AGENDA
SEPTEMBER 13, 2017 - 7:00 PM
CITY OF CITRUS HEIGHTS
PLANNING COMMISSION MEETING AGENDA
City Hall Council Chambers
6360 FOUNTAIN SQ DRIVE, CITRUS HEIGHTS, CA

1. CALL MEETING TO ORDER
2. OATH OF OFFICE ADMINISTERED TO PORSCHE MIDDLETON
3. ROLL CALL
   Commission Members: Blair, Cox, Duncan, Lagomarsino, Middleton, Schaefer, Weiland
4. FLAG SALUTE
5. PUBLIC COMMENT
   Under Government Code Section 54954.3, members of the audience may address the Commission on any item within the jurisdiction of the Commission or on any agenda item. If you wish to address the Commission, please fill out a speaker identification form and hand it to the Commission Secretary. When you are called upon to speak, step forward to the podium and state your name clearly for the record. Those wishing to speak on non-agenda items will be called upon at the beginning of the meeting. Those wishing to speak for or against an agenda item will be called upon after the presentation by the City Planning department and the Applicant for that agenda item.
6. CONSENT CALENDAR
   Approval of the minutes for June 28, 2017
7. PUBLIC HEARING
   a. VERIZON TREE CELL TOWER - 7000 VERNER AVENUE
      The applicant is requesting approval of a Use Permit to allow construction and operation of a wireless telecommunications facility, consisting of a 60' tall "tree" stealth monopole at the Foothill Golf Center. The project is Categorically Exempt from CEQA pursuant to Section 15303 "Class 3" categorical exemption for "new construction or conversion of small structures". Project Planner Lagura

      Documents:

      STAFF REPORT, VERIZON WIRELIESS MONOPINE_7000 VERNER AVE.PDF
      ATTACHMENT 1.PDF
      ATTACHMENT 2.PDF
      ATTACHMENT 3 WITH EXHIBITS.PDF
      ATTACHMENT 4.PDF

   b. CAPITAL NURSERY PLAZA - 7935 MADISON AVENUE AND 5406 SUNRISE BOULEVARD
      The applicant is requesting approval of a Tentative Parcel Map to create two additional parcels at Capital Nursery Plaza. This project is Categorically Exempt under CEQA (Section 15315) as a Class 15 Minor Land Division.

      Documents:

      CAPITAL NURSERY PM STAFF REPORT.PDF
      CAPITAL NURSERY VICINITY MAP.PDF

CAPITAL NURSERY TENT PARCEL MAP.PDF

c. STOCK RANCH (AUBURN COMMERCE DISTRICT) - 7000 AUBURN BOULEVARD
The applicant is requesting approval of a Design Review Permit Modification to modify the site circulation, decrease the buildable square footage for the site and increase the number of restaurants at Stock Ranch (Auburn Commerce District). An Environmental Impact Report Addendum has been prepared for the project. Project Planner: Kempenaar

Documents:

STAFF REPORT -STOCK GUIDE AMENDMENT AND SITE PLAN UPDATE.PDF
EXHIBIT A -17-01- RESOLUTION - STOCK RANCH DRP.PDF
EXHIBIT A-1 -STOCK RANCH 2017 EIR ADDENDUM-CHECKLIST 08 10 17.PDF
EXHIBIT B - PROPOSED MASTER CONCEPTUAL SITE PLAN.PDF
EX C - SRP PROJECT DESCRIPTION AUGUST 2017.PDF

8. REGULAR CALENDAR
None

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

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

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

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

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

CITY OF CITRUS HEIGHTS
PLANNING DIVISION STAFF REPORT
PLANNING COMMISSION MEETING ***September 13, 2017***

Prepared by: Nick Lagura, Associate Planner

REQUEST

The applicant requests approval of a Use Permit for installation and operation of a 60-foot stealth cellular communications pole disguised as a pine tree located at the Foothill Golf Center.

File Number & Name: UP-16-01 – Verizon Wireless

Project Address & APN: 7000 Verner Avenue – APN # 211-0153-015

Applicant: Chet Goldman, Representative
Epic Wireless Group, 8700 Auburn Folsom Rd, Granite Bay, CA 95746

Property Owner: Sunrise Recreation Park District, 7801 Auburn Blvd., Citrus Heights, CA 95610

SUMMARY RECOMMENDATION

The Planning Division recommends that the Planning Commission:

A. Find the proposed project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15303, New Construction or Conversion of Small Structures.

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

BACKGROUND

The applicant proposes installation of a 60-foot tall, unmanned telecommunications facility to improve cellular communications in an area where a significant gap in coverage exists. This area is generally along the I-80 corridor between Greenback Lane and Antelope Road (see Attachment 3-Coverage Maps). The lease area for the communications facility is approximately 200 feet from Verner Avenue and behind the clubhouse building. The antennas will be placed on a 60-foot tall, stealth communications pole disguised as a pine tree also known as a "Monopine" to blend in the surrounding area.

The project setting is summarized below:

Location:	7000 Verner Avenue, east of I-80 (see attachment 1)
Parcel Description:	The site is the Foothill Golf Center, and the project area is the northernmost portion of the property where the parking lot and clubhouse are located.
REACH Neighborhood:	The project is within the boundaries of the Neighborhood

	Association Number Three (CHANT). The neighborhood association was notified of the project and no comments were received.

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

ZONING AND LAND USES

LOCATION	ZONING	GENERAL PLAN	ACTUAL USE
On-Site	CR	GC	Foothill Golf Center
North	SPA	Low Density Residential & Medium Density Residential	Calvary Catholic Cemetery Private Roadway
South	SPA	Low Density Residential	Greenback Woods Park Single-Family
East	SPA & MH	Low Density Residential & Medium Density Residential	Single-Family & Mobile Home Park
West	n.a.	n.a.	Interstate 80

Project Description

The applicant requests approval of a Use Permit for installation and operation of a 60-foot stealth communications pole or "Monopine" with 6 wireless antennas at the Foothill Golf Center. The communications pole will be disguised as a pine tree to blend in with the surrounding natural and developed areas (see photo simulations, Attachment 2). The branches on the Monopine will have sufficient artificial foliage to conceal the cellular antennas mounted at a height of 60 feet from grade.

The cellular communications facility including ground equipment and a 30 KW diesel back-up generator will be contained in a secured, lease area 25' x 45' in size located approximately 200 feet from Verner Avenue and immediately north of an existing clubhouse building for the golf center. The project proposes a 6-foot, perimeter chain-link fence and gates with green vinyl slats. Access will be provided via a 15-foot non-exclusive, access and utility easement from Verner Avenue through the golf center parking lot to the lease area access gates.

Use Permit – *Analysis*

Per Chapter 106.44 of the Zoning Code cellular communications facilities are permitted within the Commercial Recreation zoning district with approval of a Use Permit. Additionally, the Zoning Code requires findings be made by the Planning Commission in order to approve the Use Permit. The required findings are listed below in ***bold italics*** and are followed by the evaluation of the applicant's request.

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

Zoning
The proposed location has a commercial recreation zoning of "CR", and a cellular communications pole is allowed in the CR zone.

Development Standards		
	Project Proposal	**Allowed**
Height	60 feet	60 feet
Setbacks	North: 65 ft. South: +900 ft. West: +200 ft. East: +300 ft.	North: 25 ft. South: 50 ft. West: 50 ft. East: 25 ft.

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

- ***The design, location, size and operating characteristics of the cellular communications pole are compatible with the existing and future land uses in the vicinity.***

Site Coverage
Verizon Wireless has provided color coded coverage maps illustrating an area along the I-80 corridor which has a significant service gap (Exhibit 2 of Attachment 3). Yellow areas on the coverage maps show poor service coverage for Verizon customers and green areas show enhanced service coverage along the I-80 corridor from Greenback Lane to Antelope Road after installation of the proposed cellular communications pole. As demonstrated in the color coded coverage maps installation of the proposed communications facility significantly improves cellular communications service in the area.

Alternative Sites and other Verizon Locations
The Zoning Code provides the preferred methods of placement for cellular communications antennas with a new communications pole being the least favored. Preferred locations include antennas collocated on existing cellular or utility poles or mounted on existing structures. As discussed in the Justification Statement & Alternative Site Analysis (Attachment 3
), the applicant searched for alternative sites that would be more favorable. Site alternatives included collocating antennas to an existing monopole already within the golf center; however, Verizon engineers determined the existing cellular communications pole is unable to structurally support the new antennas. Additionally, the applicant approached the East Lawn Mortuary and Sierra View Memorial Park (5757 Greenback Lane) and the Calvary Catholic Cemetery (7101 Verner Road) to locate a new cellular communications facility; however, Verizon was unable to get approval from either property owners.

Security and Screening
Typically a lease area for a cellular communications facility is secured by a 6' masonry enclosure. The project proposes a 6-foot chain link fence and gates with slats to secure the lease area and screen ground equipment. The Sunrise Recreation and Park District has requested that a wrought iron enclosure at least 6 feet tall be utilized to secure the lease area instead of the proposed chain link fence and gates enclosure. Staff has supported the district's preference in past projects. Staff

is acceptable to the district's preferred enclosure provided that additional landscaping and irrigation will be installed around the facility to adequately screen ground equipment minimizing the visual impacts of the cellular communications facility. Landscaping will visually enhance the project area and will aid the facility to the blend with the surrounding area. A landscaping condition is included in the conditions of approval.

- ***The site is physically suitable for the installation and operation of a cellular communications pole including access, utilities, and the absence of physical constraints.***

- ***Granting the Use Permit for the installation on operation of a cellular communication pole at the subject site as described herein and conditioned will not be detrimental to the health, safety, peace, morals, comfort or general welfare of persons residing or working in the neighborhood.***

The cellular communications pole and ground equipment will be located approximately 200 feet east of Verner Avenue, and immediately north of the clubhouse. The cellular communications pole will be most visible from Verner Avenue as shown in the photo-simulations (Attachment 2); however, the proposed design will screen the antennas. From other vantage points the "Monopine" will be partially hidden by the existing tree canopy present throughout the golf center property and surrounding neighborhood. The stealth, cellular communications tower will be painted "Log Cabin" brown and will consist of faux, medium dense branches to blend with the surrounding vegetation. Additionally, installation of landscaping consisting of small to medium size trees, shrubs and ground cover to screen the lease area and ground equipment have been made part of the conditions of approval. The landscaping enhancements will minimize the visual impacts of the cellular communications facility and will aid to visually blend the facility with the surrounding area

Use Permit - *Conclusion*

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

ENVIRONMENTAL DETERMINATION

The project is categorically exempt from further environmental review pursuant to Section 15303, *New Construction or Conversion of Small Structure*s, of the California Environmental Quality Act.

PUBLIC OUTREACH

A public hearing notice for the proposed project was mailed to property owners within 500 feet of the project boundaries. The project is within the boundaries of Neighborhood Association Number 3. Planning staff has not received comments opposing the project from the Neighborhood Association or from any other interested group or individual.

RECOMMENDATION

Staff recommends that the Planning Commission:

A. Approve the USE PERMIT (file no. UP-16-01) for the installation of a 60-foot "Monopine" cellular communication pole for the purpose of concealing up to six (6) wireless antennas and

installation of associated ground equipment subject to the findings and conditions of approval in the report.

FINDINGS FOR USE PERMIT

- ***The proposed stealth, cellular communications pole is allowed within the CR zoning district and complies with all other provisions of the Zoning Code and Municipal Code, including the General Plan and is not located within a specific plan.***

- ***The design, location, size and operating characteristics of the stealth, cellular communications pole are compatible with the existing and future land uses in the vicinity.***

- ***The site is physically suitable for the installation and operation of a stealth, cellular communications pole including access, utilities, and the absence of physical constraints.***

- ***Granting the Use Permit for the installation on operation of a stealth cellular, communications pole as described herein and conditioned will not be detrimental to the health, safety, peace, morals, comfort or general welfare of persons residing or working in the neighborhood.***

CONDITIONS OF APPROVAL FOR USE PERMIT No. UP-16-01

1) This application is valid for two years from date of approval (expires 9-13-2019) unless the property owner and/or applicant obtains a time extension. (Planning)

2) The applicant shall comply with all City of Citrus Heights Codes and Regulations, including but not limited to the Citrus Heights Municipal Code and Zoning Code, Uniform Building Code; Uniform Fire Code and Sacramento County Environmental Health Department standards.

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

4) The following design features shall be incorporated into the “Monopine”.
    - The “tree” shall have enough branches of foliage as needed to cover all sets of antennas
    - The branches shall begin at a maximum height of 20 feet from ground level
    - The tree trunk shall be designed to look like bark
    - The tree branches shall be a color that blends in with the surrounding tree environment
    - The antennas shall be covered with a screening material
    - The tree branches shall be angled a minimum of 15 degrees for the appearance of natural branches

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

5) Prior to the Final of Building Permits, the applicant shall call for inspection by the Planning Department to verify compliance with the approved plans. (Planning)

6) The applicant shall pay all appropriate development fees at the time of building permit issuance. (Planning)

7) The applicant shall secure the lease area by installing a wrought iron enclosure at least 6 feet in height around the facility in place of the originally proposed chain-link fence enclosure. The Planning Division shall approve final design of the enclosure prior to issuance of a Building Permit. (Planning)

8) The applicant shall provide landscaping around the cellular communications facility enclosure to screen and reduce the visual impacts of the facility. The applicant shall submit Landscaping and Irrigation Plans to the satisfaction of the Planning Division prior to issuance of a Building Permit. (Planning)

9) The applicant shall provide an emergency access road at all times. (Fire)

10) The applicant shall provide a KNOX padlock at access gate to fenced lease area. (Fire)

11) The applicant shall provide a fire extinguisher on backup generator. (Fire)

12) The applicant shall display an address visible from the street. (Fire)

Operation and maintenance standards

13) The owner or operator of the facility shall submit and maintain current at all times basic contact and site information. The applicant shall notify the City of any changes to the information submitted within 30 days of any change, including change of the name or legal status of the owner or operator. This information shall include the following:
    - Identity, including name, address, and telephone number, and legal status of the owner of the facility including official identification numbers and FCC certification, and if different from the owner, the identity and legal status of the person or entity responsible for operating the facility;
    - Name, address, and telephone number of a local contact person for emergencies;
    - Type of service provided; and
    - Identification signs, including emergency phone numbers of the utility provider, shall be posted at all communication facility sites.

