repair shop. See Figure 4, *Site Measurement and Modeled Receiver Locations*, for measurement locations and Appendix A, *On-site Noise Measurement Sheets*, for survey notes.

The measured noise levels and related weather conditions are shown in Table 4, *Noise Measurements Results*. Traffic counts for the timed measurement and the one-hour equivalent volumes are shown in Table 5, *Measured Traffic Volumes and Vehicular Distribution*.



Site Measurement and Modeled Receiver Locations

BEAR PAW VILLAGE APARTMENTS



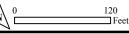


Figure 4 Agenda Packet Page 82

Table 4 NOISE MEASUREMENT RESULTS								
Measurement	Location	Conditions	Time	dBA L _{EQ}	Notes			
M1 (Traffic)	30 feet south of edge of Old Auburn Road	74°F, 4 miles per hour (mph) wind, 39 percent humidity	2:45-3:00 p.m.	67.1	N/A			
M2 (Ambient)	Approximate center of project site	74°F, 1.6 mph wind, 39 percent humidity	2:20-2:30 p.m.	51.6	Noise from adjacent industrial facility was audible			
M3 (Ambient)	Western end of project site, adjacent to automobile repair shop	74°F, 2 mph wind, 39 percent humidity	3:00-3:05 p.m.	59.3	Measurement taken with meter facing open garage door of auto shop			

Note: See Figure 4 for measurement locations.

Table 5 MEASURED TRAFFIC VOLUMES AND VEHICULAR DISTRIBUTION							
Roadway	Traffic	Autos	MT^1	HT ²			
Old Ashum Deed	15-minute count	387	8	0			
Old Auburn Road	One-hour Equivalent	1,548	32	0			
	Percent	98%	2%	0%			

¹ Medium Trucks (double tires/two axles)

² Heavy Trucks (three or more axles)

3.0 METHODOLOGY AND SIGNIFICANCE CRITERIA

3.1 METHODOLOGY AND EQUIPMENT

The following equipment was used to measure existing noise levels at the project site:

- Larson Davis System LxT Integrating Sound Level Meters
- Larson Davis Model CAL150 Calibrator
- Windscreen and tripod for the sound level meter
- Digital camera

The sound level meter was field-calibrated immediately prior to the noise measurements to ensure accuracy. All measurements were made with a meter that conforms to the American National Standards Institute (ANSI) specifications for sound level meters (ANSI SI.4-1983 R2001). All instruments were maintained with National Bureau of Standards traceable calibration per the manufacturers' standards.



Modeling of the exterior noise environment for this report was accomplished using two computer noise models: Computer Aided Noise Abatement (CadnaA) version 4.5 and Traffic Noise Model (TNM) version 2.5. CadnaA is a model-based computer program developed by DataKustik for predicting noise impacts in a wide variety of conditions. CadnaA assists in the calculation, presentation, assessment, and mitigation of noise exposure. It allows for the input of project-related information, such as noise source data, barriers, structures, and topography to create a detailed CadnaA model, and uses the most up-to-date calculation standards to predict outdoor noise impacts. CadnaA traffic noise prediction is based on the data and methodology used in the TNM. TNM was released in February 2004 by the U.S. Department of Transportation (USDOT), and calculates the daytime average hourly L_{EQ} from three-dimensional model inputs and traffic data (California Department of Transportation [Caltrans] 2004). TNM was developed from Computer Aided Design (CAD) plans provided by the project applicant. Input variables included road alignment, elevation, lane configuration, area topography, existing and planned noise control features, projected traffic volumes, estimated truck composition percentages, and vehicle speeds.

The one-hour L_{EQ} noise level is calculated utilizing peak-hour traffic; peak-hour traffic volumes can be estimated based on the assumption that 10 percent of the average daily traffic would occur during a peak hour. The model-calculated one-hour L_{EQ} noise output is the equivalent to the CNEL (Caltrans 2009).

Project construction noise was analyzed using the Roadway Construction Noise Model (RCNM; USDOT 2008), which utilizes estimates of sound levels from standard construction equipment.

3.2 ASSUMPTIONS

3.2.1 <u>Construction</u>

Construction would require heavy equipment during mass grading, utility installations, building construction and paving. Construction equipment used on site would include but not be limited to: dozers, excavators, loaders, dump trucks, scrapers, compacters, forklifts, cranes, vibratory rollers, and air compressors.

The most likely source of vibration during the project construction would be a vibratory roller, which may be used to achieve soil compaction as part of the foundation construction.

3.2.2 <u>Operation</u>

The known or anticipated project site operational noise sources include residential heating, ventilation, and air conditioning (HVAC) units and vehicular traffic.

3.2.2.1 *Residential Air Conditioners*

Specific planning data for the future HVAC units is not available at this stage of project design; however, analysis using a typical to larger-sized residential condenser mounted on ground level pads provides a reasonable basis for analysis. The unit used in this analysis is a Carrier 38HDR060 split system condenser (see Appendix B, *Carrier 38HDR060 Split System Condenser*). The manufacturer's noise data is provided below in Table 6, *Carrier 38HDR060*



Condenser Noise. It was assumed that the project includes the installation of HVAC condenser units on the roof of each building.

Table 6 CARRIER 38HDR060 CONDENSER NOISE							
Noise L	evels in D	ecibels ¹ (d	lB) Meası	ired at Oo	ctave Freq	quencies	Overall Noise Level in
125 Hz	250 Hz	500 Hz	1 KHz	2 KHz	4 KHz	8 KHz	A-weighted Scale (dBA) ¹
63.0	61.5	64.0	66.5	66.0	64.5	55.5	72.0

¹ Sound Power Levels (S_{WL})

3.2.2.2 Vehicular Traffic

The Transportation Impact Study (TIS) for the project (Kimley-Horn and Associates, Inc. 2015) provides the a.m. and p.m. peak hour Existing and Existing + Project traffic volumes for the street segments surrounding the proposed project site. Anticipated future traffic noise levels are based on these forecasted traffic volumes. Traffic volumes can be seen in Table 7, *Existing and Existing* + *Project Traffic Volumes*.

Hour ADT ¹									
Roadway Segment Highest Peak Hour ADT ¹									
Existing + Project									
1799									
2305									
2031									
2335									

Source: Kimley-Horn and Associates, Inc. 2015

ADT=average daily trips

¹ The TIS gave ADT values in a.m. and p.m. peak hour; the higher of the two values is listed.

The posted speed limit on Old Auburn Road is 35 miles per hour (mph) and the speed limit on Auburn Road and Sylvan Road is 40 mph. Based upon site visit observations, the percentage breakdown of vehicles was 98 percent autos, 2 percent medium trucks, and 0 percent heavy trucks. A more conservative breakdown of 97 percent autos, 2 percent medium trucks, and 1 percent heavy trucks was used in modeling to account for potential heavy truck traffic. TNM was used as the modeling software to calculate the distances to noise contour lines for the two scenarios (refer to Section 4.4.2).

4.0 IMPACTS

4.1 GUIDELINES FOR THE DETERMINATION OF SIGNIFICANCE

The following thresholds are based on the City General Plan and Municipal Code, as applicable to the project.

A significant noise impact would occur if the project would:

- 1. Expose new development to noise levels in excess of the noise compatibility guidelines established in the City's Community Health Element, provided in Table 1. For a multi-family residential development, the normally acceptable noise compatibility standard is 65 CNEL.
- 2. Subject vibration-sensitive land uses to ground-borne vibration that exceeds the "severe" criteria, as specified by Caltrans (2013), for residences of 0.4 inches per second peak particle velocity (PPV).
- 3. Result or create a significant permanent increase in the existing noise levels. For the purposes of this analysis, a significant increase would be greater than a perceptible change (3 dBA) over existing conditions or generate noise levels at a common property line that exceed the limits shown in Table 2.
- 4. Generate construction noise outside the Municipal Code-exempted hours of 6:00 a.m. to 8:00 p.m. on weekdays and 7:00 a.m. to 8:00 p.m. on Saturday and Sunday.
- 5. Expose people residing or working in the project area to noise levels from a nearby public airport or private airstrip that exceed the City's noise compatibility standard for that use.

4.2 ISSUE 1: NOISE LEVEL STANDARD COMPLIANCE FOR NEW USES

4.2.1 Exterior Residential Noise Levels

Because the highest traffic volumes were estimated under the Existing + Project scenario (see Table 7), this scenario was used to conservatively estimate on-site exterior noise levels from traffic. Five receiver locations of exterior use areas were modeled at a height of 5 feet above ground level. Receiver R1 represents the pool and gazebo area and Receivers R2 through R5 represent the closest locations of the project's buildings to the adjacent roadways. The results of the roadway modeling are shown in Table 8, *Future Exterior On-Site Noise Levels*, and the location of these receivers can be seen in Figure 4.

Noise levels from the automobile repair shop were measured at 59.3 CNEL during the site visit at the closest project property line (M3 in Table 4). This measurement was assumed to be a combination of traffic noise with some noise from the open garage of the repair shop. However, for a conservative analysis, the repair shop is assumed to generate 59.3 CNEL itself at the project property line. The 6-foot concrete block wall to be installed with the project would be placed along the project property line between the project and the repair shop, and would therefore be



expected to attenuate noise levels by at least 5 CNEL. Therefore, a noise level of 54.3 CNEL was added to each roadway noise level in Table 8 to model the combination of roadway and repair shop noise.

As can be seen in Table 8, no ground-level exterior use areas would exceed the 65 CNEL significance threshold for multi-family residential. Therefore, impacts associated with exterior noise levels are less than significant.

Table 8 FUTURE EXTERIOR ON-SITE NOISE LEVELS							
Receiver Number	Roadway Noise Levels (CNEL)	Roadway and Auto Shop Noise Levels (CNEL)	Exceed Threshold?				
R1	59.6	60.7	No				
R2	58.1	59.6	No				
R3	54.1	57.2	No				
R4	48.8	55.4	No				
R5	51.2	56.0	No				

Note: Noise levels are based on traffic volumes provided in the project TIS (Kimley-Horn and Associates, Inc. 2015) for the Existing + Project condition.

4.2.2 Interior Residential Noise Levels

Traditional architectural materials are normally able to reduce exterior to interior noise by up to 15 dBA. Receivers R2 through R5 are located at the closest façade of the project building's nearest to the adjacent roadways. Because building façade noise levels (from the combination of traffic and automobile repair shop noise) would not exceed 60 CNEL at these proposed residences, traditional architectural materials would be expected to attenuate interior noise to a level of 45 CNEL or below. Therefore, interior noise levels would be less than significant.

4.2.3 <u>Mitigation Measures</u>

Because impacts related to Issue 3 would be less than significant, no mitigation is required.

4.2.4 Significance of Impacts After Mitigation

Impacts would be less than significant without mitigation.

4.3 ISSUE 2: EXCESSIVE GROUND-BORNE VIBRATION

4.3.1 Impact Analysis

4.3.1.1 Construction Vibration

An on-site source of vibration during project construction would be a vibratory roller (primarily used to achieve soil compaction as part of the foundation and paving construction), which is expected to be used approximately 25 feet from the nearest occupied residence. A vibratory



roller creates approximately 0.210 inches per second (in/sec) PPV at a distance of 25 feet. Using the Caltrans criterion of 0.4 in/sec PPV at 25 feet, the approximately 0.210 in/sec PPV vibration impact would be less than what is considered a "severe" impact. Therefore, although vibration may be perceptible by nearby residences (the nearest of which would be 25 feet from the vibratory roller), temporary impacts associated with the vibratory roller (and other potential equipment) would be less than significant.

4.3.1.2 Operational Vibration

The proposed residential uses do not include equipment that would generate substantial vibration. Therefore, operational vibration impacts are less than significant.

4.3.2 <u>Mitigation Measures</u>

Because impacts related to Issue 2 would be less than significant, no mitigation is required.

4.3.3 Significance of Impacts After Mitigation

Impacts would be less than significant without mitigation.

4.4 ISSUE 3: PERMANENT INCREASE IN AMBIENT NOISE LEVELS

The anticipated primary project operational noise sources include the HVAC systems and vehicular traffic. Potential impacts from these sources are discussed below.

4.4.1 <u>Heating, Ventilation, and Air Conditioning Systems</u>

As mentioned in Section 3.2.2, modeling assumed that the air conditioning condenser would be a Carrier 38HDR060 split system. This unit typically generates a noise level of 56 dBA at a distance of 7 feet. Based on the site plan, the closest project building to the nearest NSLU property line would be the two buildings in the southern and southeastern corner of the site. These building pads are set back an approximate distance of 20 feet from the adjacent single-family residential property lines. Assuming that an HVAC system is centered on the roof, the minimum distance that the HVAC unit would be to the property line would be 30 feet. At this distance, the condenser would generate a noise level of 43 dBA, which does not exceed the City's nighttime allowable hourly limit of 50 dBA for single-family residential; therefore, impacts would be less than significant.

4.4.2 Off-site Transportation Noise

TNM software was used to calculate the noise contour distances for off-site roadway segments in the project vicinity for the Existing and Existing + Project scenarios. The off-site roadway modeling represents a conservative analysis that does not take into account topography or attenuation provided by existing structures. The results of this analysis for the CNEL at the nearest NSLU to the roadway segment are shown below in Table 9, *Off-site Traffic Noise Levels*. Additional analysis for the 70, 65, and 60 CNEL distances are provided in Appendix C, *Off-site Traffic Noise Levels*.

A direct significant impact would occur if exterior useable spaces are exposed to noise levels that exceed the thresholds listed in Table 1, if those uses were not exposed to noise levels above the thresholds before the Project. For single-family residential land uses, the threshold would be 60 CNEL; for schools, the threshold would be 70 CNEL. If noise levels under the Existing scenario already exceed the applicable significance thresholds, a significant impact would occur for the Existing + Project scenario if the Project's contribution would be 3 CNEL or greater. As seen in Table 9, the Project does not increase the noise levels, which already exceed applicable thresholds for residential NSLUs, by 3 CNEL or greater. Therefore, exterior off-site transportation noise impacts would be less than significant.

Table 9 OFF-SITE TRAFFIC NOISE LEVELS									
	Distance			CN	EL				
Roadway Segment	to Nearest NLSU (feet) ¹	Nearest NSLU	Existing	Existing + Project	Change from Existing	Impact?			
Old Auburn Road	Old Auburn Road								
Mariposa Avenue to Auburn Boulevard	40	Single-Family Residential	67.9	67.9	0	No			
Auburn Boulevard									
Carriage Drive to Sylvan Road	75	School	65.4	65.5	0.1	No			
Sylvan Road to Maple Avenue	75	Single-Family Residential	64.9	64.9	0	No			
Sylvan Road									
Auburn Boulevard to Almondwood Avenue	50	Single-Family Residential	69.4	69.4	0	No			

Distance measured from roadway centerline.

4.4.3 <u>Mitigation Measures</u>

Because impacts related to Issue 3 would be less than significant, no mitigation is required.

4.4.4 Significance of Impacts After Mitigation

Impacts would be less than significant without mitigation.

4.5 ISSUE 4: TEMPORARY INCREASE IN AMBIENT NOISE LEVELS

4.5.1 <u>Construction Noise</u>

Construction of the project would generate elevated noise levels that may disrupt nearby noise sensitive receptors, including nearby residents and a preschool. The magnitude of the impact would depend on the type of construction activity, equipment, duration of each construction phase, distance between the noise source and receiver, and any intervening structures.



Construction noise impact analysis includes grading, which is typically significantly louder than other activities and has the greatest potential to create impacts to off-site NSLUs. Grading involves the ripping of materials using a dozer and excavator. Table 10, *Construction Equipment Noise Levels*, provides the 50-foot distance noise level for these pieces of equipment as modeled in the RCNM.

Table 10 CONSTRUCTION EQUIPMENT NOISE LEVELS								
Equipment	% Operating Time	dBA L _{EQ} (1 hour) @ 50 feet	L _{MAX} @ 50 feet					
Dozer	40	77.7	81.7					
Excavator	Excavator 40 76.7 80.7							

Source: RCNM

During rough grading, a dozer and an excavator may be working on site at the same time, but would not be working in close proximity to one another due to the nature of their respective operations. Therefore, a dozer and an excavator were modeled for construction noise impacts in isolation. The equipment would be moving across the site during the course of a day; however, a reasonable average distance to the nearest off-site single-family residences (to the south and east of the project site) was assumed to be 100 feet. Based on these assumptions, the highest impact level at the single-family residences would be 71.7 dBA L_{EQ} (1 hour) for a dozer and 70.7 dBA L_{EQ} (1-hour) for an excavator. Noise levels at the preschool, approximately 325 feet from the nearest project construction activities, would be 61.4 dBA L_{EQ} (1 hour) for a dozer and 60.5 dBA L_{EQ} (1-hour) for an excavator. See Appendix C, *Construction Noise Model Outputs*, for model outputs.

Construction activities would only occur between the hours exempted from noise limits in the City Municipal Code (6:00 a.m. to 8:00 p.m. on weekdays and 7:00 a.m. to 8:00 p.m. on Saturday and Sunday). Therefore, impacts from construction noise would be less than significant.

4.5.2 <u>Mitigation Measures</u>

Because impacts related to Issue 4 would be less than significant, no mitigation is required.

4.5.3 Significance of Impacts After Mitigation

Impacts would be less than significant without mitigation.

4.6 ISSUE 5: AIRPORT NOISE LEVELS

4.6.1 <u>Public and Private Airports</u>

The project site is located approximately 6 miles northeast of McClellan Airfield, a public airport. The latest Comprehensive Land Use Plan (CLUP) airport was prepared when the airport

was used as an Air Force base, which involved louder uses than the current public airport (Airport Land Use Commission 1987). The project site did not fall within the 60 dBA L_{EQ} noise contours under the Air Force base and therefore would not fall within the noise contours for the public airport. In addition, the project site is not within close distance of any private airstrip. Therefore, impacts associated with airports and airstrips are less than significant.

4.6.2 <u>Mitigation Measures</u>

Because impacts related to Issue 5 would be less than significant, no mitigation is required.

4.6.3 Significance of Impacts After Mitigation

Impacts would be less than significant without mitigation.

5.0 LIST OF PREPARERS

Bill Vosti Charles Terry Joanne M. Dramko, AICP Acoustic Analyst Senior Acoustic Specialist Quality Assurance Reviewer

6.0 **REFERENCES**

Airport Land Use Commission

1987 McClellan Air Force Base Comprehensive Land Use Plan. January.

California Department of Transportation (Caltrans)

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Kimley-Horn and Associates, Inc.

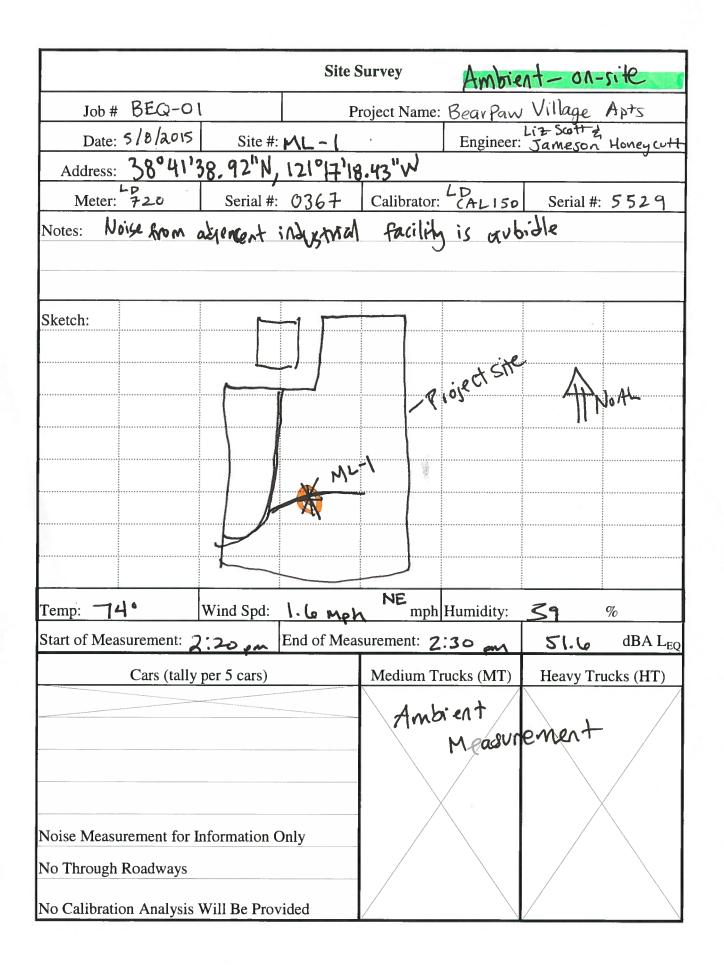
- 2015 Transportation Impact Study Bear Paw Village, Citrus Heights, California. August 18.
- U.S. Department of Transportation

2008 Roadway Construction Noise Model.

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Appendix A

ON-SITE NOISE MEASUREMENT SHEETS



Traffic Noise Measurement Site Survey Job # BEQ-01 Bear Paw Village Apts Project Name: Engineer: Jameson Honeycut Date: 5/8/2015 Site #: ML - 2 Address: 38°41'42.56"N, 121°17'19.40"W Meter: LP720 Serial #: 0367-Calibrator: LD CALLSO Serial #: 5529 301 from edge of roadway Notes: Sketch: OLD AUBURN KOND MC 2 30 Cel NOAL PROJECT SITE 4 mph 39 U mph Humidity: Wind Spd: % Temp: End of Measurement: 3:00 en Start of Measurement: 2:45 m dBA L_{EO} 67.1 Medium Trucks (MT) Heavy Trucks (HT) Cars (tally per 5 cars) F ATTEL 3120 36 8 10 1111111112 (77×5)+2=385+2=387 Noise Measurement for Information Only No Through Roadways No Calibration Analysis Will Be Provided

					-Auto st		
Job # BEQ-01		P	roject Name:	Bear Pan	U Villag	e Aprts	
Date: 5 8 15	Site #:	ML -3		Engineer:	Liz scoto	thoraget	
Address: 38°41							
Meter: 10 720	Serial #:	03767-	Calibrator:	-D CALISO	Serial #:	5529	
Notes: Masurem	ant to	aken	next -	to Auto	Ragain	Shop	
w garage							
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	Sec.						
-714	1				<u> </u>		
Temp: 74	Wind Spd:	2		Humidity:		%	
Start of Measurement:	5.00 pm	End of Mea	surement: 3	.05 pm	59.3	dBA L _{EQ}	
Cars (tally	per 5 cars)		Medium Tr			ucks (HT)	
· · · · · · · · · · · · · · · · · · ·		P	Amb	rasur	frame		
	NA	4	MA	YEasu	AA		
	· · · · ·	4 .					
•							
Noise Measurement for I	nformation (nly		\backslash			
Noise Measurement for I	mormation	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
No Through Roadways							
No Calibration Analysis	Will Be Prov	ided					

Appendix B

CARRIER 38HDR060 SPLIT SYSTEM CONDENSER

ELECTRICAL DATA

38HDR		VOLTAGE	VOLTAGE RANGE* CC		COMPRESSOR OUTDO		OOR FAN M	IOTOR	MIN	FUSE/
UNIT SIZE	V–PH–Hz	Min	Мах	RLA	LRA	FLA	NEC Hp	kW Out	CKT AMPS	HACR BKR AMPS
018	208/230-1-60	187	253	9.0	48.0	0.80	0.125	0.09	12.1	20
024	208/230-1-60	187	253	12.8	58.3	0.80	0.125	0.09	16.8	25
030	208/230-1-60	187	253	14.1	73.0	1.45	0.25	0.19	19.1	30
	208/230-1-60	187	253	14.1	77.0	1.45	0.25	0.19	19.1	30
036	208/230-3-60	187	253	9.0	71.0	1.45	0.25	0.19	12.7	20
	460-3-60	414	506	5.6	38.0	0.80	0.25	0.19	7.8	15
	208/230-1-60	187	253	21.8	117.0	1.45	0.25	0.19	28.7	50
048	208/230-3-60	187	253	13.7	83.1	1.45	0.25	0.19	18.6	30
	460-3-60	414	506	6.2	41.0	0.80	0.25	0.19	8.6	15
	208/230-1-60	187	253	26.4	134.0	1.45	0.25	0.19	34.5	60
060	208/230-3-60	187	253	16.0	110.0	1.45	0.25	0.19	21.5	35
	460-3-60	414	506	7.8	52.0	0.80	0.25	0.19	10.6	15

^r Permissible limits of the voltage range at which the unit will operate satisfactorily

FLA – Full Load Amps

HACR - Heating, Air Conditininng, Refrigeration

LRA – Locked Rotor Amps

NEC – National Electrical Code

RLA – Rated Load Amps (compressor)

NOTE: Control circuit is 24–V on all units and requires external power source. Copper wire must be used from service disconnect to unit. All motors/compressors contain internal overload protection.

SOUND LEVEL

Unit Size	Standard Rating (dB)	Typical Octave Band Spectrum (dBA) (without tone adjustment)							
		125	250	500	1000	2000	4000	8000	
018	68	52.0	57.5	60.5	63.5	60.5	57.5	46.5	
024	69	57.5	61.5	63.0	61.0	60.0	56.0	45.0	
030	72	56.5	63.0	65.0	66.0	64.0	62.5	57.0	
036	72	65.0	61.5	63.5	65.0	64.5	61.0	54.5	
048	72	58.5	61.0	64.0	67.5	66.0	64.0	57.0	
060	72	63.0	61.5	64.0	66.5	66.0	64.5	55.5	

CHARGING SUBCOOLING (TXV-TYPE EXPANSION DEVICE)

UNIT SIZE-VOLTAGE, SERIES	REQUIRED SUBCOOLING °F (°C)
018	12 (6.7)
024	12 (6.7)
030	12 (6.7)
036	12 (6.7)
048	12 (6.7)
060	12 (6.7)

Appendix C

OFF-SITE TRAFFIC NOISE LEVELS

Appendix C OFF-SITE TRAFFIC NOISE LEVELS

	OFF-SI	Table C-1 OFF-SITE TRAFFIC NOISE LEVELS	Table C-1 AFFIC NOI	SE LEVI	ELS				
			Existing	ting			Existing -	Existing + Project	
Roadway/Segment	Distance to Nearest NSLU (feet)	CNEL @ nearest	70 CNEL	65 CNEL	60 CNEL		70 CNEL	65 CNEL	60 CNEL
		NSLU	(ft.)	(ft.)		NSLU	(ft.)	(ft.)	(ft.)
Old Auburn Road									
Mariposa Avenue to Auburn Boulevard	40	6.79	25	60	102	6.7.9	25	60	102
Auburn Boulevard									
Carriage Drive to Sylvan Road	75	65.4	45	78	131	65.5	45	78	133
Sylvan Road to Maple Avenue	75	64.9	40	74	126	64.9	40	74	126
Sylvan Road									
Auburn Boulevard to									
Almondwood Avenue	50	69.4	46	80	134	69.4	46	80	134
IRW – In road right-of-way									

IRW = In road right-of-way

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Appendix D

CONSTRUCTION NOISE MODELING OUTPUTS

Roadway Construction Noise Model (RCNM), Version 1.1

Report dat: ######## Case Descri BEQ-01						
Descriptior Land Use Residential Residentia	•	dBA) Evening N/A	Recept Night N/A	or #2		
Description Dozer	lmpact Device No	Usage(%) 40		t Actual Lmax (dBA) 81.7	Receptor Distance (feet) 100	Shielding (dBA)
	Calculated	(dBA)	Results			
Equipment Dozer Total	*Lmax 75.6 75.6 *Calculate		,	value.		

Roadway Construction Noise Model (RCNM), Version 1.1

Report dat: ######## Case Descri BEQ-01						
			Recept	or #1		
Description Land Line	Baselines (-	NULL			
Description Land Use	-	Evening	Night			
Single Fami Residentia	IN/A	N/A	N/A			
			Equipment	t		
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Excavator	No	40)	80.7	100) 0
	Calculated	(dBA)				
Equipment	*Lmax	Leq				
Excavator	74.7	70.7	,			
Total	74.7	70.7	,			
	*Calculate	d Lmax is th	ne Loudest v	alue.		

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 11/10/2015 Case Descript BEQ-01

				Recept	tor #2		
		Baselines	(dBA)				
Description	Land Use	Daytime	Evening	Night			
School	Residential	N/A	N/A	N/A			
				Equipmen	t		
				Spec	Actual	Receptor	Estimated
		Impact		Lmax	Lmax	Distance	Shielding
Description		Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Dozer		No	4()	81.7	325	5 0
				Results			
		Calculated	l (dBA)				
Equipment		*Lmax	Leq				
Dozer		65.4	4 61.4	1			
	Total	65.4	4 61.4	1			
		*Calculate	ed Lmax is th	ne Loudest v	value.		

Roadway Construction Noise Model (RCNM), Version 1.1

Report date Case Descrij	: 11/10/2015 DBEQ-01	i					
Description School	Land Use Residential	Baselines Daytime N/A	(dBA) Evening N/A	Recept Night N/A	or #2		
Description Excavator		lmpact Device No	Usage(%) 40		t Actual Lmax (dBA) 80.7	Receptor Distance (feet) 325	Estimated Shielding (dBA) 0
		Calculated		Results	80.7	323	0
Equipment Excavator	Total	*Lmax 64.5 64.5 *Calculate			value.		

Attachment 6

Transportation Impact Study

Bear Paw Village Citrus Heights, California

August 18, 2015

Prepared for:

City of Citrus Heights, California

Prepared by: Kimley »Horn

2720 Gateway Oaks Drive, Suite 310 Sacramento, California 95833

Phone: (916) 858-5800



EXECUTIVE SUMMARY

This report documents the results of a traffic impact analysis completed for the Bear Paw Village project proposed to be located in the southeast corner of the Old Auburn Road intersection with Sylvan Road/Auburn Boulevard in Citrus Heights, California (the "proposed project" or "project"). The purpose of this impact analysis is to identify potential environmental impacts to transportation facilities as required by the California Environmental Quality Act (CEQA). This study was performed in accordance with the City of Citrus Heights' *Transportation Impact Study Guidelines*.

The project proposes to construct up to 42 townhomes on a 2.5-acre site generally located in the southeast corner of the Old Auburn Road intersection with Sylvan Road/Auburn Boulevard. Primary access to the site would be from an existing full-access driveway along Old Auburn Road. A secondary, access is proposed on Sylvan Road (right-in, right-out), via the existing shopping center parking lot. Both project access points are proposed to be gated. The following transportation facilities are included in this evaluation:

Intersections

- 1. Old Auburn Road @ Sylvan Road/Auburn Boulevard
- 2. Old Auburn Road @ Site Access Driveway

Roadway Segment

1. Old Auburn Road between Sylvan Road/Auburn Boulevard and Mariposa Avenue

A Level of Service (LOS) analysis was conducted for the above facilities for the following scenarios:

- A. Baseline (2015) Conditions
- B. Baseline (2015) plus Proposed Project Conditions

Significant findings of this study include:

- The proposed project is estimated to generate 304 total new daily trips, with 26 new trips occurring during the AM peak-hour, and 30 new trips occurring during the PM peak-hour.
- The project's potential environmental impacts to transportation facilities are considered to be *less than significant*.
- The proposed project is anticipated to have a *less than significant* effect on existing and planned bicycle, pedestrian, and transit facilities.
- Consideration should be given to providing pavement markings and/or signing at the Old Auburn Road driveway to ensure this area is not blocked, and the likelihood of spillback onto Old Auburn Road is minimized. In addition, the three parking spaces that are shown along the west side of this driveway should be removed to preserve the driveway's operations by providing minimally acceptable throat depth (25 to 50-feet). These spaces' proximity to the intersection, and the likely interference caused by vehicles using these spaces, necessitates their removal or relocation to a more appropriate location.

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INTRODUCTION

This report documents the results of a traffic impact analysis completed for the Bear Paw Village project proposed to be located in the southeast corner of the Old Auburn Road intersection with Sylvan Road/Auburn Boulevard in Citrus Heights, California (the "proposed project" or "project"). The purpose of this impact analysis is to identify potential environmental impacts to transportation facilities as required by the California Environmental Quality Act (CEQA). This study was performed in accordance with the City of Citrus Heights' *Transportation Impact Study Guidelines*¹.

The remaining sections of this report document the proposed project, analysis methodologies, impacts and mitigation, and general study conclusions.

PROJECT DESCRIPTION

The project proposes to construct up to 42 townhomes on a 2.5-acre site generally located in the southeast corner of the Old Auburn Road intersection with Sylvan Road/Auburn Boulevard. Primary access to the site would be from an existing full-access driveway along Old Auburn Road. A secondary access is proposed on Sylvan Road (right-in, right-out), via the existing shopping center parking lot. Both project access points are proposed to be gated. The project location is shown in **Figure 1**, and the proposed project site plan is shown in **Figure 2**. The following transportation facilities are included in this evaluation:

Intersections

- 1. Old Auburn Road @ Sylvan Road/Auburn Boulevard
- 2. Old Auburn Road @ Site Access Driveway

Roadway Segment

1. Old Auburn Road between Sylvan Road/Auburn Boulevard and Mariposa Avenue

Figure 3 illustrates the study facilities, existing traffic control, and existing lane configurations.

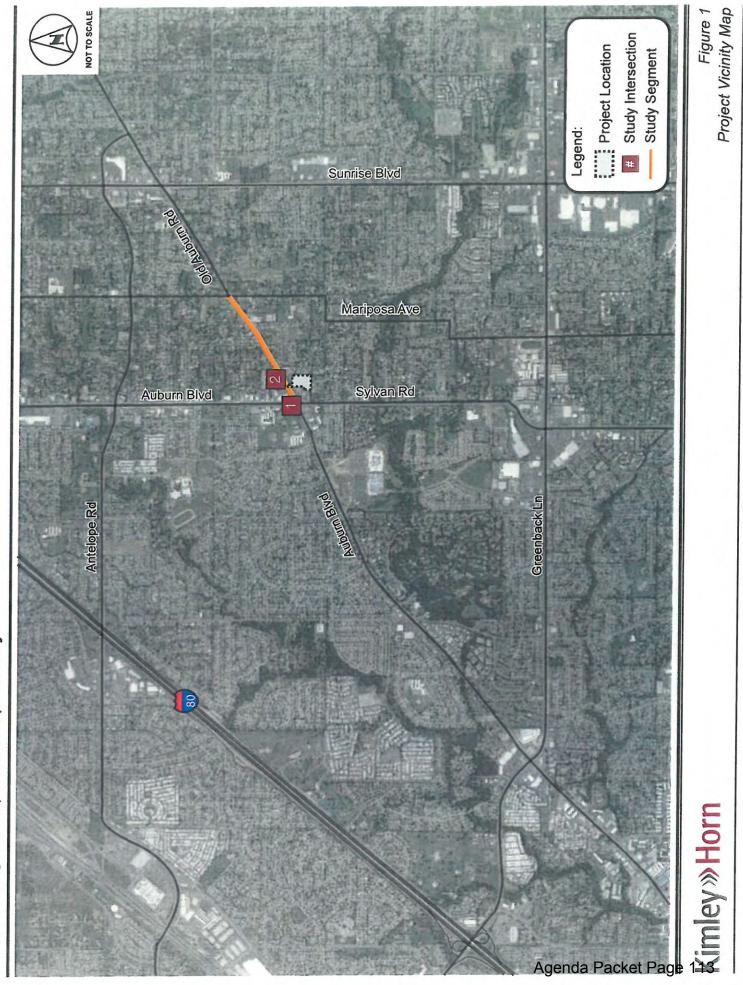
PROJECT AREA ROADWAYS

The following are descriptions of the primary roadways in the vicinity of the project.