14) No advertising signage or identifying logos shall be displayed on the facility except for small identification plates used for emergency notification.

15) All communication facilities and related equipment, including lighting, fences, shields, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter, graffiti, and other forms of vandalism, and any damage from any cause shall be repaired as soon as reasonably possible so as to minimize occurrences of dangerous conditions or visual blight.

Graffiti shall be removed by the service provider from any facility or equipment as soon as practicable, and in no instances more than 48 hours from the time of notification by the City.

16) All landscaping elements on a communication facility site, whether or not used as screening, shall be maintained in good condition at all times in compliance with the approved plans. The facility owner or operator shall be responsible for replacing any damaged, dead, or decayed landscaping as promptly as reasonably possible. Amendments or modifications to the landscape plan shall be submitted for approval to the Director or for Design Review.

17) The cellular communications facility shall be operated so as to minimize the generation of noise that is audible from off the site. Backup generators shall only be operated during periods of power outages, and shall not be tested on weekends or holidays, or between the hours of 10:00 p.m. and 7:00 a.m. on weekday nights. At no time shall equipment noise from any source exceed an exterior noise level of 55 dB at the property line.

18) The owner or operator of the facility shall routinely and regularly inspect each site to ensure compliance with the standards identified herein and within the regulations of the City's telecommunications regulations. (Planning)

19) Any exterior lighting shall be manually operated and used only during night maintenance or emergencies, unless otherwise required by applicable Federal law or FCC rules. The lighting shall be constructed or located so that only the intended area is illuminated and off-site glare is fully controlled. Light fixtures shall be low wattage, hooded, and downward directed.

20) The facility or combination of facilities shall not at any time exceed the FCC adopted NIER (Nonionizing Electromagnetic Radiation) standard for human exposure. The owner of each facility shall demonstrate continued compliance with the FCC NIER standard by submitting an annual report to the City that documents compliance with the standard.

21) Tower and equipment shall be properly secured to prevent unauthorized access.

22) A facility not operated for a continuous period of six months shall be considered abandoned, and the owner shall remove the facility within 90 days of notice from the City. If the facility is not removed within 90 days, the City may remove the facility at the owner's expense. If there are two or more users of a single wireless communication facility, then this provision shall not become effective until all users cease using the facility.

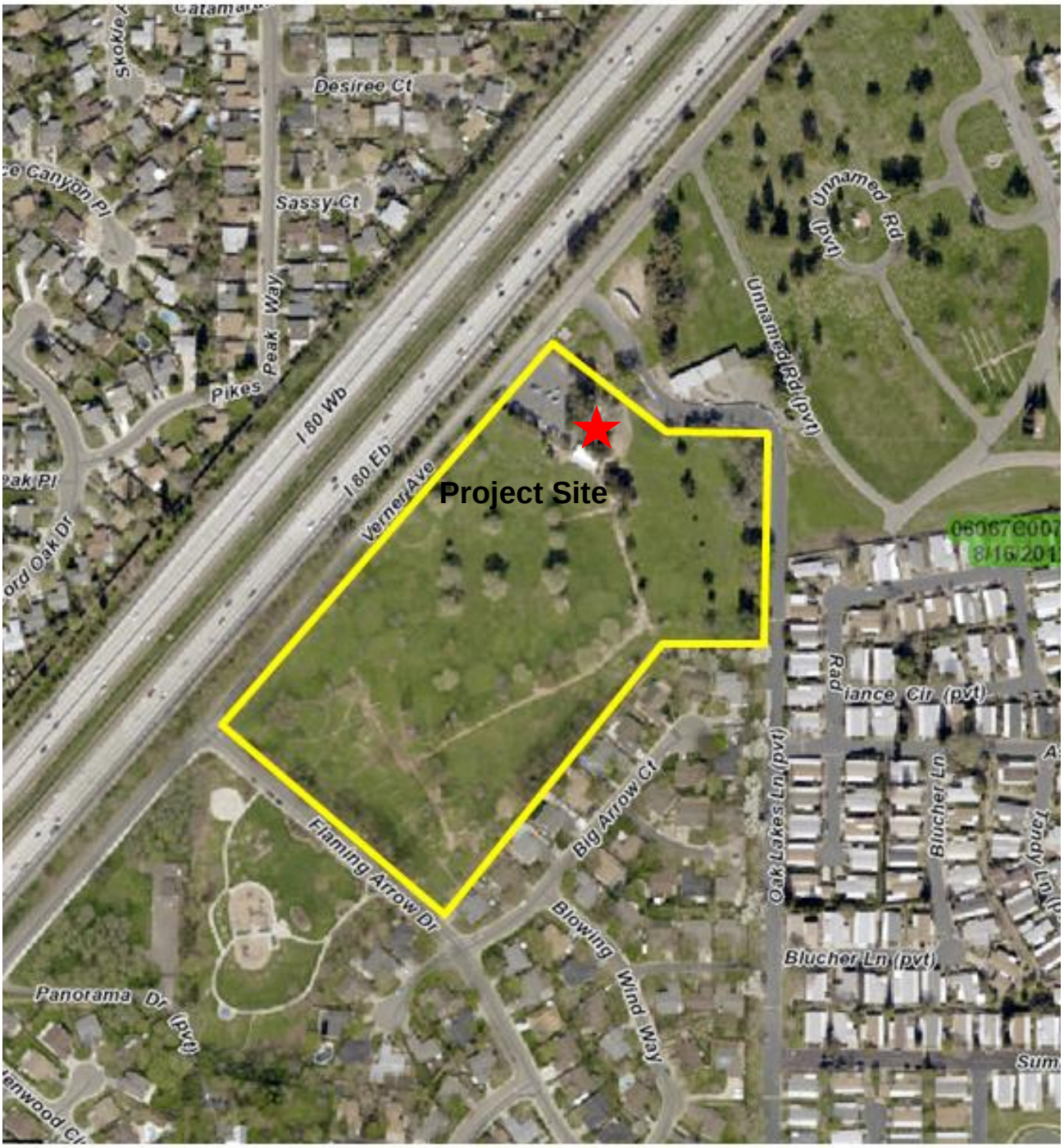
23) Developer agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person not a party to this permit challenging the validity of the Permit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

Attachments:

1. Vicinity Map
2. Photo Simulations
3. Justification Statement and Alternative Site Analysis
    - Exhibit 1 - Google Earth Map
    - Exhibit 2 - Coverage Maps
    - Exhibit 3 – Search Ring Map
4. Reductions of plans

Exhibits:

A. Full Size Plans



North

CITY OF CITRUS HEIGHTS

7000 Verner Avenue

UP 16-01

Verizon Tree Cell Tower

Scale: None

Attachment 1

Existing



Proposed

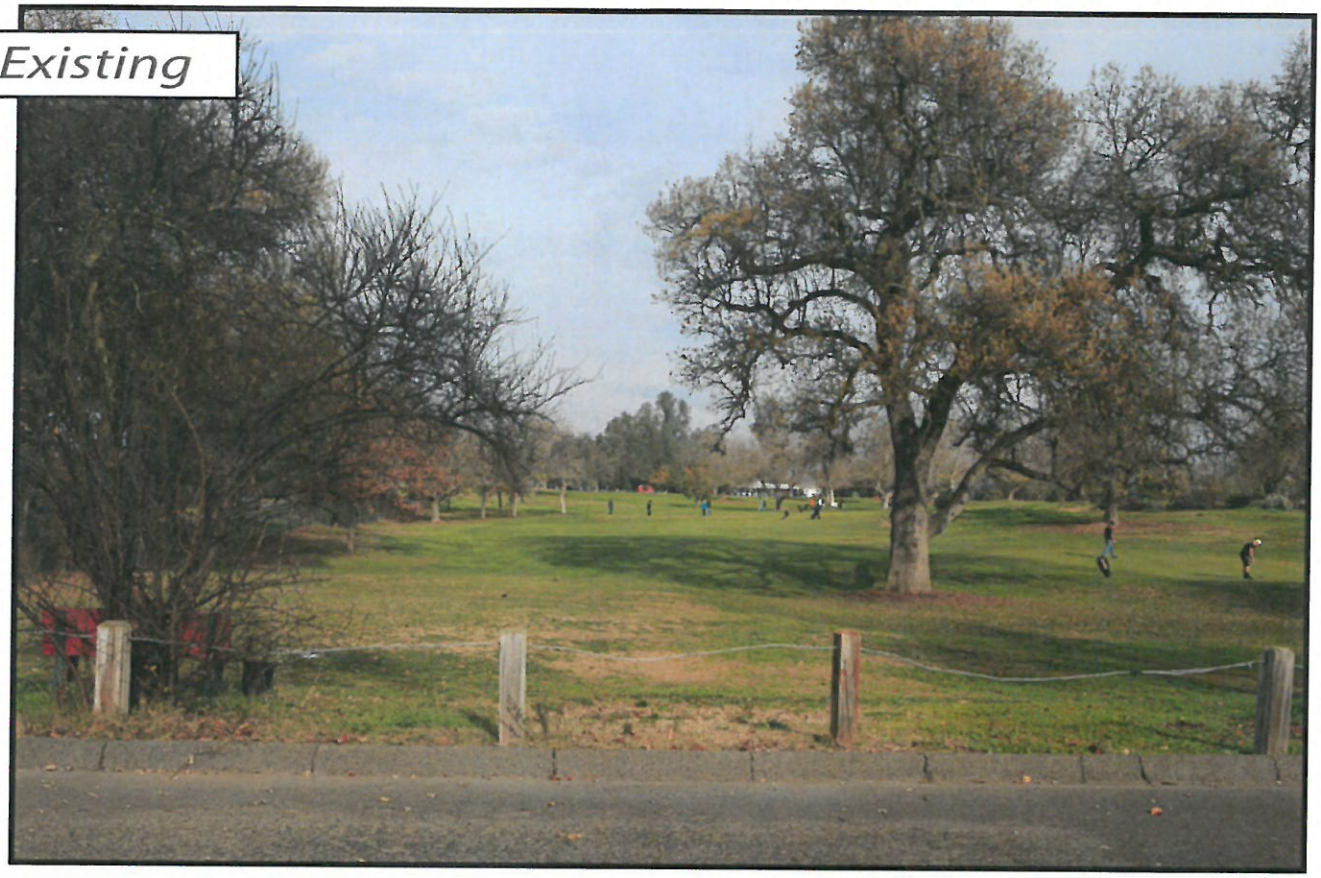


view from Big Arrow Court looking north at site (Dsitance from site 723')

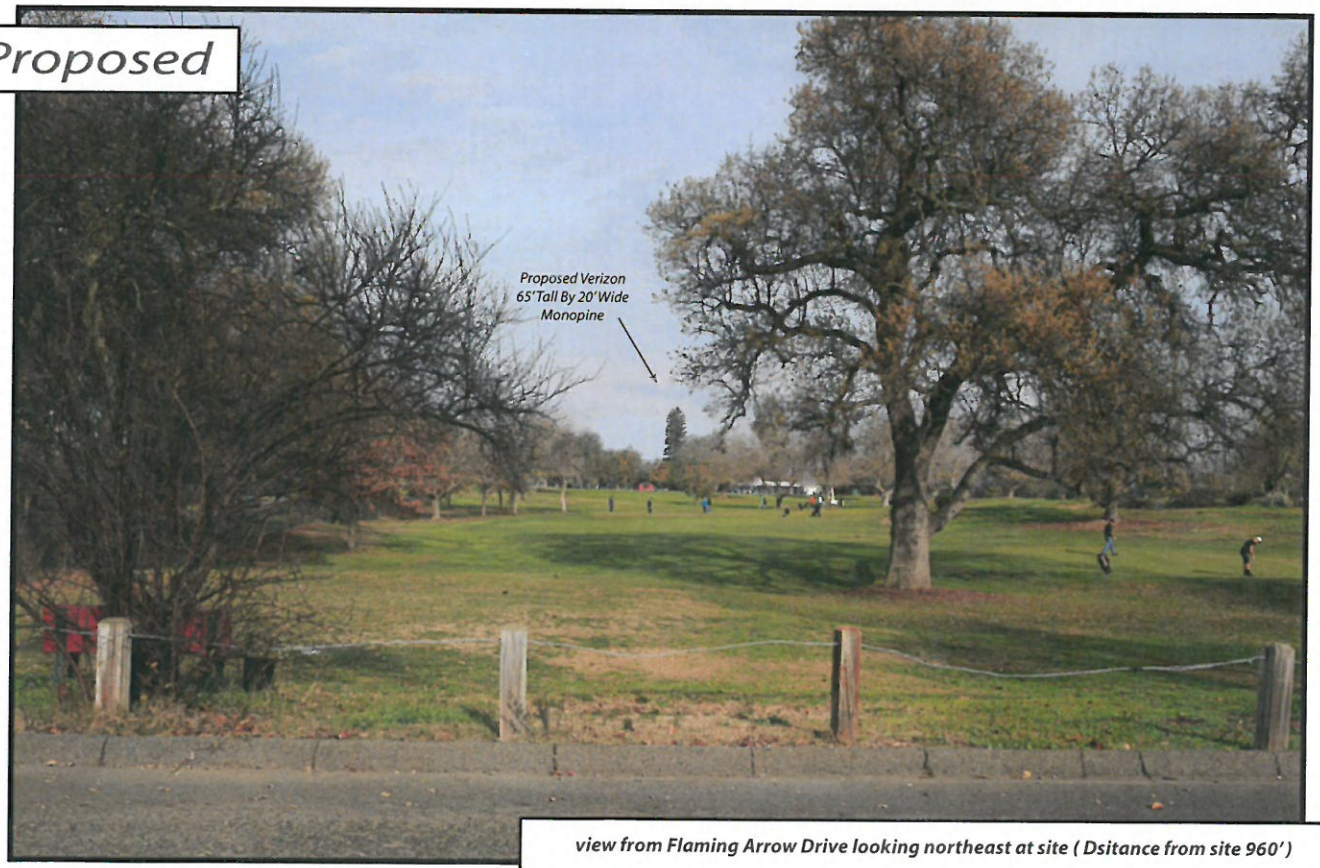
278688 FGC
7000 Verner Avenue, Citrus Heights, CA
Photosims Produced on 9-6-2017

AdvanceSim
Photo Simulation Solutions
Contact (925) 202-8507

Existing



Proposed



view from Flaming Arrow Drive looking northeast at site (Dsitance from site 960')

AdvanceSim
Photo Simulation Solutions
Contact (925) 202-8507

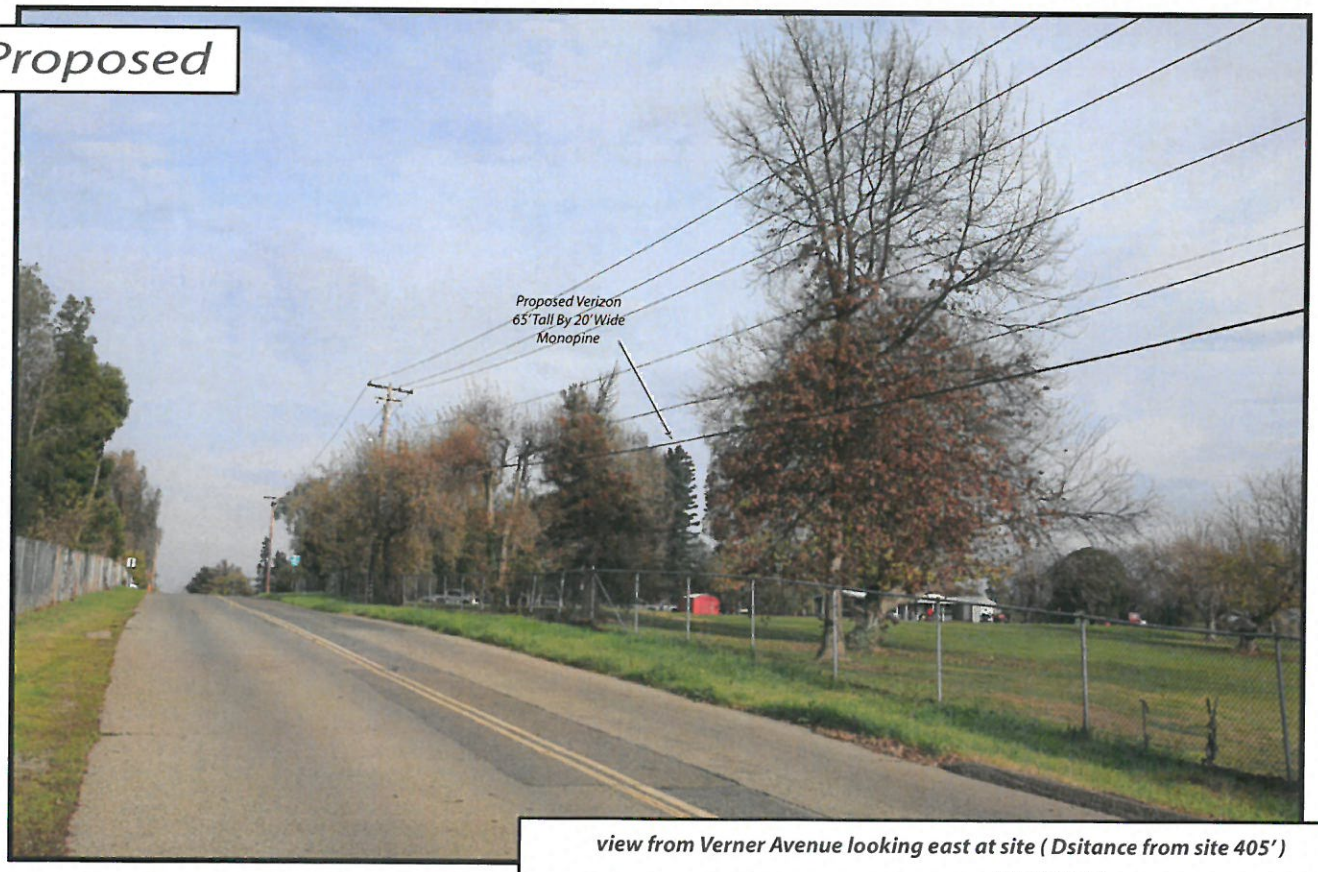
verizon

278688 FGC
7000 Verner Avenue, Citrus Heights, CA
Photosims Produced on 9-6-2017

Existing



Proposed



view from Verner Avenue looking east at site (Dsitance from site 405')

AdvanceSim
Photo Simulation Solutions
Contact (925) 202-8507

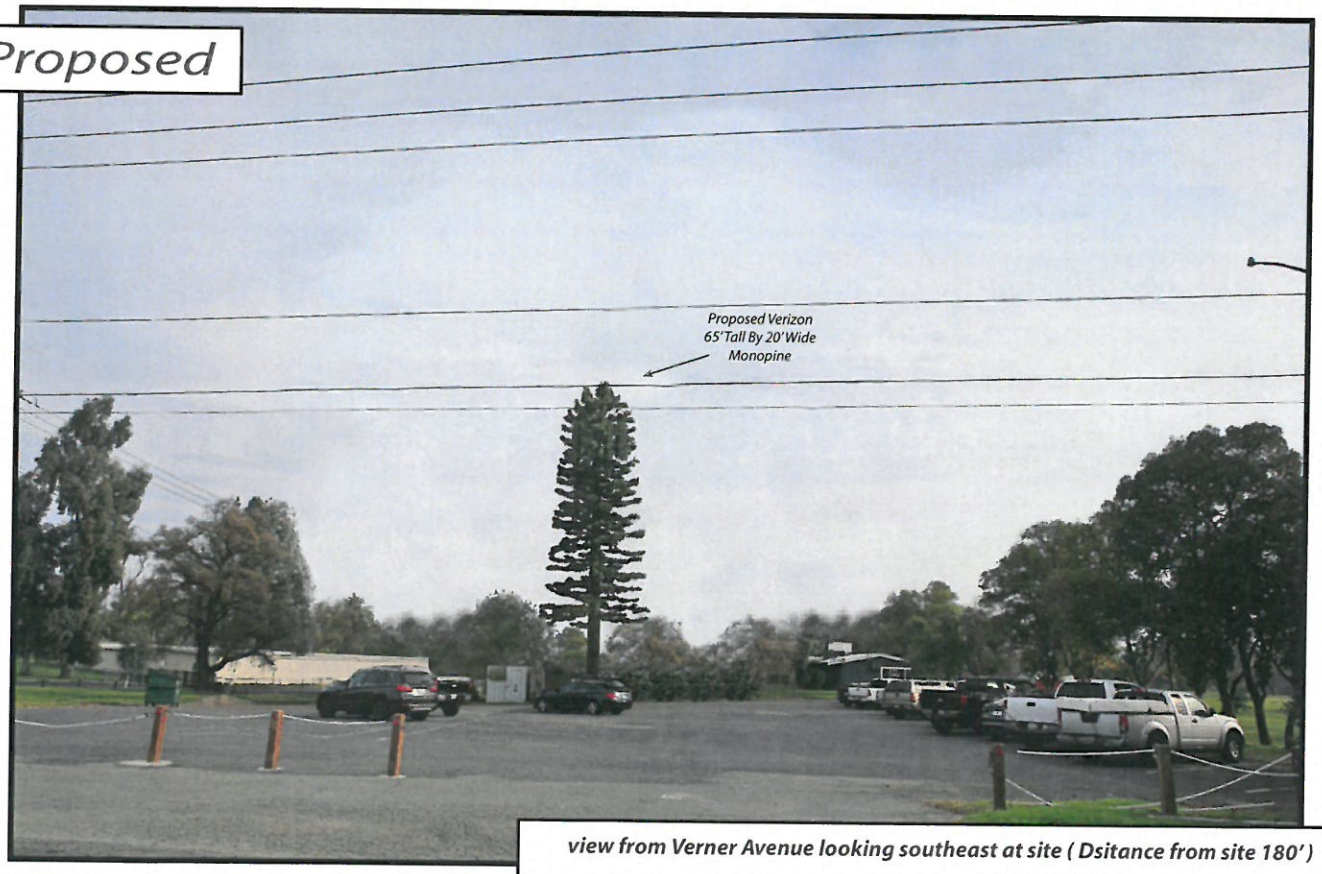
verizon

278688 FGC
7000 Verner Avenue, Citrus Heights, CA
Photosims Produced on 9-6-2017

Existing



Proposed



view from Verner Avenue looking southeast at site (Dsitance from site 180')

AdvanceSim
Photo Simulation Solutions
Contact (925) 202-8507

verizon

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Photosims Produced on 9-6-2017

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Attachment 3

Justification Statement & Alternative Site Analysis And Coverage Maps

Verizon Wireless Telecommunications Facility – Foothills Golf Center ("FGC") Sunrise Recreation & Parks District (Sacramento County)

Stealth Tower Telecommunications Tower
APN: 211-0153-015-0000

January 11, 2016

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

RECEIVED
JAN 15 2016
BY:

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WIRELESS GROUP INC.

I. Executive Summary

Verizon has many customers in the community of Citrus Heights, California. This particular ring is located with I-80 as the north/south diameter with each half of the ring perfectly spaced between the Greenback exit to the west and Antelope to the east.

Since the City of Citrus Heights limits new wireless facilities to commercial/industrial zoned properties, Verizon first pursued the only commercial zoned property in the ring however, the one area at the corner of Greenback and I-80 that was commercial did not have the room for a tower. After conducting thorough land research and a further evaluation of existing buildings and structures in the area that would accommodate a collocation in compliance with the City of Citrus Heights Municipal Code 106.44.050, Verizon Wireless determined a new tower must be constructed to adequately meet the coverage and capacity goals.

Since there are few buildings within the ring not zoned residential and the few buildings not residential were not structurally capable of holding an antenna, Verizon and the Sunrise Recreation & Parks District agreed that a new monopine at the golf course would be appropriate. The presently proposed 65' stealth tower located in the rear of the parking lot for the Foothills Golf Center, APN 211-0153-015-0000, is the least intrusive site that can offer the needed coverage to the area suffering from a significant gap in coverage.

II. Coverage Objective

Area resident requests, customer complaints, and Verizon Wireless RF Engineers have confirmed a significant wireless coverage gap in the City of Citrus Heights within Sacramento County. The search ring is located in a residential area with some general commercial and other. See attached Google Earth map as **Exhibit 1**. This ring is a capacity site designed to offload the existing Verizon sites called Antelope, to the west, Crosswoods Park to the southeast, and Zenith, to the northeast. The location has good visibility of the ring and should provide enhanced coverage helping to alleviate existing capacity concerns.

Please see attached coverage maps for the search ring created by RF engineers as **Exhibit 2**. The coverage maps indicate a lack in coverage denoted as white and yellow coloring. The green is good coverage and you can see how much better the gap in coverage is managed or depleted once the FGC site goes live. The lack of coverage is most heavily concentrated along the southeast side of eastbound I-80. This area of Citrus Heights is highly residential so residential

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customers are in abundance. Verizon also needs to provide coverage for the thousands of cars traveling by Interstate 80 every day especially during vehicular emergencies. It is Verizon Wireless' goal to provide exceptional coverage to all of its current and future customers by filling existing significant gaps in coverage as identified in this section of Citrus Heights. The number of residents, business owners, office workers, and travelers that would benefit from this proposal each day are numbered in the thousands. In addition, the new tower will allow for collocation opportunities that may attract other carriers to this location in order to provide more enhanced coverage from multiple carriers and limit the need for additional cell facilities in the future, building a stronger network throughout Citrus Heights.

III. Methodology

In identifying the least intrusive site location and design and establishing their good faith effort to comply with the city's requirements, Verizon Wireless looks to local municipal code 106.44.0505, ordinances, and general plans to identify the values significant to the local community for placement of wireless facilities. To analyze our compliance with Citrus Heights Code 106.44.050(B), please refer to the attached Search Ring Map as **Exhibit 3**. This is the map provided to us from the Verizon RF Engineers to guide our choice of location for the new site. You can see there are three existing towers in the vicinity that are already operating. This area is growing so quickly in population and drawing so much data and cellular capacity that another site was necessary to offload some of the draw and to fill a substantial lack of coverage. In addition to satisfying the RF coverage requirements, each proposed site must meet minimum requirements of a willing landlord, feasible construction, road access, available telephone and electrical utilities as well as compliance with local zoning requirements.