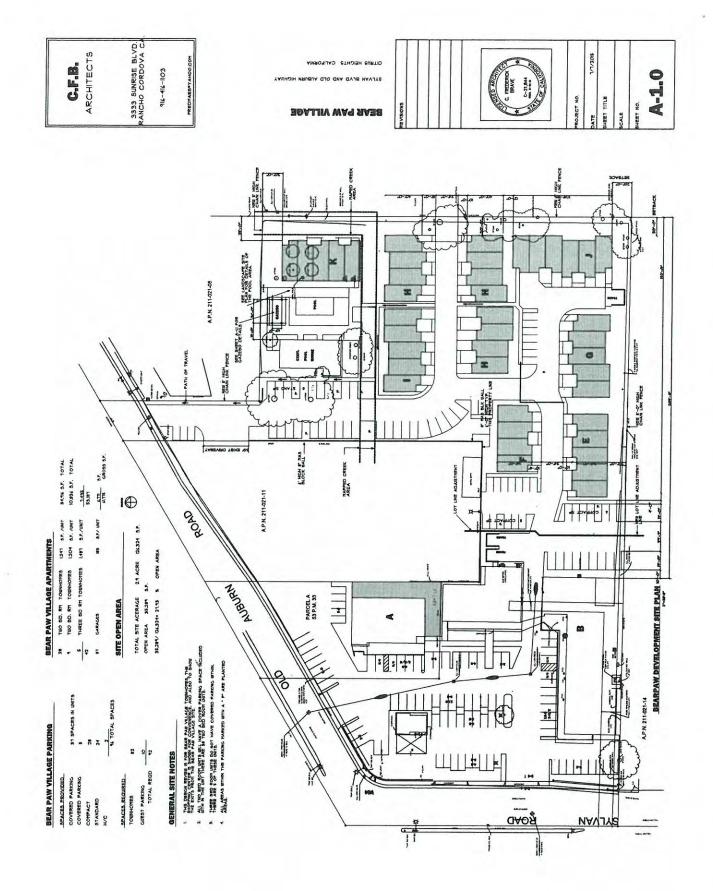
Old Auburn Road is an east-west arterial roadway that connects the City of Citrus Heights with the City of Roseville, west of Folsom Lake. Through the project area, Old Auburn Road serves approximately 19,600 vehicles per day² (vpd).

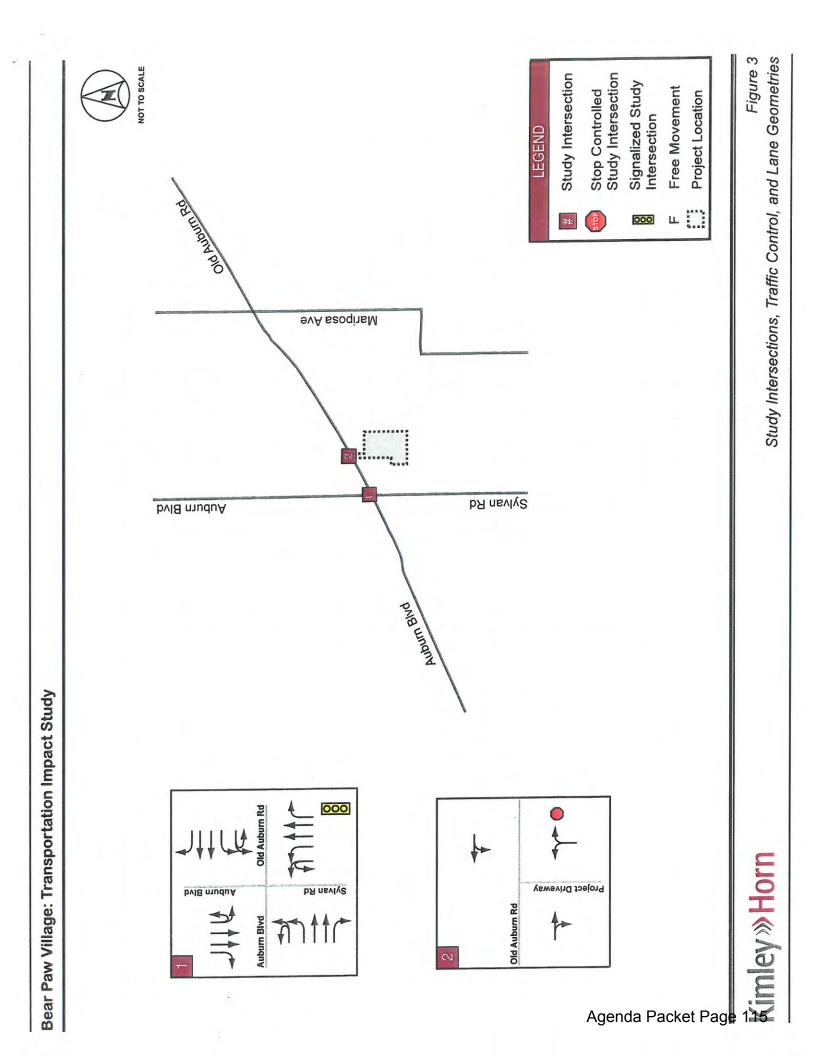
Sylvan Road/Auburn Boulevard is a north-south arterial roadway that extends throughout Sacramento County and the southern portions of Placer County. North of the project area, this roadway is named Auburn Boulevard. South of the project area, this roadway is named Sylvan Road.

Transportation Impact Study Guidelines, City of Citrus Heights, February 2013.
 Kimley-Horn and Associates, Inc., May 26-28, 2015.



Bear Paw Village: Transportation Impact Study





ASSESSMENT OF PROPOSED PROJECT

Proposed Project Trip Generation

The number of trips anticipated to be generated by the proposed project were derived using data included in *Trip Generation Manual*, 9th Edition, published by the Institute of Transportation Engineers (ITE). Although the proposed project is understood to consist of rental units, the comparable ITE land use (Rental Townhouse, Land Use 224) is based on a single observation. According to ITE, "Users are cautioned to use data with care because of the small sample size." As a result, the ITE Residential Condominium/Townhouse (Land Use 230) was selected for use in this study. Please note that Land Use 230 is defined by ITE as consisting of ownership units. However, it was determined to be more appropriate to use this data rather than the Apartment (Land Use 220) data primarily based on the project's unit density and configuration. The anticipated trip generation characteristics for the proposed project are depicted in **Table 1**.

and an an and a second	Size (# units)	Daily		AM	Peak-H	our			PMI	Peak-He	our				
Land Use (ITE Code)							Trips	Total	1	N	0	UT	Total	otal IN OUT	
	(# unics)	mps	Trips	%	Trips	%	Trips	Trips	%	Trips	%	Trips			
Residential Condominium/ Townhouse (230)	42	304	26	17%	4	83%	22	30	67%	20	33%	10			
Net New External Trips:		304	26		4		22	30		20	-	10			

Table 1 – Proposed Project Trip Generation

As shown in **Table 1**, the proposed project is estimated to generate 304 daily trips, with 26 trips occurring during the AM peak-hour, and 30 trips occurring during the PM peak-hour. Although the project's proximity to transit and neighborhood retail and schools would be anticipated to result in some non-vehicular trips, in an effort to be appropriately conservative, no alternative-mode trip reductions were included.

Proposed Project Trip Distribution

Project traffic was distributed to the surrounding roadway network based on general knowledge of project area traffic patterns, proximity to job centers and major transportation corridors (i.e., I-80), and engineering judgment. The project trip distribution percentages are illustrated in **Figure 4**. The resulting AM and PM peak-hour traffic volumes attributed to the proposed project are illustrated in **Figure 5**.

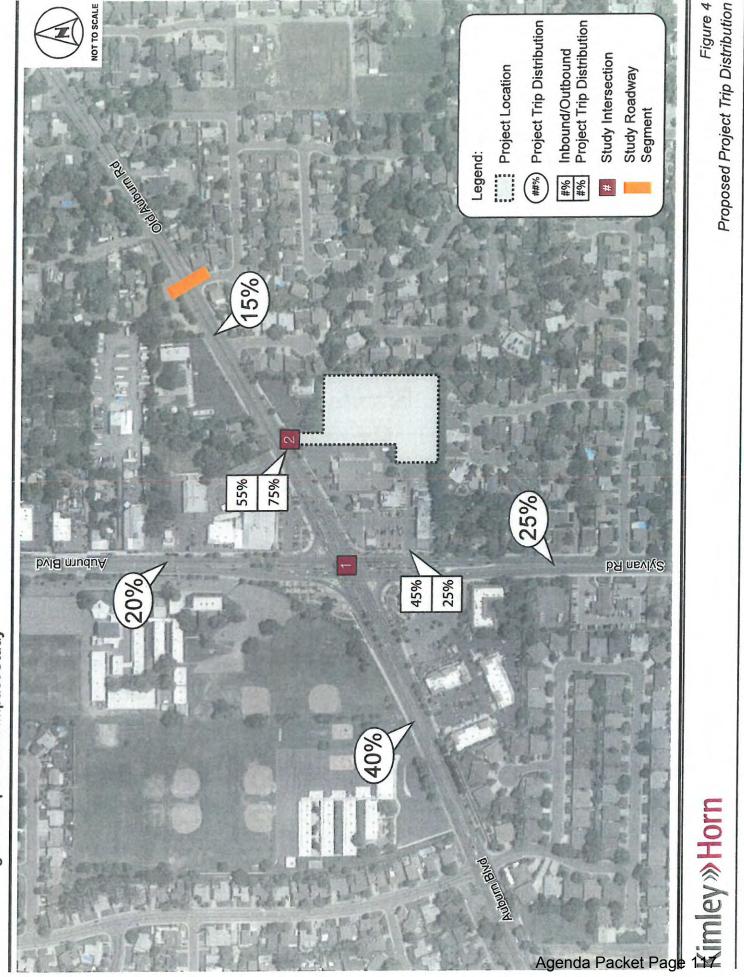
TRAFFIC IMPACT ANALYSIS METHODOLOGY

Analysis of transportation facility significant environmental impacts is based on the concept of Level of Service (LOS). The LOS of a facility is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity.

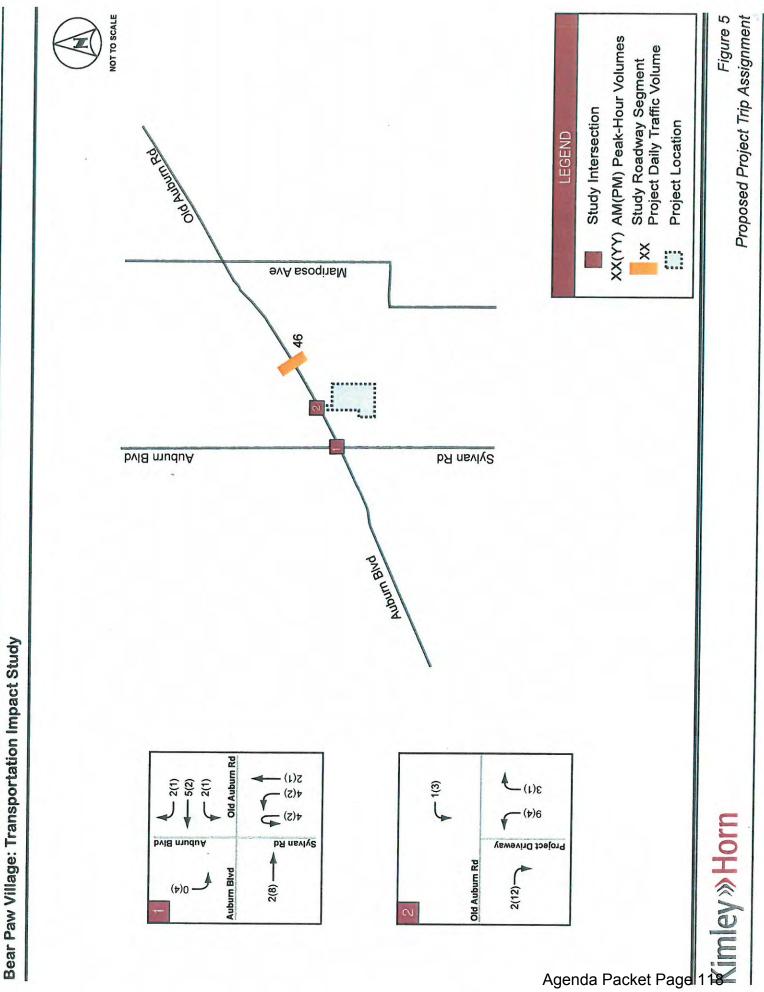
Intersection Analysis

Intersection Levels of Service for this study were determined using methods defined in the *Highway Capacity Manual, 2000*³ (HCM) and appropriate traffic analysis software. The HCM includes procedures for analyzing side-street stop controlled (SSSC), all-way stop controlled (AWSC), and signalized intersections. The SSSC procedure defines LOS as a function of average control delay for each minor street approach movement. Conversely, the AWSC and signalized intersection procedures define LOS as a function of average control delay for the intersection as a whole. **Table 2** presents intersection LOS definitions as defined in the HCM.

³ HCM, 2010 was not used in this analysis due to the presence of u-turn movements at the Old Auburn Road intersection with Sylvan Road/Auburn Boulevard. HCM 2010 methodology does not support analysis of such facilities.



Bear Paw Village: Transportation Impact Study



Level of	Un-Signalized	Signalized		
Service (LOS)	Average Control Delay [*] (sec/veh)	Control Delay per Vehicle (sec/veh)		
A	≤ 10	≤ 10		
В	> 10 - 15	> 10 - 20		
С	> 15 - 25	> 20 - 35		
D	> 25 - 35	> 35 - 55		
E	> 35 - 50	> 55 - 80		
F	> 50	> 80		

Table 2 – Intersection Level of Service Criteria

Roadway Segment Analysis

The analysis of roadway segments involves the comparison of daily segment volumes to the LOS criteria provided in Sacramento County's traffic impact analysis guidelines⁴. The criteria provide maximum volumes for given service levels for various facility types. **Table 3** replicates the applicable County roadway segment LOS criteria.

Table 3 – Roadway	Segment	Level of	Service	Criteria
-------------------	---------	----------	---------	----------

	#	Maximum Volume for Given Service Level						
Facility Type	Lanes	A	В	с	D	E		
	2	10,800	12,600	14,400	16,200	18,000		
Arterial, Moderate Access Control	4	21,600	25,200	28,800	32,400	36,000		
Artena, moderate Access control	6	32,400	37,800	43,200	48,600	54,000		

Source: Traffic Impact Analysis Guidelines, Table 2, County of Sacramento Department of Transportation, July 2004.

This LOS analysis was conducted for the study facilities for the following scenarios:

- A. Baseline (2015) Conditions
- B. Baseline (2015) plus Proposed Project Conditions

The following is a discussion of the analyses for these scenarios.

⁴ Traffic Impact Analysis Guidelines, County of Sacramento Department of Transportation, July 2004.

BASELINE (2015) CONDITIONS

New weekday AM and PM peak-period intersection turning movement traffic counts were conducted in May 2015. These counts were conducted between the hours of 7:00 a.m. and 9:00 a.m., and 4:00 p.m. and 6:30 p.m. Baseline (2015) peak-hour turn movement volumes are presented in **Figure 6**, and the traffic count data sheets are provided in **Appendix A**. Analysis worksheets for this scenario are provided in **Appendix B**.

Intersections

Table 4 presents the peak-hour intersection operating conditions for this analysis scenario.

		Traffic	AM Peak-	Hour	PM Peak-Hour		
#	Intersection	Control	Delay (seconds)	LOS	Delay (seconds)	LOS	
1	Old Auburn Road @ Sylvan Road/Auburn Boulevard	Signal	45.4	D	50.8	D	
2	Old Auburn road @ Site Access Driveway	SSSC*	15.2 (NB)	С	21.1 (NB)	С	

Table 4 – Baseline (2015) Intersection Levels of Service

As indicated in Table 4, the study intersections operate at LOS C or LOS D during the AM and PM peak-hours.

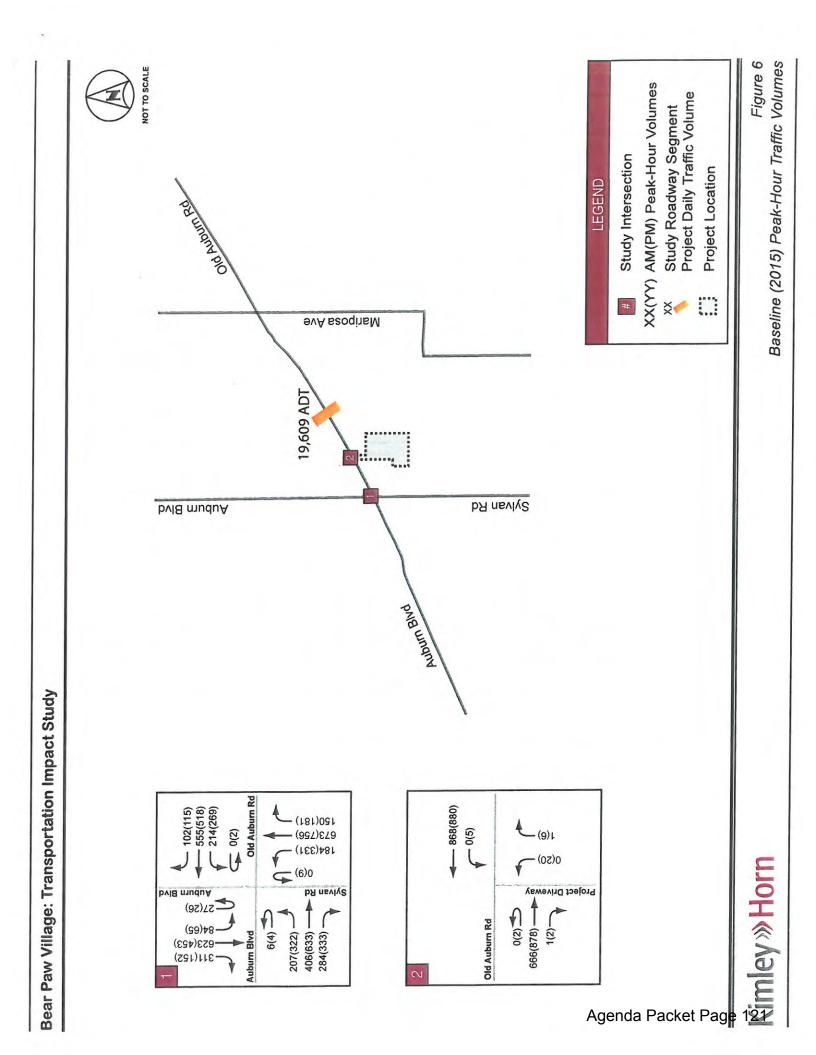
Roadway Segment

Table 5 presents the roadway segment operating conditions for this analysis scenario.

Table 5 – Baseline (2015) Roadway Segment Level of Service

Facility Type	Capacity	ADT	V/C Ratio	LOS
2-Lane Arterial (Moderate Access Control)	18,000	19,609	1.089	F
	2-Lane Arterial	2-Lane Arterial 18 000	2-Lane Arterial 18 000 19 609	Pacinity Type Capacity ADT Ratio 2-Lane Arterial 18 000 19 609 1 089

As indicated in Table 5, the roadway segment operates at LOS F.



BASELINE (2015) PLUS PROPOSED PROJECT CONDITIONS

Peak-hour traffic associated with the proposed project was added to the Baseline (2015) traffic volumes and levels of service were determined at the study facilities. Figure 7 provides the AM and PM peak-hour traffic volumes at the study facilities for this analysis scenario. The analysis worksheets for this scenario are provided in Appendix C.

Intersections

Table 6 presents the peak-hour intersection operating conditions for this analysis scenario.

Table 6 - Baseline (2015) and Baseline (2015) plus Proposed Project Intersection Levels of Service

#	Intersection	Analysis Scenario ⁺	Traffic Control	AM Peak-Hour		PM Peak-Hour	
				Delay (seconds)	LOS	Delay (seconds)	LOS
1	Old Auburn Road @ Sylvan Road/Auburn Boulevard	Base.	Signal	45.4	D	50.8	D
		Base.+PP		45.8	D	51.6	D
2	Old Auburn Road @ Site Access Driveway	Base.	SSSC*	15.1 (NB)	C	21.1 (NB)	С
		Base.+PP	SSSC	17.7 (NB)	C	21.8 (NB)	C

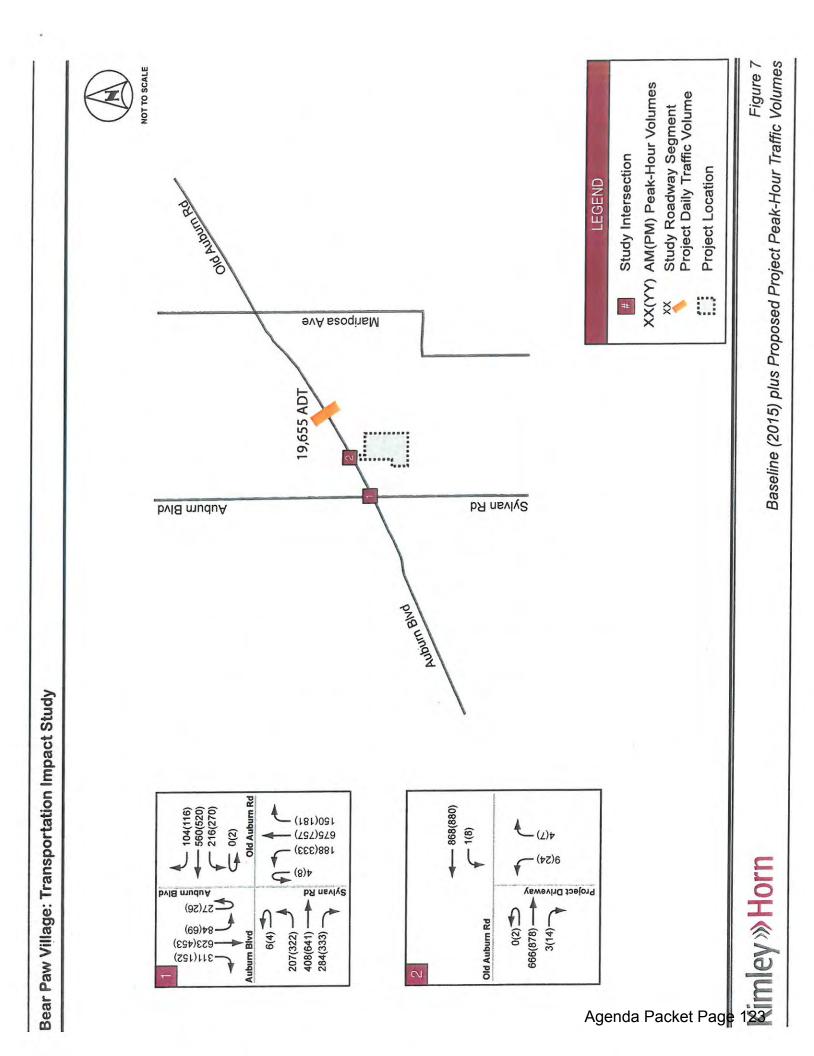
As indicated in **Table 6**, the study intersections operate at LOS C or LOS D with the addition of project traffic during the AM and PM peak-hours.

Roadway Segment

Table 7 presents the roadway segment operating conditions for this analysis scenario.

Segment	Facility Type	Capacity	Scenario	ADT	V/C Ratio	LOS
Old Auburn Road, between Sylvan	2-Lane Arterial	18.000	Base.	19,609	1.089	F
Road/Auburn Boulevard and Mariposa Avenue	(Moderate Access Control)	18,000	Base.+PP	19,655	1.092	F

As indicated in Table 7, the roadway segment operates at LOS F.



IMPACTS AND MITIGATION

Standards of Significance

Project impacts were determined by comparing conditions with the proposed project to those without the project. Impacts for intersections are created when traffic from the proposed project forces the LOS to fall below a specific threshold.

The City of Citrus Heights' standards¹ specify the following:

"The City will *strive to achieve LOS E or better conditions* for City roadways and intersections during peak hours." The study roadway segment and intersections are located within the City of Citrus Heights.

"The City has chosen LOS E as its threshold, which represents the highest level of roadway capacity utilization, but has included some exceptions where LOS F would be allowed due to conflicts of expanding roadways to provide a better LOS." According to Citrus Heights General Plan Policy 29.2⁵, "Exceptions to LOS E are allowed for both roadway segments and intersections along the following streets:

- Sunrise Boulevard south City limits to north City limits
- o Greenback Lane west City limits to east City limits
- Old Auburn Road Sylvan Road to Fair Oaks Boulevard
- Antelope Road I-80 to Auburn Boulevard
- Auburn Boulevard Old Auburn Road to northern City limits"

Finally, the City has also established¹ that a project that contributes more than five percent to the total peak hour traffic volume on a roadway segment or entering an intersection that operates unacceptably according to Policy 29.2 would result in a significant impact.

Because the offsite study facilities are located along the Old Auburn Road and Auburn Boulevard segments listed above as having exceptions to the LOS E threshold, **LOS F** was considered acceptable in this study.

Impacts and Mitigation

Baseline (2015) plus Proposed Project Conditions

Intersections

As reflected in **Table 6**, the addition of the proposed project does not result in a significant impact as defined by the City. Both intersections operate acceptably under Baseline Conditions, and the addition of the proposed project does not result in unacceptable operations. As a result, no impacts are triggered and no mitigations are required for the study intersections.

Roadway Segment

As reflected in **Table 7**, the addition of the proposed project does not result in a significant impact as defined by the City. The subject roadway segment operates at LOS F without the proposed project and, even though the segment is specifically exempted by the City's *General Plan* to operate at LOS F, the proposed project contributes less than 5 percent to the total peak-hour traffic volume on the segment. As a result, no impact is triggered and no mitigations are required for the study roadway segment.

⁵ Citrus Heights General Plan, Transportation and Mobility, August 2011.

OTHER CONSIDERATIONS

Intersection Queuing Evaluation

Vehicle queuing for the two study intersections was evaluated. For the queuing analysis, the anticipated vehicle queues for critical movements at these intersections were evaluated. The calculated vehicle queues were compared to actual or anticipated vehicle storage/segment lengths. Results of the queuing evaluation are presented in **Table 8**. Analysis sheets that include the anticipated vehicle queues are presented in Appendices B and C. As depicted in **Table 8**, the addition of the proposed project adds nominal additional queuing (less than one vehicle) to the study locations.

	Movement	AM Pea	k-Hour	PM Peak-Hour	
Intersection / Analysis Scenario		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#1, Old Auburn Rd @ Sylvan Rd/Auburn Blvd	NB Left				
Ba	aseline (2015)	205	162	295	265
Baseline (2015) plus Proposed Project WB Left Baseline (2015) Baseline (2015) plus Proposed Project		295	168	295	272
		L			
		180	153	180	200
			155		201
#2, Old Auburn Rd @ Site Access Driveway	NB				
Baseline (2015)		50*	0	50 [*]	25
Baseline (2015) plus Proposed Project			25	50	25

Table 8 - Intersection Qu	euing Evaluation Results for Select Locations
---------------------------	---

Bicycle, Pedestrian, and Transit Evaluation

The addition of the project is not anticipated to disrupt existing or planned bicycle or pedestrian facilities, or conflict with adopted City plans, guidelines, policies, or standards. Because the project is proposed to gain access via two existing driveways, existing and envisioned bicycle and pedestrian facilities are largely unaffected by the project. The proposed project (**Figure 2**) includes designation of a pedestrian path of travel from Old Auburn Road south, through the project. Because the project's proximity to the existing shopping center is recognized as a benefit of the project, consideration should be given to providing designated pedestrian routes between the shopping center and the site, in particular along the southern portion of the project site in the vicinity of buildings E and F. It is also noted that primary access to the site would be from an existing shopping center parking lot. Both project access points are proposed to be gated. The anticipated resident preference for the Old Auburn Road driveway (i.e., less friction, full access, etc.) will contribute to minimizing conflicts between the shopping center patrons and project residents by removing the majority of project traffic from the existing shopping center parking lot.

The project is not anticipated to disrupt existing or planned transit facilities or conflict with adopted City transit plans, guidelines, policies, or standards. Sacramento Regional Transit (RT) operates three bus routes in the vicinity of the project site. Routes 93, 95, and 103 travel along Auburn Boulevard and Sylvan Road. No bus routes currently traverse Old Auburn Road east of Auburn Boulevard/Sylvan Road. Accordingly, transit use associated with the project site would rely on the bicycle and pedestrian connections to/from the adjacent intersection with Auburn Boulevard/Sylvan Road. In the absence of receiving specific route ridership from RT, it was determined that the proposed project is not anticipated to exceed the crush load capacity of these RT bus routes. The relative size of the proposed project and its incorporation of tenant vehicle parking are anticipated to minimize the tenants' reliance on public transportation, thereby minimizing the project's burden on the existing and planned system.

Site Plan, Access, and Circulation Evaluation

The site plan for the proposed project (**Figure 2**) was qualitatively reviewed for general access and on-site circulation. According to the site plan, access to the site would be provided via two driveways. Primary access to the site would be from an existing full-access driveway along Old Auburn Road. A secondary access is proposed on Sylvan Road, via the existing shopping center parking lot. Both project access points are proposed to be gated. Level of service, delay, and queuing data was previously reported for the Old Auburn Road intersection (Intersection #2). The combination of these two access points, as well as the on-site circulation system provides adequate access to/from both the surrounding roadway network. According to the project site plan (Figure 2), the five units in building K are understood to be the five, three bedroom units that do not have covered parking included within the unit. As such, all other units are understood to have covered parking. With this understanding, it is recommended that the end of the drive aisle between buildings H and I have adequate space to permit reasonable vehicle maneuvers into and out of the units' covered parking at the east end of the aisle. Similarly, the south end of the building J drive aisle (near the trash enclosure) should also be evaluated. Additionally, emergency vehicle access and maneuverability (during construction and normal operation) should be confirmed at these, and all drive aisle locations.

Crash data (January 2012 through December 2014) for Old Auburn Road in the vicinity of the project site was obtained from the City. This data indicates several crashes per year at both the Sylvan Road/Auburn Boulevard intersection, and along Old Auburn Road. This pattern is consistent with the congestion documented for the study roadway segment and observations of numerous driveways and access points. As discussed, the proposed project's main entrance is from an existing full-access driveway along Old Auburn Road that serves the existing shopping center that borders the site. Because this particular driveway is the only Old Auburn Road driveway that permits outbound left-turn movements, consideration should be given to the potential of onsite vehicle queuing/blocking resulting in safety concerns. More specifically, vehicles exiting the existing shopping center via this driveway will be in conflict with both entering traffic and traffic exiting the project site. It is important to note that the northbound approach queuing data (Table 8) shows a 25-foot 95th percentile queue. While this level of queuing does not appear to obstruct access from the existing shopping center to Old Auburn Road, consideration should be given to providing driveway markings and/or signing to ensure the area between the shopping center and the access point to Old Auburn Road (i.e. the most northern part of the site where vehicles from both the site and the shopping area will look to access Old Auburn Road) is not blocked and the likelihood of spillback onto Old Auburn Road is minimized. Similarly, the three parking spaces that are shown along the west side of the Old Auburn Road access driveway should be removed to preserve the driveway's operations by providing minimally acceptable throat depth⁶. These spaces' proximity to the intersection and the likely interference caused by vehicles using these spaces necessitates their removal or relocation to a more appropriate location.

CONCLUSIONS

Based upon the analysis documented in this report, the following conclusions are offered:

- The proposed project is estimated to generate 304 total new daily trips, with 26 new trips occurring during the AM peak-hour, and 30 new trips occurring during the PM peak-hour.
- The project's potential environmental impacts to transportation facilities are considered to be *less than significant*.
- The proposed project is anticipated to have a *less than significant* effect on existing and planned bicycle, pedestrian, and transit facilities.

⁶ Minimum throat depth is typically measured from the back of sidewalk to the first drive aisle or parking stall. The purpose of this minimum driveway depth is to allow enough stacking distance for exiting vehicles so that the first drive aisle or parking stall is not blocked, therefore minimizing the possibility of incoming vehicles queuing out into the public right-of-way. Twenty-five (25) feet is typically considered the absolute minimum throat depth with a preferred distance of fifty (50) feet.

Bear Paw Village	Citrus Heights,
Transportation Impact Study	California
Transportation impact study	

Consideration should be given to providing pavement markings and/or signing at the Old Auburn Road driveway to ensure this area is not blocked, and the likelihood of spillback onto Old Auburn Road is minimized. In addition, the three parking spaces that are shown along the west side of this driveway should be removed to preserve the driveway's operations by providing minimally acceptable throat depth (25 to 50-feet). These spaces' proximity to the intersection, and the likely interference caused by vehicles using these spaces, necessitates their removal or relocation to a more appropriate location.

Kimley »Horn

Memorandum

Nick Lagura To: City of Citrus Heights Matt Weir, P.E., T.E., PTOE From:

Reaa Ali, EIT

Supplemental Access Analysis Re: Bear Paw Village – Citrus Heights, California

October 4, 2016 Date:

We are writing to provide an overview of a supplemental access analysis to our original traffic study¹. Per your direction, we reanalyzed traffic operations under a "Revised Project Distribution" condition in which the project's secondary driveway is restricted to egress only (previously analyzed as ingress and egress). We analyzed the effect of this restriction on the project's access to/from the main driveway on Old Auburn Road, as well as at the intersection of Old Auburn Road at Sylvan Road/Auburn Boulevard. The following is a discussion of the outcome of this technical analysis.

Intersections

Project trips were reassigned to reflect 100% of the inbound project traffic entering through the main driveway on Old Auburn Road. Outbound project traffic distribution was maintained as 55% outbound at the project's main driveway and 45% outbound at the project's secondary driveway. Attachment A and Attachment B graphically show this distribution and associated project trip assignment.

Levels of Service Analysis

Peak-hour traffic associated with the revised project distribution was added to the Baseline (2015) traffic volumes and levels of service were determined at the study facilities. Table 1 below presents the peak-hour intersection operating conditions for the Baseline (2015), Baseline (2015) plus Proposed Project, and Baseline (2015) plus Revised Project Distribution analysis scenarios.

	Intersection			AM Peak-Hour		PM Peak-Hour	
#		Analysis Scenario ⁺	Traffic Control	Delay (seconds)	LOS	Delay (seconds)	LOS
all the based @	Base.		45.4	D	50.8	D	
1	Old Auburn Road @ Sylvan Road/Auburn Boulevard	Base.+PP	Signal	45.8	D	51.6	D
1		Base.+Revised		45.8	D	51.6	D
		Base.		15.1 (NB)	C	21.1 (NB)	C
2	Old Auburn Road @ Site Access Driveway	Base.+PP	SSSC*	17.7 (NB)	C	21.8 (NB)	С
2		Base.+Revised		17.7 (NB)	C	21.9 (NB)	С

Table 1. Baseline (2015), Baseline (2015) plus Proposed Project, and Baseline (2015) plus Revised Project **Distribution Intersection Levels of Service**

Base. = Baseline (2015), Base. + PP = Baseline (2015) plus Prop **Project Distribution**

Control delay for worst minor approach (worst minor movement) for SSSC.

¹ Bear Paw Village Transportation Impact Study, Kimley-Horn and Associates, Inc., August 18, 2015.

Kimley »Horn

As indicated in **Table 1**, the study intersections operate at LOS C or LOS D with the revised project distribution during the AM and PM peak-hours.

Queuing Evaluation

Vehicle queuing for the two study intersections was also evaluated under the revised project distribution condition. For the queuing analysis, the anticipated vehicle queues for critical movements at these intersections were evaluated. The calculated vehicle queues were compared to actual or anticipated vehicle storage/segment lengths. Results of the queuing evaluation are presented in Table 2.

		AM Pea	k-Hour	PM Peak-Hour	
Intersection / Analysis Scenario	Movement	Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#1, Old Auburn Rd @ Sylvan Rd/Auburn Blvd	NB Left	1	U.S. CARACTER		
Ba	aseline (2015)	295	162	295	265
Baseline (2015) plus Pro	posed Project		168		272
Baseline (2015) plus Revised Project	t Distribution		168		272
	WB Left		D. C.	and a star	
Baseline (2015) Baseline (2015) plus Proposed Project Baseline (2015) plus Revised Project Distribution		180	153	180	200
			155		201
			155		201
#2, Old Auburn Rd @ Site Access Driveway	NB	1.			
Ba	aseline (2015)		0		25
Baseline (2015) plus Proposed Project		50*	25	50*	25
Baseline (2015) plus Revised Project Distribution			25		25

Table 2. Intersection Queuing Evaluation Results for Select Locations

As depicted in **Table 2**, under the revised project distribution condition, the redistribution of project trips adds nominal additional queuing (less than one vehicle) to the study locations. The analysis worksheets for the Levels of Service Analysis and Queuing Evaluation are provided in **Attachment C**.

Roadway Segments

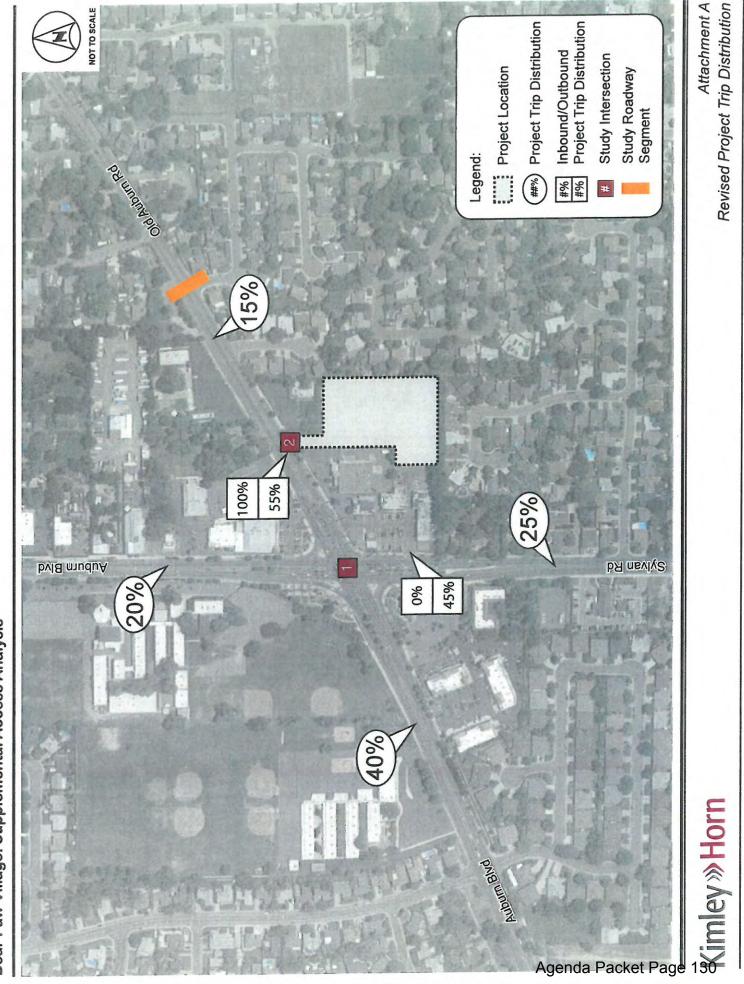
The redistribution of project trips does not impact the volume of traffic at the study roadway segment of Old Auburn Road, between Sylvan Road/Auburn Boulevard and Mariposa Avenue. A revised roadway segment analysis is thus not required and was not analyzed.

Conclusions

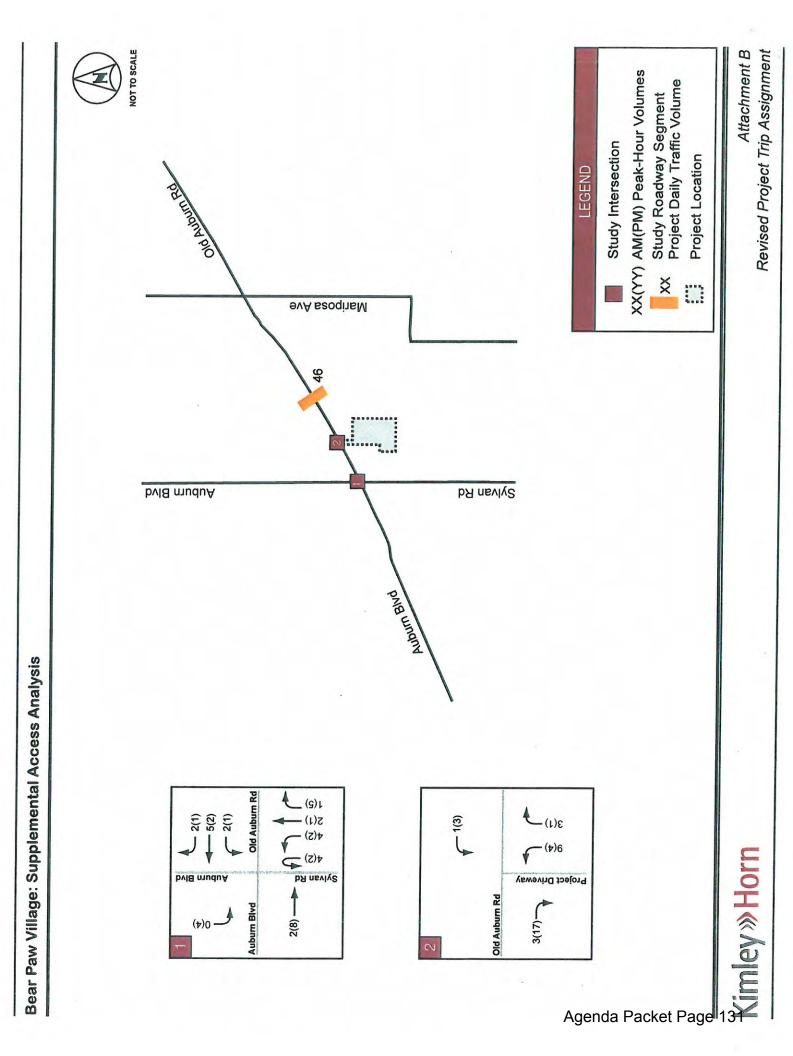
The redistribution of project trips caused by the restriction at the project's secondary driveway does not negatively impact the project's access to/from the main driveway on Old Auburn Road or at the intersection of Old Auburn Road at Sylvan Road/Auburn Boulevard. The project's potential environmental impact to transportation facilities due to the revised project distribution are considered to be *less than significant*.

Attachments:

Attachment A:	Revised Project Trip Distribution
Attachment B:	Revised Project Trip Assignment
Attachment C:	Analysis Worksheets for Baseline (2015) plus Revised Project Distribution Conditions



Bear Paw Village: Supplemental Access Analysis



Attachment 8

Analysis of Trees 7524 Old Auburn Rd. APN 211-021-14 Citrus Heights, California 95610

Prepared for:

BearPaw Industries 7524 Old Auburn Rd Citrus Heights, CA 95610 (916) 417-2976

Kurt Stegen Consulting Arborist State Lic. 494115 Certified Arborist WE-6356A 6299 Horseshoe Bar Road. Loomis, California 95650 916-652-3840

July 9, 2013

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1 Summary

Bear Paw Industries is applying for a building permit to develop lot, APN 211-021-14, adjacent to Bear Paw Shopping Center, near the intersection of Sylvan Road and Old Auburn Road, in Citrus Heights, California.¹

The majority of the trees on the east side of the property are Valley Oaks (Quercus lobta) and one Live Oak (Quercus wislzenii). All of the mature trees are under or near electrical power lines and have had major portions of their canopies removed, which has left the trees disfigured. The canopies are heavily weighted towards the proposed project or neighboring yards. Keeping the trees in their current state would pose a hazard to both life and property. To retain the trees would require heavy trimming commonly referred to as "pollarding." Pollarding or heavy topping of the canopies would stimulate rapid growth into the overhead electrical power lines and would create an electrical hazard that would be dangerous. It is my opinion there are two options: 1. Relocate the power lines and trim the trees; 2. Remove the mature trees and leave the smaller ones that do not create a hazard at this time. Neighbors would have to be contacted prior to any work.

On the south side of the property there are four valley oaks that could be retained and trimmed. One oak would require heavy trimming to conform to the project. However, there are several issues that will arise in the future. One would be maintaining the trees that are on neighboring lots; obtaining access and permission to perform the work would be difficult. Another issue would be the liability of having a mature tree canopy over neighbors' yards and homes. There is a level of risk that is assumed by keeping the trees. This matter should be referred to attorney for legal advice.

A row of Tree-of-Heaven (Ailanthus altissima) runs along the south side of the property. These trees, first planted in the United States in the 1800's, run wild in the area and are considered "weed trees." All of these trees are diseased and in poor condition. The canopies of the trees extend over the property line and into neighboring properties. Some of the trunks and limbs pose a hazard to property and possible life. They should be removed immediately.

There is one cottonwood leaning over the parking area that should be removed.

It is my opinion that all the Tree of Heaven and a cottonwood should be removed and replaced with a tree that is low risk and compatible with a high-density project.

Analysis of trees at 7524 Old Auburn Rd. (Lot APN 211-021-14) Prepared for: BearPaw Equities. Matt Cook 916-417-2976 Prepared by: Kurt Stegen ©Copyright Kurt Stegen, 2013 (Version 4.0)

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¹ See Site Map

There is one Palm near the office that is growing over a sidewalk. This problem can be rectified by either removing the cement under the tree, or moving the tree, or removing the palm.

A brochure, Avoiding Tree Damage During Construction, published by the International Society of Arboriculture, will be attached to this report.

2 Introduction

2.1 Assignment

Bear Paw Industries represented by Matt Cook requested an evaluation of the trees on Lot APN 211-021-14, near the intersection of Auburn Road and Old Auburn Road. The report will conform to Citrus Heights Code. No other specific requirements were detailed.

The municipal code for the City of Citrus Heights, California, has specific requirement for arborist reports as defined in section 106.39; Tree Preservation and Protection.²

I initially met with Matt Cook on site in Auburn in mid-May, 2013 to discuss the project ant the arborist report. They needed an arborist booklet report to be submitted to the City of Citrus Heights. This report will contain the following information for each tree:

- 1. Botanical name of trees by tree number.
- 2. Common name of trees by tree number.
- 3. Location of trees by tree number.
- 4. Diameter at fifty-four inches above the ground, by tree number.
- 5. Critical Root Zone / Drip line radius by tree number.
- 6. Condition by tree number.
- 7. Recommendations.

I concluded my investigation at the site on June 21, 2013.

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7/9/2013

² See Appendix – City of Citrus Heights Code

2.1.1 Assumptions and Limitations of the Assignment

This report is prepared according to commonly accepted arboricultural practices.³

Historical significance of the trees was not investigated or addressed.

This report focuses on the general health of each of the trees evaluated. All observations were made visually from the ground.

A brochure, *Avoiding Tree Damage During Construction*, published by the International Society of Arboriculture will be attached to this report.

2.1.2 Purpose and Use of this Report

This report will be used to fulfill the requirement of an arborist report for a building permit in the City of Citrus Heights, California

2.2 Background

Bearpaw Industries is planning to build condominiums on an undeveloped piece of property in Citrus Heights, California.⁴

I visited the site in May of 2013 and concluded my evaluation of the trees located on the property.

Analysis of trees at 7524 Old Auburn Rd. (Lot APN 211-021-14) Prepared for: BearPaw Equities, Matt Cook 916-417-2976 Prepared by: Kurt Stegen ©Copyright Kurt Stegen, 2013 (Version 4.0)

³ See Appendix – Certification of Performance

⁴ See Site Map

3 Observations

3.1 Observations -- Site

The property is an undeveloped lot with one structure on it. It is bordered by both residential and commercial property. Overhead electrical power lines run down the east side of the property. (See Appendix – Site Map)

3.2 Observations -- Trees

There are eighty-one trees on the site that require analysis. (See Appendix – Site Map)

There are fifteen oaks along the east side of the property. The mature trees are severely disfigured from electrical power line clearing. The majority of the canopies are leaning into the lot of neighboring properties. Some trees have climbing spike wounds on the trunks.

Trees along the south side include four oaks that have not been trimmed or line cleared. The rest of the trees are Tree-of-Heaven and one cottonwood. The majority of the trees are encroaching on the neighboring residential properties. Most of the trees are mature and the limbs are heavily weighted. The trees are also appearing to be diseased with sap running down the bark. Some trunks have shattered and split. Some show signs of uprooting.

There are additional ornamental trees located around the one structure located on the property. One palm root system is growing over a sidewalk.

Detailed observations of the eighty-one trees evaluated are found in the Summary of Tree Hazard Evaluation Forms Worksheet. (See Appendix)

4 Analysis and Testing

Samples were taken from the Tree-of-Heaven and sent to a plant pathologist to determine if the trees are diseased and, if so, to identify the type of disease. Other identifications were made by visual inspections at the site.

The root crowns were not excavated. These were evaluated by visual inspection only.

Analysis of trees at 7524 Old Auburn Rd. (Lot APN 211-021-14) Prepared for: BearPaw Equities, Matt Cook 916-417-2976 Prepared by: Kurt Stegen ©Copyright Kurt Stegen, 2013 (Version 4.0)

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5 Discussion

Trees growing directly under, or in close proximity to, the power lines (#1, #2, #3, #4, #5, #6, #7, #8, #9, #10, #11, #12, #13, #14, #15) will have to be continually monitored for safety. Branches or limbs coming in contact with the power lines can create an electrical hazard to people standing on the ground. Trees that have had heavy pruning can also have poor branch attachment. As the limbs mature they can break off and fall causing property damage or personal injury. In a high-density complex, keeping the trees would elevate the level of risk. The only other option to retain the trees would be removal of the overhead electrical lines and associated utilities. If the utilities are not removed, I would recommend removal of any trees under or near the electrical power lines. The only exception would be the smaller oaks that could be left temporally until they grew large enough to interfere with the overhead electrical power lines.

Tree #2 is a valley oak that is almost directly under the electrical overhead power lines. The canopy of the tree has been severely disfigured by line clearing. The central leader of the tree has been removed forcing the canopy of the tree to cantilever off the main trunk. This can cause the support trunks and limbs to become over-weighted, weak and prone to failure. Pruning this tree would be an option. It would require pruning that would reshape the canopy back into balance. However, this would force new growth out of the main trunk and into the overhead power lines creating an electrical hazard. The trees would require continual maintenance to keep the canopies within safe limits. The only way to remedy the situation would be to have the electrical lines removed. Other than removal of the electrical lines, the other option would be to remove the trees. The owner of the neighboring property should be notified before any action is taken.

Tree #6 is a mature valley oak that is leaning into the lot. The soil opposite the lean appears to be raised indicating there was a stability issue at some time. The tree also has included bark in the main trunks. Included bark is a weak attachment that makes the tree prone to failure. The tree could be severely pruned to reduce the risk of falling. This would increase the growth towards the power lines that could create a hazardous situation. Heavy pruning creates weak unions and poor attachments in the new limbs. As the trees mature, constant pruning will be required to maintain a safe environment. If not maintained the trees would have a tendency over time to drop limbs. Falling limbs in high- density complexes would not be acceptable. I would recommend removal of this tree.

Trees #10, #11, #12 are valley oaks in poor to fair condition and directly under the electrical power lines. Tree #10 has a heavy lean, included bark, and poor structure. Tree #11 has poor structure in both the scaffolds and branches. Tree #12 has a trunk that travels vertically over the fence into the neighboring yard. It also has included bark in the main trunks. Pruning the trees would not be an option because they are directly under the electrical power lines. New growth from the tree would create an immediate hazard. I would recommend removal of these trees.

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Tree #13 is a valley oak that has foliage near the electrical power lines. It is possible that at the end of this growing season the foliage will be in contact with the electrical power lines. This is a hazardous situation and will require immediate attention.

Tree #14 is a valley oak located under the electrical power lines. It has poor branch attachment in the upper canopy, a defect in the wood that could lead to failure. I would recommend removal of this tree.

Tree #15 is a valley oak located under the electrical power lines and has been severely disfigured by topping. The tree also has included bark in the main trunks that could lead to a stability issue. I would recommend removal of this tree.

Tree #16 is a valley oak located along the south side of the property. It has poor structure and is an understory tree, being shaded by the more mature trees. I would recommend removal of this tree.

Tree #17, #18, #19 are valley oaks. These trees could be retained. Tree #19 would require heavy pruning to balance the canopy and remove the end weight of the limbs. In its current state, there is a possibility of limbs breaking and falling to the ground. The only issue is that these trees encroach into the neighboring yards. Trimming on one side would force new growth into the neighboring yards. Maintaining the trees could be issue because the majority of the tree is on neighboring private property. There is also the issue of future liability. The trees are mature and in the future there could be some type of failure. With these trees I have some concerns about the majority of the tree being on neighboring property. There is the assumed risk associated with the trees. This issue would have to be resolved with legal counsel to determine an appropriate action. In any case, the owner of the neighboring property should be notified before any action is taken.

Trees #20, #21, #23 through #57 and #59 through #74 are Tree-of-Heaven trees. These trees are not compatible with a high-density project. The trees are very invasive and will form dense thickets. The trees are considered a weed tree and are listed as a do-not-plant tree in many communities. Several of the trees are extremely dangerous and should be removed immediately. Trunks and limbs have fractured; some have extensive decay and will eventually fail. This could cause both personal harm and property damage including neighboring lots. Also numerous trees appear diseased and have sap running down the trunks. I recommend removal of the trees.

Trees #22 and #33 both show signs of diseases and have sap running down the bark. Tree #33 also has included bark and decay. This tree should be considered hazardous.

Tree #37 has decay in the trunk and a fractured trunk that is extremely hazardous. This tree should be removed immediately.

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Tree #54 has a decayed trunk and stress fractures. The stability of this tree has been compromised and it should be removed immediately.

Tree #61 has a large cavity and internal decay in the lower trunk. The stability of this tree has been compromised and it should be removed immediately.

Tree #72 is located in the parking lot and has a fractured trunk. The stability of this tree has been compromised and it should be removed immediately.

Tree #75 is maple. The tree has been topped and is in decline. This tree should have products applied that will help restore and prolong the tree's life.

Tree #77 is a palm tree. The stump is growing over a sidewalk. The cement below the trunk should be removed. The other options are moving the tree or removal of the tree.

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6 Conclusions

Future construction around the trees will change the hazard rating on trees. Trees that are within the proximity of targets⁵ (people, property, pets, etc.) could be more hazardous. Trees should be re-evaluated after plans are finalized.

A brochure, Avoiding Tree Damage During Construction, published by the International Society of Arboriculture, will be attached to this report.

7 Recommendations

On the east side of the property, check with the utility company to see if there are any plans to remove the overhead electrical power lines. If not, I recommend removing the mature trees that are located under or near the power lines.

Oaks along the south side of the property could be retained. Access to maintaining them on neighboring properties could be a problem. Also there is a risk associated with retaining them. This matter should be referred to an attorney.

The Tree-of-Heaven trees and cottonwoods should be removed. These trees are not compatible with a high-density project. Some trees are hazardous and should be removed immediately. Replace these trees with trees compatible with high-density projects.

One palm is growing over a concrete sidewalk. This needs to be rectified by removing the cement, transplanting the tree, or removal.

It is important that the contractor selected to remove or trim trees be both a state licensed contractor and a certified arborist. State licensed contractors can be located in the <u>Department of Consumer Affairs</u> at <u>www.dca.ca.gov</u>. Certified arborists can be found through the <u>International Society of Arboriculture</u> (ISA) at <u>www2.champaign.isa-arbor.com</u>.

⁵ Sec Glossary

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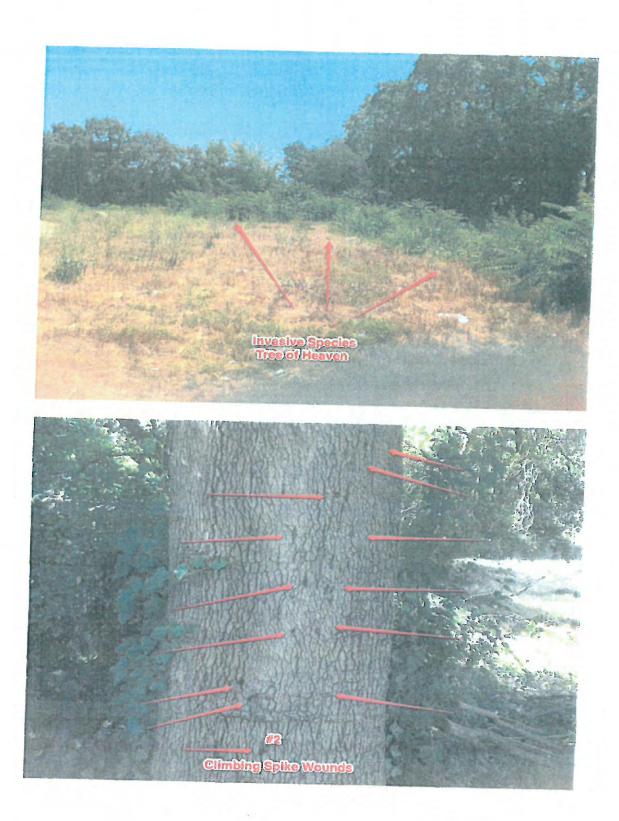
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8 Appendices

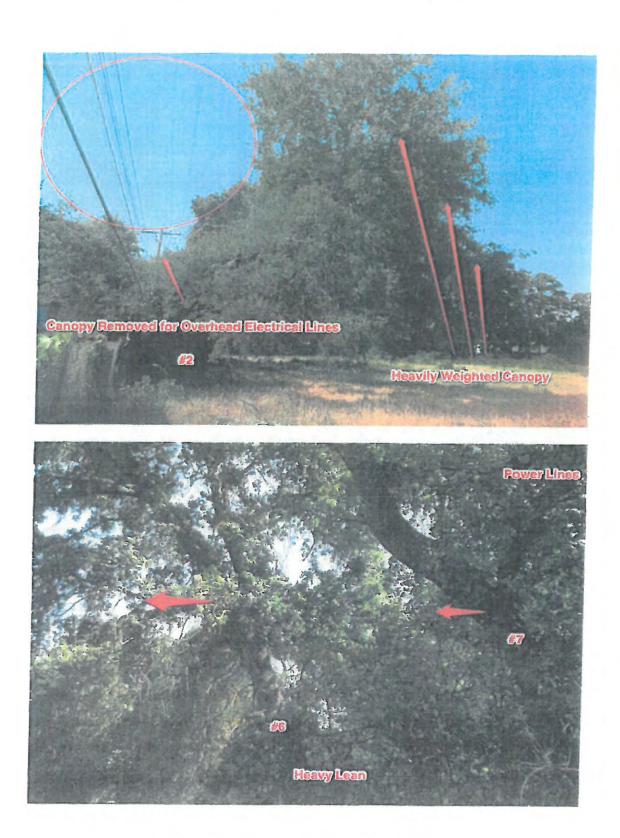
8.1 Appendix – Photographs

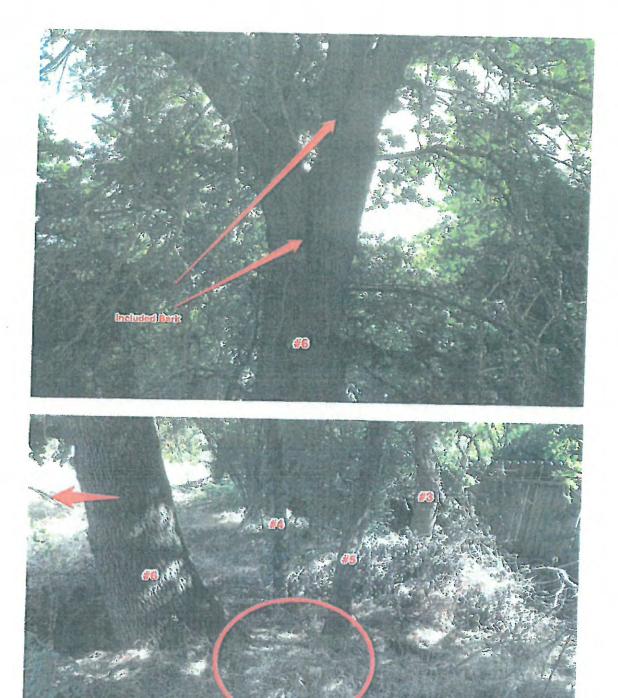


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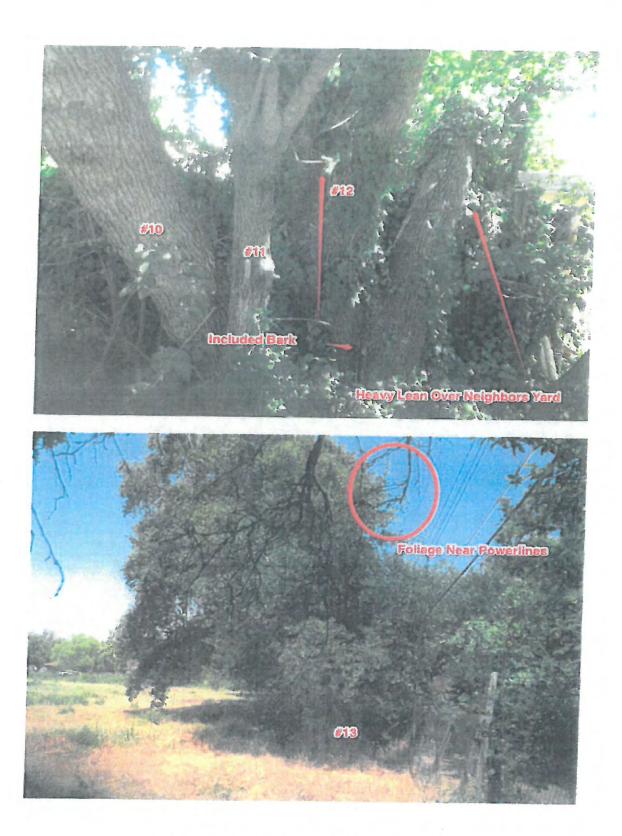
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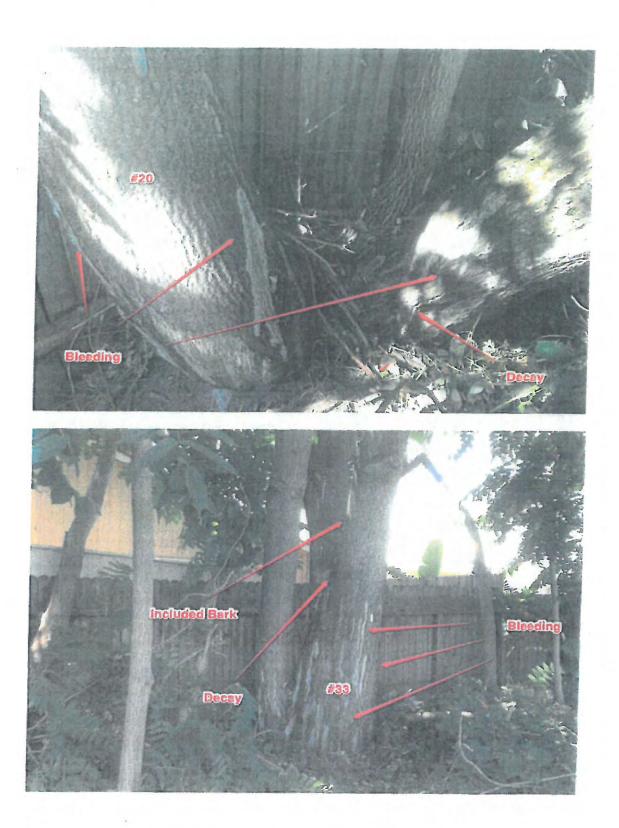
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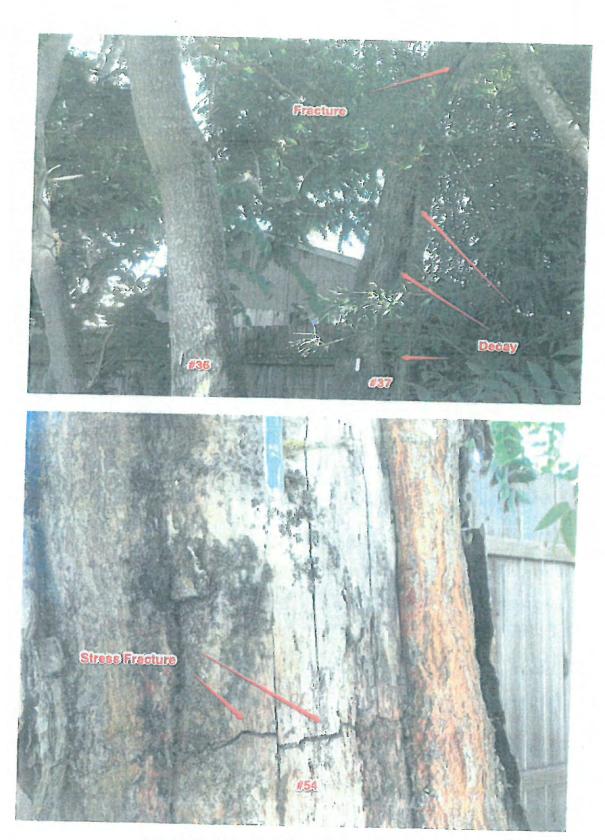
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8.2 Appendix – Pathology Lab Report



Újberro ('onsultants 1074) NE Manhau Beach Drive, Bairbridge Island, WA 46110 Pinne & Fox 204.842-1157 citaal 's internet and website of the former mediants interfaret to the 4-internet and A Horizontheral balances - Special angle Plant Discover Diagnosis

PLANT FATHOLOGY: LABORATORY REPORT

Report #:	13167
Date:	June 25, 2013
Chem.	Kurt Stegen
	6799 Horseshoe Bar Rd Loomis 1 A 95650
Plant spp	Ailaathus altissina
Material analy	red. Soil 🗌 Roots 🖾 Fissue 🔀 Other

Sample #	Your Reference	Roots'Tissues
13167	Atlanthus altissima	Roots: Fusarium (extensive): Wood: Fusarium.

The roots and tissues examined were extensively infected with fungas pathogen -husarium.

Fusarium: This is a difficult pathogen to control. The following may help prolong the life of an infected tree:

- 1. Avoid the use of quick release nitrogen fertilizers. Excessive mitrogen will rapidly merease the levels of *Fusarium* as well as *Pythuum*.
- 2 There is considerable evidence that the addition of organic matter reduces all types of *Fusarium* losses. Peat and sawdust incorporated into the soil have been reported to be beneficial.
- It has been reported that applications of nitrate rather than ammonium nitrogen have reduced *Fusarium* levels in the soil.
- 4 Fusarium is controlled by fungicides such as Cleary's 3336, Chipco 26019, Companion (biological), Actinovate (biological), Endorse, Medallion, Rhapsody (biological), Stature DM, Terraguard and Heritage. Check to see which ones of these are available for use in your particular situation.

Please call or e-mail should you have any further questions.

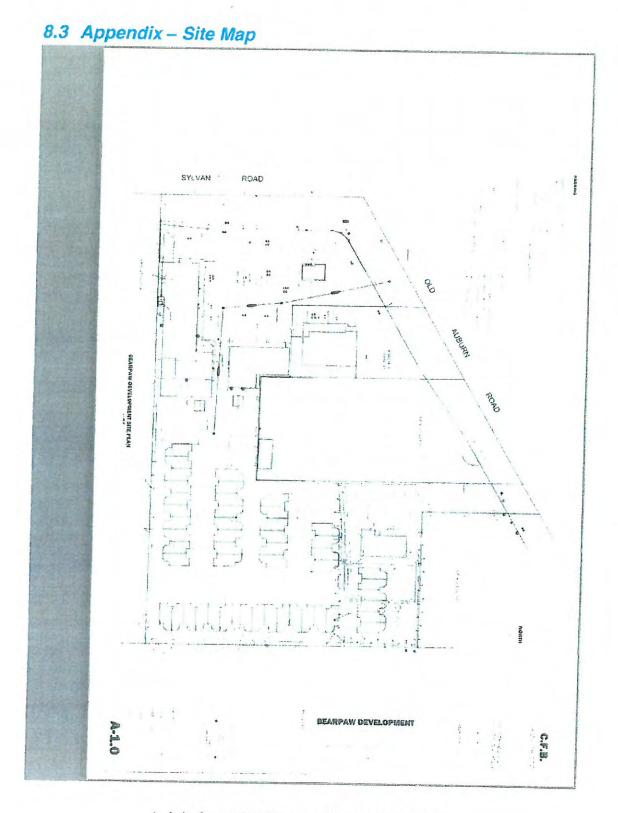
Khabers

Olaf K. Ribeiro, Ph.D. CPAg

ARCPACS Certified Plant Pathologist/ Certified Arborist PN+6390A Always read and understand label directions byforg applying any posticide. Do not apply a nesticide on plant species not listed on the labet.

Momber: American Phylopathological Sociesc - International Society of Plant Pathologists - International Society of Arboriculture - American Registry of Certifical Professionals in Agronomy: Crops & Soils

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8.4 Appendix – Summary of Tree Hazard Evaluation Forms

Summary of Tree Hazard Evaluation Forms

an attachment for the

Analysis of Trees at 7524 Old Auburn Rd., Citrus Heights 95610

Location: 7524 Old Auburn Rd., Citrus Heights 95610 Owner: BearPaw Equities.7524 Old Auburn Rd., Citrus Heights 95610 Date: July 4, 2013 Inspector: Kurt Stegen, Consulting Arborist

Prepared for: Matt Cook Prepared by: Kurt Stegen Analysis of Trees at 7524 Old Auburn Rd . Cutrus Heights 95610 Prepared for Matt Cook ©Copyright Kurt Stegen. 2013

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Blue Oak						-	ran	Included ban.	Lalent		
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7/9/2013

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8.5 Appendix – City of Citrus Heights Code

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

Tree Preservation and Protection

108 39 010

CHAPTER 106.39 - TREE PRESERVATION AND PROTECTION

Sections:

- 106 39.010 Purpose 106 39.020 Applicability
- 106 39.030 Tree Permit Application Requirements
- 106 39.040 Arbonst's Report
- 106 39 050 Standard Policies and Procedures for Approved Work:
- 106 39.060 Tree Planting and Replacement
- 106 39 070 Tree Permit Approval or Denial
- '06 39 080 Post Approval Procedures

106.39.010 - Purpose

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

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

106.39.020 · Applicability

- Applicability to protected trees. The provisions of this Chapter shall apply in all zoning districts to the removal A or relocation of any protected tree and to any encroachment (for example, grading) within the protected zone of a chotected tree A protected tree is any of the following
 - A native oak tree with a diameter of six or more inches as measured 54 inches above the ground, or a multi-bunked oak tree having an aggregate diameter of 10 inches or more measured 54 inches above around:
 - 2 A nentage or landmark tree or grove identified by Council resolution:
 - 14 Significant groves or stands of trees identified by Council resolution.
 - A mature tree other than those listed in Subsections A 1 through A 3 that is 19 inches or more in diameter as measured at 54 inches above the ground and located on a commercial parcel or on a residential 4 parcel that can be further subdivided or on a parcel in the RD-1 RD-2 or RD-3 zones provided that the tree is not a willow (Sub spo., that tree, eucaryptus (Eucalignus spp.) alder (Almis spp.), cottonwood (Populus spp.), pine (Pras spp.), catalpa (Coloius spp.) fruttess mulberry (Morus spp.), or paim (Aconomican sap)
 - : A tree required to be planted relocated or preceived by a requirement of this Zoning Code, or by a condition of approval of a Tree Permit or other discretionary permit and/or as environmental nutigation for a discretionary permit and

Article 3 Site Planning & Project Design Standards

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Tree Preservation and Protection

- A tree within 25 feet of a seasonal stream that is 19 inches or more in diameter as measured at 54 inches above the ground
- B Tree Permit required.
 - 1. Activities requiring a permit. A Tree Permit shall be required prior to:
 - 3 The relocation, removal, cutting-down, or other act that cauces the destruction of a protected tree.
 - c Any grading, paving, or other ground-disturbing activity within the protected zone of a protected tree or anything that would change the soil moisture content in the protected zone; and
 - Any oruning of a protected tree.
 - Permit issuance. A Tree Permit shall not be issued for tree removal in a non-residential zoning district, except in conjunction with
 - a The approval of a discretionary project for the same cite;
 - c The approval of a Building Permit for the same site; or
 - c. The approval of improvement plans for a subdivision of the same property
- C. Exceptions. The removal or relocation of a protected tree is exempt from the provisions of this Chapter under the following circumstances.
 - Existing tree on residential property. The removal of a tree of the type described in Subsection A 1 and A 4 is exempt if the tree is within a residential zoning district on a parcel that contains a single dwalling and that is 10 000 square feet or less, or that cannot be further subdivided based on the minimum lot area requirements of the applicable residential zone.
 - Emergency situation. Cases of emergency where the Director, General Services Director, a member of a law enforcement agency, or the Fire Department determines that a protected tree poses an imminent threat to the public safety, or general welfare.
 - Traffic visibility obstructions. Removal or relocation of trees necessary to maintain adequate line-ofsight distances as required by the Director, or City Engineer.
 - Public utility damage. Removal of trees for the protection of existing electrical power or communication lines.
 - Street widening The widening of a street right-of-way approved by the City.
 - Nursery. Removal of trees planted, grown, or held for sale by a nursery' tree farm, or similar commercial operation.
 - Orchards. Removal of orchards or fruit trees grown, planted, or held for sale for cash crop or commercial purposes
 - Dead or dying trees. Removal of trees determined by the Director, or an arborist approved by the Director, to be dead or dying, have become hazardous or unsightly as a result, and provide limited habitat value.