We analyzed each potential site in compliance with the City of Citrus Heights Municipal Code 106.44.050(B). As a result, Epic Wireless first looked for available SMUD property or poles; whether an already existing stealth tower was available; a rooftop, or collocation opportunities which could provide service to the identified coverage gap. Due to the location within Citrus Heights, there were very few existing multi-story buildings that could be reviewed for collocation opportunities. Unfortunately, those locations worked out due to landlord disinterest and the building's infrastructure being unable to handle the weight

In completing its site alternatives analysis, Epic Wireless first looked for collocation opportunities which could provide service to the identified coverage gap. Verizon Wireless first attempted to identify existing cell towers for collocation. An existing cell slim line tower was identified in the front of the FGC parking lot at 700 Verner Rd. that could provide the needed coverage if the height was extended but would have been unable to structurally support Verizon

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antennas. There was also a problem with setting up the equipment close enough that would not interfere with the golf course and it's day to day business dealings and that was a reason we moved further back on the property.

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

The following is a list of said properties.

1. SIERRA VIEW/EAST LAWN CEMETERY- 5757 Greenback Lane
While this parcel is zoned for residential, it is being used as a cemetery. The owners of this property could not agree on a location within the cemetery that had access, fiber and power and so this location failed.

2. CALVARY CATHOLIC CEMETERY - 7101 Verner Rd.
We pursued this property with the Catholic Diocese who initially expressed an interest. After a few months of going back and forth, the Head of the Diocese issued a mandate of no leasing of portions of the parcels owned by the Diocese, thus eliminating the option to build there.

IV. Site Summary

The proposed location is behind the parking lot at the east side of the front of the Foothills Golf Center, behind the small clubhouse. Currently, that area houses some storage facilities, some old farming equipment sitting on the lawn, and dead trees. It is about 220 feet from Verner Road. Verizon will clean up the site, remove the dead trees pursuant to an arborist's mandate from the Sunrise Recreation Department, and build according to the standards set by the County of Sacramento, which manages the Sunrise Recreation & Parks Department. The facility will be predominantly screened by the storage containers and will be fenced with privacy slats. The tower with be a monopine to blend with the surrounding trees.

The height of the proposed monopine will be 60', the top of the antennas is 60' and the RAD is 56' and is required to offer the desired coverage. The centerline of the antennas along with other factors such as surrounding topography and physical obstacles (buildings and trees) play a part in determining the degree of operational path loss or coverage loss. The higher the antennas the greater chance they are shooting a signal above any obstacles that may decrease the operational path of the antennas. The 56' centerline is the minimum height requirement for the desired coverage objective. In addition, the tower has been designed to accommodate future collocation of other carriers as preferred by the City under code 106.44.050 (4).

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The fencing around the equipment will be chain link which match other enclosures throughout the Sunrise Recreation & Parks District and which was mandated by the landlord when walking the site.

IV. Conclusion

The identified site location and design of the proposed facility represents a thorough and responsible investigation of the lack of alternative collocation possibilities. Verizon Wireless, after meeting with a Citrus Heights Planner, the Sunrise Recreation Manager, and the Business Manager at the County of Sacramento, along with the direction of Verizon Wireless RF Engineers, has determined the proposed site to be the best available design for a new wireless telecommunication facility at this location in order to service the desired coverage objective and provide coverage to the existing residents, businesses, and travelers. This facility is believed to have the least negative impacts to the community, has the appearance of blending into the area while offering future opportunity for other carriers to collocate, and fulfils the promise of consistent coverage and capacity for all Verizon customers.

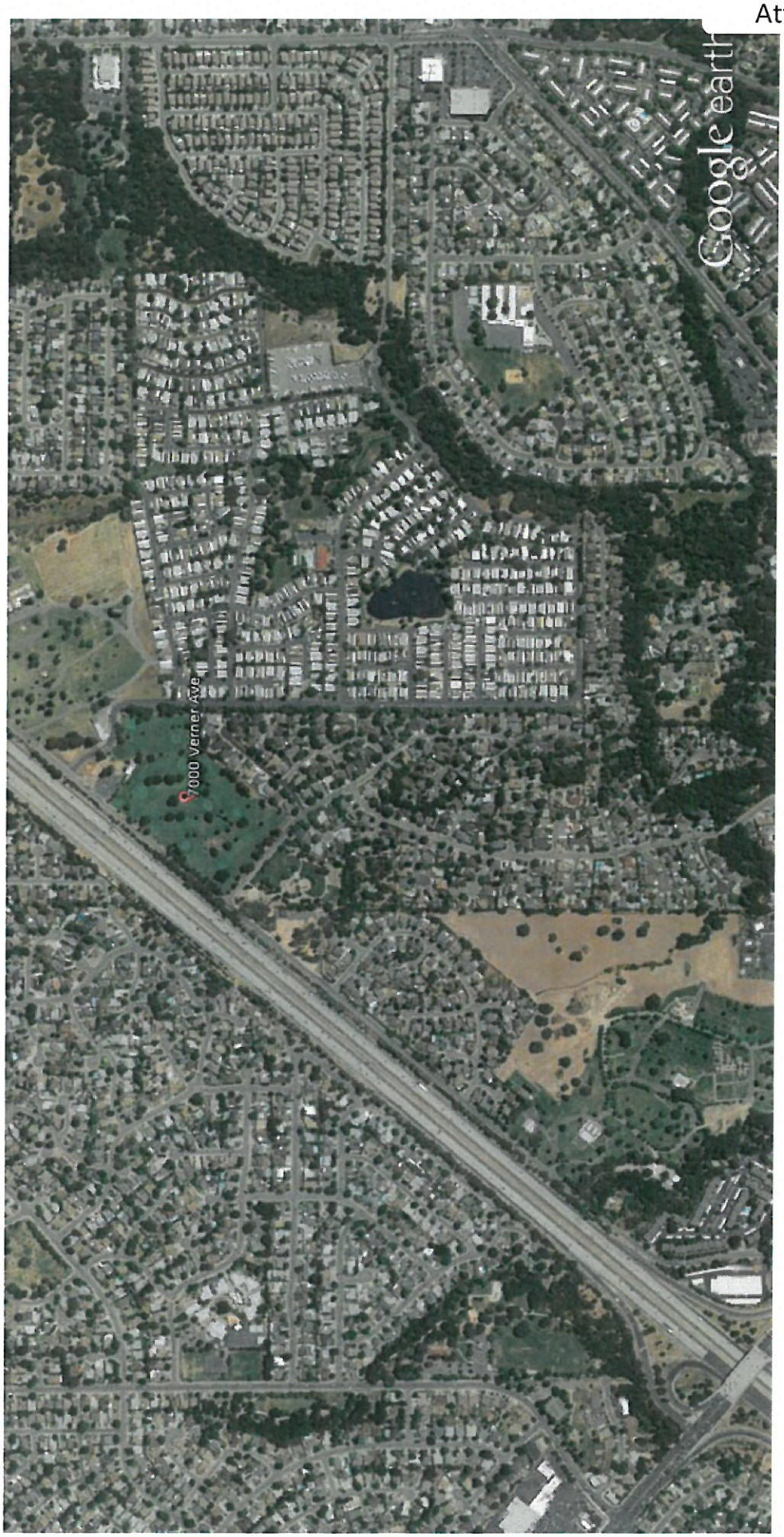
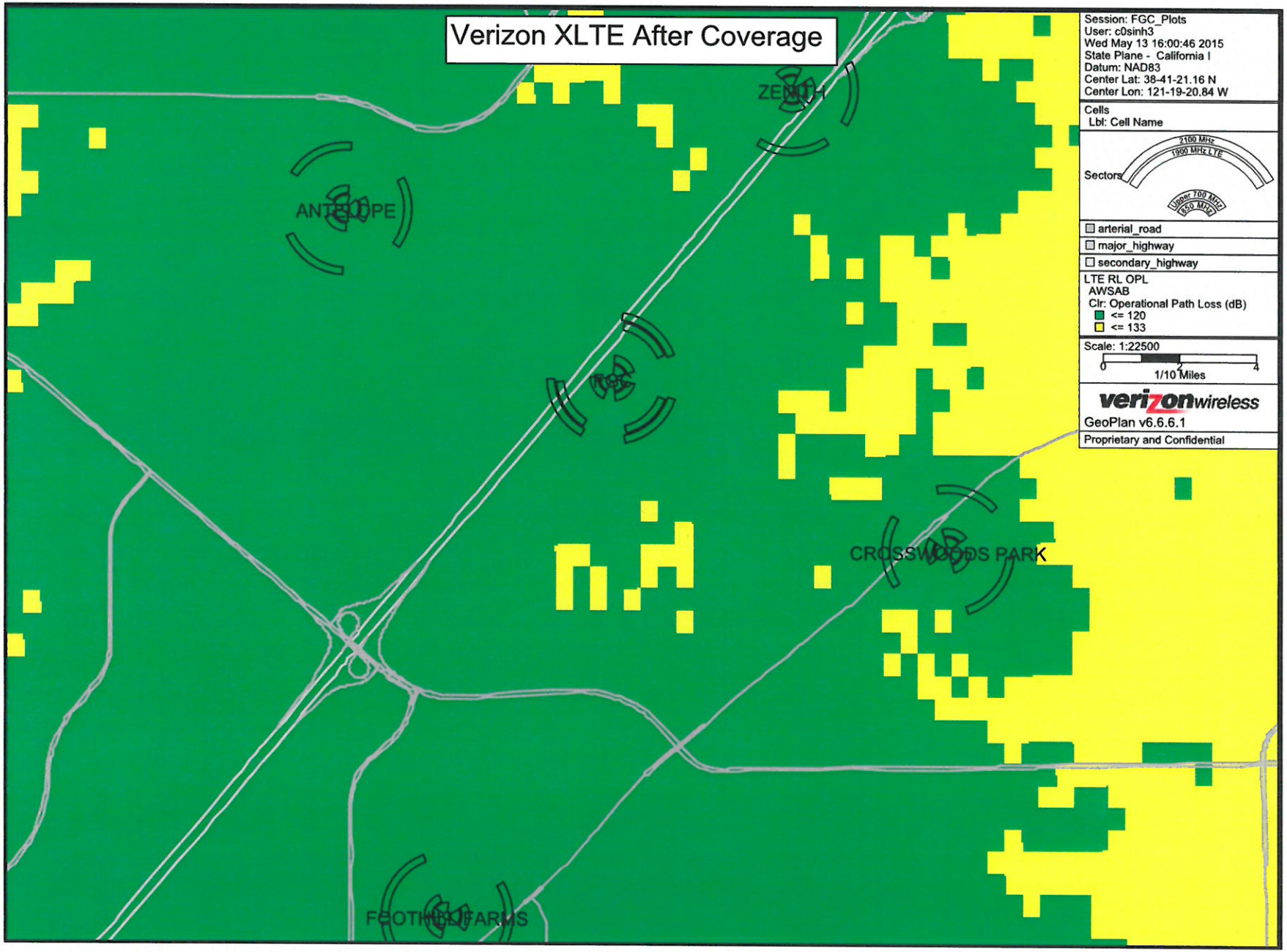

Google earth
7000 Verner Ave

Exhibit 2 of
Attachment 3


Verizon XLTE After Coverage
ANTELOPE
ZEMLOCK
CROSSWOODS PARK
FOOTHILL FARMS
Session: FGC_Plots
User: c0sinh3
Wed May 13 16:00:46 2015
State Plane - California I
Datum: NAD83
Center Lat: 38-41-21.16 N
Center Lon: 121-19-20.84 W
Cells
Lbl: Cell Name
Sectors
2100 MHz
1900 MHz LTE
Upper 700 MHz
3550 MHz
arterial_road
major_highway
secondary_highway
LTE RL OPL
AWSAB
Clr: Operational Path Loss (dB)
<= 120
<= 133
Scale: 1:22500
0
2
4
1/10 Miles
verizonwireless
GeoPlan v6.6.6.1
Proprietary and Confidential