Article 3 - Site Flanning & Project Design Standards

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Tree Preservation and Protection

108 39.030

106.39.030 - Tree Permit Application Requirements

- A Application contents. Each Tree Permit application shall include the following information and materials
 - General content requirements. The application shall use the forms provided by the Department, shall include an Arbonist's report in compliance with Section 106 39,040 (Arbonist's Report), and shall be accompanied by the application fee required by the Oity fee schedule.
 - Site plan. A Tree Permit application shall include a site plan with the following information, provided that the requirement for a site plan may be waived by the Director if the permit is for removal of dead trees or hazardous trees.
 - a. Physical features of the site. The site plan shall accurately show the location of the following existing and proposed features of the site, and structures on the site:
 - (1) Property lines
 - (2) Streets, access easements and/or public or private driveways and other paved areas.
 - (3) Existing and proposed buildings or structures including eaves and other architectural features, and the dimensions of the setbacks of all buildings and structures from property lines;
 - (4) Parking and other paved areas;
 - (5) Land uses on the site (existing and proposed as applicable);
 - (6) Proposed grading and construction, including utility trenches,
 - (7) Existing and proposed grades; and
 - (8) Chimneys.
 - b. Tree locations and protected zones. The site plan shall show each protected tree on the site, together with the exact location of the base and protected zone for each protected tree within areas of the site subject to grading other construction or alteration of the ground surface. The site plan shall also show any tree on an adjacent parcel with a dipline that extends over the site property line.
 - (1) A survey of the exact horizontal and vertical locations of the protected trees trunks shall be conducted by a professional engineer or a licensed land surveyor. Each tree shall be numbered on both the site plan and grading plan. The base elevation of each protected tree shall be shown on the grading plan.
 - (2) The exact location of the protected zone of a protected tree is crucial to evaluate impacts from construction, consequently, rough approximations will not be acceptable.
 - (a) The radius of the protected zone is a circle equal to the trunk diameter in inches converted to feet. (For example, the radius of the protected zone of a tree with a trunk diameter of six inches is six feet.) Trunk diameter is measured at 54 inches above the ground.

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Tree Preservation and Protection

102 39,060

105.39.060 - Tree Planting and Replacement

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

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

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5.124

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Tree Preservation and Protection

106 39 070

106.39.070 - Tree Permit Approval or Denial

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

- A. Review authority. A Tree Permit shall be reviewed, and approved or denied by the Director, except that the Commission shall decide upon a Tree Permit application where tree removal is part of a project that otherwise requires approval by the Commission.
- B. Application evaluation criteria. The following onterta shall be used to support the findings required by Subsection C. for the approval of a Tree Permit.
 - 1. General criteria.
 - a The gross floor area of proposed buildings in relation to the "usable" size of the site and the amount of usable space on the site that does not require the removal of protected trees
 - b Design features in comparison with other existing or approved projects in the vicinity and in the same zone that have or had protected trees on their sites,
 - c. Factors that are unique to the site, such as topographic constraints, lot configuration and other physical limitations.
 - d The overall health and structural condition of the potentially impacted protected bees:
 - The approximate age of the each protected thee compared with the average life span for each species,
 - f The number of healthy protected trees that the site will support, with and without the proposed development.
 - 9 The effect of tree removal on soil stability:erosion, particularly near watercourses or on steep slopes;
 - h Whether there are any alternatives that would allow for the preservation of the protected tree and
 - Any other information the review authority finds pertinent to the decision, including any information obtained at a public hearing.
 - 2. Criteria for removal.
 - a The age of the protected tree with regard to whether its removal would encourage healthier, more vigorous growth of younger similar trees in the area;
 - The number of existing protected trees in the area and the effect of removal upon public heath, safety and the general welfare of the area;
 - c The potential for the protected tree to be a public nuisance or interfere with utility service, as well as its proximity to existing structures and
 - d Present and future shade potential with regard to solar heating and cooling

Article 3 - Site Planning & Project Design Standards

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- 108.39.055
- E. Plant materials under caks. Planting live material under native call trees is generally discouraged, and it will not be permitted within six feet of the trunk of a native call tree with a diameter at breast height (DBH) of 18 inches or less or within 10 feet of the trunk of a native call there with a DBH of more tran 18 inches. Only drought tolerant plants will be permitted within the protected zone of native call trees.
- F. Protective fencing.
 - Type of fencing. A minimum five-toot high chain link or substitute fence approved by the Director shall be installed at the puternost edge of the protected zone of each protected trees or groups of protected trees Exceptions to this policy may occur in cases where protected trees are located on clopes that will not be graded. However, approval must be obtained from the Department to omit fences in any area of the project.
 - Sence installation. The fences shall be installed in accordance with the approved fencing plan prior to the commencement of any grading operations or such other time as determined by the review body. The developer shall call the Department for an inspection of the fencing prior to grading operations.
 - Signing Signs shall be installed on the fence in four equidistant locations around each individual protected tree. The size of each sign must be a minimum of two feet by two feet and must contain the following language.

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

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

- Fence removal. Once approval has been obtained, the fences shall remain in place throughout the entire construction pencel and shall not be removed without obtaining written authorization from the Department.
- G. Retaining walls and root protection. Where a Tree Permit has been approved for construction of a retaining wall within the protected zone of a protected tree, the developer shall provide for the immediate protection of exposed roots from moisture loss during the time prior to completion of the wall. The retaining wall shall be constructed within 72 hours after completion of grading unless appropriate root protection is provided as approved by the arbonist.
- H. Preservation devices. If requires, preservation devices such as aeration systems, oak tree wells, drains, special foundation systems, special paving and cabling systems must be installed per approved plans and certified by the Arsonist.
- 1. Grading.
 - Every effort should be made to avoid out and/or fill slopes within or in the vicinity of the protected zone of any protected tree.
 - No grade changes are permitted which cause water to drain to within twice the longest radius of the protected zone of any protected tree
 - 3. No grade changes are permitted that will lower the ground on all sides of the tree.
- J. Chimney locations. A chimney for a wood-burning fireplace or stove shall not be located within the canopy of a tree within eight feet of any branch of a tree, or in another location where sparks from the chimney may damage a tree.

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Tree Preservation and Protection

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- K Certification latters. Certification latters are required for all regulated activities within the protected zone of photected biess. The developer's Arborist will be required to submit a certification latter to the Department within five working days of completing any regulated activity, attesting that all work was conducted in accordance with the appropriate permits and the requirements of this Chapter.
- L On-site information. The following information shall be on-site while any construction activity is on going for a project requiring a Tree Permit.
 - 1. Arborist's Report and all future modifications
 - Tree location may with a copy of the tree fencing plan.
 - 3 Tree Permit and inspection card;
 - Approved construction plans;
 - 5. Tree Preservation Guidelines and
 - Approved planting and imigation drawings.
- M. Information on standards. The developer shall be responsible for informing all subcontractors and individuals who will be performing work around protected trees of the requirements of this Section for working around trees and conditions of approval for the project. The information shall be provided in writing to the subcontractors and employees by the general contractor or applicant.
- N. Utility trenching pathway plan. As a condition of the Tree Permit, the developer will be required to submit a utility trenching-pathway plan for approval following approval of the project improvement or civil plans
 - 1. Contents The trenching-patrway plan shall depict all of the following systems storm drains sewers easements water mains, area drains, and underground utilities. Except in lot sale subdivisions the trenching-patrway plan must show all lateral lines berving buildings. To be completely effective, the trenching-pathway plan must include the surveyed locations of all protected trees on the project as well as an accurate plotting of the protected zone of each protected tree.
 - Standards for plan. The trenching-pathway plan chould be developed considering the following general guidelines;
 - a The trenching-pathway plan must be developed to avoid going into the protected zone of any protected tree on its path from the street to the building.
 - Where it is impossible to avoid encroachment, the design must minimize the extent of such encroachment. Encroachments and mitigation measures must be addressed in a supplemental Arborist's Report.
- O. Final certification of tree work. All of the bee preservation measures required by the conditions of the discretionary project approval, the Arborist's report and the Tree Permit, as applicable, shall be completed and certified by the developer's Arborist prior to issuing an occupancy permit.

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Tree Preservation and Protector

106 39.060

106.39.060 - Tree Planting and Replacement

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

Article 3 - Site Planning & Project Design Standards

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Tree Preservation and Protection

108 39.070

106.39.070 - Tree Permit Approval or Denial

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

- A Review authority. A Tree Permit shall be reviewed and approved or denied by the Director, except that the Commission shall decide upon a Tree Permit application where tree removal is part of a project that otherwise required approval by the Commission.
- B Application evaluation criteria. The following ontena shall be used to support the findings required by Subsection C. for the approval of a Tree Permit.
 - 1. General criteria
 - a The gross floor area of proposed buildings in relation to the "usable" size of the site and the amount of usable space on the site that does not require the removal of protected trees.
 - c Design features in comparison with other existing or approved projects in the vicinity and in the same zone that have or had protected trees on their sites.
 - Factors that are unique to the site, such as topographic constraints, lot configuration and other physical limitations.
 - 2 The overall health and structural condition of the potentially impacted protected trees;
 - The approximate age of the each protected tree compared with the average life span for each species;
 - f The number of healthy protected trees that the site will support, with and without the proposed development;
 - g The effect of tree removal on soil stability/erosion, particularly near watercourses or on steep slopec,
 - h Whether there are any alternatives that would allow for the preservation of the protected tree, and
 - Any other information the review authority finds pertinent to the decision, including any information obtained at a public hearing.
 - 2. Criteria for removal
 - a. The age of the protected thee with regard to whether its removal would encourage healthier, more vigorous growth of younger similar thees in the area;
 - b The number of existing protected trees in the area and the effect of removal upon public health. safety and the general weifare of the area.
 - C The potential for the protected tree to be a public nuisance or interfere with utility service, as well as its proximity to existing structures, and
 - d Present and future shade potential with regard to solar heating and cooling.

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Tree Preservation and Protection

106 39 080

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

106.39.080 - Post Approval Procedures

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

- A. Appeals. The decision of the Director shall be final unless an appeal is filed in compliance with Chapter 106.72 (Appeals).
- B. Expiration/extension Except where otherwise provided by this Chapter, a Tree Permit shall be exercised within six months from the date of approval or other time limit established through a concurrent land use permit approval. Time extensions for up to a total of two additional years, may be granted in compliance with Chapter 106.64 (Permit Implementation, Time Limits and Extensions). A Tree Permit not exercised within its time limits shall expire in compliance with Chapter 108.64.

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Tree Frecervation and Protection

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- C Performance guarantee. The review authority may require that a monetary security deposit, or surrety bond if acceptable to the City, be posted and maintained where deemed necessary to ensure?
 - The preservation of protected bees during construction, and
 - The completion of required mitigation measures

The deposit shall be posted in a form approved by the City Attorney prior to any grading or movement of heavy equipment onto the site or issuance of any permits. Each violation of any Tree Permit condition regarding tree preservation shall result in forfeiture of a portion or the entirety of the deposit at the discretion of the review authority provided that this determination may be appealed in compliance with Chapter 106 72.

- D Construction monitoring. Monitoring of tree protection and restoration measures specified as conditions of approval shall be performed by site inspection conducted by the Director.
- E. Revocation. A Tree Permit may be revoked or modified after a public hearing conducted by the Commission, with any of the following findings that the tree removal, relocation, or protection activities:
 - 1. Cannot support the original findings
 - 2. Resulted from misrepresentation or fraud:
 - Has not been implemented in a timely manner.
 - 4 Has not met, or has violated any condition of approval
 - 5. It is in violation of any code, law, ordinance, or statute,
 - Is detrimental to public health, safety, or welfare: or
 - Constitutes a nuisance.
- F. Stop work orders. Whenever any construction or work is being performed contrary to the provisions of this Chapter or applicable conditions of approval, the Director may issue a written notice to the responsible party to stop work on the project on which the violation has occurred or upon which the danger exists. The notice shall state the nature of the violation and the risk to the trees. No further work shall be allowed until the violation has been corrected and approved by the Department.
- G. Enforcement. Any person who cuts, damages, or moves a protected bee in violation of this Chapter shall be subject to the enforcement provisions of the Municipal Code.
 - Violation of the tree preservation requirements of this Chapter shall be punishable as a misdemeanor or an infraction at the discretion of the City Attorney
 - A person responsible for the damage or removal of protected trees not authorized by a permit issued in compliance with this Chapter shall be required to pay a mitigation fee equal to three times the value of each damaged or removed tree, as determined by an arborist engaged by the City.

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8.6 Appendix – Glossary

Arborist	A person possessing the technical competence through experience and related training to provide for or supervise the management of trees or other woody plants in a landscape setting
Basal	The lower part of a plant
Clinometer	Instrument that measure vertical angles and provides direct height measurements of objects by triangulation
Crown (or Canopy)	The upper portions of a tree or shrub, including the main limbs, branches and twigs
DBH	Diameter at breast height; the diameter of the trunk measured at 54 inches (4 $\frac{1}{2}$ feet) above grade.
Dieback	A symptom or result of infection caused by a disease or fungus
Dripline	The edge of the canopy
Galls	Growth on leaves, branches or trunk caused by fungi, bacteria, or insects.
Included Bark	Bark enclosed between branches with narrow angles of attachment, forming a wedge between the branches. Included bark increases the possibility of tree failure.
Live crown Ratio	Amount of green crown relative to the overall tree height
Mistletoe	Semi-parasitic plants that manufacture their own food but require water and minerals from their hosts.
Photosynthesis	The process in which chlorophyll and sunlight change water and carbon dioxide into oxygen and glucose (sugar) to be used by plants as food
Pollarding	The early removal of the top portion of the leader stem to stimulate the growth of sprouts, at the end of the growing season, the sprouts are removed, and new sprouts grow again at the next growing season
	Analysis of trees at 7524 Old Auburn Rd. (Lot APN 211-021-14) Prepared for: BearPaw Equities, Matt Cook 916-417-2976 Prepared by: Kurt Stegen ©Copyright Kurt Stegen, 2013 (Version 4.0)
D 40 .644	Copyright Kurt Stegen, 2015 (Version 4.0)

Pruning	The removal of living or dead parts of plants, especial branches to reduce size, maintain shape, health, and flowering and to regulate growth. Selective removal of woody plant parts of any size, using saws, clippers or other pruning tools
Sprouts	Sprouts usually form when the survival of the tree, or a localized part of the tree is threatened. Sprouts commonly form after harsh pruning or topping.
Topping	The removal of the top portion of a leader or stem. No matter how much removal is done, the cut will cause serious injury to the tree. If the top must be removed from mature trees, then it is time to remove the entire tree and start over again with a new tree.

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8.7 Appendix – Assumptions and Limiting Conditions

- Any legal description provided to the consultant/appraiser is assumed to be correct. Any titles and
 ownerships to any property are assumed to be good and marketable. No responsibility is assumed
 for matters legal in character. Any and all property is appraised or evaluated as though free and
 clear, under responsible ownership and competent management.
- It is assumed that any property is not in violation of any applicable codes, ordinances, statutes, or other governmental regulations.
- Care has been taken to obtain all information from reliable sources. All data has been verified insofar as possible; however, the consultant/appraiser can neither guarantee nor be responsible for the accuracy of information provided by others.
- 4. The consultant/appraiser shall not be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services as described in the fee schedule and contract of engagement.
- 5. Loss or alteration of any part of this report invalidate the entire report
- Possession of this report or a copy thereof does not imply right of publication or use for any
 purpose by any other than the person to whom it is addressed, without the prior expressed written
 or verbal consent of the consultant/appraiser.
- 7. Neither all nor any part of the contents of this report, nor copy thereof, shall be conveyed by anyone, including the client, to the public through advertising, public relations, news, sales or other media, without the prior expressed written or verbal consent of the consultant/appraiser particularly as to value conclusions, identity of the consultant/appraiser, or any reference to any professional society or institute or to any initialed designation conferred upon the consultant/appraiser as stated in his qualification.
- 8. This report and any values expressed herein represent the opinion of the consultant/appraiser, and the consultant's/appraiser's, fee is in no way contingent upon the reporting of a specified value, a stipulated result, the occurrence of a subsequent event, nor upon any finding to be reported.
- Sketches, diagrams, graphs, and photographs in this report, being intended as visual aids, are not
 necessarily to scale and should not be construed as engineering or architectural reports or surveys
- 10. Unless expressed otherwise: 1) information contained in this report covers only those items that were examined and reflects the condition of those items at the time of inspections; and 2) the inspections is limited to visual examination of accessible items without dissection, excavation, probing, or coring. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the plants or property in question may not arise in the future.

Analysis of trees at 7524 Old Auburn Rd. (Lot APN 211-021-14) Prepared for: BearPaw Equities, Matt Cook 916-417-2976 Prepared by: Kurt Stegen ©Copyright Kurt Stegen, 2013 (Version 4.0)

8.8 Appendix – Certification of Performance

I, Kurt Stegen, Certify:

- That I have personally inspected the tree(s) and/or the property referred to in this report and have stated my findings accurately. The extent of the evaluation or appraisal is stated in the attached report and the Terms of Assignment;
- That I have no current or prospective interest in the vegetation or the property that is the subject of this report and have no personal interest or bias with respect to the parties involved;
- That the analysis, options and conclusions stated herein are my own and are based on current scientific procedures and facts;
- That my analysis, opinions and conclusions were developed and this report has been prepared according to commonly accepted arboricultural practices;
- That no one provided significant professional assistance to me, except as indicated within the report;
- That my compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client or any other party nor upon the results of the assessment, the attainment of stipulated results, or the occurrence of any subsequent events.

I further certify that I am a state licensed Tree Trimming Contractor (State License Number 494115), a Certified Arborist (ISA# WE-6356), and a member to the International Society of Arboriculture. I have been involved in the field of Arboriculture in a full time capacity for a period of more than twenty-five years.

Signed: Kurt Stegen

Date: July 4, 2013

Analysis of trees at 7524 Old Auburn Rd. (Lot APN 211-021-14) Prepared for: BearPaw Equities, Matt Cook 916-417-2976 Prepared by: Kurt Stegen ©Copyright Kurt Stegen, 2013 (Version 4.0)

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Analysis of trees at 7524 Old Auburn Rd. (Lot APN 211-021-14) Prepared for: BearPaw Equities, Matt Cook 916-417-2976 Prepared by: Kurt Stegen ©Copyright Kurt Stegen, 2013 (Version 4.0)

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Attachment 9

Kurt Stegen Consulting Arborist

Certified Arborist WE-6356A, State Lic. 494115 Office (916) 652-3840 Cell (916) 709-3840 6299 Horseshoe Bar Rd Loomis CA 95650 kurtstegen@sbcglobal.net



Date: November 5, 2015

Location: 7524 Old Auburn Rd. APN 211-021-14 Citrus Heights, CA 95610

Customer: Bear Paw Industries 7524 Old Auburn Rd Citrus Heights, CA 95610 (916) 417-2976



City of Citrus Heights 6237 Fountain Square Drive Citrus Heights, CA 95621 916-727-4743 (voice) 916-725-5799 (Fax) nlagura@citrusheights.net www.citrusheights.net





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ASSIGNMENT: Kurt Stegen is to do the following:

Amend arborist report to include opinion and recommendations.

RECOMMENDATIONS:

- If the Oak trees were going to be retained, I would recommend having the utility lines removed or relocated and pruning the trees. One other issue is if the trees are retained, there is a liability problem with having them encroach into neighboring properties. The Oaks have been trimmed in such a way that the canopies are out of balance. The new growth is mostly horizontal adding more weight to limbs that are already overtaxed. The trees could drop limbs and cause property damage or personal injury. It is my opinion the best solution would be to remove the trees.
- 2) The Tree of Heaven is an invasive, non-native species. They are fast growing and are structurally weak. They are also diseased. I would recommend removal of the trees immediately because they are hazardous.
- 3) There were no trees identified on the project that I would consider as "high value." Some of the remaining smaller trees and shrubs could be moved if desired and be incorporated into the project.
- 4) To mitigate the loss of the oaks, I would suggest replanting with three or four-foot boxed native oaks, whatever is readily available. In most mitigation plans the focus is on planting numerous smaller oaks. However, I would recommend planting mature trees in areas that can be sustained for many decades. Five areas were identified where mature oaks could be planted and sustained. It is my opinion setting aside five areas and planting five large native oaks would help mitigate the loss of native oaks that are structurally inferior and in poor locations.

CERTIFICATION OF PERFORMANCE

I, Kurt Stegen, Certify:

- That I have personally inspected the tree(s) and/or the property referred to in this report and have stated my findings accurately. The extent of the evaluation or appraisal is stated in the attached report and the Terms of Assignment;
- That I have no current or prospective interest in the vegetation or the property that is the subject of this report, and have no personal interest or bias with respect to the parties involved;
- That the analysis, options, and conclusions stated herein are my own, and are based on current scientific procedures and facts;
- That the analysis, opinions, and conclusions were developed, and this report has been
 prepared according to commonly accepted arboricultural practices;
- That no one provided significant professional assistance to me, except as indicated within the report;
- That my compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client or any other party, nor upon the results of the assessment, the attainment of stipulated results, or the occurrence of any subsequent events.

I further certify that I am a state licensed Tree Trimming Contractor (State License Number 494115), a Certified Arborist (ISA# WE-6356), and a member of the International Society of Arboriculture and American Society of Consulting Arborists. I have been involved in the field of Arboriculture in a full time capacity for a period of more than thirty years.

Signed: Kurt Stegen

Date: October 12, 2015



APPLICATION CHECKLIST

GREENHOUSE GAS REDUCTION COMPLIANCE

The City of Citrus Heights Greenhouse Gas Reduction Plan (GGRP) requires a reduction in community-wide GHG emissions 10-15% below 2005 levels by the year 2020. This checklist identifies the measures incorporated in the GGRP that will contribute to the City's achievement of this goal. Applicants of certain types of development projects are required to demonstrate how their project will use design components and/or operational protocols to achieve the required GHG reduction.

Projects that are not exempt from CEQA review shall fully complete this checklist and submit to the Planning Department in conjunction with the development applications. If a measure is not applicable, please explain. If the project uses an alternate method of GHG reduction, please provide explanation. Complete copies of the City's GGRP are available on the City's website at <u>www.citrusheights.net</u>

7	Measure	GGRP #	Applicable (Y/N?)	Comment (Additional Sheets if Necessary)
Ĩ	Participate in the BERC Sustainable Business Program	1.1.A.A	N.	
+	Provide bike/Pedestrian Connections between land uses	2.1.C.A	Y	
	Provide preferential parking spaces for carpool or vanpool use	3.2.A.B	Y	
1	Minimize Parking lot area by providing shared parking, motorcycle parking, or rideshare parking	3.3.A.C	Y	
1	Provide parking and charging infrastructure for alternative fuel vehicles	3.4.A.A	Y	
+	Install improvements identified in the Bicycle Master Plan	3.5.A.A	Y	
+	Install bicycle parking facilities	3.5.B.A	Y	
	Provide Transit Stop improvements including shade, route information, lighting, etc. (if applicable)	3.6.A.B	Y	
1	Provide and implement a Construction Air Quality Mitigation Plan (if NOX exceeds 85lbs/day)	4.1.A.A	Y	
+	Utilize recycled materials in construction	4.1.C.A	4	
	Install Solar Hot Water Heaters	4.2.B.A and 4.2.B.B	Y	
+	Sub-meter all tenant spaces	4.3.C.A	Y	
+	Utilize Energy Star Appliances	4.3.D.A	Y	
1	Reduce Turf installation	5.1.B.E	Y	
	Maximize site improvements that promote infiltration, reuse, and evapotranspiration of rainfall from impervious	5.2.C.A	Y	
-	areas Minimize impervious surfaces	5.2.C.C	Y	
-	Recycle or re-use all construction materials/debris	6.2.A.A	Y	
-	Install Shade Trees consistent with Zoning Code	7.1.A.C	Y	

Planning/Forms/Checklists/GGR/February 26, 2012

Attachment 11

X

Sylvan Old Auburn Road Neighborhood Association, Inc.

6929 Larkspur Avenue Citrus Heights, CA 95610

Phone: (916) 599-3647

vetlaw@drjayna.com

SOAR Board of Directors

Dr. Jayna Karpinski-Costa President

Lorraine Furry Vice President

Pat Freund Secretary

Mary McAlister, Treasurer

Barbara Christianson Community Liaison

Corina Badea-Mic Teen Director

> " Rising above apathy to put "U" in your CommUnity."

August 23, 2016

Nick Lagura, Planner Planning Commission City of Citrus Heights

We realize our response to the Bearpaw proposal is later than you wanted, but I do not believe it has gone to the Planning Commission yet – so I hope to add this letter to the staff report.

1

First of all, we appreciate when a project manager is directed to contact the neighborhood to discuss their project. In the past, when this happens, we think they listen to our concerns and sometimes modify their project based on those concerns – because they believe their project is part of the neighborhood.

The Bearclaw project is not the case. Either they were not told to contact us or they chose not to do so.

That said, I do not think they would have altered their project if they had heard the comments. It is clear that jamming as many buildings on that lot is motivated by greed/profit. And having them all rentals is motivated by continued income stream – ie. greed/profit . There is no sense of community on this project. it is <u>exactly</u> how the building on Sayonara were originally planned – small lot, small house rentals. People living on top of each other. Everyone thought "Great. Low maintenance housing." And look at how many city resources are spent there now.

Several years ago, SOAR conducted an inventory of apartment units (not single family home rentals or 4-plexes like Sayonara!) – There are rentals along Greenback, Mariposa, Locher, Sunrise – there were about 1400 units. We do not need more rental housing in our neighborhood.

Here are comments from last night's SOAR meeting. There were 21 people present. Not a single person liked the project. Some people expressed their concerns orally: concerns about traffic and the cheap looking design. The project is clearly designed to meet the city's low income housing requirement. There is believed to be a feral cat colony there that will need to be relocated (if it hasn'r been already). Did we see a mere 36 square feet of open space? That's about the size of a dogrun – a small one at that.

People had the opportunity to write their comments. Here are the ones who wrote::

#1 I hope this project is not approved. I don't think Old Auburn can handle the extra traffic with the number of units planned. 42 townhomes as rentals will lower our property values. Charlotte MacKenzie

#2 If this happens, I will sell my house. We do not need more rentals in our neighborhood.

SOAR is a501(c)3 tax-exempt non-profit corporation - Tax ID #94-3336510

#3. City of Citrus Heights. We already have over 40% rental properties in Citrus Hgts. This project in 10 years will end up another Sayonara Dr. This will be a very congested area for additional traffic.

#4 Are you kidding me? I have lived in Citrus Heights for over 18 years. If this passes, we will be moving to Orangevale or Fair Oaks because I live nearby. We have enough apartments in this area and enough traffic.

#5

- > Too many houses in that area! Asking for a slum problem (Sayonara)
- Roads in and out Old Auburn Road is already a problem at rush hour 2x a day. How can this be safely accomplished?.
- Not opposed to town houses just responsible building and safe roads.
- > Can a fire truck get in for rescue/fire?
- > Signed Charlotte Corothers. Mary McAlister, Connie Bowler & Par Freund.

This is the kind of project that the county used to put in Citrus Heights (as you can tell by our housing inventory). When we became a city, we pushed the fact that we can now decide our own future and plan projects that fit our neighborhood. It has taken a lot of effort to make Citrus Heights a community. With caring neighborhoods. Don't destroy our neighborhood with this project. Picture this project in YOUR neighborhood. Would you like it there?

Send this project back to the developers and have them come up with something else.

Thank you for your time.

Dr. Jayna Karpinski-Costa President, SOAR

PS. No one objected to the plans to re-do the exterior (a separate application). We expect that is where the tenants will go to pay their rent.

Lagura, Nick

From:	Lynn Avery <lynnavery@surewest.net> Sunday, August 21, 2016 2:05 PM</lynnavery@surewest.net>
Sent: To:	Leave Mick
Cc:	Flo; brconover@surewest.net; joaniek5812@sbcglobal.net; jdecarts@hotmail.com; igallev916@surewest.net; Maria White; mjbippus@surewest.net; tmscheeler@comcast.net;
	susanhowell123@gmail.com; Stoddard; nhill6@sbcglobal.net
Subject:	Fw: Bearpaw development

(

Subject: Fw: Bearpaw development

OUR NEIGHBORHOOD IS VERY CONCERNED! OUR 33 HOMES HAVE BEEN IN PLACE SINCE 1990. AFTER SO MANY YEARS OF LIVING IN A RELATIVELY SERENE NEIGHBORHOOD, CITRUS HEIGHTS HAS SEEN FIT (ALLOWED) A NEW STREET, (SYLVAN VALLEY WAY) WALMART, COSTCO, SEVERAL BUSINESSES, MINI-PLAZA'S, AND DEVELOPED SYLVAN CORNER'S. SYLVAN ROAD HAS BECOME A NOISY, CONGESTED AND DANGEROUS SPEEDWAY. WE OFTEN HAVE TO SPEND UP TO 3 MINUTES TO GET OFF OUR SIDE STREETS TO ENTER SYLVAN ROAD. BETWEEN GREENBACK LANE AND SYLVAN CORNERS THERE ARE 9 STREETS ON THE EAST SIDE AND AND 2 ON THE WEST. THERE IS ALSO A LARGE CHURCH, SMALL BUSINESS ADMINISTRATION, 2 LARGE APARTMENT COMPLEXES, 2 RESIDENTIAL COMPLEXES (ON STOCK RANCH ROAD) AND THE VETERAN'S COMPLEX, AND SEVERAL OTHER BUSINESSES ON THE WEST: <u>ALL WITHIN ONE MILE.</u>

THE CITY, WITHOUT INCLUDING THE CITIZENS OF CITRUS HEIGHTS HAS BUILT AN EXORBITANT UN-NEEDED (\$\$) CITY HALL AND CHANGED AN ENTRANCE TO OPEN ON SYLVAN ROAD. WAS THIS A SOUND PLAN TO RENDER OUR COFFERS BARE AND ADD ANOTHER TRAFFIC GLUT?

ON OLD AUBURN ROAD (WEST OF SYLVAN CORNERS) THERE ARE ABOUT 10 STREETS THAT OPEN ONTO OLD AUBURN. ON THE EAST SIDE THERE IS THE NEW MIDDLE SCHOOL A MINI-MALL (WITH BUSY BUSINESSES), AND COSTCO, WALMART, APPLEBEE'S NEW COMMERCIAL BUSINESSES PLANNED ON THAT PLOT OF LAND AND MANY RESIDENTIAL STREETS FOLLOW TO GREENBACK LANE. A MYRIAD OF AREAS ARE SEVERELY IMPACTED BY THIS MANIC TYPE OF CITY PLANNING.

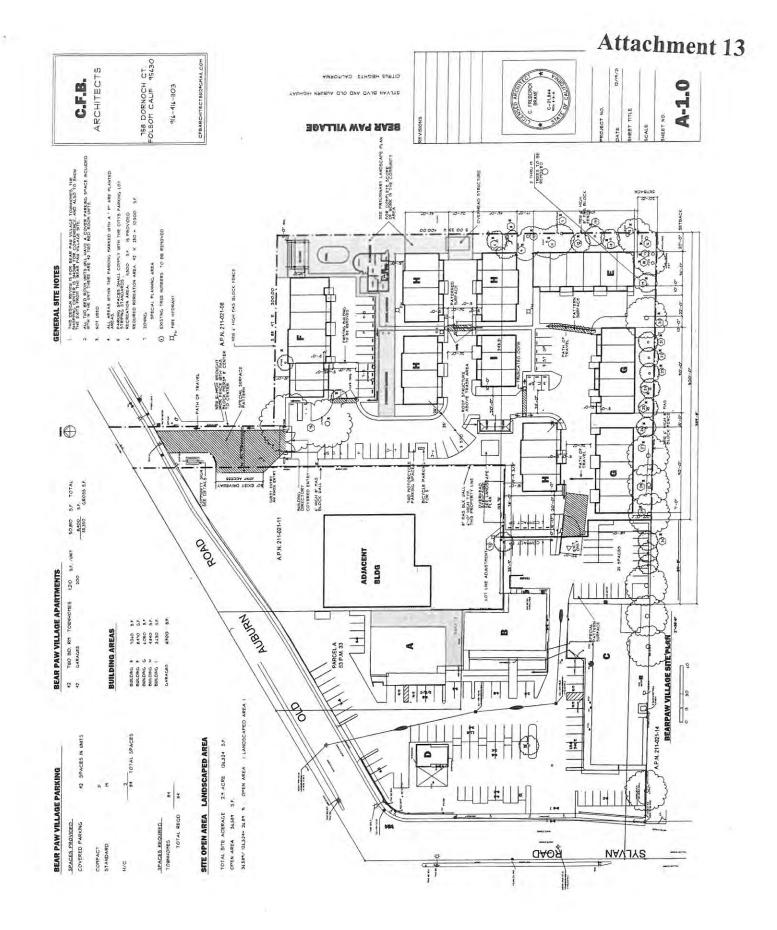
NOW WITH THIS ALREADY UNSAFE, NOISY, OVERCROWDED CONGESTION IN A SMALL AREA—THE CITY IS PLANNING TO APPROVE A 42 RENTAL UNIT COMPLEX BEHIND 'WONDERFUL CHINESE' (ON THE CORNER OF SYLVAN AND OLD AUBURN).

WHAT IS THE 'CITY' THINKING? WE DON'T NEED EVERY SQUARE INCH OF LAND BUILT UPON. SURELY THE TAX BASE IS NOT WORTH RUINING OUR QUALITY OF LIFE. WE ARE ALREADY A FRACTURED CITY WITH NO CENTER AND NO COHESION. A CITY PLANNER SHOULD BE EVALUATING THESE ISSUES. ISN'T THAT WHY THEY ARE EDUCATED? MANY OF US BOUGHT OUR HOMES IN OUR PARTICULAR AREAS BECAUSE WE PLANNED ON THE PURSUIT OF HAPPINESS AND NOT HAVE RAMPANT 'PROGRESS' TAKE OVER OUR DOMAINS. THIS PLAN IS UNFEASIBLE BASED ON TRAFFIC, CONGESTION, NOISE, SAFETY, AND EVEN POLLUTION.