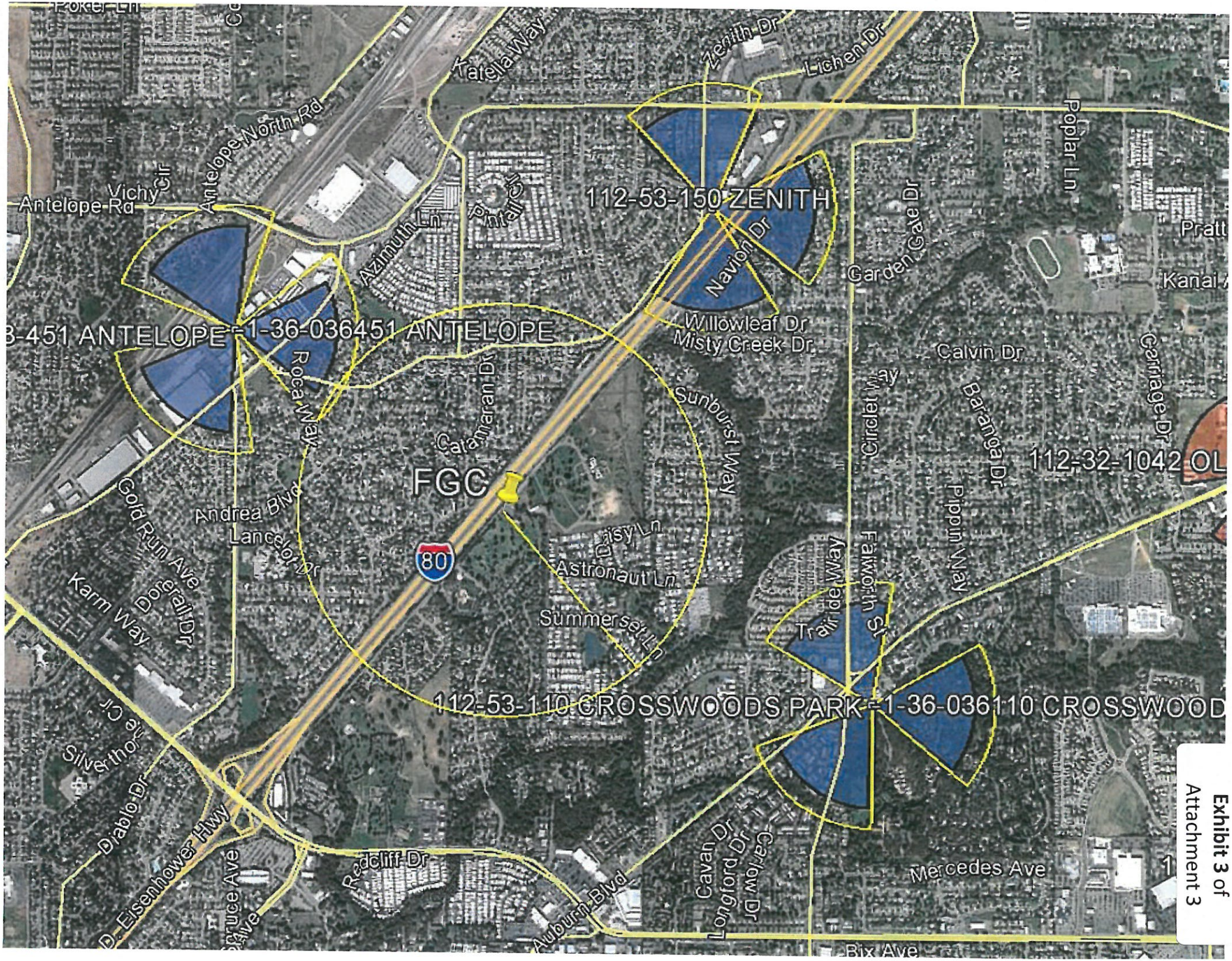


Exhibit 3 of Attachment 3

Attachment 4

(P) GENERAL NOTES

1. THE CONTRACTOR SHALL NOTIFY VERIZON WIRELESS (WHERE REQUIRED) OF ANY ERRORS, OMISSIONS, OR INCONSISTENCIES AS THEY MAY BE DISCOVERED IN PLANS, DOCUMENTS, NOTES, OR SPECIFICATIONS PRIOR TO STARTING CONSTRUCTION INCLUDING, BUT NOT LIMITED BY, DEMOLITION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY ERROR, OMISSION, OR INCONSISTENCY AFTER THE START OF CONSTRUCTION WHICH HAS NOT BEEN BROUGHT TO THE ATTENTION OF VERIZON WIRELESS (WHERE REQUIRED) AND SHALL INCUR ANY EXPENSES TO RECTIFY THE SITUATION. THE MEANS OF CORRECTING ANY ERROR SHALL FIRST BE APPROVED BY VERIZON WIRELESS (WHERE REQUIRED).
2. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING CONDITIONS PRIOR TO THE START OF ANY WORK. DISCREPANCIES WILL BE REPORTED IMMEDIATELY TO VERIZON WIRELESS (WHERE REQUIRED). THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK AND MATERIALS INCLUDING THOSE FURNISHED BY THE SUBCONTRACTOR(S).
3. A COPY OF GOVERNING AGENCY APPROVED PLANS SHALL BE KEPT IN A PLACE SPECIFIED BY THE GOVERNING AGENCY, AND BY LAW, SHALL BE AVAILABLE FOR INSPECTION AT ALL TIMES. THE PLANS ARE NOT TO BE USED BY THE WORKMEN. ALL CONSTRUCTION SETS SHALL REFLECT THE SAME INFORMATION AS GOVERNING AGENCY APPROVED PLANS. THE CONTRACTOR SHALL ALSO MAINTAIN ONE SET OF PLANS, IN GOOD CONDITION, COMPLETE WITH ALL REVISIONS, ADDENDA, AND CHANGE ORDERS ON THE PREMISES AT ALL TIMES UNDER THE DIRECT CARE OF THE SUPERINTENDENT. THE CONTRACTOR SHALL SUPPLY VERIZON WIRELESS (WHERE REQUIRED), WITH A COPY OF ALL REVISIONS, ADDENDA, AND/OR CHANGE ORDERS AT THE CONCLUSION OF THE WORK AS A PART OF THE AS-BUILT DRAWING RECORDS.
4. THE CONTRACTOR SHALL STUDY THE STRUCTURAL, ELECTRICAL, MECHANICAL, AND PLUMBING PLANS AND CROSS CHECK THEIR DETAILS, NOTES, DIMENSIONS, AND ALL REQUIREMENTS PRIOR TO THE START OF ANY WORK.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE SECURITY OF THE PROJECT AND SITE WHILE THE WORK IS IN PROGRESS UNTIL THE JOB IS COMPLETE.
6. THE CONTRACTOR HAS THE RESPONSIBILITY OF LOCATING ALL EXISTING UTILITIES WHETHER OR NOT SHOWN ON THE PLANS, AND TO PROTECT THEM FROM DAMAGE. THE CONTRACTOR, OR SUBCONTRACTOR AS SPECIFIED IN THE AGREEMENT BETWEEN SUBCONTRACTOR AND CONTRACTOR, SHALL BEAR THE EXPENSES OF REPAIR AND/OR REPLACEMENT OF UTILITIES OR OTHER PROPERTY DAMAGE BY OPERATIONS IN CONJUNCTION WITH THE EXECUTION OF THE WORK.
7. THE REFERENCES ON THE DRAWINGS ARE FOR CONVENIENCE ONLY AND SHALL NOT LIMIT THE APPLICATION OF ANY DRAWING OR DETAIL.
8. ALL CONSTRUCTION THROUGHOUT THE PROJECT SHALL CONFORM TO TITLE 24 OF THE CALIFORNIA CODE OF REGULATIONS, EXCEPT WHERE EXEMPTED.
9. ALL GLASS AND GLAZING IS TO COMPLY WITH CHAPTER 54 OF THE U.S. CONSUMER SAFETY COMMISSION SAFETY STANDARDS FOR ARCHITECTURAL GLAZING MATERIALS (42 FR 1428, CFR PART 1201) AND LOCAL SECURITY REQUIREMENTS.
10. ALL EXISTING CONSTRUCTION, EQUIPMENT, AND FINISHES NOTED TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND WILL BE REMOVED FROM THE SITE WITH THE FOLLOWING EXCEPTIONS:
    A. PROPERTY NOTED TO BE RETURNED TO THE OWNER.
    B. PROPERTY NOTED TO BE REMOVED BY THE OWNER.
11. THE GOVERNING AGENCIES, CODE AUTHORITIES, AND BUILDING INSPECTORS SHALL PROVIDE THE MINIMUM STANDARDS FOR CONSTRUCTION TECHNIQUES, MATERIALS, AND FINISHES USED THROUGHOUT THE PROJECT. TRADE STANDARDS AND/OR PUBLISHED MANUFACTURERS SPECIFICATIONS MEETING OR EXCEEDING DESIGN REQUIREMENTS SHALL BE USED FOR INSTALLATION.
12. WHEN REQUIRED STORAGE OF MATERIALS OCCURS, THEY SHALL BE EVENLY DISTRIBUTED OVER ROUGH FRAMED FLOORS OR ROOFS SO AS NOT TO EXCEED THE DESIGNED LIVE LOADS FOR THE STRUCTURE. TEMPORARY SHORING AND/OR BRACING IS TO BE PROVIDED WHERE THE STRUCTURE HAS NOT ATTAINED THE DESIGN STRENGTH FOR THE CONDITIONS PRESENT.
13. DRAWINGS ARE NOT TO BE SCALED UNDER ANY CIRCUMSTANCE. VERIZON WIRELESS (WHERE REQUIRED) IS NOT RESPONSIBLE FOR ANY ERRORS RESULTING FROM THIS PRACTICE. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALE SHOWN ON PLANS.
14. PRIOR TO THE POURING OF ANY NEW SLAB OVER AN EXISTING SLAB THE CONTRACTOR SHALL VERIFY LOCATIONS OF ALL OPENINGS, CHASES, AND EQUIPMENT WHICH ARE TO BE IMPLEMENTED INTO THE NEW WORK. ALL ITEMS DESIGNATED TO BE ABANDONED SHALL BE NOTED AND DISCUSSED WITH THE OWNER AND VERIZON WIRELESS (WHERE REQUIRED) AS PART OF THE AS-BUILT DRAWING PACKAGE.
15. BUILDING INSPECTORS AND/OR OTHER BUILDING OFFICIALS ARE TO BE NOTIFIED PRIOR TO ANY GRADING, CONSTRUCTION, AND ANY OTHER PROJECT EFFORT AS MANDATED BY THE GOVERNING AGENCY.
16. OWNER, CONTRACTOR, AND VERIZON WIRELESS (WHERE REQUIRED) SHALL MEET JOINTLY TO VERIFY ALL DRAWINGS AND SPECIFICATIONS PRIOR TO THE START OF CONSTRUCTION.
17. THE PROJECT, WHEN COMPLETED, SHALL COMPLY WITH LOCAL SECURITY CODES AND TITLE-24 ENERGY CONSERVATION REQUIREMENTS. (TITLE-24 WHEN APPLICABLE)
18. NEW CONSTRUCTION ADDED TO EXISTING CONSTRUCTION SHALL MATCH IN FORM, TEXTURE, FINISH, AND IN MATERIALS EXCEPT AS NOTED IN THE PLANS AND SPECIFICATIONS.
19. CONTRACTOR TO REPLACE AND/OR REROUTE ANY EXISTING UNDERGROUND UTILITIES ENCOUNTERED DURING TRENCHING AND GENERAL CONSTRUCTION.
20. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY BACKING, BLOCKING, AND/OR SLEEVES REQUIRED FOR THE INSTALLATION OF FIXTURES, MECHANICAL EQUIPMENT, PLUMBING, HARDWARE, AND FINISH ITEMS TO INSURE A PROPER AND COMPLETE JOB.
21. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING A PROJECT LEVEL, STRAIGHT, AND TRUE ACCORDING TO THE PLANS. THE CONTRACTOR SHALL COMPARE THE LINES AND LEVELS OF THE EXISTING CONDITIONS WITH THOSE SHOWN ON THE PLANS PRIOR TO THE START OF ANY CONSTRUCTION VERIZON WIRELESS (WHERE REQUIRED) SHALL BE NOTIFIED OF ANY ERRORS, OMISSIONS, OR INCONSISTENCIES PRIOR TO ANY CONSTRUCTION
22. THE CONTRACTOR IS TO PROVIDE PROTECTION FOR ADJOINING PROPERTIES FROM PHYSICAL HARM, NOISE, DUST, DIRT, AND FIRE AS REQUIRED BY THE GOVERNING AGENCIES.
23. WHERE SPECIFIED, MATERIALS TESTING SHALL BE TO THE LATEST STANDARDS AND/OR REVISIONS AVAILABLE AS REQUIRED BY THE GOVERNING AGENCY RESPONSIBLE FOR RECORDING THE RESULTS.
24. THE CONTRACTOR IS RESPONSIBLE FOR THE STORAGE OF ALL MATERIALS AND SHALL NOT DO SO ON PUBLIC PROPERTY WITHOUT A PERMIT TO DO SO FROM THE GOVERNING AGENCIES FOR THIS PURPOSE.
25. GENERAL NOTES AND STANDARD DETAILS ARE THE MINIMUM REQUIREMENTS TO BE USED IN CONDITIONS WHICH ARE NOT SPECIFICALLY SHOWN OTHERWISE.
26. TRADES INVOLVED IN THE PROJECT SHALL BE RESPONSIBLE FOR THEIR OWN CUTTING, FITTING/PATCHING, ETC., SO AS TO BE RECEIVED PROPERLY BY THE WORK OF OTHER TRADES.
27. ALL DEBRIS AND REFUSE IS TO BE REMOVED FROM THE PROJECT PREMISES AND SHALL BE LEFT IN A CLEAN (BROOM FINISH) CONDITION AT ALL TIMES BY EACH TRADE AS THEY PERFORM THEIR OWN PORTION OF THE WORK.
28. VERIZON WIRELESS (WHERE REQUIRED) DOES NOT GUARANTEE ANY PRODUCTS, FIXTURES, AND/OR ANY EQUIPMENT MADE BY A TRADE OR MANUFACTURER, GUARANTEE OR WARRANTY THAT MAY BE IN EFFECT IS DONE SO THROUGH THE COMPANY OR MANUFACTURER PROVIDING THE PRODUCT, FIXTURE, AND/OR EQUIPMENT ONLY. UNLESS SPECIFIC RESPONSIBILITY IS ALSO PROVIDED BY THE CONTRACTOR/SUBCONTRACTOR IN WRITTEN FORM.
29. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR AND SHALL REMEDY ALL FAULTY, INFERIOR, AND/OR IMPROPER MATERIALS, DAMAGED GOODS, AND/OR FAULTY WORKMANSHIP FOR ONE (1) YEAR AFTER THE PROJECT IS COMPLETE AND ACCEPTED UNDER THIS CONTRACT; UNLESS NOTED OTHERWISE IN THE CONTRACT BETWEEN THE OWNER AND THE CONTRACTOR. (EXCEPTION) THE ROOFING SUBCONTRACTOR SHALL FURNISH A MAINTENANCE AGREEMENT FOR ALL WORK DONE, COSIGNED BY THE GENERAL CONTRACTOR, TO MAINTAIN THE ROOFING IN A WATERTIGHT CONDITION FOR A PERIOD OF TWO (2) YEARS STARTING AFTER THE DATE OF SUBSTANTIAL COMPLETION OF THE PROJECT, UNLESS OTHERWISE WRITTEN IN THE CONTRACT BETWEEN THE OWNER AND THE CONTRACTOR.
30. THE CONTRACTOR SHALL PROVIDE ADEQUATE PROTECTION FOR THE SAFETY OF THE OWNER'S EMPLOYEES, WORKMEN, AND ALL TIMES DURING THE CONSTRUCTION OF THE PROJECT.
31. THE CONTRACTOR SHALL BE REQUIRED TO PAY FOR ALL NECESSARY PERMITS AND/OR FEES WITH RESPECT TO THE WORK TO COMPLETE THE PROJECT. BUILDING PERMIT APPLICATIONS SHALL BE FILED BY THE OWNER OR HIS REPRESENTATIVE. CONTRACTOR SHALL OBTAIN PERMIT AND MAKE FINAL PAYMENT FOR SAID DOCUMENT.
32. THE ARCHITECT/ENGINEER IN CHARGE SHALL SIGN AND SEAL ALL DRAWINGS AND/OR SPECIFICATIONS.
33. FIRE EXTINGUISHER REQUIREMENTS SHALL BE VERIFIED WITH THE LOCAL FIRE MARSHALL.
34. VERIZON WIRELESS (WHERE REQUIRED) WILL REVIEW AND APPROVE SHOP DRAWINGS AND SAMPLES FOR CONFORMANCE WITH DESIGN CONCEPT. VERIZON WIRELESS (WHERE REQUIRED) PROJECT APPROVAL OF A SEPARATE ITEM SHALL NOT INCLUDE APPROVAL OF AN ASSEMBLY IN WHICH THE ITEM FUNCTIONS.
35. CONTRACTOR TO LOCATE ALL UTILITIES PRIOR TO PLACEMENT OF MONOPOLE FOOTING AND OTHER STRUCTURES TO BE PLACED IN GROUND. SEE GENERAL NOTE #6 ON THIS SHEET.
36. SEE CIVIL DRAWINGS FOR ADDITIONAL SITE INFORMATION.
38. CONTRACTOR TO PROVIDE TRENCH AS REQUIRED TO INSTALL BOTH ELECTRICAL AND TELEPHONE UNDERGROUND CONDUITS (#40 PVC) PER UTILITY WORK ORDER. BACKFILL WITH CLEAN SAND AND COMPACT TO THE SATISFACTION OF THE DISTRICTS INSPECTOR. REPLACE FINISH GRADE WITH MATCHING MATERIALS (GRASS, ASPHALT, CONCRETE, ETC.)
39. CALL BEFORE YOU DIG. CONTRACTOR IS REQUIRED TO CALL USA NORTH AT 1-800-227-2600 AT LEAST 72 HOURS BEFORE DIGGING.
40. CONTRACTOR TO PROVIDE HEAVY STEEL PLATES AT OPEN TRENCHES FOR SAFETY AND TO PROTECT EXISTING GROUND SURFACES FROM HEAVY EQUIPMENT UTILIZED DURING CONSTRUCTION.
41. CONTRACTOR TO PATCH AND REPAIR ALL GROUND SURFACES WITHIN THE CONSTRUCTION AREA AS NECESSARY TO PROVIDE A UNIFORM SURFACE AND MAINTAIN EXISTING SURFACE DRAINAGE SLOPES.
42. CONTRACTOR TO REPLACE LANDSCAPE VEGETATION THAT WAS DAMAGED DUE TO CONSTRUCTION, AND TO MODIFY REMAINING IRRIGATION LINES TO OPERATING CONDITION, PROVIDING FULL COVERAGE TO IMPACTED AREAS.
43. THIS FACILITY IS AN UNOCCUPIED WIRELESS TELECOMMUNICATION FACILITY.

811 Underground Service Alert
CALL 811
WWW.CALL811.COM
CONTRACTOR TO CALL NATIONWIDE ONE-CALL SYSTEMS AT LEAST (2) WORKING DAYS PRIOR TO DIGGING.

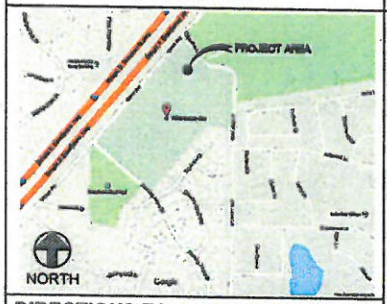
verizonwireless

FGC

7000 VERNER AVE., CITRUS HEIGHTS, CA 95621

PS LOCATION #: 278688

VICINITY MAP



DIRECTIONS TO SITE FROM VERIZON

FROM: VERIZON: 295 PARKSHORE DRIVE, FOLSOM, CA 95630
TO: 7000 VERNER AVE, CITRUS HEIGHTS, CA 95621

1.	FOLLOW PARKSHORE DR TO FOLSOM BLVD 55 S	0.1 MI /
2.	TAKE GREENBACK LN TO INDIAN RIVER DR IN CITRUS HEIGHTS 16 MIN	9.8 MI /
3.	CONTINUE ON INDIAN RIVER DR. DRIVE TO VERNER AVE 3 MIN	0.9 MI /
4.	TURN RIGHT ONTO INDIAN RIVER DR	0.6 MI
5.	TURN LEFT ONTO FLAMING ARROW DR	0.2 MI
6.	TURN RIGHT ONTO VERNER AVE	0.1 MI
7.	7000 VERNER AVE SACRAMENTO, CA 95841	

PROJECT INFORMATION

PROPERTY INFORMATION:

SITE NAME: FGC
PS LOCATION#: 278688
SITE ADDRESS: 7000 VERNER AVE, CITRUS HEIGHTS, CA 95621

APN: 211-0153-015-0000

COUNTY: SACRAMENTO
ZONING: CR

CURRENT USE: PUBLIC
JURISDICTION: CITY OF CITRUS HEIGHTS

CONSTRUCTION TYPE:
OCCUPANCY: U (UNMANNED)

GROUND ELEVATION: 152' AMSL

SITE MANAGER/DESIGN TEAM:

EPIC WIRELESS
8700 AUBURN FOLSOM ROAD; SUITE 400
GRANITE BAY, CA 95746
CONTACT: BRETT EWING
TELEPHONE: (916) 844-9324
EMAIL: BRETT.EWING@EPICWIRELESS.NET

LEASING/ZONING MANAGER:

EPIC WIRELESS
8700 AUBURN FOLSOM ROAD; SUITE 400
GRANITE BAY, CA 95746
CONTACT: MICHELLE WELZ
TELEPHONE: 773-383-1521
EMAIL:
MICHELE.WELZ@EPICWIRELESS.NET

PROPERTY OWNER:

OWNER: SUNRISE RECREATION & PARK DISTRICT
CONTACT: NOE VILLA
TELEPHONE: 916-725-0430
ADDRESS: SUNRISE RECREATION & PARK DISTRICT, 7801 AUBURN BLVD., CITRUS HEIGHTS, CA 95810

SHEET INDEX

T-1	TITLE SHEET, PROJECT INFORMATION
C-1	SURVEY
A-1	OVERALL SITE, SITE PLAN & ENLARGED SITE PLAN
A-2	EQUIPMENT PLAN & ANTENNA PLAN
A-3	ELEVATIONS

PROJECT DESCRIPTION

NEW (N) UNMANNED TELECOMMUNICATION SITE CONSISTING OF THE FOLLOWING:

- PROPOSED (P) 25' x 45' FENCED LEASE AREA CONTAINING THE FOLLOWING:
- (2) (P) ENODE B CABINETS
- (1) (P) NEG48 CABINET
- (1) (P) CHARLES CABINET
- (P) STANDBY 30KW DIESEL GENERATOR WITH 132 GALLON UL 142 LISTED TANK ON A (P) 5'x10' CONCRETE PAD.
- (P) METER AND DISCONNECT AT (P) UTILITY H-FRAME.
- (P) 60' TALL MONOPINE WITH (6) ANTENNAS.
- (9) (P) RRU WITH A2 RECEIVERS.
- (4) (P) SURGE SUPPRESSORS, (2) @ EQUIPMENT & (2) @ ANTENNAS
- (2) (P) HYBRID TRUNK CABLES.
- (1) 4' DIA W/W DISH ANTENNA
- (4) LANDSCAPE SHRUBS AT FRONT OF SITE.
- (P) REMOVAL OF (10) (E) TREES

CODE COMPLIANCE

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUCTED TO PERMIT WORK NOT CONFORMING TO THESE CODES:

1. 2013 CALIFORNIA ADMINISTRATIVE CODE, PART 1, TITLE 24 C.C.R.
2. 2013 CALIFORNIA BUILDING CODE (CBC), PART 2, TITLE 24 C.C.R. (2012 INTERNATIONAL BUILDING CODE VOLUMES 1-2 AND 2013 CALIFORNIA AMENDMENTS)
3. 2013 CALIFORNIA ELECTRICAL CODE (CEC), PART 3, TITLE 24 C.C.R (2011 NATIONAL ELECTRICAL CODE AND 2013 CALIFORNIA AMENDMENTS)
4. 2013 CALIFORNIA MECHANICAL CODE (CMC), PART 4, TITLE 24 C.C.R. (2012 UNIFORM MECHANICAL CODE AND 2013 CALIFORNIA AMENDMENTS)
5. 2013 CALIFORNIA PLUMBING CODE (CPC), PART 5, TITLE 24 C.C.R. (2012 UNIFORM PLUMBING CODE AND 2013 CALIFORNIA AMENDMENTS)
6. 2013 CALIFORNIA ENERGY CODE (CEC), PART 6, TITLE 24 C.C.R.
7. 2013 CALIFORNIA FIRE CODE, PART 9, TITLE 24 C.C.R. (2012 INTERNATIONAL FIRE CODE AND 2013 CALIFORNIA AMENDMENTS)
8. 2013 CALIFORNIA GREEN BUILDING STANDARDS CODE, PART 11, TITLE 24 C.C.R.
9. 2013 CALIFORNIA REFERENCED STANDARDS, PART 12, TITLE 24 C.C.R.
10. ANSI/EIA-TIA-222-G
11. ALONG WITH ANY OTHER APPLICABLE LOCAL & STATE LAWS AND REGULATIONS.

DISABLED ACCESS REQUIREMENTS

THIS FACILITY IS UNMANNED & NOT FOR HUMAN HABITATION. DISABLED ACCESS & REQUIREMENTS ARE NOT REQUIRED IN ACCORDANCE WITH CALIFORNIA STATE BUILDING CODE TITLE 24 PART 2, SECTION 11B-203.4

verizonwireless
VERIZON WIRELESS; 295 PARKSHORE DRIVE, FOLSOM, CA 95630

FGC
PS LOCATION #: 278688
7000 VERNER AVE.
CITRUS HEIGHTS, CA 95621

EPIC WIRELESS GROUP INC.

ATM Engineering
Tim McPartland, SE
2525 East Bidwell Street
Folsom, CA 95630
Phone: 916-859-7300
Direct: 916-934-5177
Email: timm@atmengineering.com

STAMP

ISSUE STATUS

INT	DATE	DESCRIPTION	REV
AEB	12/01/14	90% ZD'S	0
CES	12/08/14	95% ZD'S	0
AKG	06/15/15	100% ZD'S OUTDOOR REDESIGN	0
CES	03/07/16	100% ZD'S OUTDOOR REDESIGN	1
CES	03/22/16	100% ZD'S PLAN CHECK	⚠

SHEET TITLE:
TITLE SHEET & PROJECT INFORMATION

T-1

Geil Engineering
Engineering • Surveying • Planning
1226 High Street
Auburn, California 95603-5015
Phone: (530) 885-0426 • Fax: (530) 823-1309

Verizon Wireless

Project Name: FGC

Project Site Location: 7000 Verner Avenue
Citrus Heights, CA 95621
Sacramento County

Date of Observation: 09-30-14

Equipment/Procedure Used to Obtain Coordinates: Trimble Pathfinder Pro XL post processed with Pathfinder Office software.

Type of Antenna Mount: Proposed Monopine

Coordinates
Latitude: N 38° 41' 34.60" (NAD83) N 38° 41' 34.95" (NAD27)
Longitude: W 121° 19' 25.54" (NAD83) W 121° 19' 21.72" (NAD27)

ELEVATION of Ground at Structure (NAVD88) 152' AMSL

CERTIFICATION: I, the undersigned, do hereby certify elevation listed above is based on a field survey done under my supervision and that the accuracy of those elevations meet or exceed 1-A Standards as defined in the FAA ASAC Information Sheet 91-003, and that they are true and accurate to the best of my knowledge and belief.

Kenneth D. Geil California RCE 14803

Lease Area Description

All that certain lease area being a portion of that certain parcel of land described in that certain document Recorded at Book 8706-3 of Official Records at Page 1186, Official Records of Sacramento County, California, and being a portion of Section 28, Township 10 North, Range 6 East M.D.B. & M. being more particularly described as follows:

Commencing at a 3/4" Iron Pipe set for the centerline intersection of Big Arrow Court and White Cloud Court as is shown on that certain Plat recorded at Book 142 of Maps at Page 1, Sacramento County Records, from which a similar monument bears South 40°19'06" West 236.00 feet; thence from said point of commencement North 03°43'39" West 771.51 feet to the True Point of Beginning; thence from said True Point of Beginning North 05°02'30" East 45.00 feet; thence North 84°57'30" West 25.00 feet; thence South 05°02'30" West 45.00 feet; thence South 84°57'30" East 25.00 feet to the True Point of Beginning.

Together with a non-exclusive easement for utility purposes six feet in width the centerline of which is described as follows: Beginning at a point on the easterly boundary of the above described lease area which bears South 05°02'30" West 4.29 feet from the Northeast corner thereof and running thence South 74°46'14" East 156 feet more or less to the existing utility pole.