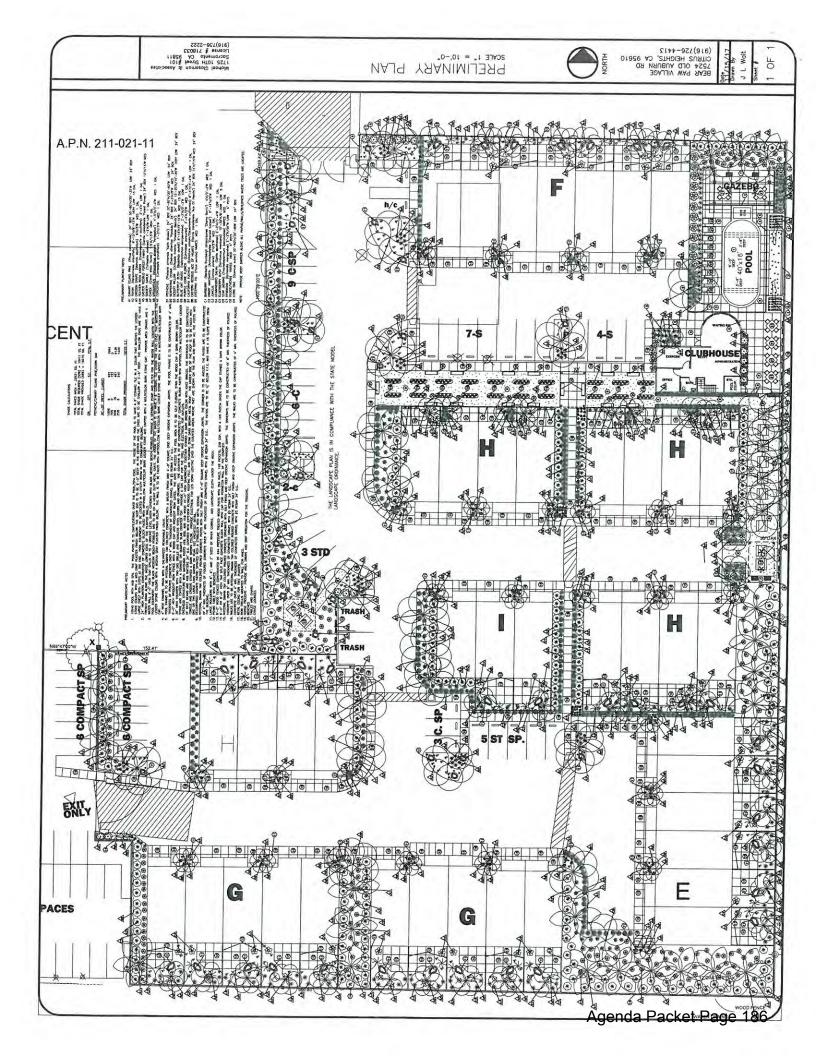
THERE SEEMS TO BE <u>NO PLAN</u> FOR AN INVITING AND CHARMING CITY. WE ARE ANOTHER CARMICHAEL, ORANGEVALE, EL DORADO HILLS—NOT FAIR OAKS, VACAVILLE, BENECIA, LODI—AND OTHER DESTINATION CITIES/TOWNS. WE ARE A MOVE-IN AND MOVE-UP (AND OUT) CITY. We are not against progress, but poor planning. (

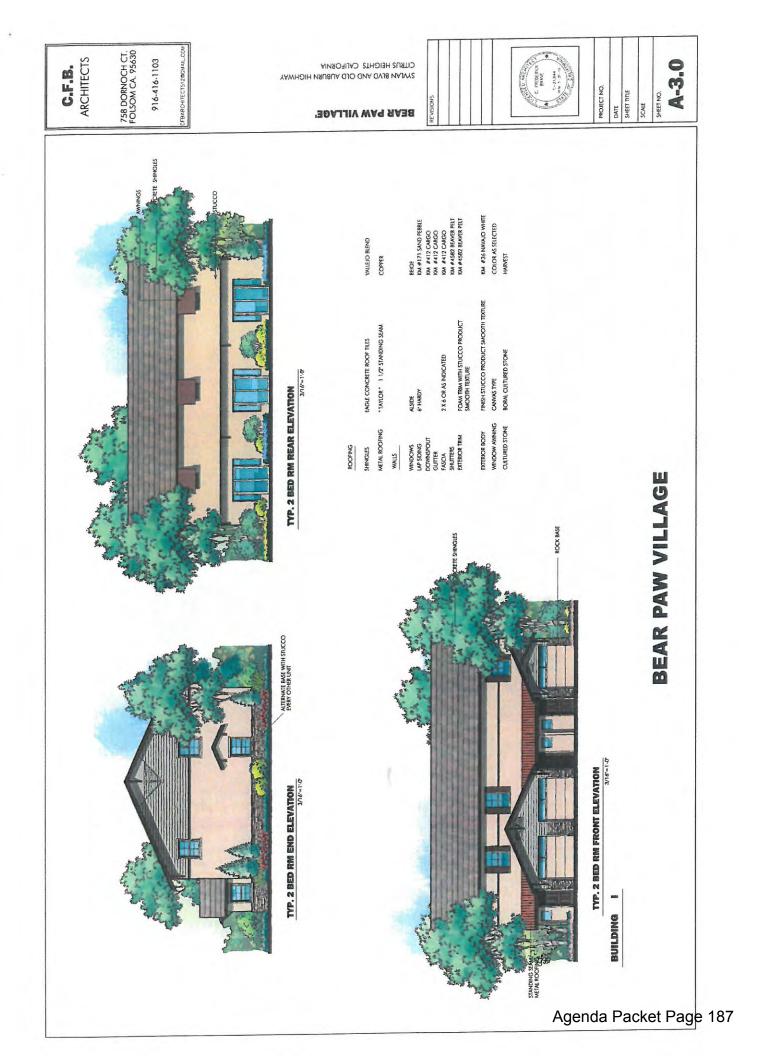
Thank you, I would sincerely appreciate a response.

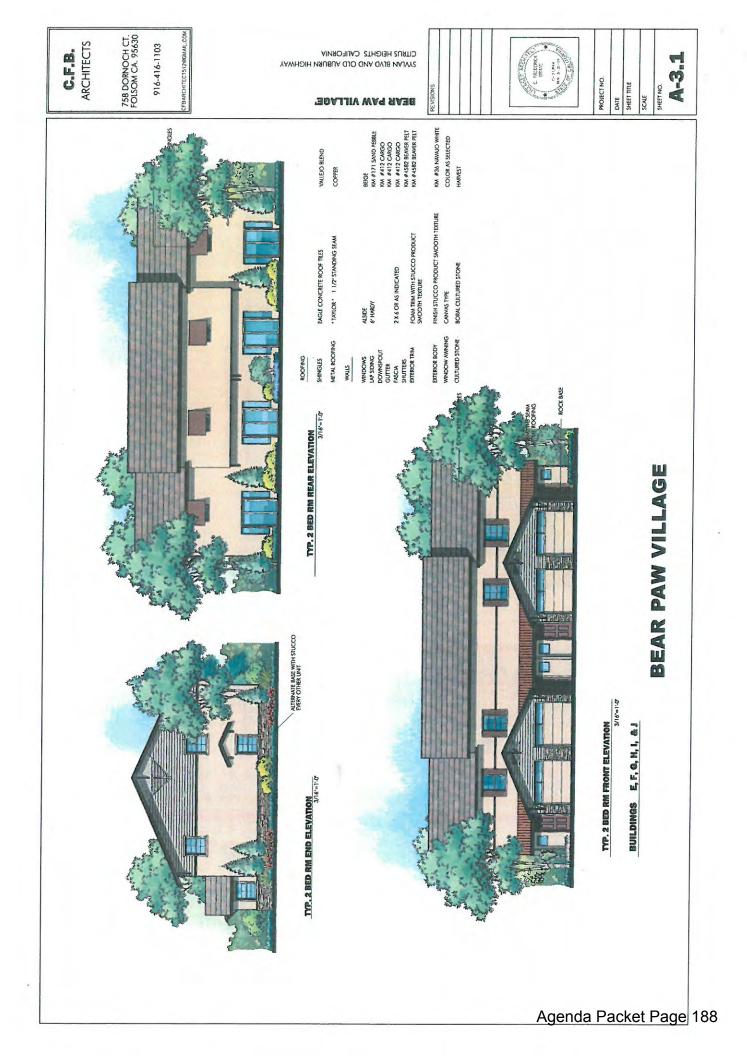
LYNN AVERY 7551 Sylvan Creek Ct. 95610

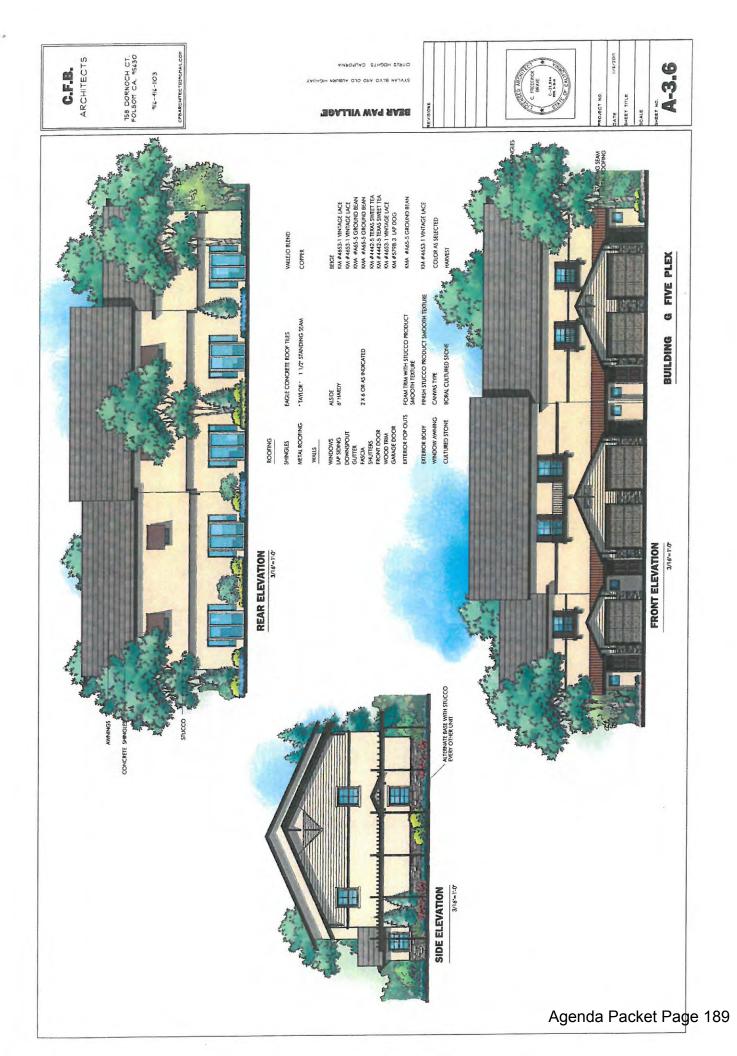


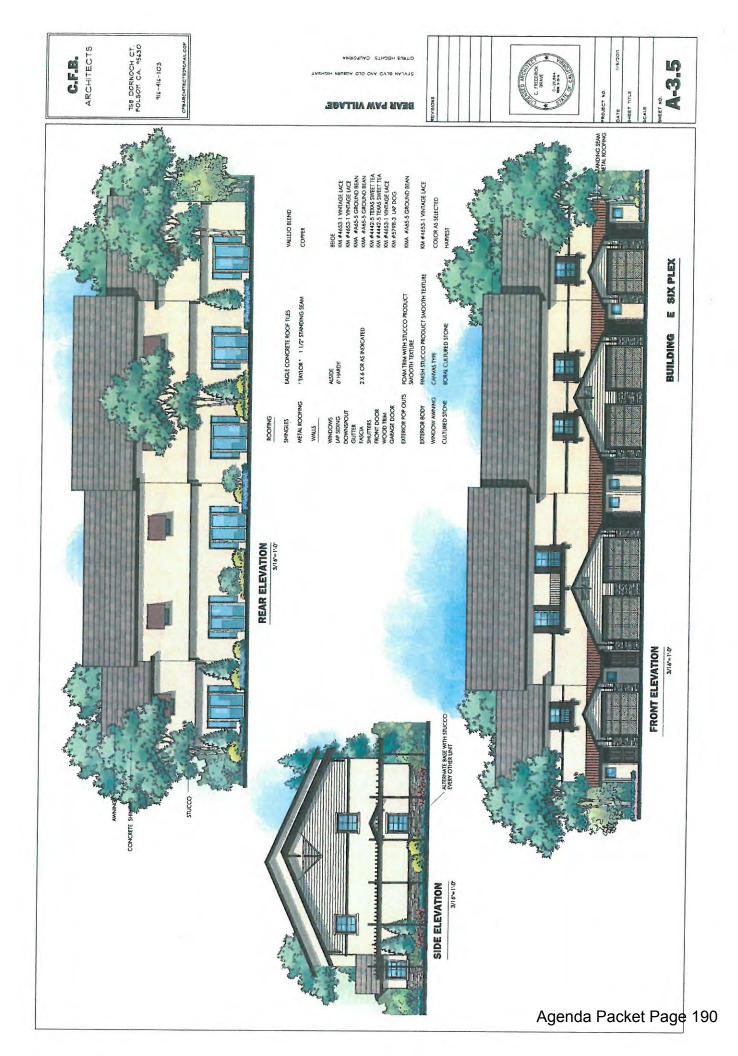
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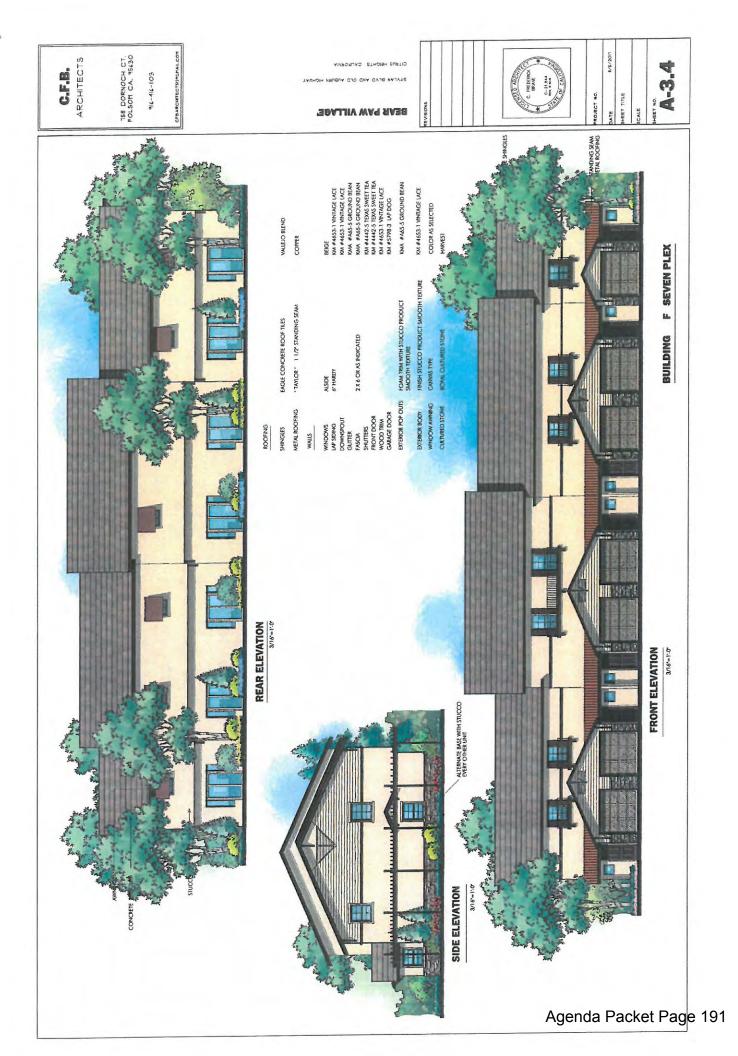


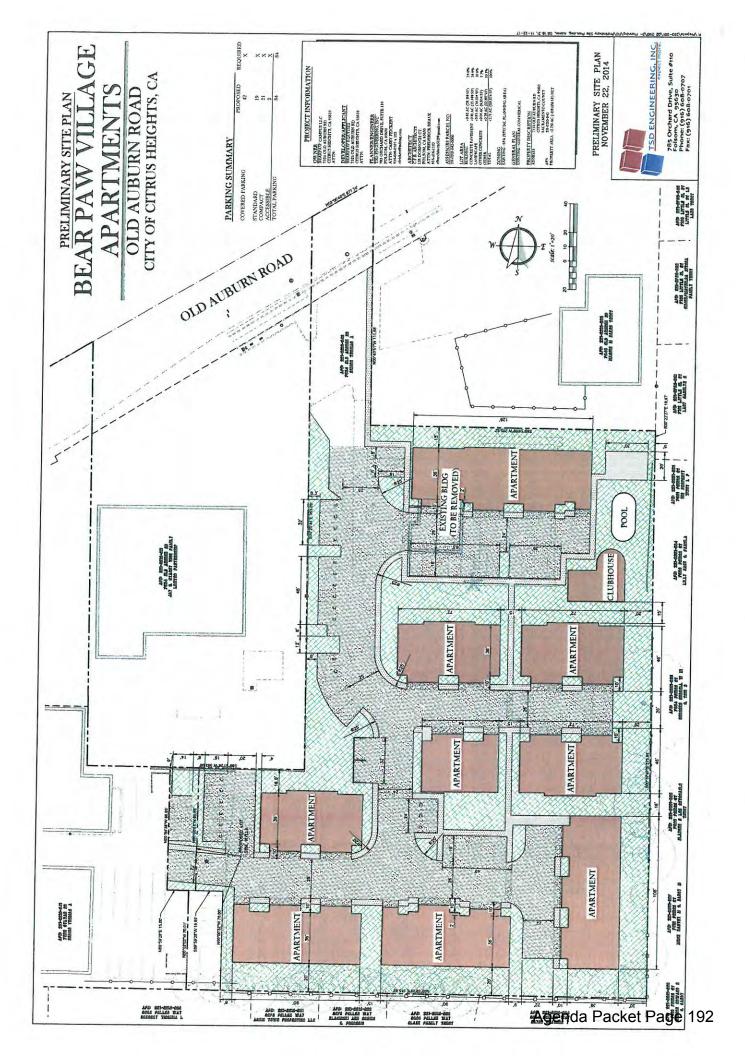


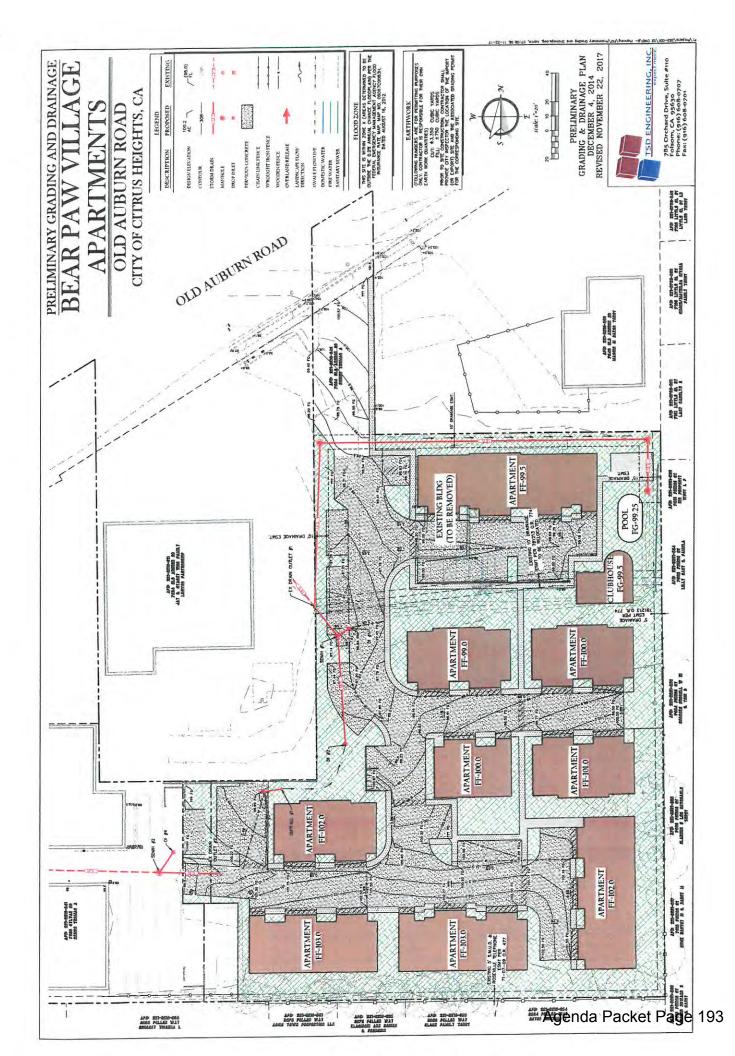




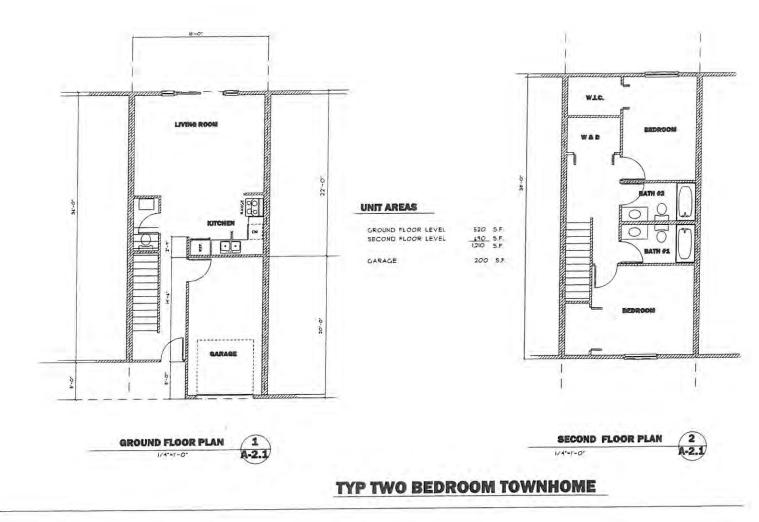


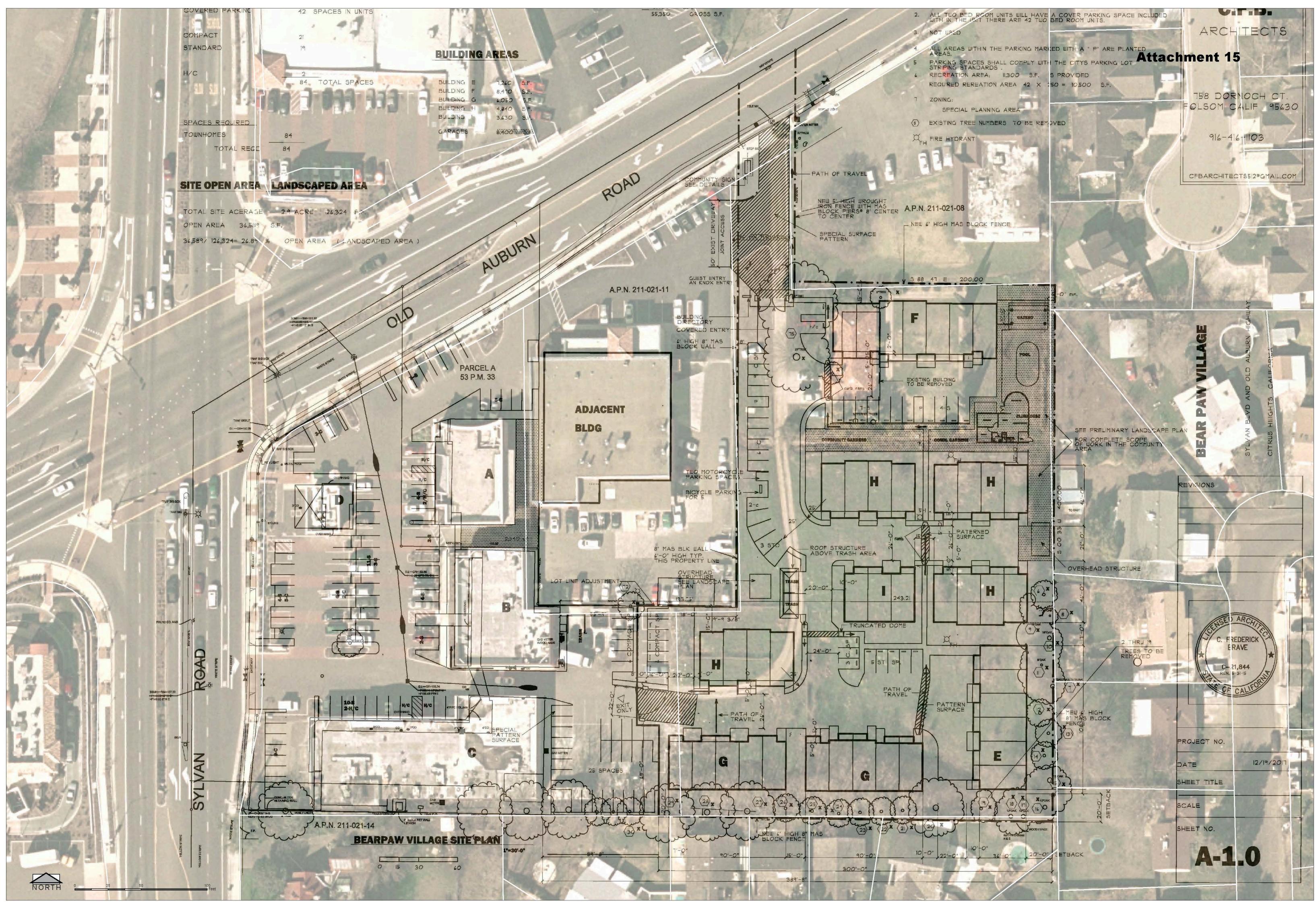






Attachment 14





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Attachment 16

Dr. Jayna Karpinski-Costa President

Lorraine Furry Vice-President

Pat Freund Secretary



Sylvan Old Auburn Road Neighborhood Assn 6929 Larkspur Avenue Citrus Heights, CA 95610 (916) 599-3647 e-mail: info@SOAR10.com.

City Council Planning Commission Planning Department

February 5, 2018

Attached is a notice of our appeal of the Bearpaw Project, which was approved by the Planning Commission on January 25, 2018 with a vote of 6-1.

We believe that the project should have been denied. We believe that the required findings cannot be made for a minor use permit nor for a design permit. While we appreciate the desire of the developer to improve the land from its current state, this spot has the potential to be a neighborhood source of pride instead of the neighborhood eyesore that this will be.

We hope you will reverse the decision of the planning commission with direction to re-do the project in light of your discussion and findings you make.

We also would like to ask for a return of our costs on appeal should we be successful in any way in requiring re-review of this project to make it better.

Very truly yours,

Dr. Jayne Farpushe City

Dr. Jayna Karpinski-Costa President Sylvan Old Auburn Neighborhood Association

Mary McAlister, Treasurer

Barbara Christianson Community Liaison

> Corina Badea-Mic Teen Director

February 5, 2018

City of Citrus Heights, Planning Commission:

Letter of Appeal for revision of <u>Approval of the Minor Use Permit</u> of the Bearpaw apartment project.

On January 24, 2018 approval of Minor Use Permits, Design Review Permit, and Tree Permit were granted by the Commission.

Several parts of these three permit areas do not appear to meet zoning, safety, and design review permit.

Questions regarding approval Of Minor Use Permit

 The proposed apartments do <u>not</u> demonstrate the description of mixed use as delineated in General Plan.

 The proposed apartments are <u>not</u> consistent with the General Plan and are not positioned on the Auburn corridor. Therefore they would not enhance or contribute to the already completed Sylvan Corners project.

- 3. The design, location, and operating characteristics of the proposed apartments is <u>not</u> compatible with future land uses. *sylvan corners has been completed.*
- 4. The proposed site is <u>not</u> physically suitable for the existing Bearpaw plan of development. There are major problems with type, density, and intensity, plus safety, exit/entrance issues, traffic concerns, shade, and parking. While Access For FireTruck Turch around
- 5. Thus, the granting of this permit was <u>not</u> in the interest of public benefit, safety, convenience, improvement in the vicinity (and zoning district) in the Sylvan Corners district.

A few Comments:

The Bearpaw project is not within the prescribed parameters or building renovation of the Auburn Rehab plan. The builder positioned the company purpose as solely adding to the Auburn Corridor

Last data collection - Citrus Heights as a 45% rental occupancy. Single family homes with homeowner pride is needed. Sylvan Rd. (Greenback to Auburn) has <u>hundreds</u> of upscale apartment complexes.

Resident parking is not placed conveniently and visitor spaces (in the shopping center) are unidentified. The proposed exit that is an alley would be a dangerous area for pedestrian patrons and exiting cars.

Exiting through an alley is dangerous for: cars in lot, pedestrians, exit/entrance shopping center customers, and complex residents. Shopping center is comprised of one restaurant, 2 convenience type eateries, a 7/11 type store, Bearpaw administrative offices, and a Bearpaw retail store. This small group of businesses do not comprise "a shopping area."

Mixed use does not mean mixed zoning.

0

12

15

Concern: Construction hours 6:00 a m to 8 pm? Normal hours for a construction site in a residential area is 7:00a -6:00p. Bearpaw is surrounded on 2 or more sides by residential homes.

RE: Walk-ability- there is no place to walk in the complex and the Sylvan Corners intersection is very dangerous. There are five lanes of traffic at each lane of the 4 corners (20). Would you want your children, grandchildren, your Mom or Dad, Grandma or even you (if your mobility was a little shaky) to cross 10 lanes.

In the Bearpaw plan there are no avenues for 'community'-no recreational or group activities identified. *What is the purpose of the clubhouse?*

Mixed use - does not meet intent. Families aren't encouraged-ie: where would children play?

Trees in parking lot areas- where is shade in complex? In the Sylvan Corners project (pg.4-38) "parking lots shall include, not less than 1 shade tree per 6 parking spaces".

Unable to find square footage of the back yards

Additional review comments will be added.

Secondary comments: Questions from the Commissioners did not reflect knowledge of the submitted proposal. Only one Commissioner (Leah Cox) asked several pertinent questions and made clarifying comments when she voted 'no'.

Additional review comments will be included.

Respect fully SuBmitteD: Lynn F. Query; Member SOAR Request Return of Filing Fee

Μ

Medical Services - Doctor Office. A facility other than a hospital where medical, dental, mental health, surgical, and/or other personal health care services are provided on an outpatient basis, and that accommodates no more than four licensed primary practitioners (for example, chiropractors, medical doctors, psychiatrists, etc., other than nursing staff) within an individual office suite. A facility with five or more licensed practitioners is instead classified under "Medical Services - Clinic, Urgent Care." Counseling services by other than medical doctors or psychiatrists are included under "Offices - Professional."

Medical Services - Extended Care. Residential facilities providing nursing and health-related care as a primary use with in-patient beds. Examples of these uses include: board and care homes; convalescent and rest homes; extended care facilities; and skilled nursing facilities. Long-term personal care facilities that do not emphasize medical treatment are included under "Residential Care."

Medical Services - Hospital. Hospitals and similar facilities engaged primarily in providing in-patient diagnostic services, and extensive medical treatment, including surgical and other hospital services. These establishments have an organized medical staff, I-patient beds, and equipment and facilities to provide complete health care. May include on-site accessory clinics and laboratories, accessory retail uses and emergency heliports (see the separate definition of "Accessory Retail Uses"), and on-site ambulance dispatch facilities.

Medical Services - Laboratory. Non-research facilities for the testing of blood and tissue samples for medical diagnoses, and for the fabrication of dental prosthetics and eyeglasses. Does not include laboratories for medical research, which are classified under "Laboratory - Analytical, Research and Development, Testing."

Medical Services - Medical Cannabis Dispensary. A facility or location where a primary care giver makes available, sells, transmits, gives, or otherwise provides medical cannabis to two or more of the following: a qualified patient or a person with an identification card, in strict accordance with Health and Safety Code Section 11362.5 et seq., including Health & Safety Code Section 11362.7 (d) (2) and (3). The terms "primary care giver", "qualified patient", and "person with an identification card" shall be as defined in Health and Safety Code Section 11362.5 et seq. A "medical cannabis dispensary" shall not include the following uses, as long as the location of the uses is otherwise regulated by this Zoning Code or applicable law:

- 1. A clinic licensed pursuant to Chapter 1 of Division 2 of the Health & Safety Code;
- 2. A health care facility licensed pursuant to Chapter 2 of Division 2 of the Health & Safety Code;
- A residential care facility for persons with chronic life-threatening illness licensed pursuant to Chapter 3.01 of Division 2 of the Health & Safety Code,
- A residential care facility for the elderly licensed pursuant to Chapter 3.2 of Division 2 of the Health & Safety Code;
- A residential hospice, or a home health agency licensed pursuant to Chapter 8 of the Health & Safety Code; as long as any above use complies strictly with applicable law including, but not limited to, Health & Safety Code Section 11362.5 et seq.

Meeting Facility, Public or Private. A facility for public or private meetings, including community centers, religious assembly facilities (e.g., churches, mosques, synagogues, etc.), civic and private auditoriums, grange halls, union halls, meeting halls for clubs and other membership organizations, etc. Also includes functionally related internal facilities such as kitchens, multi-purpose rooms, and storage. Does not include conference and meeting rooms accessory and incidental to another primary use that are typically used only by on-site employees and clients, and occupy less floor area on the site than the offices they support (see "Offices"). Does not include: sports or other commercial entertainment facilities (see "Theater," and "Sports and Entertainment Assembly"); or convention centers (see "Conference/Convention Facility"). Related on-site facilities such as day care centers and schools are separately defined, and separately regulated by Section 106.22.030 (Allowable Land Uses and Permit Requirements).



Mixed-Use Project. A project that combines both commercial and residential uses, where the residential

component is typically located above the commercial. Does not include live/work or work/live units, which are separately defined.

Mixed Use Project Residential Component. One or more dwelling units that are located within the same project (and typically above) a non-residential component such as a retail use.

Mobile Home. A trailer, transportable in one or more sections, that is certified under the National Manufactured Housing Construction and Safety Standards Act of 1974, which is over eight feet in width and 40 feet in length, with or without a permanent foundation and not including recreational vehicle, commercial coach or factory-built housing. A mobile home on a permanent foundation is included under the definition of "Single Dwelling."

Mobile Home, Boat, or RV Sales. Retail establishments selling both mobile home dwelling units, and/or various vehicles and watercraft for recreational uses. Includes the sales of boats, campers and camper shells, jet skis, mobile homes, motor homes, and travel trailers.

Mobile Home Park. Any site that is planned and improved to accommodate two or more mobile homes used for residential purposes, or on which two or more mobile home lots are rented, leased, or held out for rent or lease, or were formerly held out for rent or lease and later converted to a subdivision, cooperative, condominium, or other form of resident ownership, to accommodate mobile homes used for residential purposes. May include a common storage area for recreational vehicles owned by residents only.

Mobile Unit. See "Telecommunications Facility."

Mortuary, Funeral Home. Funeral homes and parlors, where deceased are prepared for burial or cremation, funeral services may be conducted, and cremation may occur.

Motel. See "Lodging."

Multi-Unit Dwelling or Multi-Unit Housing. A dwelling unit that is part of a structure containing three or more other dwelling units. Multi-unit dwellings include: triplexes, fourplexes (buildings under one ownership with three or four dwelling units, respectively, in the same structure); apartments (five or more units in a single building); and townhouse development (three or more attached dwellings where no unit is located over another unit), and other building types containing multiple dwelling units (for example, courtyard housing, rowhouses, stacked flats, etc.). See also "Duplex."

N. Definitions, "N."

Natural, or Existing Grade. The contour of the ground surface before grading.

Negative Declaration. A statement describing the reasoning that a proposed action will not have a significant adverse effect on the environment, in compliance with the California Environmental Quality Act (CEQA).