Also together with a non-exclusive easement for utility purposes six feet in width the centerline of which is described as follows: Beginning at a point on the easterly boundary of the above described lease area which bears South 05°02'30" West 13.16 feet from the Northeast corner thereof and running thence South 25°58'11" East 87.2 feet more or less to the existing utility pole.

Also together with a non-exclusive easement for access and utility purposes being fifteen feet in width the centerline of which is described as follows: Beginning at a point on the westerly boundary of the above described lease area which bears South 05°02'30" West 7.50 feet from the Northeast corner thereof and running thence North 84°57'30" West 16.90 feet; thence South 72°32'30" West 26.43 feet; thence North 59°49'50" West 132 feet more or less to the existing public right of way.

THESE DRAWINGS AND/OR THE ACCOMPANYING SPECIFICATION AS INSTRUMENTS OF SERVICE, ARE THE EXCLUSIVE PROPERTY OF GEIL ENGINEERING AND THEIR USE AND PUBLICATION SHALL BE RESTRICTED TO THE ORIGINAL SITE AND CARRIER FOR WHICH THEY ARE PREPARED. REUSE, REPRODUCTION OR PUBLICATION BY ANY METHOD, IN WHOLE OR IN PART, IS PROHIBITED EXCEPT BY WRITTEN PERMISSION FROM GEIL ENGINEERING TITLE TO THESE PLANS AND/OR SPECIFICATIONS SHALL REMAIN WITH GEIL ENGINEERING WITHOUT PREJUDICE AND VISUAL CONTACT WITH THEM SHALL CONSTITUTE PRIMA FACIE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

BOUNDARY SHOWN IS BASED ON MONUMENTATION FOUND AND RECORD INFORMATION. THIS IS NOT A BOUNDARY SURVEY. THIS IS A SPECIALIZED TOPOGRAPHIC MAP WITH PROPERTY LINES AND EASEMENTS BEING A GRAPHIC DEPICTION BASED ON INFORMATION GATHERED FROM VARIOUS SOURCES OF RECORD AND AVAILABLE MONUMENTATION FOUND DURING THE FIELD SURVEY. NO EASEMENTS WERE RESEARCHED OR PLOTTED. PROPERTY LINES AND LINES OF TITLE WERE NOT INVESTIGATED NOR SURVEYED. NO PROPERTY MONUMENTS WERE SET.

DATE OF SURVEY: 09-30-14

SURVEYED BY OR UNDER DIRECTION OF: KENNETH D. GEIL, R.C.E. 14803

LOCATED IN THE COUNTY OF SACRAMENTO, STATE OF CALIFORNIA

BEARINGS SHOWN ARE BASED UPON MONUMENTS FOUND AND RECORD INFORMATION. THIS IS NOT A BOUNDARY SURVEY.

ELEVATIONS SHOWN ON THIS PLAN ARE BASED UPON U.S.G.S. N.A.V.D. 88 DATUM, ABOVE MEAN SEA LEVEL.

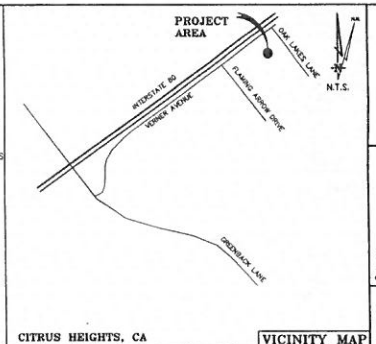
N.G.V.D. 1929 CORRECTION: SUBTRACT 2.54' FROM ELEVATIONS SHOWN.

CONTOUR INTERVAL: 1'

CONTRACTOR IS RESPONSIBLE TO VERIFY LEASE AREA PRIOR TO CONSTRUCTION.

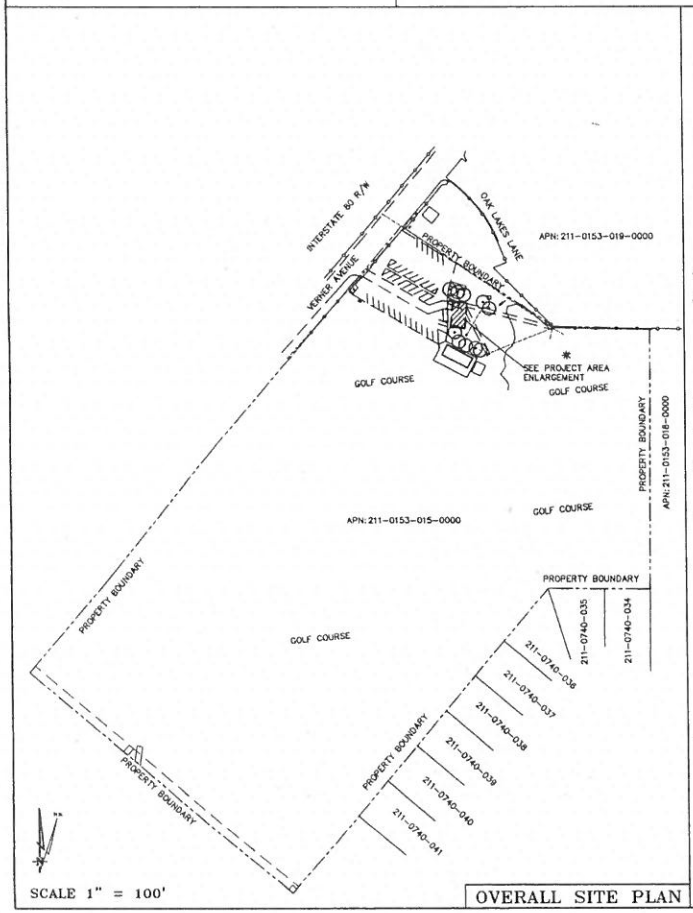
ASSESSOR'S PARCEL NUMBER: 211-0153-015-0000

OWNER(S): SUNRISE RECREATION AND PARK DISTRICT
7801 AUBURN BOULEVARD
CITRUS HEIGHTS, CA 95610



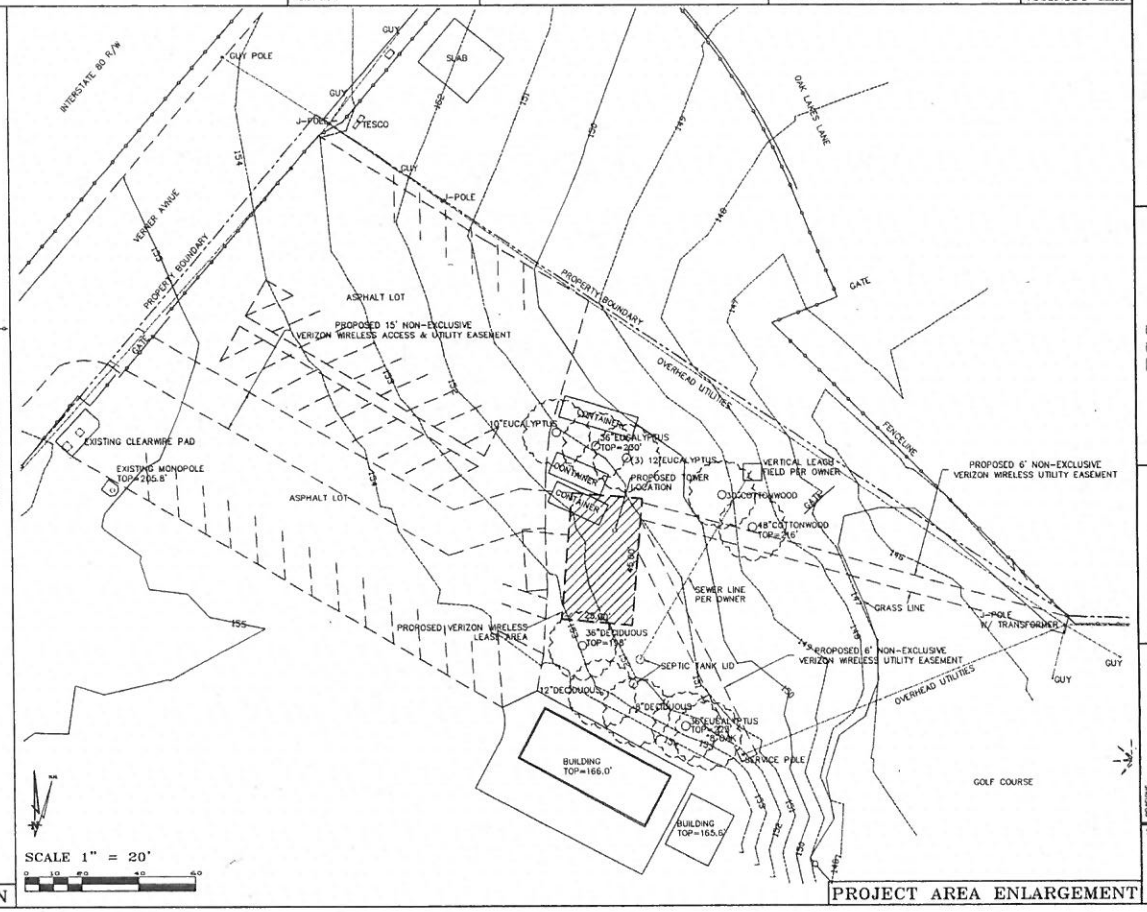
CITRUS HEIGHTS, CA

VICINITY MAP



SCALE 1" = 100'

OVERALL SITE PLAN



SCALE 1" = 20'

PROJECT AREA ENLARGEMENT

REVISIONS			
REV	DRAWING SUBMITTAL	10-21-14	N. RONKE
REV	LEASE AREA ADDED	10-23-14	N. RONKE
REV	ZIP CODE CHANGE	11-05-14	N. RONKE
REV	EASEMENT ADDED	03-26-15	N. RONKE
REV	REDLINES	05-05-15	N. RONKE
REV	TREES/FENCE REMOVED	10-21-14	N. RONKE
REV	PER EMC		

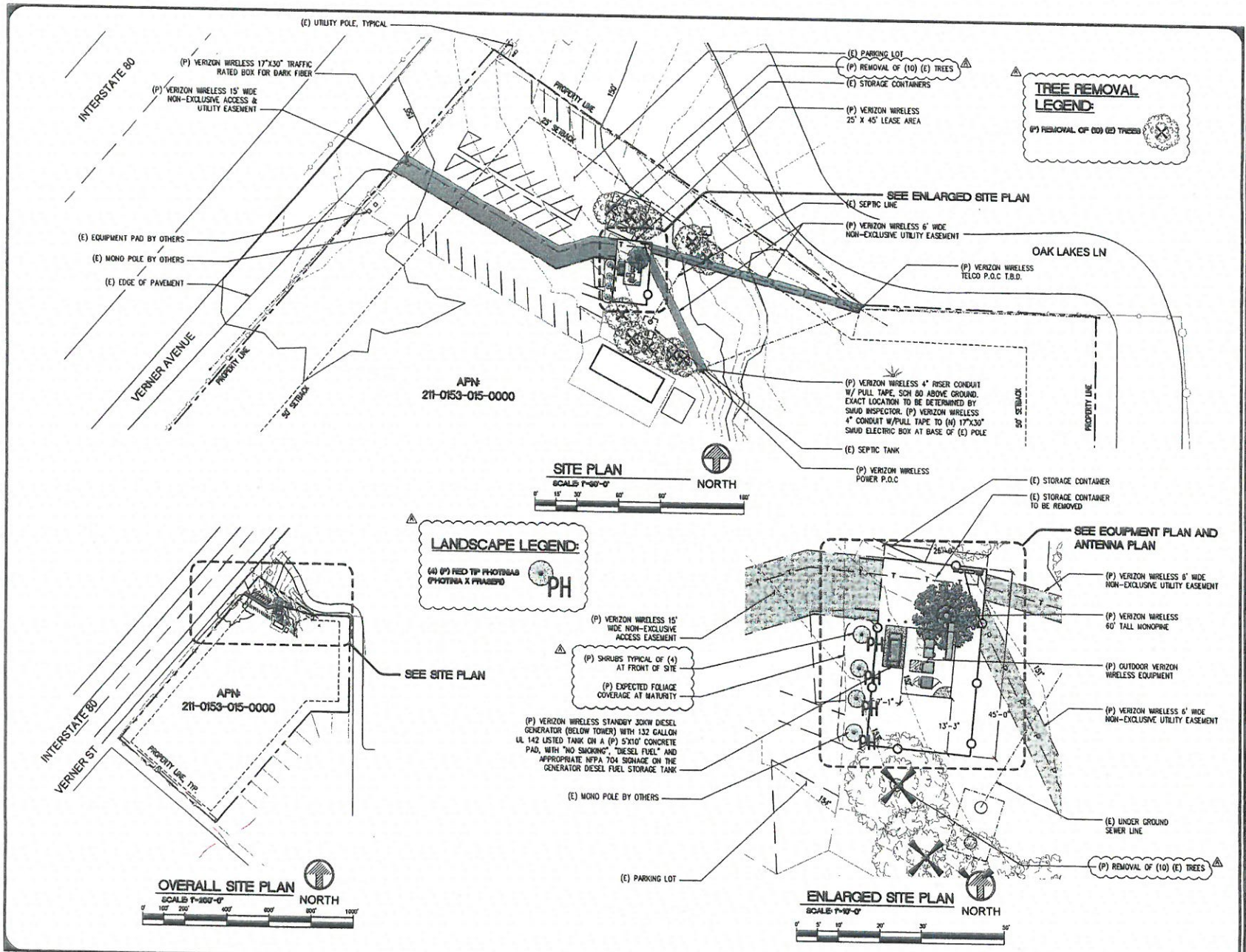
DEPT	APPROVED	DATE
A&C		
RE		
RF		
INT		
EE\NI		
OPS		
EE\OUT		

Surveyor
GEIL ENGINEERING
1226 HIGH STREET 95603
AUBURN, CALIFORNIA
Phone: (530) 885-0426
Fax: (530) 823-1309

verizon wireless

FGC
7000 VERNER AVENUE
CITRUS HEIGHTS, CA 95621
PLOT PLAN AND
SITE TOPOGRAPHY

Sheet
C-1



verizonwireless
VERIZON WIRELESS, 295 PARKSHORE DRIVE, FOLSOM, CA 95630

FGC
PS LOCATION #: 278688
7000 VERNER AVE.
CITRUS HEIGHTS, CA 95621

EPIC WIRELESS GROUP INC.