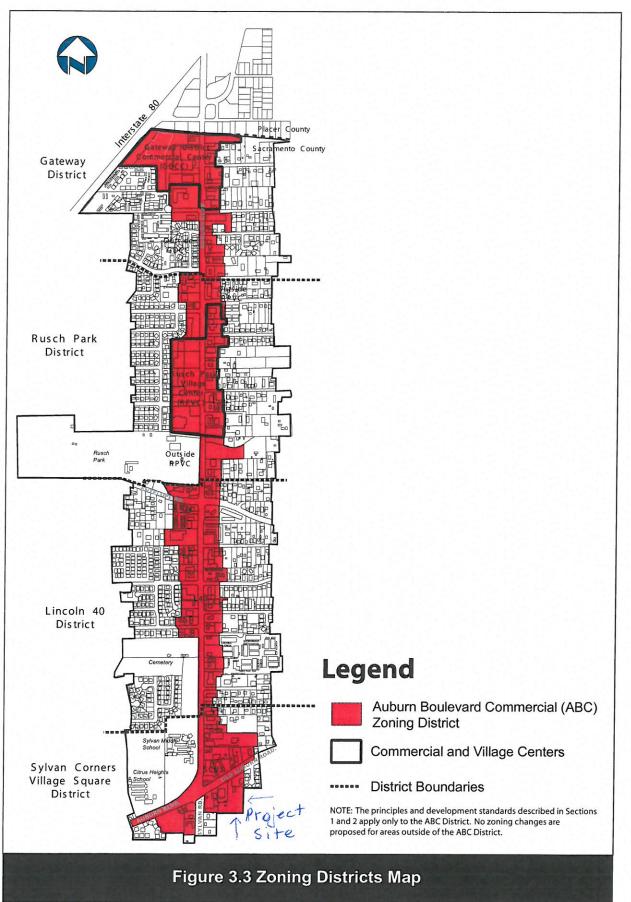
Net Lot Area. See "Lot Area."

Night Club. A facility with the primary function of providing entertainment, examples of which include live music and/or dancing, comedy, etc., which may serve alcoholic beverages for on-site consumption. Does not include adult entertainment businesses, which are separately defined.

Nonconforming Parcel. A parcel that was legally created prior to the adoption of this Zoning Code or amendment, but does not comply with the current area, width, depth, or other applicable requirements of this Zoning Code.

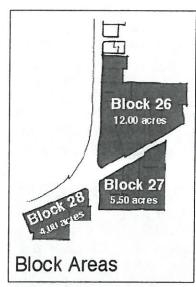
Nonconforming Sign. A sign that lawfully existed prior to the effective date of this Zoning Code or amendment, but does not comply with the current sign regulations of this Zoning Code.

Attachment 18



Above: This map identifies the boundary of the new Auburn Boulevard (ABC) district.

SECTION ONE: Opportunities for Reinvestment



Above:

The Redevelopment Plan identifies three "blocks" in the Sylvan Corners area. These total 21.5 acres. area that have a total of 21.5 acres. Of the 21.5 acres, about six acres are vacant or have vacant structures. The largest three potential development sites are the old Sylvan Lumberyard at 7200 Auburn Boulevard, vacant buildings and land on Block 27, and three vacant parcels on Block 28.

Block 26 (12.0 acres)

The largest opportunity site on Block 26 is the former Sylvan Lumber Yard at 7200 Auburn Boulevard property. It encompasses about 4.18 acres with two structures. The road frontage building is 10,000 SF. The building in the rear is about 7,500 SF. The site is currently being used to sell, construct and repair trailers.

Block 27 (5.5 acres)

The shopping center located in Block 27 at 7028 Sylvan Road uses only a portion of its 4.14 acres. The back portion of the site is vacant. Assuming this site were redeveloped and combined with portions of adjacent parcels, much of Block 27 could be included in new development.

Block 28 (4.0 acres)

Block 28 is nearly all vacant with exception of two small fast food businesses. These visible Auburn Boulevard sites include a vacant 2.76-acre parcel and two smaller sites at 7041 (estimated 0.48 acres) and 7027 (estimated 0.56 acres) Sylvan Road.

CIRCULATION AND ACCESS ISSUES

More than 47,000 cars pass through Sylvan Corners on the average workday. The roadway and intersection plan is designed to alleviate congestion but also creates opportunities to improve pedestrian safety.

Roadway and Intersection Improvement Plan

The roadway improvement project will widen and add turning lanes to the Auburn Boulevard/Sylvan Road intersection. The widening will require acquisition of right-of-way and repair of parking lots and curb cuts. The Sylvan Corners intersection is the initial phase of a larger project. Future road improvements will stretch north to the City Limits. The Sylvan Corners portion of the project will be completed in 2002.

Site Access Issues

Sylvan Corners has a pattern of driveways that reflect the irregular parcels and independent business in the area. Many of these were established when there was far less traffic. As the area has grown and traffic increased, these businesses will have greater restrictions on access.

Larger tenants prefer sites with leftturn in access. The roadway project will introduce a median that will prevent left-in turns for businesses near the intersection. Due to the width of the lots and length of the medians, key Sylvan Corners opportunity sites will not have left turn-in access off Sylvan Road and Auburn Boulevard north and south of the intersection.

Planned centers utilize signage and graphic identity systems that support wayfinding and access. Sylvan has unrelated individual developments. Signage can help give the district an identity and improve access.

Service Access

Commercial structures in the Sylvan Corners area have various approaches to service access. The strip centers have rear access, but most are through the front or side door. There is not a regular pattern of service access or trash dumpster locations as

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RESOLUTION NO. 2018-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CITRUS HEIGHTS, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING PLAN PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FOR THE BEARPAW APARTMENT PROJECT

WHEREAS, C. Frederick Brave and Thomas Romeo (Bearpaw Equities) submitted an application for approval of:

- A Minor Use Permit for the residential component of a mixed use project;
- A Design Review Permit for the construction of a 42 unit apartment project, which includes a pool and clubhouse area (with manager's quarters);
- A Tree Permit for the removal of certain trees and encroachment within the dripline of other trees; and

WHEREAS, the Planning Commission held a public hearing on January 24, 2018, and the City Council held a public hearing on April 12, 2018, 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.

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 Bearpaw apartment project and proper notice provided in accordance with CEQA and local guidelines.
- 2. That based upon the Initial Study, potential impacts resulting from the project have been identified. Mitigation measures have been proposed and agreed to by the applicant as a condition of project approval that will reduce potential impacts to less than significant. In addition, there is no substantial evidence that supports a fair argument that the project, as conditioned and mitigated, would have a significant effect on the environment.
- 3. That the project does not have the potential to have a significant adverse impact on wildlife resources as defined in the State Fish and Game Code, either individually or cumulatively and is not exempt from Fish and Game filing fees.

- 4. That the project is not located on a site listed on any Hazardous Waste Site List compiled by the State pursuant to Section 65962.5 of the California Government Code.
- 5. That the City Council reviewed the Initial Study and considered public comments before making a decision on the project.
- 6. That a Mitigation Monitoring Plan has been prepared to ensure compliance with the adopted mitigation measures, which Mitigation Monitoring Plan was considered by the Citrus Heights City Council and which Mitigation Monitoring Plan is made a part of this resolution.
- 7. That the Mitigated Negative Declaration prepared concerning the Bearpaw apartment 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 Bearpaw Apartment 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, 6360 Fountain Square Drive, Citrus Heights, California.

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 Bearpaw apartment project including the mitigation measures (contained within the attached Mitigated Negative Declaration and Mitigation Monitoring Report) and included in this resolution by reference.

PASSED AND ADOPTED by the City Council of the City of Citrus Heights, California this 12th day of April, 2018, by the following roll call vote:

AYES: NOES: ABSENT: ABSTAIN:

Steve Miller, Mayor

ATTEST:

Amy Van, City Clerk

Attachments

- A-1: Mitigated Negative DeclarationA-2: Mitigation Monitoring Plan





CITY OF CITRUS HEIGHTS Community Services Department

6360 Fountain Square Drive, Citrus Heights, CA 95621 (916) 727-4740 Fax (916) 725-5799

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Interested Parties

FROM: Citrus Heights Planning Department

DATE: December 21, 2017

SUBJECT: NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION TO ALLOW DEVELOPMENT OF A MULTI-FAMILY HOUSING DEVELOPMENT CONSISTING OF 42 APARTMENT UNITS

Lead Department:

City of Citrus Heights Community Services Department 6237 Fountain Square Drive Citrus Heights, CA 95621 (916) 727-4740

Description of Project: The project proposes demolition of a single-family dwelling and construction of a multi-family housing development consisting of 42 apartment units and private garages, parking, community pool and clubhouse building, community gardens and associated site improvements including landscaping, lighting, driveways, driveway aisles, and sidewalks on a 2.9 acre site. The project is a residential component of a horizontal mixed-use project as the Bearpaw Village Shopping Center abuts the project site. Primary access to the site is from Old Auburn Road. The driveway serves as access to the shopping center as well. A secondary driveway is proposed from the development project to Sylvan Road via the Shopping Center. This driveway is restricted to egress only. The project will require approval of a Use Permit, Design Review Permit, and a Tree Permit.

Project Location: 7534 Old Auburn Road (APN 221-0210-042), located on the south side of Old Auburn Road and abuts the southeast corner of Sylvan Road and Old Auburn Road.

Environmental Determination: Mitigated Negative Declaration.

Comments on the Negative Declaration: The City requests your written comments on the Negative Declaration during a **20-day review period** which begins **December 21, 2017** and ends **January 11**. All comments must be received no later than 5:00 pm on the last day of the comment period. Please direct your comments to Colleen McDuffee, Project Planner, Planning Department, 6360 Fountain Square Drive, Citrus Heights, California, 95621. The project is scheduled to be heard by the Planning Commission on **January 24, 2018**.

Availability of Documents: The Mitigated Negative Declaration, Environmental Checklist/Initial Study, and supporting documentation are now available for public review at the Planning Department, 6237 Fountain Square Drive, Citrus Heights, California, 95621. The documents are also available on-line. You may view them by visiting the City's website, <u>http://www.citrusheights.net/home/index.asp?page=6</u>,

For more information regarding this project, please contact Colleen McDuffee, Project Planner, Planning Department, at (916) 727-4740.

INITIAL STUDY

BEARPAW VILLAGE APARTMENTS

Lead Agency:

City of Citrus Heights

File Number's UP-14-07, DRP-14-11 and TP-17-34

Prepared by:

The City of Citrus Heights

Community Services Department

DECEMBER 2017

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BEARPAW VILLAGE APARTMENTS INITIAL STUDY

December 21, 2017

PROJECT TITLE:	Bearpaw Village Apartments
LEAD AGENCY:	City of Citrus Heights
	Planning Division
	6360 Fountain Square Drive
	Citrus Heights, CA 95621
CONTACT PERSON:	Nick Lagura
	nlagura@citrusheights.net
	(916) 727-4740

	Bearpaw Village Project
PROJECT LOCATION	7534 Old Auburn Road Citrus Heights, CA 95610 APN: 221-0210-042
PROJECT APPLICANT	CFB Architects
GENERAL PLAN	General Commercial
CURRENT ZONING	Auburn Boulevard Corridor Special Planning Area (SPA)
EXISTING LAND USE	Single-Family Residence
PROJECT SUMMARY	The project proposes demolition of a single-family dwelling and construction of a multi-family housing development consisting of 42 apartment units, 42 private garages, parking, community pool and clubhouse building, community gardens and associated site improvements including landscaping, lighting, driveways, driveway aisles, and sidewalks on a 2.9 acre site. The project is a residential component of a horizontal mixed-use project as the Bearpaw Village Shopping Center abuts the project site (see Figure 1 – Vicinity Map). Primary access to the site is from Old Auburn Road. The driveway serves as access to the shopping center as well. A secondary driveway is proposed from the development project to Sylvan Road via the Shopping Center. This driveway is restricted to egress only. The project will require approval of a Use Permit, Design Review Permit, and a Tree Permit.

INTRODUCTION

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

December 2017 Page 1 CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. The Initial Study is a public document used by the decision-making lead agency, the City of Citrus Heights, to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an EIR (or rely upon a previously prepared EIR). If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a Negative Declaration shall be prepared. If in the course of analysis, the agency recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures the impact will be reduced to a less than significant effect, a Mitigated Negative Declaration shall be prepared.

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

PROJECT OVERVIEW

The project proposes demolition of a single-family dwelling and construction of a multi-family housing development consisting of 42 townhome units, 42 private garages, parking, community pool and clubhouse building, community gardens and associated site improvements including landscaping, lighting, driveways, driveway aisles, and sidewalks on a 2.9 acre site. The project is a residential component of a horizontal mixed-use project as the Bearpaw Village Shopping Center abuts the project site (see Figure 1 – Vicinity Map). Primary access to the site is from Old Auburn Road. The driveway serves as shared access to the shopping center as well. A secondary driveway is proposed from the development project to Sylvan Road via the Shopping Center. This driveway is restricted to egress only. The project will require approval of a Use Permit, Design Review Permit, and a Tree Permit.

A vicinity map is provided in Figure 1 on the following page.

Figure 1 - Vicinity Map



Site Location and Existing Conditions

The site is situated on the south side of Old Auburn Road and abuts the southeast corner of Sylvan Road and Old Auburn Road. The current site address is 7534 Old Auburn Road. The site is approximately 2.9 acres in size, generally flat and is currently developed with a single-family residence on the northern portion of the property. The remainder of the site is disturbed undeveloped land consisting of an unimproved driveway, seasonal grassland habitat, several stands of trees, and an earthen ditch located on the northeasterly edge of the property which makes a 90-degree turn along the southerly edge of the single-family residence traversing the parcel from east to west. The site is dominated by non-native grasses and forbs, primarily oats, Bermuda grass, Himalayan blackberry, and bindweed (Helix 2015, p. 3). The total area of disturbed habitat on the project site is 2.09 acres (Helix 2015, p. 3, 4).

Surrounding Land Uses

The project site is located in an urbanized area. Surrounding land uses consist of commercial/retail including a veterinary clinic to the north, residential development to the east and south, and the Bearpaw Shopping Center and an auto body shop to the west.

Bearpaw Village Townhomes Initial Study December 2017 Page 3

Proposed Development

The project proposes demolition of a single-family dwelling and construction of a multi-family housing development consisting of 42 two-bedroom (rental townhouse) units, 42 private garages, community pool, clubhouse building, picnic area and associated site improvements including landscaping, lighting, private driveways, parking, and sidewalks on a 2.9 acre site. The project is a residential component of a horizontal mixed-use project. The Bearpaw Shopping Center abuts a portion of the site's west boundary line. Primary access to the site will be from Old Auburn Road and will include security gates. A secondary driveway which will also provide gates is proposed to connect the residential development to the existing shopping center parking lot. The secondary driveway will be restricted to egress only. The project will require approval of a Use Permit, Design Review Permit, and a Tree Permit.

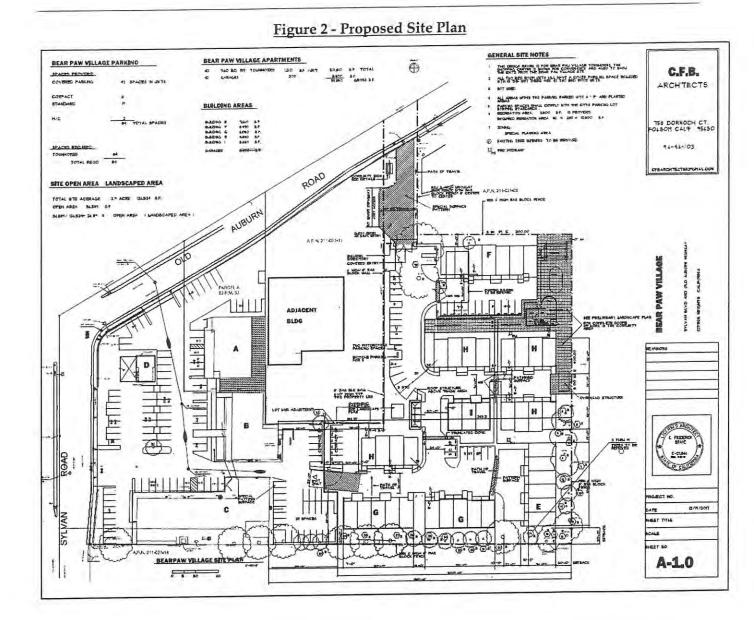
As recommended by the City of Citrus Heights Greenhouse Gas Reduction Plan, the proposed project would include the following features:

- high efficiency doors and windows
- tankless water heaters
- radiant barriers
- high R-Value insulation for roofs and walls
- bicycle and pedestrian facilities
- bicycle and pedestrian connections between land uses and transit
- rideshare
- Recycled materials utilized in construction
- solar hot water heaters
- Sub-meter all tenant spaces
- Energy Star appliances
- Reduced turf installation
- Site improvements that maximize infiltration and minimize impervious surfaces
- Shade trees

Construction Activities

Construction hours would be from 6:00 a.m. to 8:00 p.m. on weekdays and from 7:00 a.m. to 8:00 p.m. on weekends.

The project would prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the requirements of the State Construction General Permit that will specify the use of appropriate best management practices (BMPs) for erosion control and spill prevention during construction and permanent post-construction stormwater management measures following construction. BMPs would include perimeter straw waddles at all disturbed grading areas, inlet protection at all new and existing inlets subject to potential sediment flow, rock construction entrances and designated protected concrete washout areas.



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ENTITLEMENTS AND REQUIRED APPROVALS

- Use Permit
- Design Review Permit
- Tree Permit

OTHER PUBLIC AGENCIES WHOSE APPROVAL MAY BE REQUIRED

- Central Valley Regional Water Quality Control Board (NPDES and related permits)
- U.S. Army Corp of Engineers (USACE) under Section 404 of the Clean Water Act

TECHNICAL STUDIES COMPLETED FOR THE PROPOSED PROJECT

Several technical studies were completed for the project to evaluate the potential environmental impacts associated with proposed project. The following reports referenced throughout this Initial Study are available for review at the City of Citrus Heights. Full citations for these reports and other information sources are provided in the References section at the end of this Initial Study.

Aquatic Resources Delineation Report, HELIX Environmental Planning, November 2017

Records Search for Historic-Period Cultural Resources, North Central Information Center, California State University, Sacramento, July 2017

Biological Resources Evaluation, HELIX Environmental Planning, December 2015

Acoustical Analysis Report, HELIX Environmental Planning, November 2015

Supplemental Access Analysis. Kimley Horn, October 2016

Transportation Impact Study. Kimley Horn, August 2015

Supplemental Letter to Preliminary Arborist Report. Curt Stegen Arborist, November 2015

Preliminary Arborist Report. Curt Stegen Arborist, July 2013

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. As indicated by the checklist and analysis on the following pages, all potentially significant impacts would be reduced to less than significant levels with the incorporation of mitigation measures.

	Aesthetics		Agriculture and Forestry Resources	\boxtimes	Air Quality
\boxtimes	Biological Resources	\boxtimes	Cultural Resources		Geology/Soils
Ē	Greenhouse Gas Emissions		Hazards& Hazardous Materials		Hydrology/Water Quality
	Land Use/Planning		Mineral Resources	\boxtimes	Noise
	Population / Housing		Public Services		Recreation
	Transportation/Traffic		Utilities / Service Systems		Mandatory Findings of Significance None with Mitigation

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☑ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

□ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

□ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

□ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature:	1 Lagaro /cm	_ Date:	12/20/17
Printed Name:	Nick Lagura	For:	City of Citrus Heights

Bearpaw Village Townhomes Initial Study December 2017 Page 7

EVALUATION OF ENVIRONMENTAL IMPACTS:

W	AESTHETICS ould the project: Have a substantial adverse effect on a scenic vista?	Potentially Significant Impact	Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4)					
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?			\square	
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			\boxtimes	

Less Than

- a. A scenic vista is generally defined as an expansive view of a highly valued landscape observable from a publicly accessible vantage point. In the project vicinity, publically accessible vantage points are limited to public roads. Views along Old Auburn Road are of the existing development present in the area. There are no long-range views of scenic vistas available in the project vicinity. As the project site does not contribute to any scenic vistas, the proposed project would have no impacts to any scenic vistas.
- b. Scenic resources are physical features that provide scenic value to a project site and its surroundings. These typically include topographic, geologic, hydrologic, and biological resources (for example, hills, rock outcroppings, creeks, woodlands or landmark trees).

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

c. The site is located in an urbanized area consisting of commercial uses a mixture of residential development including duplexes and single-family homes.

The design of proposed project will be reviewed for consistency with the City's design guidelines. The project would not cause a detriment to the visual identity and character of surrounding land uses, and this impact would be less than significant.

d. Exterior lighting including parking lot lighting will be designed consistent with City Standards. All lighting will be required to comply with Zoning Code requirements and be shielded and directed downwards to ensure that light does not spill onto neighboring properties or adversely affect nighttime views. This would ensure that the project would result in less than significant impacts associated with project site lighting.

Mitigation Measures

No mitigation measures are necessary.

Bearpaw Village Townhomes Initial Study

п.	AGRICULTURE AND FOREST RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
W	ould 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?				
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				\boxtimes
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				
d)					\boxtimes
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				

a.-b. The project site is located in an urban area and is occupied by a single tailing diverged structure. The majority of the site is undeveloped land consisting of disturbed grounds, with an unpaved driveway, pedestrian trails, grasslands and a stand of trees. The site is identified as Urban and Built-Up Land by the California Department of Conservation and is not designated as prime farmland, unique farmland, or farmland of statewide importance. Further, the project site is not under a Williamson Act contract (Department of Conservation 2012).

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

- c.-d. The project site is not zoned as forest land, does not contain forest land or forest resources, and does not support any forest uses. The construction of the proposed project would not result in the conversion of any forest land to a non-forest use.
- e. As discussed above, the site is located an in urban area and does not support any farmland, agricultural, or forest uses. Construction of the proposed project at the project site would not result in conversion of any farm, agricultural, or forest land to non-agricultural or non-forest uses.

Mitigation Measures

No mitigation measures are necessary.

W the co de	AIR QUALITY here available, the significance criteria established by applicable air quality management or air pollution ntrol district may be relied upon to make the following terminations. ould the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	이 수가 잘 가지 않는 것이 같은 것이 같은 것이 같은 것이 가지 않는 것이 같이 많이 많이 많이 많이 많이 많이 했다.		\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	

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

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

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

The SVAB is also designated non-attainment for the state respirable particulate matter

(PM₁₀) standards, and the federal 24-hour standard for fine particulate matter (PM_{2.5}). Particulate matter consists of small particles of pollutants, such as windblown dust, particles of smoke from residential and agricultural burning, and particles generated by fuel combustion in motor vehicles, equipment and industrial sources.

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

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

If emissions remain below these levels, SMAQMD has determined that the project would not violate air quality standards for NO_x, ROG, PM_{10} or $PM_{2.5}$, would not contribute substantially to an existing or projected air quality violation or interfere with implementation of the applicable clean air plans, and would not result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in nonattainment.

Construction Emissions

Due to the size of the project just under 3 acres short-term construction emissions of ROG, NOx, PM10, and diesel particulate matter DPM would not exceed the SMAQMD threshold of 85 pounds per day of NOX. The SMAQMD CEQA Guide indicates that "projects that are 35 acres or less in size generally will not exceed the District's construction NO_x threshold of significance," therefore, construction of the proposed project would result in a less-than-significant impact as long as the SMAQMD's Basic Construction Emission Control Practices are implemented, as required by Mitigation Measure 1.

Operational Emissions

Operational emissions would be generated from vehicle trips to and from the project area, heating and cooling of the residences, water heaters, and landscape maintenance. The SMAQD contains operational-related criteria air pollutant emission screening thresholds for residential development projects. Projects that do not exceed the operational-related air quality screening emissions threshold would not be expected to have a substantial impact on air quality. The proposed project consists of development of a 42-unit, multi-family residential project (and is a residential component of a mixed-use project). The proposed project is well below the SMAQMD's air quality emission screening threshold and the proposed project would not:

- Include wood stoves or wood-burning appliances;
- Generate a trip generation rate greater than the default trip rate in CalEEMod;
- Generate a vehicle fleet mix substantially different from the average fleet mix; or
- Include any industrial land use types.

Therefore, the project would be expected to have an insignificant impact on air quality, including ROG and NOx emissions, during operation.

d. Sensitive Receptors

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

This project is located adjacent to a business that has an active Permit to Operate (P/O) with the SMAQMD for a paint spray booth (7528 Old Auburn Road) which abuts the development project. Permits issued by the AQMD are designed to reduce air pollution and help Sacramento meet federal and state air quality standards. A health risk assessment (HRA) was performed as part of the P/O application, which estimated potential cancer risk as well as acute and chronic hazard levels posed to hypothetical individuals (receptors) located within a 200 foot radius from the paint spray booth exhaust stack(s). When the original HRA was conducted, the adjacent property that is now part of the development project was treated as non-residential receptors. The SMAQMD has revised the HRA to reflect current modeling and HRA protocols as well as considering the proposed residential development project.

According to the SMAQMD, cancer risk is the maximum number of new cases of cancer projected to occur in a population of 1 million people due to exposure to the cancercausing substance over a 70-year lifetime. For example, a cancer risk of 1-in-1 million means that in a population of 1 million people, not more than 1 additional person would be expected to develop cancer as the result of the exposure to the substance causing that risk. Regulators generally presume that a 1-in-1 million risk of cancer from life-long exposure to a hazardous chemical is an "acceptable risk" level because the risk is extremely low compared to the overall cancer rate. The cancer risk posed by the facility at 7528 Old Auburn Road is less than 1-in-1 million.

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

Mitigation Measures

e.

Mitigation Measure 1: Prior to commencement of grading and/or building construction, the City of Citrus Heights shall ensure that site plan notes include requirements for the contractor to implement the following Basic Construction Emission Control Measures:

Bearpaw Village Townhomes Initial Study

- A. All exposed surfaces shall be watered two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- B. Haul trucks transporting soil, sand, or other loose material on the site shall be covered and/or shall maintain at least two feet of free board space. Any haul trucks that would be traveling along freeways or major roadways shall be covered.
- C. Wet power vacuum street sweepers shall be used to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- D. Vehicle speeds on unpaved roads shall be limited to a maximum of 15 miles per hour.
- E. All roadways, driveways, sidewalks, parking lots to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

Less Than

2.5.7	BIOLOGICAL RESOURCES	Potentially Significant Impact	Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	build the project: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				
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 Wildlife 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)	· · · · · · · · · · · · · · · · · · ·				
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				

Bearpaw Village Townhomes Initial Study

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

- a-d. In order to determine the potential for biological impacts from the proposed project, the following reports were prepared:
 - Aquatic Resources Delineation Report, HELIX Environmental Planning, November 2017.
 - Biological Resources Evaluation, HELIX Environmental Planning, November 2015.
 - Supplemental Letter to Preliminary Arborist Report. Curt Stegen Arborist, November 2015
 - Preliminary Arborist Report. Curt Stegen Arborist, July 2013

The conclusions of these reports are as follows. A single-family residence with a driveway and a landscaped yard occupies the majority of the northern portion of the site. The undeveloped portion of the site is not currently associated with any land uses and is in a disturbed condition, with an unpaved access road and several pedestrian trails crossing through it. Surface soils are regularly disturbed by discing/mowing. The highly disturbed ground supports an assemblage of almost exclusively non-native, weedy, upland species that colonize after human disturbance. There is no recognizable native or naturalized vegetation association, and characteristic species vary considerably depending on local colonization potential. Disturbed habitat in the project site is dominated by non-native grasses and forbs, primarily oats (Avena sp.), Bermuda grass (Cynodon dactylon), Himalayan blackberry (Rubus armeniacus), and bindweed (Convolvulus arvensis). Small individuals of blue oak (Quercus douglasii) and tree of heaven (Ailanthus altissima) occur in the east and south of the project site, and patches of yellow star thistle (Centaurea solstitialis) and black mustard (Brassicanigra) occur in the southwest portion of the site. The Biological Resources Evaluation Resources indicates that there no special-status plant or animal species or sensitive natural communities were observed on or adjacent to the project site.

An earthen ditch occurring within the disturbed habitat runs along the eastern edge of the parcel from the northeast corner to the southern edge of the existing residence and yard, then makes a 90-degree turn and runs west across the parcel to the project site boundary, where it enters a culvert underneath the adjacent commercial property. The total length of the ditch is 326 feet, and it averages 7-feet in width at the top of bank and 2 feet in width at the bottom, for a maximum area of 0.05. Vegetation in this ditch is a near monoculture of Himalayan blackberry, with small amounts of cattail (*Typhalatifolia*) in the deepest parts.

The project proposes to fill in the ditch and re-align an existing drainage easement to accommodate the proposed development. The Aquatics Resources Delineation Report (Helix, 2017) indicates that there are no aquatic resources in the study area and that the entire study area is comprised of disturbed uplands.

Vegetation clearing or other project activities that directly affected an occupied nest would

be restricted under the Migratory Bird Treaty Act (MBTA). The presence of active nests in trees on the site could trigger avoidance buffers that would restrict project activities, including those that would not physically affect the occupied tree(s). With the applicant's agreement to accept and implement the following Mitigation Measure 2, potential biological impacts would be held to a less-than-significant level.

e.

Numerous trees that are protected under the City of Citrus Heights Tree Preservation and Protection Ordinance occur on the project site. These include native oak trees with a diameter of six or more inches as measured 54 inches above the ground, or a multi-trunked oak having an aggregate diameter of 10 inches or more measured 54 inches above ground, and any trees within 25 feet of Mariposa Creek that are 19 inches or more in diameter as measured at 54 inches above the ground. Mitigation Measure 3 requires that the applicant submit a Tree Protection and Replacement Plan in order to preserve remaining trees and to mitigate the loss of protected trees. Furthermore, in conjunction with the improvement plans the applicant is required to submit a Final Tree Impact Assessment to ensure proper tree protection and mitigation.

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

f.

The project site is not within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other habitat conservation plan (CDFW 2013).

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the Estimates TDO Ger 180 .83 084 31 Prince Street through 57 000 Legend Project Study Area 0 Tree Ditch Habitat Type Developed (0.66 acre) **Polen Way** Disturbed (2.09 acres) Habitat Map

Figure 3 - Habitat Map

BEAR PAW VILLAGE APARTMENTS

Bearpaw Village Townhomes Initial Study

HELIX

1 inch = 80 feet

0

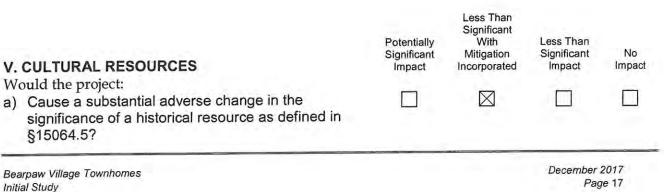
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Mitigation Measures

Mitigation Measure 2 (Nesting Birds): Construction activities (e.g., ground clearing and vegetation removal) should commence outside of the typical avian nesting season (September 1 – January 31), if feasible. If ground clearing and/or vegetation removal commences during the typical avian nesting season (February 1 – August 31), pre-construction nesting bird surveys shall be conducted on the property by a qualified biologist within 7 days prior to the commencement of construction. If no nesting birds are found, no further mitigation is necessary. If nesting birds are found on the property, a no-disturbance buffer shall be established around the nest by a qualified biologist in coordination with the California Department of Fish and Wildlife (CDFW). The size of the buffer will be determined based on the species and location of the nest. No work shall occur within the buffer until the qualified biologist has determined that the young have fledged and are no longer dependent on the nest.

Mitigation Measure 3 (Trees): Prior to construction of the project, the applicant shall prepare a Tree Protection and Replacement Plan that addresses each onsite tree that is protected under the City's Tree Preservation and Protection Ordinance. The Tree Protection and Replacement Plan shall generally be consistent with the Preliminary Site Plan included as Figure 2 of this IS/MND and shall identify any additional tree removal resulting from the construction of site infrastructure necessary to develop the Project consistent with the Preliminary Site Plan. The Tree Protection and Replacement Plan shall provide for appropriate protection measures for any trees (that qualify as protected under the city's ordinance) to be retained onsite and replacement of trees (that qualify as protected under the city's ordinance) to be removed. Replacement of trees shall meet the following standards.

- A. The number and size of newly planted trees shall be calculated based upon an inch for an inch replacement of the diameter breast height (DBH) of the removed trees where a 15 gallon tree will replace one inch DBH of the removed tree; a 24 inch box tree will replace two inches, and a 36 inch box tree will replace three inches. The replacement trees shall have a combined diameter equivalent to not less than the total diameter of the trees removed.
- B. One or a combination of four methods may be used, including replacement, relocation, development of a revegetation plan, or payment of in-lieu mitigation fees. The preferred alternative is on-site replacement.



b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		
d)	Disturb any human remains, including those interred outside of formal cemeteries?	\boxtimes	

- a. d. In order to determine the potential for impacts to historic-period cultural resources from the proposed project the following report was prepared:
 - Records Search for Historic-Period Cultural Resources was prepared, North Central Information Center, California State University, Sacramento, July 2017

The report concluded that the proposed project does not contain prehistoric-period resource(s) and historic-period cultural resource(s). Additionally, the City of Citrus Heights complied with Public Resources Code (PRC) Section 21080.3.1, a formal consultation process for California tribes as part of the CEQA process. The United Auburn Indian Community and the Wilton Rancheria Tribe requested consultation to review potential impacts to resources that have cultural and environmental significance to the tribes. The City provided a copy of the report to the tribes and has indicated that if artifacts or unusual amounts of shell or bone or other items indicative of buried archaeological resources or human remains are encountered during earth disturbance associated with the proposed project, the on-site contractor shall immediately halt all soils disturbances and notify the City of Citrus Heights (City) and the Native American Heritage Commission as stated in Mitigation Measure 4.

It is unlikely that previously unknown cultural resources would be encountered during grading of the site. However, implementation of Mitigation Measure 5 would ensure that impacts to cultural resources remain less than significant should any such resources be encountered during project grading and construction.

Mitigation Measures

Mitigation Measure 4 (Cultural): If artifacts or unusual amounts of shell or bone or other items indicative of buried archaeological resources or human remains are encountered during earth disturbance associated with the proposed project, the on-site contractor shall immediately notify the City of Citrus Heights (City) and the Native American Heritage Commission as appropriate. All soil-disturbing work shall be halted within 50 feet of the discovery until a qualified archaeologist, as defined by the California Environmental Quality Act (CEQA) Guidelines and the City, completes a significance evaluation of the finds pursuant to Section 106 of the National Historic Preservation Act. Any human remains unearthed shall be treated in accordance with California Health and Safety Code, Section 7050.5, and California Public Resources Code, Sections 5097.94, 5097.98, and 5097.99, which include requirements to notify the Sacramento County Medical Examiner's office and consult with Native American representatives determined to be the most likely descendants, as appointed by the Native

American Heritage Commission. Identified cultural resources shall be recorded on State Department of Parks and Recreation (DPR) form 523 (archaeological sites). Mitigation measures prescribed by the Native American Heritage Commission, the Sacramento County Medical Examiner's office, and any Native American representatives determined to be the most likely descendants and required by the City shall be undertaken before construction activities are resumed. If disturbance of a project area cultural resource cannot be avoided, a mitigation program in compliance with Sections 15064.5 and 15126.4 of the CEQA Guidelines, shall be implemented.

W	. GEOLOGY AND SOILS ould the project: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	 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?			\bowtie	
	iii) Seismic-related ground failure, including liquefaction?			\boxtimes	
	iv) Landslides?			\square	
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 Table18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				

a & c. Surface Fault Rupture

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

Seismic Shaking

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

Liquefaction and Landslides

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

Geologic and Soil Instability

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

b. Native topsoil previously present at the project site has already been disturbed. Construction activities would include movement of the underlying soil. This soil disturbance could result in soil erosion. The site does not support unique geologic or soil resources, so soil erosion is considered a less than significant impact with respect to Geology and Soils.

d. Urban Land-Xerarents-Fiddyment complex soil that underlies the project site has a moderate potential for expansion. As noted in the City of Citrus Heights General Plan EIR, "Expansive or shrink-swell soils contain substantial amounts of clay minerals that swell when wet and shrink when dry. These clays tend to swell despite the heavy loads imposed by large structures. Damage (such as cracking of foundations) results from differential movement and from the repetition of the shrink-swell cycle. Shrinking and swelling of soil can damage roads, dams, building foundations, and other structures. In some cases, this problem may be avoided by removing the top soil layer before placing a foundation" (City of Citrus Heights 2011b). As the top soil layer at the project site has

been previously disturbed and any remaining top soil would likely be removed along with removal of the existing pavement on-site, the potential for the site to contain expansive soil is low. In compliance with the City of Citrus Heights General Plan Policy 50.2, a soils report that identifies potential for liquefaction, expansive soils, ground settlement, and slope failure will be required for the project site. In accordance with Policy 50.2, this report would also specify remedial measures that could be feasibly implemented to ensure that project engineering and design appropriately addresses any constraints posed by site soils and geologic conditions (City of Citrus Heights 2011b, p. 4-6). With compliance with the City's General Plan, potential adverse effects related to expansive soils would be avoided.

e.

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

Mitigation Measures

No mitigation measures are necessary.

VII. GREENHOUSE GAS EMISSIONS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
 Would the project: a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? 	/			
b) Conflict with any applicable plan, policy, or				\square

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

While the greenhouse effect is a naturally occurring process that aids in maintaining the Earth's climate, human activities, such as burning fossil fuels and clearing forests, generate additional GHG emissions which contribute to the greenhouse effect and result in increased average global temperatures. Further, GHGs may have long atmospheric lifetimes (for example, CO_2 may remain in the atmosphere for decades or even centuries) ensures that atmospheric concentrations of GHGs will remain elevated for decades. Increasing GHG concentrations in the atmosphere are primarily a result of emissions from

		Less Than		
	Potentially	Significant With	Less Than	
VII. GREENHOUSE GAS EMISSIONS Would the project:	Significant Impact	Mitigation Incorporated	Significant Impact	No Impact

the burning of fossil fuels, gas flaring, cement production, and land use changes.

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

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

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

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

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

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

Utilize recycled materials in construction

	Less Than	
	Significant	
Potentially	With	10
Significant	Mitigation	4
Impact	Incorporated	

Less Than Significant Impact

No Impact

VII. GREENHOUSE GAS EMISSIONS

Would the project:

- Utilize Energy Star appliances
- Reduce turf installation/drought tolerant landscaping
- Maximize site improvements that promote infiltration and minimize impervious . surfaces
- Install disconnected rain gutters that will discharge into landscaped areas .
- Install street shade trees
- Install tankless hot water heaters
- Provide homes that are prewired for the installation of solar panels

Mitigation Measures

No mitigation measures are necessary.

VIII. 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?
- 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

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	\boxtimes		
		\boxtimes	Ū
			\boxtimes

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VIII. HAZARDS AND HAZARI Would the project: people residing or working		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
 g) Impair implementation of o an adopted emergency res emergency evacuation plan 	ponse plan or				
 h) Expose people or structure loss, injury, or death involvi including where wildlands a areas or where residences 	ing wildland fires, are adjacent to urbanized				\boxtimes

a. - b. The project proposes demolition of a single-family dwelling that could potentially expose workers or others to asbestos, lead paints, or other hazardous building materials. A pre-demolition survey to identify any regulated asbestos containing building is required to be performed to the satisfaction of the SMAQMD prior to issuance of a demolition permit. Any regulated asbestos containing material shall be properly abated pursuant to SMAQMD requirements. (Mitigation Measure 5)

During construction, oil, diesel fuel, gasoline, hydraulic fluid, and other liquid hazardous materials would be used at the project site. Similarly, paints, solvents, and various architectural finishes would be used during construction.

If spilled, these substances could pose a risk to the environment and to human health. In the event of a spill, the Sacramento Metropolitan Fire District is responsible for responding to non-emergency hazardous materials reports. The use, handling, and storage of hazardous materials are highly regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA is responsible for developing and enforcing workplace safety regulations. Both federal and State laws include special provisions/training for safe methods for handling any type of hazardous substance.

Because residential uses do not typically use, transport or dispose of large amounts of hazardous materials, and the routine transport, use, and disposal of hazardous materials are regulated by federal, State, and local regulations, this impact is considered less than significant.

Additionally construction of the proposed project would involve temporary use of hazardous materials, including fuel for construction equipment, paints, solvents, and sealants. Handling of these materials would be performed in accordance with construction Best Management Practices.

The proposed project is located within one-half mile of Sylvan Middle School and the Citrus Heights Pre-School. However; no impacts related to release of hazardous materials

c.

wildlands?

	Less Than	
	Significant	
Potentially	With	Less Than
Significant	Mitigation	Significan
Impact	Incorporated	Impact

Long Then

han cant No Impact

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

would result as part of the project.

The project site is not listed in any federal, state, or local records and is not included on d. the Department of Toxic Substance Control's site cleanup list. Thus, proposed project would not result in a significant hazard to the public or to the environment.

- The project site is located over eight miles from the nearest airport, McClellan Airfield. e. - f. The proposed project would therefore not result in a safety hazard relating to proximity to an airport.
- The project would not interfere with any adopted emergency or evacuation plans. g.
- The project site is not located adjacent to any wildlands, and development of this site h. would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Mitigation Measures

Mitigation Measure 5 (Asbestos): An asbestos survey shall be performed to the satisfaction of the SMAQMD prior to demolition of a dwelling structure, to identify any containing asbestos building materials. Asbestos shall be properly abated pursuant to SMAQMD requirements.

	HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	ould the project:				
a)	Violate any water quality standards or waste discharge requirements?				
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				

	. HYDROLOGY AND WATER QUALITY ould the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d)					
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?				
h)	Place within a 100-year flood hazard area structures which 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?				
j)	Inundation by seiche, tsunami, or mudflow?				\boxtimes

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

Construction Effects

The proposed development of the 2.9 acre project site would involve typical construction activities including demolition, grading, material storage and stockpiling, paving, and building construction. Sediment created by soil disturbance during or immediately after site grading would have the potential to affect water quality. Surface water runoff from the site could carry sediment through stormdrains to local waterways. In addition, accidental release of pollutants associated with construction could also degrade the quality of water runoff from the site and contribute pollution to local waterways. Construction activities would include the use of gasoline and diesel-powered heavy equipment, such as bulldozers, backhoes, water pumps, and air compressors. Chemicals such as gasoline, diesel fuel,

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Potentially	With
Significant	Mitigat
Impact	Incorpor

han cant Less Than Significant ion ated

No Impact

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IX. HYDROLOGY AND WATER QUALITY Would the project:

lubricating oil, hydraulic oil, lubricating grease, automatic transmission fluid, paints, solvents, glues, and other substances could be used during construction, and could be released into surface water runoff. Onsite portable toilets would have the potential to leak or tip over and spill, releasing sanitary waste, bacteria, solids, nutrients, and pathogens into surface water runoff.

The project would include preparation and implementation of a SWPPP in compliance with the NPDES requirements of the Clean Water Act. The requirements of the NPDES program are administered in California by the State Water Resources Control Board and the Regional Water Quality Control Boards (RWQCBs) and enforced through the State Construction General Permit process. The SWPPP must identify specific BMPs that will be used at the project site to treat and control stormwater, reduce sedimentation, and prevent erosion. The SWPPP is expected to include site maps showing existing and proposed physical site conditions, stormwater collection and discharge points, and drainage patterns; a description of BMPs to be implemented to prevent construction pollutants from contacting storm water, prevent or control erosion, and manage non-storm water and construction materials; figures showing how and where specific BMPs would be implemented; and a schedule for maintaining BMPs.

Compliance with NPDES requirements is a Standard Project Condition that would ensure the project does not result in a significant impact related to changes in the quantity, rate, or quality of stormwater runoff from the site. The SWPPP must determine the project's risk level and include the appropriate BMPs and other measures to ensure compliance with all requirements of the Clean Water Act, the NPDES program, and the Construction General Permit.

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

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

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 IX. HYDROLOGY AND WATER QUALITY
 Less Than

 Significant
 Potentially

 Would the project:
 Impact

Project Operation

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

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

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

b. According to the City's General Plan, Citrus Heights sits atop the Fair Oaks Geologic Formation which can yield moderate to high quantities of water. Groundwater can be found at depths between 80 feet above mean sea level (msl) to 20 feet below msl and is considered to have good quality in the Citrus Heights area.

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

No

Impact

Potentially Significant Impact I

Less Than Significant With Mitigation Incorporated

Less Than Significant No Impact Impact

IX. HYDROLOGY AND WATER QUALITY

Would the project:

groundwater recharge.

- c. The potential for erosion or siltation to occur during project construction is discussed above, and implementation of the SWPPP required as a Standard Project Condition would ensure that this potential impact remains less than significant. There are no water courses on or adjacent to the site, and project construction would not result in the alteration of the course of a stream or river.
- d. Construction and operation of the project would not be expected to result in changes to the existing drainage pattern of the site or the surroundings areas or increase the rate or amount surface runoff.

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

- e. Compliance with the SWPPP prepared for the proposed project would ensure that construction activities would not create a substantial source of polluted runoff. As discussed above the proposed project would not substantially increase the amount of impervious surfaces at the site, operation of the project would not increase the rate or amount of surface runoff that would exceed the capacity of existing or planned stormwater drainage systems or increase the amount of polluted runoff.
- g. j. The project site is not within the 100-year floodplain; therefore, no impacts related to flooding.

The project site is physically removed from any large body of water and is not subject to inundation by seiche, tsunami, or mudflow. No impacts related to inundation by seiche, tsunami, or mudflow would occur.

Mitigation Measures

No mitigation measures are necessary.

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	LAND USE AND PLANNING ould the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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

- a. Development of the project site of a residential component of a mixed-use project is consistent with the City General Plan and has been the long-term plan for the property. The project would fill in and connect to the established community of the City, not divide it. Therefore, no impact would occur.
- b. The proposed project would not conflict with the City of Citrus Heights General Plan the Auburn Boulevard Special Planning Area (City of Citrus Heights Zoning Ordinance). The General Plan land use designation is General Commercial which provides for multi-family residences and mixed-use projects and a density of 20 units per acre. The project is within the allowed density onsite and is an allowed use in both the General Plan and Auburn Boulevard Special Planning Area.
- c. The project site is not within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other habitat conservation plan (CDFW 2014).

Mitigation Measures

No mitigation measures are necessary.

	MINERAL RESOURCES	Potentially Significant Impact	Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				\boxtimes
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local				
Dee					

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Loss Than

Potentially	Less Than Significant With	Less Than	
Significant	Mitigation Incorporated	Significant Impact	No Impact

XI. MINERAL RESOURCES

Would the project:

general plan, specific plan, or other land use plan?

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

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

Mitigation Measures

No mitigation measures are necessary.

XI	. NOISE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
W	ould the project:				
a)	Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				
b)	Expose persons to or generate excessive groundborne vibration or groundborne noise levels?			\boxtimes	
c)	Create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				
d)	Create 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 or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				
a. 8	& c. An Acoustical Analysis Report for the pr	oposed pro	oject was p	repared b	y Helix

a. & c. An Acoustical Analysis Report for the proposed project was prepared by Heix Environmental Planning (November 2015). The report is available for review at the City

Potentially Significant Impact

Less Than Significant With Mitigation Incorporated

Less Than Significant No Impact

Impact

XII. NOISE Would the project:

of Citrus Heights.

The Acoustical Analysis Report determined that the project including temporary and permanent increases in ambient noise levels would comply with the City's noise thresholds.

b.

Limited groundborne vibration may occur during project construction but would not occur during project operation. Substantial levels of groundborne vibration and noise are associated with the use of physically forceful or ground-penetrating equipment during construction. Construction of the proposed project would create a temporary onsite source of vibration during construction. A vibratory roller used for soils compaction is expected to be used approximately 25 feet from the nearest occupied residence. At this distance temporary vibration impacts would be considered less than significant according to the Acoustical Analysis. Any groundborne vibration that occurs during construction would not create excessive disturbance or physical damage to neighboring land uses and impacts from groundborne vibration would remain less than significant.

d. Construction of the proposed project would require a variety of equipment, such as graders, backhoes, pavers, heavy trucks, cranes, and air compressors. These types of construction equipment generate noise levels in the range of 75 to 90 dBA at a 50-foot distance from the source. Typical operating cycles may involve two minutes of full power, followed by three or four minutes at lower levels. The City of Citrus Heights limits demolition and construction hours to between 6:00 a.m. and 8:00 p.m. on weekdays and between 8:00 a.m. and 8:00 p.m. on weekends. This precludes demolition and construction activities from occurring during noise-sensitive hours. With these time restrictions, impacts associated with temporary demolition and construction noise would be less than significant.

e. - f. The closest airport is Mather Airport located approximately 13 miles from the project site, while McClellan Airfield is located approximately 8 miles from the project site. The project site is not exposed to substantial noise levels associated with air traffic.

Mitigation Measures

No mitigation measures are necessary.

Bearpaw Village Townhomes Initial Study

	II. POPULATION AND HOUSING ould the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			\boxtimes	
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				\boxtimes
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				\boxtimes

a. The project would result in the construction of a residential neighborhood. The proposed development would lead to an indirect increase in employment in the region (as the new residents conduct their personal business – such as shopping and eating out – within the City).

The addition of the proposed project to the City will result in an increase of residential population; however, the increase is consistent with the assumptions made in the General Plan; therefor there is no impact.

b. - c. The site consists of a single-family dwelling; however, the house is not presently occupied and the project will construct 42 new replacement housing units. As such no housing or residents would be displaced by the proposed project.

Mitigation Measures

No mitigation measures are necessary.

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Fire protection?				
 a) Would the project result in subsigning physical impacts associated with new or physically altered governeed for new or physically alternative facilities, the construction of whe significant environmental impact maintain acceptable service rate or other performance objectives following public services: 	h the provision of nmental facilities, ed governmental ich could cause its, in order to ios, response times			
XIV. PUBLIC SERVICES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

XIV. PUBLIC SERVICES Police protection?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Schools				\boxtimes
Parks				\boxtimes
Other public facilities?				\boxtimes

a. The project would result in the construction of 42 new residential units already evaluated in the General Plan. This minor increase in the number of people working in the City would not result in the need for new fire or police protection.

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

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

Mitigation Measures

No mitigation measures are necessary.

	/. RECREATION ould the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might, have an adverse physical				\square

effect on the environment?
a. - b. As discussed in Sections XIII and XIV above, the proposed project would not substantially increase the residential population of the City and would therefore not cause an increase in use of existing neighborhood and regional parks. The proposed project would not require expansion of existing facilities. The project will provide approximately 11,300 square feet of private recreation space for future tenants/residents consistent with the requirements of Zoning Ordinance. The project is required to contribute Quimby fees to contribute to the Parks District. The project would thus have no impact on recreational facilities.

Mitigation Measures

No mitigation measures are necessary.

X	/I. TRANSPORTATION/TRAFFIC	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
W a)	ould the project: 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 a 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)?				
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			\boxtimes	

a. In order to analyze the potential for traffic impacts associated with the project, the City hired Kimly Horn to prepare a Transportation Impact Study (August 2015). This analysis examines level-of-service at two intersections (Old Auburn Road @ Sylvan Road/Auburn Boulevard and Old Auburn Road @ Site Entry). The study also evaluates the segment of Old Auburn Road between Sylvan Road/Auburn Boulevard and Mariposa Avenue. The Transportation Impact Study plus a Supplemental Access Analysis also prepared by Kimly Horn (October 2016) are available for review at the City of Citrus Heights.

The proposed project is estimated to generate 304 total new daily trips, with 26 new trips occurring during the AM peak-hour, and 30 new trips occurring during the PM peak-hour. Project impacts were determined by comparing conditions with the proposed project to those without the project. Impacts for intersections are created when traffic from the

safety of such facilities?

proposed project forces the LOS to fall below a specific threshold. The City of Citrus Heights' standards specify the following:

"The City will *strive to achieve LOS E or better conditions* for City roadways and intersections during peak hours."

The City has chosen LOS E as its threshold, which represents the highest level of roadway capacity utilization, but has included some exceptions where LOS F would be allowed due to conflicts of expanding roadways to provide a better LOS. According to Citrus Heights General Plan Policy 29.25, exceptions to LOS E are allowed for both roadway segments and intersections along the following streets:

- Sunrise Boulevard south City limits to north City limits
- Greenback Lane west City limits to east City limits
- Old Auburn Road Sylvan Road to Fair Oaks Boulevard
- Antelope Road I-80 to Auburn Boulevard
- Auburn Boulevard Old Auburn Road to northern City limits

Projects that contribute more than five percent to the total peak hour traffic volume on a roadway segment or entering an intersection that operates unacceptably according to Policy 29.2 would result in a significant impact. Because the offsite study facilities are located along the Old Auburn Road and Auburn Boulevard segments listed above as having exceptions to the LOS E threshold, LOS F was considered acceptable in this study.

The addition of the proposed project does not result in a significant impact to the study intersections as defined by the City. Both intersections operate acceptably under Baseline Conditions, and the addition of the proposed project does not result in unacceptable operations. As a result, no impacts are triggered and no mitigations are required for the study intersections.

The addition of the proposed project does not result in a significant impact to the study roadway segment as defined by the City. The subject roadway segment of Old Auburn Road between Sylvan Road/Auburn Boulevard and Mariposa Avenue operates at LOS F without the proposed project and, even though the segment is specifically exempted by the City's General Plan to operate at LOS F, the proposed project contributes less than 5 percent to the total peak-hour traffic volume on the segment. As a result, no impact is triggered and no mitigations are required for the study roadway segment.

Vehicle queuing for the two study intersections was also evaluated. For the queuing analysis, the anticipated vehicle queues for critical movements at these intersections were evaluated. The calculated vehicle queues were compared to actual or anticipated vehicle storage/segment lengths. The addition of the proposed project adds nominal additional queuing (less than one vehicle) to the study locations.

The addition of the project is not anticipated to disrupt existing or planned bicycle or pedestrian facilities, or conflict with adopted City plans, guidelines, policies, or standards. Because the project is proposed to gain access via two existing driveways, existing and envisioned bicycle and pedestrian facilities are largely unaffected by the project.

The project is not anticipated to disrupt existing or planned transit facilities or conflict with adopted City transit plans, guidelines, policies, or standards. The relative size of the proposed project and its incorporation of tenant vehicle parking are anticipated to minimize the tenants' reliance on public transportation, thereby minimizing the project's burden on the existing and planned system.

The Transportation Impact Study evaluated the project site plan (Figure 2) for general access and on-site circulation. According to the site plan, access to the site would be provided via two driveways. Primary access to the site would be from an existing full-access driveway along Old Auburn Road. A secondary access is proposed on Sylvan Road, via the existing shopping center parking lot which will be restricted to egress only. Both project access points are proposed to be gated. The combination of these two access points, as well as the on-site circulation system provides adequate access to/from both the surrounding roadway network.

The proposed project's main entrance is from an existing full-access driveway along Old Auburn Road that serves the existing shopping center that borders the site. Because this particular driveway is the only Old Auburn Road driveway that permits outbound left-turn movements, consideration should be given to the potential of onsite vehicle queuing/blocking resulting in safety concerns. More specifically, vehicles exiting the existing shopping center via this driveway will be in conflict with both entering traffic and traffic exiting the project site. While this level of queuing does not appear to obstruct access from the existing shopping center to Old Auburn Road, the Transportation Impact Study recommends that driveway markings and/or signing be provided to ensure the area between the shopping center and the access point to Old Auburn Road (i.e. the most northern part of the site where vehicles from both the site and the shopping area will look to access Old Auburn Road) is not blocked and the likelihood of spillback onto Old Auburn Road is minimized. With the applicant's agreement to accept and implement Mitigation Measure 6, impacts to blocking the primary access point would be held to a less-thansignificant level.

- b. The proposed project would not conflict with any applicable congestion management programs. The impact is considered less than significant.
- c. Construction and operation of the proposed project would have no effect on air traffic patterns. The closest airport is Mather Airport located approximately 12 miles from the project site, while McClellan Airfield is located approximately eight miles from the project site. The project there would have no impact on air traffic patterns.
- d. The design of the project would not result in any safety hazards or incompatible uses. This impact is therefore less than significant.
- e. The proposed project would not result in inadequate emergency access during construction or upon completion of the project. The project is designed in accordance with Sacramento Metropolitan Fire District's standards. The impact to emergency vehicle access is considered less than significant.

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

Transit

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

Bicycle

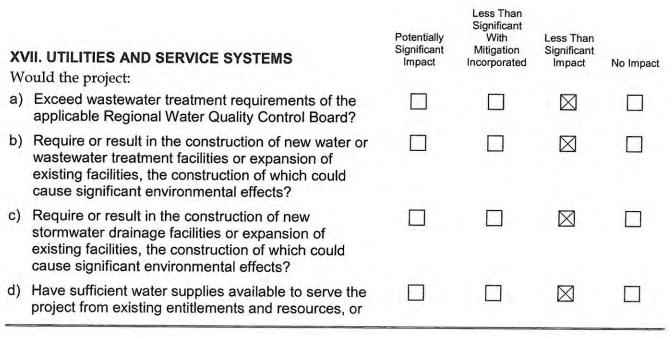
Class II bike lanes (on-street with appropriate signing and striping) currently exist along Old Auburn Road and Sylvan Road. The *Citrus Heights Bikeway Master Plan* (2011) outlines goals, policies, and implementation actions to create and maintain appropriate bicycle infrastructure to enhance regional connectivity.

Pedestrian

Sidewalks are proposed within the project and currently exist along Sylvan Road and Old Auburn Road. In summary, the proposed project would not create a demand for public transit services that exceeds the available capacity. The project would not disrupt existing or planned transit facilities or conflict with adopted City transit plans, guidelines, policies, or standards relative to transit. The project would not add bicycle trips to a bicycle facility that does not meet current design standards and the project provides pedestrian connections between the proposed subdivision and adjacent residential streets. For these reasons, the proposed project impacts to transit, bicycles and pedestrian facilities are considered less than significant.

Mitigation Measures

Mitigation Measure 6 (Transportation): The applicant shall provide pavement markings and/or signing at the Old Auburn Road driveway acceptable to the City Engineer to ensure this area is not blocked, and the likelihood of spillback onto Old Auburn Road is minimized.



Bearpaw Village Townhomes Initial Study

	/II. UTILITIES AND SERVICE SYSTEMS ould the project: are new or expanded entitlements needed?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			\square	
g)	Comply with federal, state, and local statutes and regulations related to solid waste?				\boxtimes

- a. & e. The proposed project would be served by the Sacramento Regional Wastewater Treatment Plant (SRWTP). The SRWTP meets all applicable wastewater treatment requirements of the Central Valley Regional Water Quality Control Board. The SRWTP treats an average of about 150 million gallons of wastewater per day, and has the capacity to treat up to 181 million gallons per day (City of Citrus Heights 2011c, p.4.10-8). Wastewater generated from the proposed project would not cause the SRWTP to violate any wastewater treatment requirements. The project's wastewater generation is not expected to adversely affect the SRWTP's ability to meet existing commitments and planned development.
- b. & d. Direct water service to the Bearpaw Village Apartment Project would be provided by the Citrus Heights Water District, which is supplied surface water by the San Juan Water District (SJWD) (City of Citrus Heights 2011c, p.4.10-10-4.10-13). The project would be served with existing capacity and would not cause the need to expand existing water treatment facilities or obtain new water supplies. The project's water demand is not anticipated to adversely affect existing and planned water supplies provided by the Citrus Heights Water District.
- c. As the project site would increase impervious surfaces at the project site; however, the project is designed to comply with the Sacramento Stormwater Partnership design guidance to maintain pre-development drainage levels and would not increase the amount or rate of stormwater runoff from the site.
- f. The project would generate solid waste; however, the project proposes recycling measures to reduce waste. Consequently, project-generated waste is not anticipated to adversely affect landfill capacity. During construction activities, all construction waste and debris would be recycled in compliance with the City's Greenhouse Gas Reduction Plan.
- g. The project would comply with federal, state, and local statutes and regulations related to solid waste.

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Mitigation Measures

No mitigation measures are necessary.

X	VIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	
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 history or prehistory?					
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?					
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		\boxtimes			

- a. There are no special-status plant or animal species or sensitive natural communities onsite; therefore the project would not result in impacts to special-status species or habitats; the project area provides potential for nesting birds. Section IV above includes Mitigation Measure 2 to ensure that the project's potential impacts to nesting birds are reduced to less than significant levels. Mitigation Measure 4 is included in this Initial Study to ensure that the proposed project does not eliminate any important cultural resources.
- b. The analysis provided throughout this Initial Study demonstrates that the project's contribution to cumulative impacts would be reduced to less than significant levels through mitigation. Specifically, Mitigation Measure 1 would ensure the project does not contribute to cumulative air quality impacts, Mitigation Measures 2 and 3 would ensure the project does not contribute to cumulative impacts to biological resources, Mitigation Measure 4 would ensure the project does not contribute to cumulative impacts to cumulative impacts to cultural resources, Mitigation 5 would ensure that the project does not expose people to regulated asbestos materials that may be onsite, and Mitigation Measure 6 would ensure the project does not contribute to substantial traffic impacts.
- c. The analysis provided throughout this Initial Study identifies project impacts that may be potentially significant and identifies mitigation measures that would reduce each impact to a less than significant level, as discussed above.

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BEARPAW APARTMENTS MITIGATION MONITORING PLAN

The California Environmental Quality Act requires public agencies to report on and monitor measures adopted as part of the environmental review process (Section 21081.6, Public Resources Code [PRC]; Section 15097 of the CEQA Guidelines). This Mitigation Monitoring Plan (MMP) is designed to ensure that the measures identified in the Mitigated Negative Declaration are fully implemented. The MMP describes the actions that must take place as a part of each measure, the timing of these actions, the entity responsible for implementation, and the agency responsible for enforcing each action.

For most of the measures identified in this MMP, the City Planning Division has ultimate responsibility for implementation of mitigation measures. Therefore, the Community Services Director is assigned as the chief monitor responsible for assigning monitoring actions to responsible agencies. The Director has responsibility for tracking the overall progress of each action. If another agency or entity is responsible for implementation, the Director or his/her designee will contact these agencies or entities and request detailed information to be appended to this Plan, in order to ensure coordination in monitoring reporting.

The applicant is fully responsible for the costs of implementation of this Plan. Arrangements for satisfying this responsibility are to be coordinated with the Community Services Director or his/her designee.

As required by Section 21081.6 of the PRC, the Citrus Heights Planning Division is the "custodian of documents and other material" which constitute the "record of proceedings" upon which a decision to approve the proposed project was based. Inquiries should be directed to:

Colleen McDuffee, Planning Manager City of Citrus Heights Planning Division 6360 Fountain Square Drive Citrus Heights, CA 95621 (530) 727-4740

In order to assist implementation of the mitigation measures, the MMP includes the following information:

Mitigation Measure: The mitigation measures are taken verbatim from the Negative Declaration.

<u>Timing/Milestone:</u> This section specifies the point by which the measure must be completed. Each action must take place during or prior to some part of the project development or approval.

<u>Responsibility for Oversight:</u> The City has responsibility for implementation of most mitigation measures. This section indicates which entity will oversee implementation of the measure, conduct the actual monitoring and reporting, and take corrective actions when a measure has not been properly implemented.

Implementation of Mitigation Measure: This section identifies how actions will be implemented and verified.

Responsibility for Implementation: This section identifies the entity that will undertake the required action.

Checkoff Date/Initials: This verifies that each mitigation measure has been implemented.

Mitigation Measure #1 – Prior to commencement of grading and/or building construction, the City of Citrus Heights shall ensure that site plan notes include requirements for the contractor to implement the following Basic Construction Emission Control Measures:

- A. All exposed surfaces shall be watered two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- B. Haul trucks transporting soil, sand, or other loose material on the site shall be covered and/or shall maintain at least two feet of free board space. Any haul trucks that would be traveling along freeways or major roadways shall be covered.
- C. Wet power vacuum street sweepers shall be used to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- D. Vehicle speeds on unpaved roads shall be limited to a maximum of 15 miles per hour.
- E. All roadways, driveways, sidewalks, parking lots to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

Timing/Milestone – Not less than 30 days prior to grading or construction activity.

Responsibility for Oversight - Planning Division; Engineering Division

Implementation of Mitigation Measure – The applicant shall coordinate with SMAQMD to satisfy the terms of the measure. Evidence of this shall be provided to the City.

Responsibility for Implementation - Applicant

Checkoff Date/Initials/Notes --

Mitigation Measure #2 – Construction activities (e.g., ground clearing and vegetation removal) should commence outside of the typical avian nesting season (September 1 – January 31), if feasible. If ground clearing and/or vegetation removal commences during the typical avian nesting season (February 1 – August 31), pre-construction nesting bird surveys shall be conducted on the property by a qualified biologist within 7 days prior to the commencement of construction. If no nesting birds are found, no further mitigation is necessary. If nesting birds are found on the property, a no-disturbance buffer shall be established around the nest by a qualified biologist in coordination with the California Department of Fish and Wildlife (CDFW). The size of the buffer will be determined based on the species and location of the nest. No work shall occur within the buffer until the qualified biologist has determined that the young have fledged and are no longer dependent on the nest.

Timing/Milestone - Within 7 days of commencement of construction.

Responsibility for Oversight - Planning Division

Implementation of Mitigation Measure – Provide copy of nesting survey to City if commencement begins during the nesting season

Responsibility for Implementation - Applicant

Checkoff Date/Initials/Notes --

Mitigation Measure #3 – Prior to construction of the project, the applicant shall prepare a Tree Protection and Replacement Plan that addresses each onsite tree that is protected under the City's Tree Preservation and Protection Ordinance. The Tree Protection and Replacement Plan shall generally be consistent with the Preliminary Site Plan included as Figure 2 of the IS/MND and shall identify any additional tree removal resulting from the construction of site infrastructure necessary to develop the Project consistent with the Preliminary Site Plan. The Tree Protection and Replacement Plan shall provide for appropriate protection measures for any trees (that qualify as protected under the city's ordinance) to be retained onsite and replacement of trees (that qualify as protected under the city's ordinance) to be removed. Replacement of trees shall meet the following standards.

- A. The number and size of newly planted trees shall be calculated based upon an inch for an inch replacement of the diameter breast height (DBH) of the removed trees where a 15 gallon tree will replace one inch DBH of the removed tree; a 24 inch box tree will replace two inches, and a 36 inch box tree will replace three inches. The replacement trees shall have a combined diameter equivalent to not less than the total diameter of the trees removed.
- B. One or a combination of four methods may be used, including replacement, relocation, development of a revegetation plan, or payment of in-lieu mitigation fees. The preferred alternative is on-site replacement.

Timing/Milestone - Prior to commencement of construction.

Responsibility for Oversight - Planning Division; Building Division

Implementation of Mitigation Measure – The Tree Protection and Replacement Plan shall be reviewed and approved prior to any activity on site.

Responsibility for Implementation – Applicant

Checkoff Date/Initials/Notes --

Mitigation Measure #4 – If artifacts or unusual amounts of shell or bone or other items indicative of buried archaeological resources or human remains are encountered during earth disturbance associated with the proposed project, the on-site contractor shall immediately notify the City of Citrus Heights (City) and the Native American Heritage Commission as appropriate. All soil-disturbing work shall be halted within 50 feet of the discovery until a qualified archaeologist, as defined by the California Environmental Quality Act (CEQA) Guidelines and the City, completes a significance evaluation of the finds pursuant to Section 106 of the National Historic Preservation Act. Any human remains unearthed shall be treated in accordance with California Health and Safety Code, Section 7050.5, and California Public Resources Code, Sections 5097.94, 5097.98, and 5097.99, which include requirements to notify the Sacramento County Medical Examiner's office and consult with Native American Heritage Commission. Identified cultural resources shall be recorded on State Department of Parks and Recreation (DPR) form 523 (archaeological sites). Mitigation measures prescribed by the Native American representatives determined to be the most likely descendants and required by the City shall be undertaken before construction activities are resumed. If

disturbance of a project area cultural resource cannot be avoided, a mitigation program in compliance with Sections 15064.5 and 15126.4 of the CEQA Guidelines, shall be implemented.

Timing/Milestone - Ongoing during construction

Responsibility for Oversight – Building Division

<u>Implementation of Mitigation Measure</u> – The applicant shall coordinate with the appropriate agency(s) to satisfy the terms of the measure. Evidence of this shall be provided to the City.

Responsibility for Implementation - Applicant

Checkoff Date/Initials/Notes --

Mitigation Measure #5 – An Asbestos survey shall be performed to the satisfaction of the SMAQMD prior to demolition of any buildings, to identify any containing asbestos building materials. Asbestos shall be properly abated pursuant to SMAQMD requirements.

Timing/Milestone - Not more than 30 days prior to grading or construction activity.

Responsibility for Oversight - Building Division

<u>Implementation of Mitigation Measure</u> – The survey shall be submitted and accepted by the City prior to demolition of any structures.

Responsibility for Implementation - Applicant

Checkoff Date/Initials/Notes --

Mitigation Measure #6 – The applicant shall provide pavement markings and/or signing at the Old Auburn Road driveway acceptable to the City Engineer to ensure this area is not blocked, and the likelihood of spillback onto Old Auburn Road is minimized.

Timing/Milestone – Prior to approval of improvement plans.

Responsibility for Oversight - Engineering Division

<u>Implementation of Mitigation Measure</u> – The location and design of any pavement markings or signage shall be approved prior to any construction on site.

Responsibility for Implementation - Applicant

Checkoff Date/Initials/Notes --

RESOLUTION NO. 2018-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CITRUS HEIGHTS, CALIFORNIA, APPROVING A MINOR USE PERMIT, DESIGN REVIEW PERMIT, AND A TREE PERMIT FOR THE BEARPAW APARTMENT PROJECT

WHEREAS, C. Frederick Brave and Thomas Romeo (Bearpaw Equities) submitted an application for approval of:

- A Minor Use Permit for the residential component of a mixed use project;
- A Design Review Permit for the construction of a 42 unit apartment project, which includes a pool and clubhouse area (with manager's quarters);
- A Tree Permit for the removal of certain trees and encroachment within the dripline of other trees; and

WHEREAS, the Planning Commission held a public hearing on January 24, 2018, in which it approved a Minor Use Permit, Design Review Permit, and Tree Permit subject to the Findings and Conditions of Approval contained herein;

WHEREAS, an appeal of the Planning Commission's decision was filed on February 5, 2018;

WHEREAS, the City Council held a public hearing on April 12, 2018, wherein public testimony was taken;

WHEREAS, the City Council has reviewed and considered all of the evidence in the record before it, including, but not limited to all reports, studies, maps or other documents prepared by the city, or consultants to the city, with respect to the city's consideration of the Minor Use Permit, Design Review Permit, and Tree Permit; all written correspondence submitted to the city; and all oral and written testimony submitted to the city;

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

Findings for Approval of the Minor Use Permit:

• The proposed apartments, as part of a mixed use project, are allowed within The Auburn Boulevard Corridor Special Planning Area;

- The proposed apartments, as part of a mixed use project, are consistent with the General Plan and The Boulevard Plan and will contribute to the transformation of Auburn Boulevard;
- The design, location, size and operating characteristics of the proposed apartments are compatible with existing and future land uses in the vicinity with the incorporation of the conditions of approval;
- The affected site is physically suitable for the type, density and intensity of the proposed apartments; and
- Granting the permit will not be detrimental to the public interest, health, safety, convenience or welfare or materially injurious to persons, property or improvements in the vicinity and zoning district in which the property is located.

Findings for Approval of the Design Review Permit

- The proposed apartments are consistent with the General Plan and The Boulevard Plan and will contribute to the transformation of Auburn Boulevard;
- The project complies with the Zoning Code with the incorporation of the conditions of approval included herein;
- The project's architectural design and building massing and scale are appropriate to and compatible with the site surroundings and the community;
- The project provides attractive and desirable site layout and design, including building arrangement, exterior appearance and setbacks, drainage, fences and walls, grading, landscaping, lighting, etc.;
- The project complies with all applicable design standards in Chapter 106.31 and/or other applicable City design guidelines and policies with the incorporation of the conditions of approval included herein;
- The project provides safe and efficient public access, circulation and parking, including bicycle and pedestrian accommodations where appropriate with the incorporation of conditions of approval; and
- The project provides open space and landscaping, including the use of water efficient landscaping.

Findings for Approval of the Tree Permit

• Approval of the Tree Permit for the Bearpaw project will not be detrimental to the public health, safety or welfare; and

• Measures have been incorporated into the project to mitigate impacts to remaining trees.

BE IT FURTHER RESOLVED that

- 1. The matters set forth in the preceding clauses of this resolution are hereby adopted and incorporated; and
- 2. The City Council does hereby adopt the Minor Use Permit, Design Review Permit, and Tree Permit subject to the conditions of approval set forth in Exhibit AA-1.

PASSED AND ADOPTED by the City Council of the City of Citrus Heights, California this 12th day of April, 2018, by the following roll call vote:

AYES: NOES: ABSENT: ABSTAIN:

Steve Miller, Mayor

ATTEST:

Amy Van, City Clerk

Attachments

AA-1: Conditions of Approval

CONDITIONS OF APPROVAL FOR THE MINOR USE PERMIT

- 1) The Minor Use Permit approval shall be exercised within a two (2) year period from the date of final approval and if not exercised shall expire. (Planning)
- 2) The clubhouse and pool area shall be closed to residents after 9:00 PM. This requirement shall be made part of the rental agreement (or equivalent agreement acceptable to staff) for each tenant. This agreement shall also stipulate that music shall not be played in this area that is audible at the adjoining residential property line. Prior to the first apartment building receiving its final Certificate of Occupancy, the applicant shall submit for review and approval the proposed rental agreement template with wording addressing use of the clubhouse and pool area. Each tenant/occupant is required to sign and adhere to this stipulation. (Planning)
- 3) The garages shall be used for the parking of vehicles. Storage or other activities are only allowed as an ancillary use. Prior to the first apartment building receiving its final Certificate of Occupancy, the applicant shall submit for review and approval the proposed rental agreement (or equivalent agreement acceptable to staff) with wording addressing use of the garages. Each tenant/occupant is required to sign and adhere to this stipulation. (Planning)
- 4) An onsite manager shall be present to address any issues that arise and ensure the project is not a nuisance to neighbors. (Planning)
- 5) Construction hours shall be restricted to the hours of 6:00 to 8:00 PM weekdays, and 7:00 AM to 8:00 PM on weekends. (Planning)
- 6) The applicant/owner and/or successor in interest agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person not a party to this permit challenging the validity of the Project Approval or any Subsequent Project Approval, or otherwise arising out of or stemming from these Approvals. The applicant/owner and/or successor in interest may select its own legal counsel to represent their interest at their sole cost and expense. The parties shall cooperate in defending such action or proceeding. The applicant/owner and/or successor in interest shall pay for City's costs of defense, whether directly or by timely reimbursement on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other proceeding, plus staff and City Attorney time spent in regard to defense of the action or proceeding. The parties shall use best efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel and the applicant and/or successor in interest agrees to pay directly or

timely reimburse on a monthly basis City for all such court costs, attorney fees, and time referenced herein. (City Attorney)

CONDITIONS OF APPROVAL FOR THE DESIGN REVIEW PERMIT

- 1) The Design Review Permit approval shall be exercised within a two (2) year period from the date of final approval and if not exercised shall expire. (Planning)
- 2) This project is approved as shown in Exhibits A-E and as conditioned or modified below. (Planning)
- 3) The applicant shall comply with the Mitigated Negative Declaration and fulfill all of the measures contained in the Mitigation and Monitoring Plan. The following measures must be complied with as outlined in the Mitigation and Monitoring Plan and summarized below:
 - a) Mitigation Measure 1: Prior to issuance of any grading, demolition or building permits, site plan notes should include requirements for the contractor to implement the following Basic Construction Emission Control Measures:
 - i) All exposed surfaces shall be watered two times daily.
 - ii) Haul trucks transporting soil, sand or other loose material shall be covered and/or shall maintain at least two feet of free board space. Any haul trucks traveling on freeways or major roadways shall be covered.
 - iii) Wet power vacuum street sweepers shall be used to remove any visible trackout mud or dirt onto adjacent public roads at least once a day.
 - iv) Vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
 - v) All roadways, driveways, sidewalks, parking lots to be paved shall be completed as soon as possible. Building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
 - b) Mitigation Measure 2: Should construction activities commence between February 1- August 31, pre-construction nesting surveys shall be conducted within 7 days prior to the commencement of construction.
 - c) Mitigation Measure 3: Prior to construction of the project, the applicant shall prepare a Tree Protection and Replacement Plan. Replacement for removed protected trees shall be by replacement, payment of an in-lieu fee or a combination of both.

- d) Mitigation Measure 4: If artifacts for unusual amounts of shell bone or other items indicative of buried archaeological resources or human remains are encountered during earth disturbance, the on-site contractor shall immediately notify the City and the Native American Heritage Association as appropriate. All soil disturbing work shall be halted within 100' of the discovery until a qualified archaeologist completes an evaluation. Any human remains unearthed shall be treated in accordance with all laws. If disturbance of a cultural resource cannot be avoided, a mitigation program shall be implemented.
- e) Mitigation Measure 5: Prior to any demolition activities, the applicant shall prepare an asbestos survey to the satisfaction of the Sacramento Air Quality Management District.
- f) Mitigation Measure 6: Prior to construction the applicant shall prepare a plan depicting pavement markings and/or signing at the Old Auburn Road driveway to the satisfaction of the City Engineer.
- 4) Submit for review and approval by the City Attorney a document stipulating that the property containing the commercial portion of the mixed use project shall allow residents and guests of the residential portion of the mixed use project to park on its site. This document shall be recorded and binding on future property owners. (Planning)
- 5) Construction hours shall be restricted to the hours of 6:00 to 8:00 PM weekdays, and 7:00 AM to 8:00 PM on weekends. (Planning)

Prior to Issuance of Building Permits

- 6) The applicant is responsible for securing all permits for the demolition of the existing building from all appropriate agencies, including the Building Division and Sacramento Metropolitan Air Quality Management District. (Planning)
- 7) Submit and receive approval of a final site plan that addresses the following:
 - a) Sidewalk should be added to the west of Building I, adjoining the main drive aisle.
 - b) A private fenced rear yard shall be provided for the most western unit of Building I.
 - c) Provide an 8' wide planter adjoining the parking area located south of Vice's, along the shared property line.
 - d) Ensure two parking spaces are provided for each unit, including the managers unit.

- e) Demonstrate that the minimum recreation area provided by the Zoning Code (250 square feet per unit) is being met.
- f) Provide a masonry wall at the rear of the units which share a property line with the pet hospital property.
- g) Identify location of pavement markings and any signage location required in response to Mitigation Measure 6 of the Mitigated Negative Declaration. (Planning)
- 8) Parking stall dimensions shall meet or exceed the minimum dimensions contained in the Citrus Heights Zoning Code. All parking stalls shall be double striped as required by the Zoning Code.
 - a) All parking areas shall meet the minimum shade requirements of the Zoning Code.
 - b) The site plan shall be revised to provide 2 parking spaces for each unit, including the managers unit.
 - c) Parking spaces in the garage must be a minimum of 9' x 19'.
 - d) The maximum amount of compact spaces in the parking lot is 25%. Compact spaces should be dispersed throughout the parking lot. (Planning)
- 9) The applicant shall submit a final Landscape and Irrigation Plan that:
 - a) Demonstrates all landscaping complies with the requirements of the Zoning Code including water efficient landscape requirements, shading requirements, and landscape area requirements. (Planning)
- 10) Submit and receive approval of revised architectural elevations that address the following:
 - a) The maximum height at any point of a building is 30'. The architecture shall maintain varying heights for each building, as shown on Exhibit D, but must be revised so that no part exceeds 30'.
 - b) Provide elevations for the clubhouse that are similar in detail, colors and material to the overall project.
 - c) Provide the decorative stone treatment along the entire front of each building, not just trimming the garage doors. The stone shall also be applied to the side elevation of each building.
 - d) Provide architecturally enhanced garage doors for each garage.

- e) Proposed awnings shall be analyzed during the building permit review to ensure they comply with the Uniform Building Code. To the extent possible, awning design shall endeavor to limit views from second stories. (Planning)
- 11) A solid 8' high masonry fence is required along the southern and eastern property boundaries adjoining the residential uses and along the northern boundary directly north of Building F. Submit and receive approval of the design of all fencing and walls prior to the issuance of any building permits. (Planning)
- 12) Submit and receive approval of a photometric plan. All on-site external lighting shall be designed to have no off-site glare. All light fixtures shall have full cut-off lenses and be nighttime sky friendly. Floodlights are not permitted. Lighting cut-sheets may be required prior to issuance of Building Permit. (Planning)
- 13) Submit written documentation identifying compliance with the Greenhouse Gas Reduction Plan as outlined in Attachment 10.
- 14) Project shall be made accessible per A.D.A. and California Non-Residential Disabled Access Regulations Title 24 part 2. This includes parking areas, sidewalks, and curb cuts. The applicant shall provide accessible pedestrian paths in accordance with the Uniform Building Code (UBC) to the building. An "exterior routes of travel" site accessibility plan incorporating slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signages, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to the City for review, prior to the issuance of any building permits. The site accessibility plan shall also include:
 - a) Handicapped parking stalls shall be located closest to accessible entrances (i.e. main entry). The total number of accessible spaces shall be determined by the UBC.
 - b) Handicapped spaces and crosswalks shall be signed, marked, and maintained as required by Title 24 amendments of the UBC. (Building)
- 15) Applicant shall pay all the appropriate development fees. (Engineering)
- 16) Submit and receive approval of Construction Traffic Management Plan. (Engineering)
- 17) Submit and receive approval of a Lot Line Adjustment reflecting property boundaries as depicted on Exhibit B. The Lot Line Adjustment shall be recorded prior to issuance of any building permits. (Engineering)
- 18) Provide a copy of the Notice of Intent and SWPPP to the City Engineer prior to any grading on site. (Engineering)

- 19) The location and design of all pervious paving shall be approved by the Engineering Division and Sacramento Metropolitan Fire District. (Engineering)
- 20) The proposed parking area must meet the pre and post Best Management Practices (BMPs) for stormwater mitigation. Stormwater must be filtered prior to exiting the site. (Engineering)
- 21) The on-site storm system shall be designed to accommodate the pre-existing off-site watershed to the east of the site. (Engineering)
- 22) Comply with any federal or state requirements for piping the existing on-site ditch. (Engineering)
- 23) Provide a manhole where the proposed 18" drain pipe connects to the existing 18" drain pipe on the west property line. (Engineering)
- 24) Provide a drainage study to calculate on and off-site runoff, pipe sizing, and capacity of the existing pipes that this development connects to. (Engineering)
- 25) Submit and receive approval of improvements plans from the Fire District. Minimum requirements include the following:
 - a) The fire access roadway shall be not less than 20' unobstructed width, 13'6" of vertical clearance, and turning radii of 25' inside and 50' outside. The access roadway shall extend to within 150' of all portions of the exterior walls of the first story of any proposed building.
 - b) Dead-end fire access roads greater than 150' long shall have an approved turn around.
 - c) Show how fire lanes will be marked.
 - d) Roadways shall bear a minimum of 80,000 pounds.
 - e) Show the location of fire hydrants.
 - f) All gates must be approved. The exit only gate shall be capable of providing emergency access from both directions of travel. (Sacramento Metropolitan Fire District)

During Construction and Prior to Issuance of Occupancy Permits

26) Prior to installation of landscaping, the project Landscape Architect shall submit documentation to the City that demonstrates:

- a) Soil has been tested and prepared as necessary based on the soils analysis.
- b) The irrigation has been installed compliant with the Zoning Code and approved landscape plan.
- c) Tree planting sites comply with the minimum soil volume as identified in the Zoning Code and landscape plan. (Planning)
- 27) Following completion of landscape installation and prior to issuance of occupancy permits for any buildings, the Landscape Architect shall:
 - a) Certify in writing that the landscaping has been installed in compliance with the Zoning Code and approved landscape plan.
 - b) Demonstrate and certify in writing that the irrigation has been installed and is in compliance with the Zoning Code and landscape irrigation plans. The City may require an irrigation audit performed by a certified irrigation auditor. (Planning)
- 28) The existing 10' wide drainage easement must be abandoned. A new 15' wide drainage easement will be required for the new pipe. (Engineering)
- 29) The location of any future monument sign shall be located outside of the visibility restriction area along Old Auburn Road. (Engineering)
- 30) The developer (or designated consultant) shall certify that the building pad foundation locations have been placed according to all approved setback requirements shown on the approved site plan. The developer (or designated consultant) shall also certify that the elevation of the building pad is as shown on the approved grading and improvement plans. The developer shall provide a written statement concerning building foundation location and placement prior to the foundation inspection for each building. (Building)
- 31) The developer (or designated consultant) shall certify that the elevation of the finished grade of the each building and sidewalks are per approved plans and meet UBC accessibility requirements. (Building)
- 32) The project shall comply with the requirements of the Sacramento Metropolitan Fire District. (Fire)
- 33) Address numbers shall be placed on all new buildings in such a position to be easily read. The minimum size of the numbers shall not be less than 10 inches. (Fire)
- 34) The project shall comply with all requirements of the Sacramento Area Sewer District (SASD), including the following:

- a) Connection or reconnection to the SASD system shall be required to the satisfaction of SASD. District design standards shall apply. Construction of both off-site and on-site SASD sewer infrastructure may be required.
- b) Each parcel with a sewer source shall have a separate connection to the SASD system.
- c) Payment of sewer impact fees will be required. (SASD)
- 35) The applicant shall comply with all requirements of the Citrus Heights Water District (CHWD), including the following:
 - a) Submit and receive approval of improvement plans from the CHWD. It is anticipated that a public water main loop will be required. The loop would connect to the existing main in Old Auburn Road, travel south through the project, then west to a connection in Sylvan Road.
 - b) A water main easement or a public utility easement may be required for District water facilities that are located outside the public road right of way.
 - c) The existing 1" water meter that currently serves this property will need to be abandoned as it is located on the adjacent property.
 - d) Water services and reduced backflow prevention assemblies will be required for the pool area, clubhouse, and irrigation areas.
 - e) Pay all appropriate fees and charges. (CHWD)
- 36) The applicant shall comply with all requirements of the Sacramento Municipal Utility District (SMUD)
- 37) Existing overhead 12kV infrastructure along the eastern boundary will need to remain. (SMUD)
- 38) All paved surfaces shall be accessible to a 26,000 pound SMUD service vehicle in all weather. (SMUD)
- 39) Easements may be required. (SMUD)
- 40) Structural setbacks of less than 14' may create clearance issues; coordinate with SMUD. (SMUD)
- 41) Building foundations shall have a minimum clearance of 5' to a SMUD trench placed within the PUE. (SMUD)

Other Conditions of Approval

- 42) Display transit information in prominent location(s) in the clubhouse/office area for both employees and residents. (Regional Transit)
- 43) Following the installation of the landscaping, all landscape material shall be maintained in a healthy and weed free condition; dead plant material shall be replaced immediately. All trees shall be maintained and pruned in accordance with the accepted practices of the International Society of Arboriculture. Any pollarding or significant tree trimming performed on existing or proposed trees is subject to Planning Division approval prior to commencing trimming. (Planning)
- 44) This Design Review Permit approval does not include any signs. (Planning)
- 45) Minor modifications to the design of the project, including site layout, colors and materials, may be approved by the Planning Division provided such changes are consistent with the overall design as approved herein. Major modifications will require Planning Commission approval. (Planning)
- 46) The applicant/owner and/or successor in interest agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person not a party to this permit challenging the validity of the Project Approval or any Subsequent Project Approval, or otherwise arising out of or stemming from these Approvals. The applicant/owner and/or successor in interest may select its own legal counsel to represent their interest at their sole cost and expense. The parties shall cooperate in defending such action or proceeding. The applicant/owner and/or successor in interest shall pay for City's costs of defense, whether directly or by timely reimbursement on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other proceeding, plus staff and City Attorney time spent in regard to defense of the action or proceeding. The parties shall use best efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel and the applicant and/or successor in interest agrees to pay directly or timely reimburse on a monthly basis City for all such court costs, attorney fees, and time referenced herein. (City Attorney)

CONDITIONS OF APPROVAL FOR THE TREE PERMIT

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

PRIOR TO ISSUANCE OF A BUILDING PERMIT OR DEMOLITION PERMIT

- 3) The applicant shall submit an updated arborist report and tree impact assessment report for the 3 oak trees in the southeast corner of the property (Tree #s 17, 18 & 19). The arborist report shall also address any tree that is located off-site but whose protected zone extends into the project site. The tree impact assessment report shall include all preservation measures that the applicant shall undertake during construction to ensure the long-term health and safety of all trees that will remain. This tree impact assessment report shall take into account all on-site activities, including demolition, grading, wall construction and trenching for utilities. (Planning)
- 4) The applicant shall install a minimum of a six-foot high chain link fence (or acceptable alternative) at the outermost edge of the tree protection zone for each tree or group of trees that will remain. Signs must be installed by the applicant on the temporary fence at least two (2) equidistant locations to be clearly visible from the lot. The size of each sign shall be a minimum of two feet (2') by two feet (2') and must contain the following language:

"WARNING THIS FENCE SHALL NOT BE REMOVED OR RELOCATED WITHOUT WRITTEN AUTHORIZATION FROM THE PLANNING DIVISION" (Planning)

- 5) The applicant shall contact the Planning Division and certified project arborist to inspect and approve the temporary fencing and signs around the protected zone before beginning any construction. (Planning)
- 6) Any watering or deep root fertilization which the arborist deems necessary to protect the health of the tree due to the construction impacts shall be completed by the applicant. (Planning)

DURING CONSTRUCTION AND PRIOR TO ISSUANCE OF AN OCCUPANCY PERMIT

- 7) The following information must be located on-site during construction activities:
 - a) Arborist's reports
 - b) Approved site plan including fencing plan and clearing denoting trees planned for removal, relocation or retention.
 - c) Conditions of approval for the Tree Permit (Planning)

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

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

SPACES PROVIDED	
COVERED PARKING	42 SPACES IN UNITS
COMPACT STANDARD	21 19
H/C	2 84 TOTAL SPACES
SPACES REQUIRED	
TOWNHOMES	84

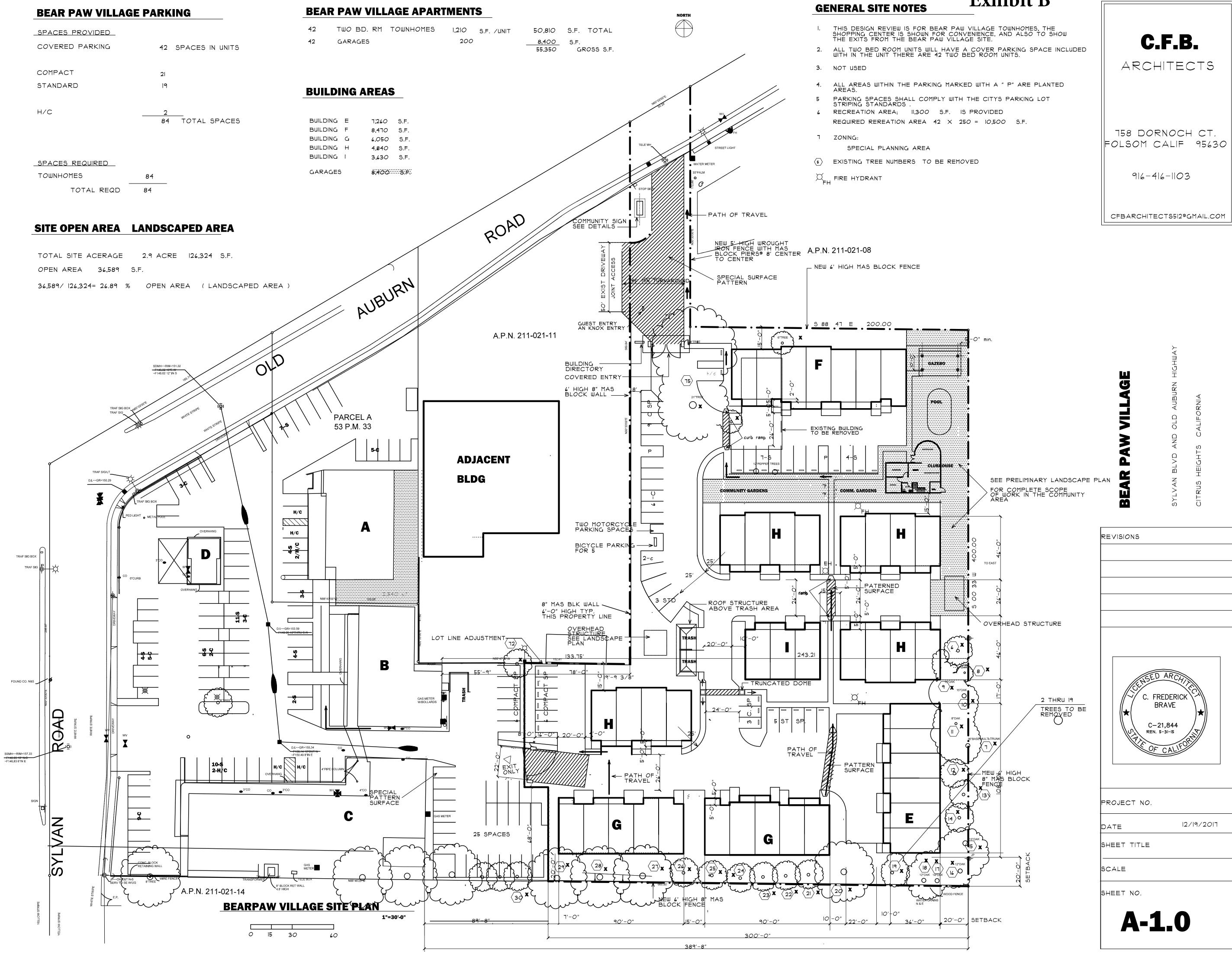
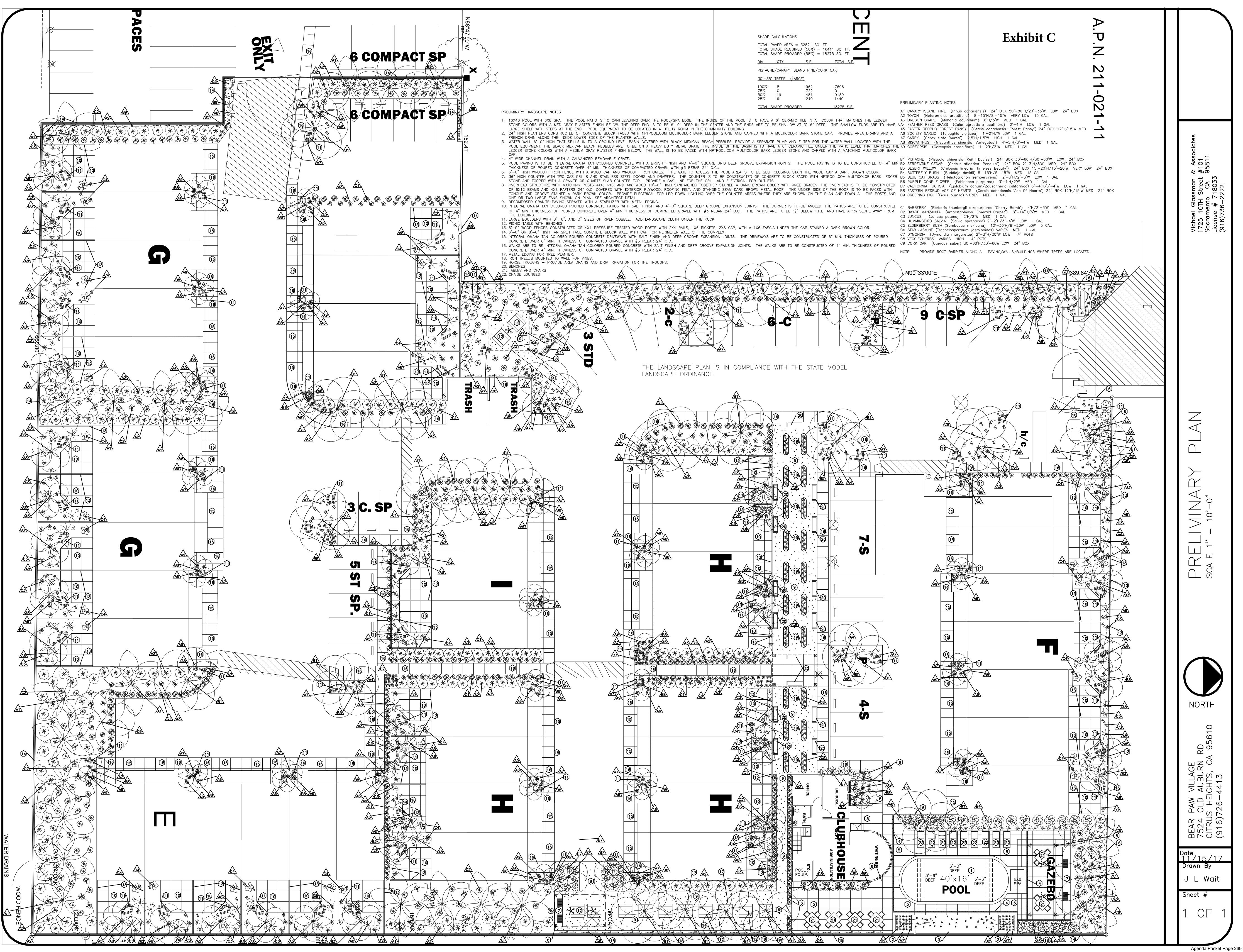


Exhibit B











TYP. 2 BED RM FRONT ELEVATION 3/16"=1'-0" BUILDINGS E, F, G, H, I, & J

ALTERNATE BASE WITH STUCCO EVERY OTHER UNIT

BEAR PAW VILLAGE



EAGLE CONCRETE ROOF TILES

" TAYLOR " 1 1/2" STANDING SEAM

ALSIDE 6" HARDY

2 X 6 OR AS INDICATED

FOAM TRIM WITH STUCCO PRODUCT SMOOTH TEXTURE

FINISH STUCCO PRODUCT SMOOTH TEXTURE CANVAS TYPE

BORAL CULTURED STONE

VALLEJO BLEND

COPPER

BEIGE KM #171 SAND PEBBLE KM #412 CARGO KM #412 CARGO KM #412 CARGO KM #4582 BEAVER PELT

KM #4582 BEAVER PELT

KM #36 NAVAJO WHITE COLOR AS SELECTED HARVEST

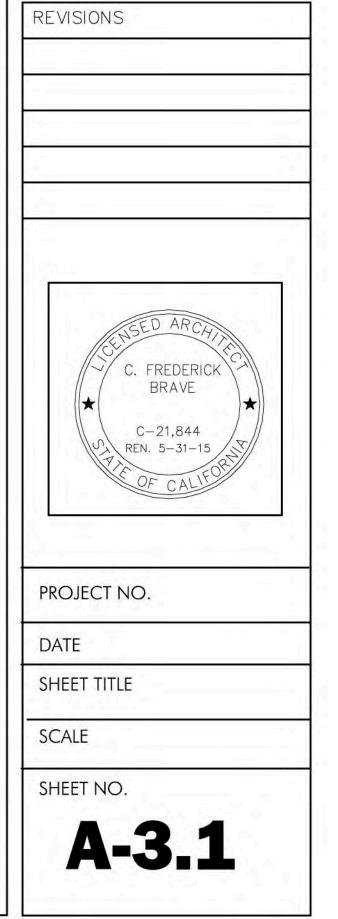


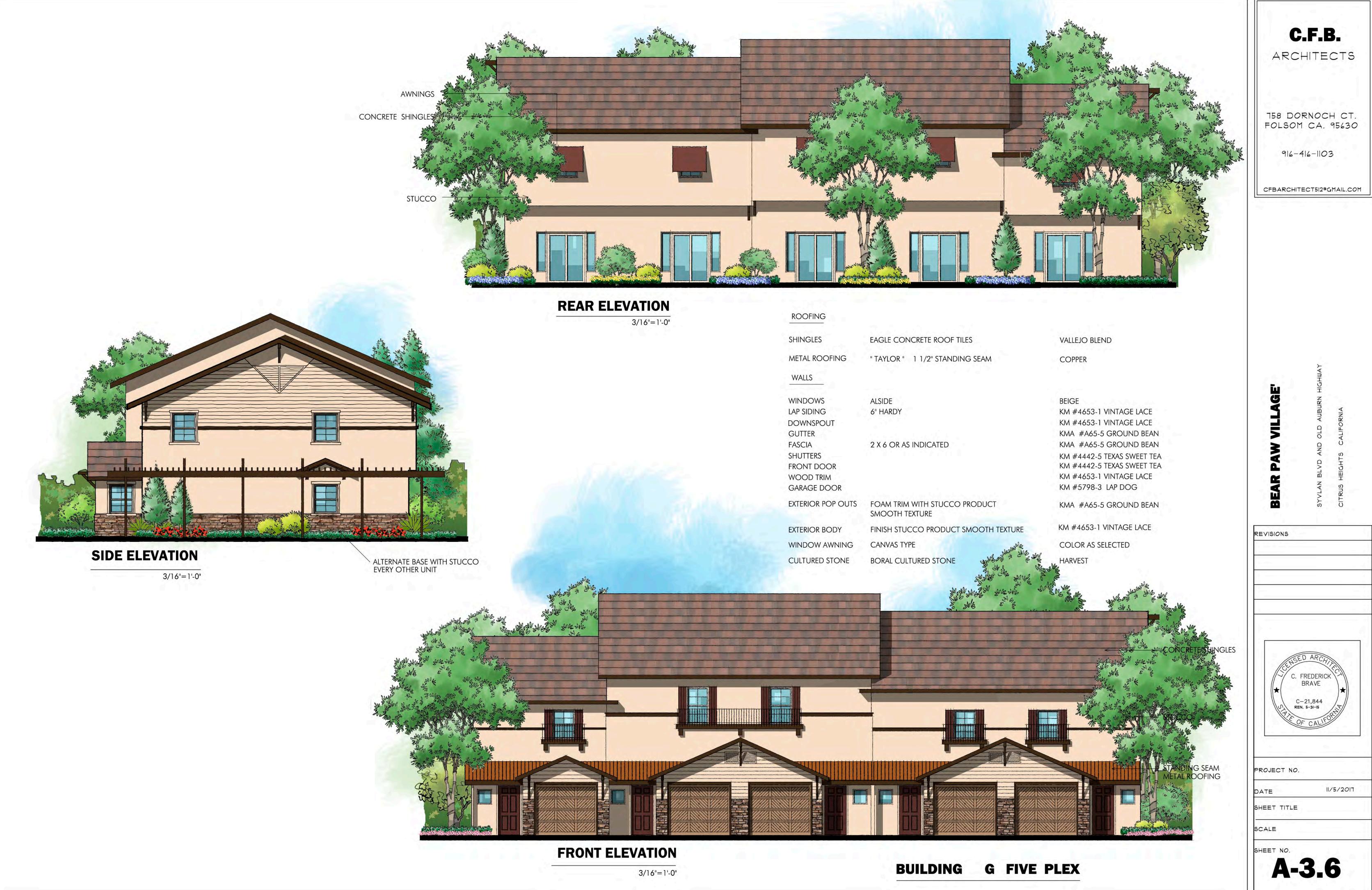
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BEAR













KM #4653-1 VINTAGE LACE KM #5798-3 LAP DOG KMA #A65-5 GROUND BEAN KM #4653-1 VINTAGE LACE FINISH STUCCO PRODUCT SMOOTH TEXTURE COLOR AS SELECTED HARVEST

VALLEJO BLEND COPPER BEIGE KM #4653-1 VINTAGE LACE KM #4653-1 VINTAGE LACE KMA #A65-5 GROUND BEAN

KMA #A65-5 GROUND BEAN

KM #4442-5 TEXAS SWEET TEA KM #4442-5 TEXAS SWEET TEA

C.F.B. ARCHITECTS 158 DORNOCH CT. FOLSOM CA. 95630 916-416-1103 CFBARCHITECT512®GMAIL.COM

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REVISIONS

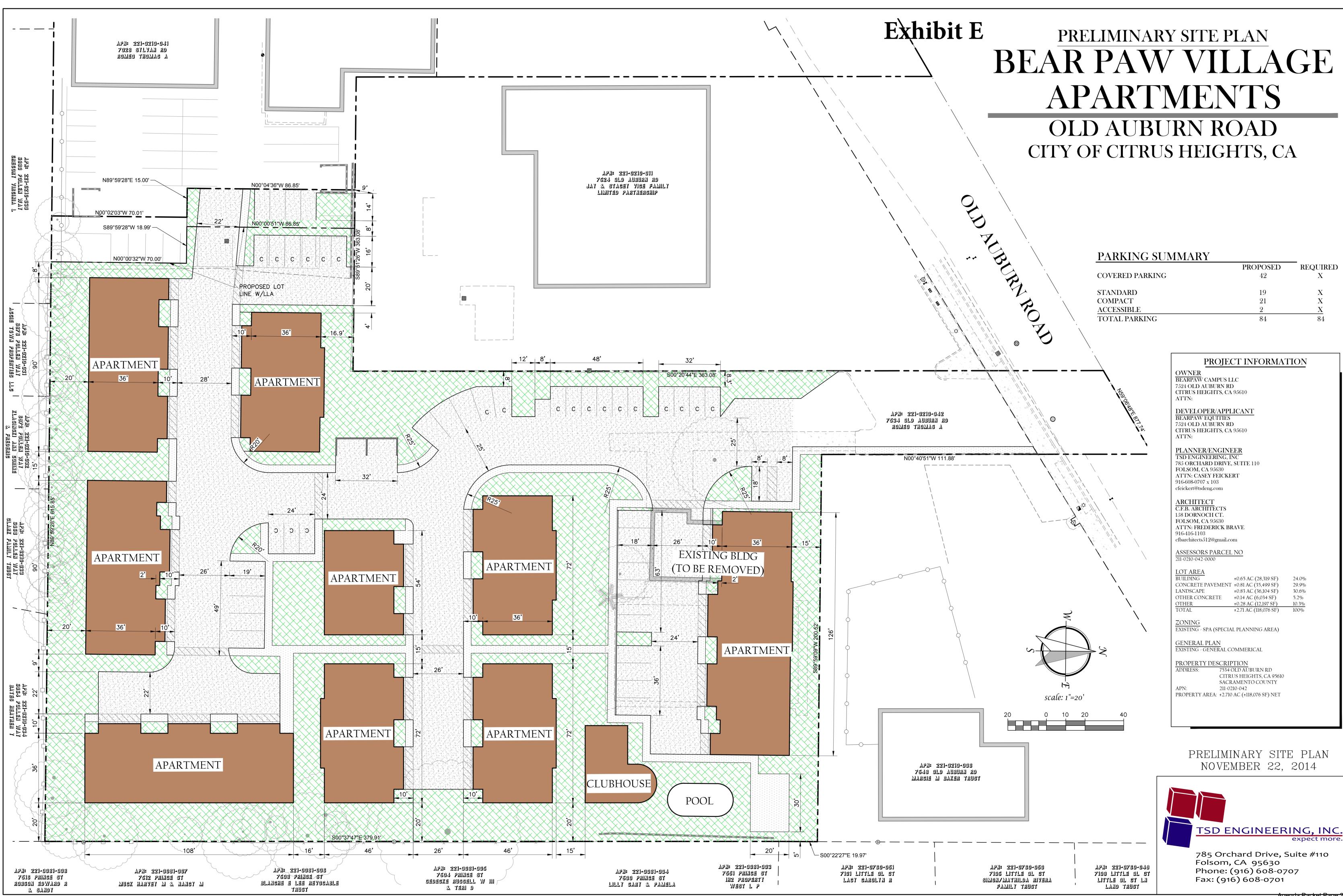
C. FREDERICK BRAVE

C-21,844 REN. 5-31-15

OF CAL



REVISIONS EED AR C. FREDERICK BRAVE C-21,844 REN. 5-31-15 OF CAL PROJECT NO. 11/5/2017 SHEET TITLE SHEET NO. A-3.4



	PROPOSED	REQUIRED
COVERED PARKING	42	Х
STANDARD	19	Х
COMPACT	21	X
ACCESSIBLE	2	X
TOTAL PARKING	84	84

BUILDING	±0.65 AC (28,319 SF)	24.0%
CONCRETE PAVEMENT	±0.81 AC (35,499 SF)	29.9%
LANDSCAPE	±0.83 AC (36,104 SF)	30.6%
OTHER CONCRETE	±0.14 AC (6,034 SF)	5.2%
OTHER	±0.28 AC (12,197 SF)	10.3%
TOTAL	±2.71 AC (118,076 SF)	100%