ATM Engineering
Tim McPartland, SE
2525 East Bidwell Street
Folsom, CA 95630
Phone: 916-859-7300
Direct: 916-934-5177
Email: timm@atmengineering.com

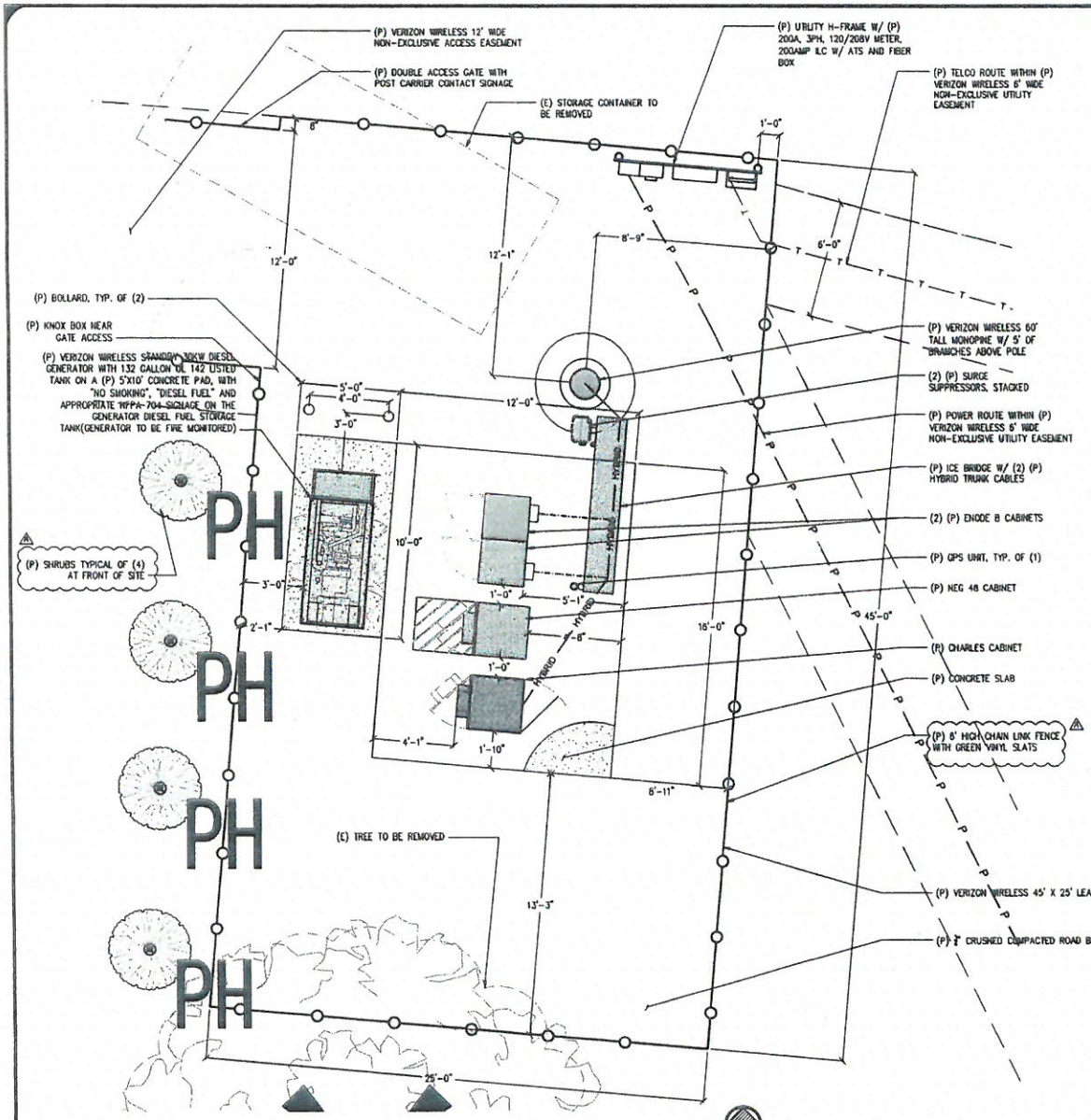
STAMP

ISSUE STATUS

INT	DATE	DESCRIPTION	REV
AEB	12/01/14	90% ZD'S	0
CES	12/08/14	95% ZD'S	0
AKG	06/15/15	MOD. 20% OUTDOOR REDESIGN	0
CES	03/07/16	MOD. 20% OUTDOOR REDESIGN	1
CES	03/22/16	MOD. 100% PLAN CHECK	⚠

SHEET TITLE:
OVERALL SITE PLAN, SITE PLAN & ENLARGED SITE PLAN

A-1



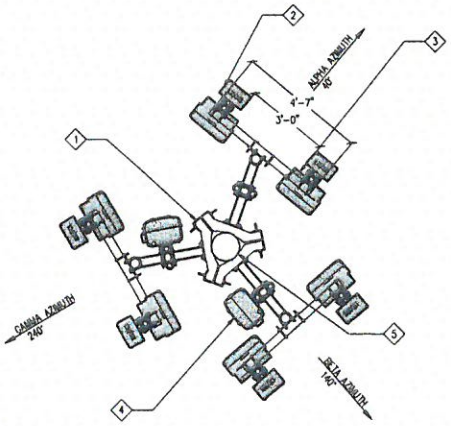
EQUIPMENT PLAN

SCALE: 1/8"=1'-0"

NORTH

ANTENNA PLAN KEY NOTES:

1. (P) TRI SECTOR MOUNT WITH STANDOFFS AND T-ARMS
2. (6) (P) VERIZON WIRELESS ANTENNAS, TYPICAL OF (2) PER SECTOR
3. (9) (P) VERIZON WIRELESS RRUS-12 W/A2 RECEIVER, TYPICAL OF (3) PER SECTOR. RRUS-12 W/A2 RECIEVERS TO BE STACK MOUNTED WITH VERITCAL STACK OFFSETS TO ACHIEVE ALL CLEARANCES
4. (2) (P) TOWER MOUNTED RAYCAP SURGE SUPPRESSORS
5. (P) 60' MONOPINE W/ 5' OF BRANCHES ABOVE POLE



ANTENNA PLAN

SCALE: 1/2"=1'-0"

NORTH

NOTE: MONOPINE BRANCHES NOT SHOWN FOR CLARITY

verizonwireless
VERIZON WIRELESS, 2785 PLEASANT DRIVE, FAIRFIELD, CA 94533

FGC

PS LOCATION #: 278688
7000 VERNER AVE.
CITRUS HEIGHTS, CA 95621

EPIC WIRELESS GROUP INC.

ATM Engineering
Tim McPartland, SE
2525 East Bidwell Street
Folsom, CA 95630
Phone: 916-859-7300
Direct: 916-934-5177
Email: timm@atmengineering.com

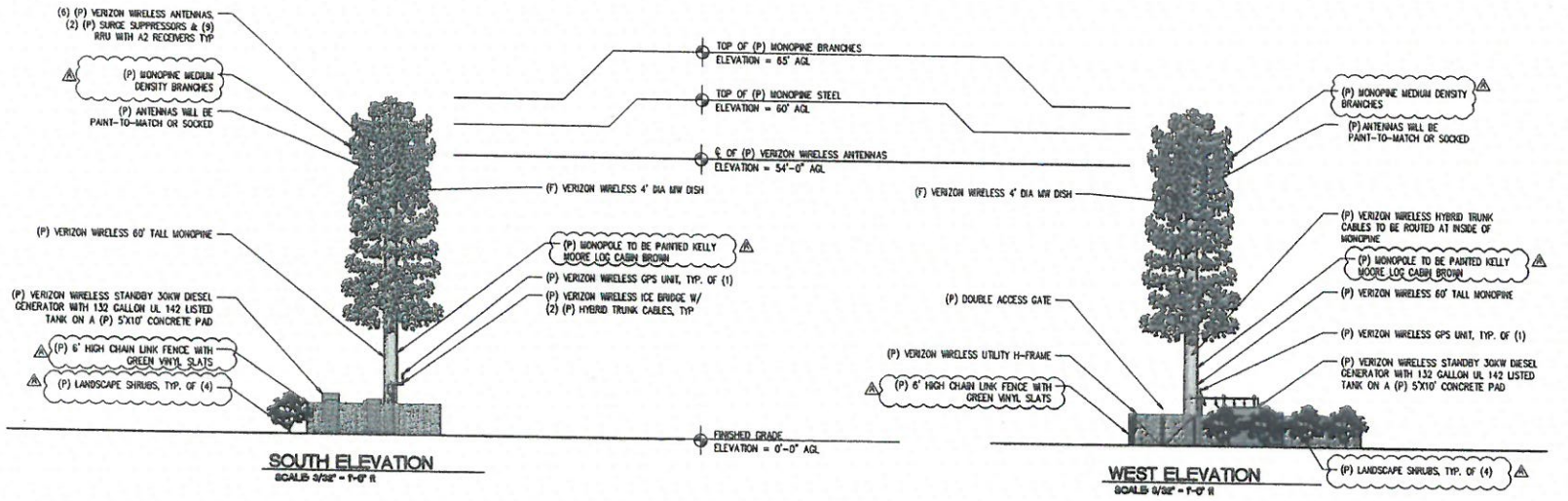
STAMP

ISSUE STATUS

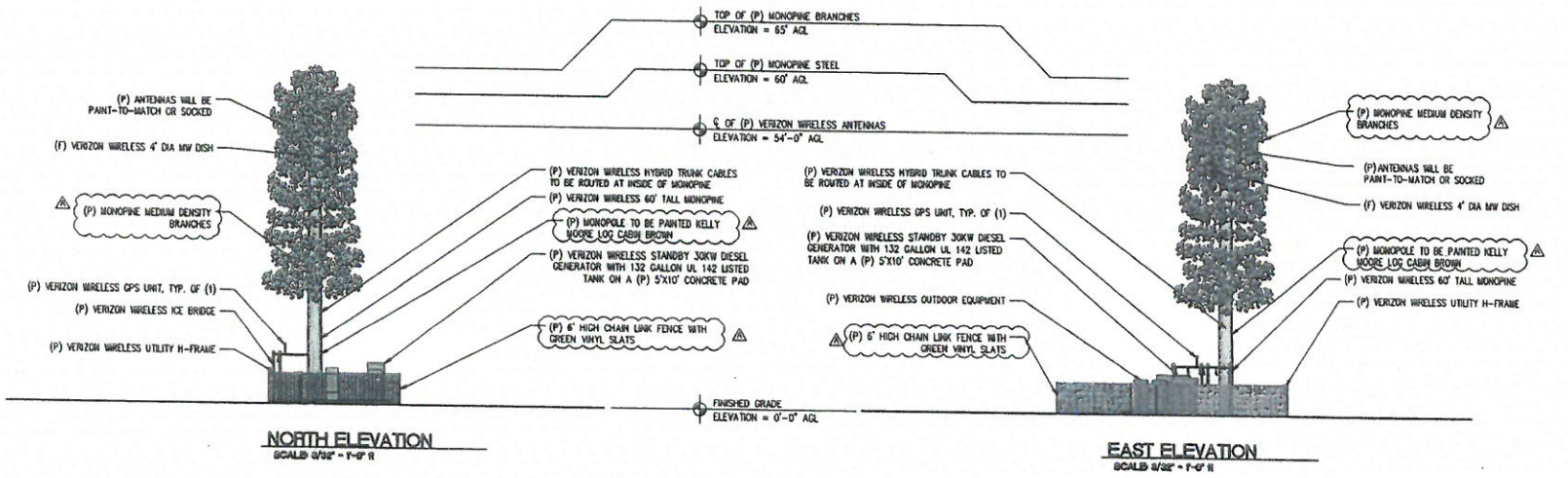
INT	DATE	DESCRIPTION	REV.
AEB	12/01/14	90% ZD'S	0
CES	12/08/14	95% ZD'S	0
AKG	06/15/15	VER. ZD'S OUTDOOR REVISION	0
CES	03/07/16	VER. ZD'S OUTDOOR REVISION	1
CES	03/22/16	VER. ZD'S PLAN CHECK	⚠

SHEET TITLE:
EQUIPMENT PLAN & ANTENNA PLAN

A-2



THIS SITE LOCATION IS SURROUNDED BY (XX) TREES TO BE REMOVED AND THERE ARE STORAGE CONTAINERS TO BE REMOVED.



verizonwireless
VERIZON WIRELESS, 2785 MITCHELL DRIVE, FOLSOM, CA 95630

FGC

PS LOCATION #: 276688
7000 VERNER AVE.
CITRUS HEIGHTS, CA 95621

EPIC WIRELESS GROUP INC.

ATM Engineering
Tim McPartland, SE
2525 East Bidwell Street
Folsom, CA 95630
Phone: 916-859-7300
Direct: 916-934-5177
Email: timm@atmengineering.com

STAMP

ISSUE STATUS

INT	DATE	DESCRIPTION	REV.
AEB	12/01/14	90% ZD'S	0
CES	12/08/14	95% ZD'S	0
AKG	06/15/15	100% ZD'S OUTDOOR RELEASE	0
CES	03/07/16	100% ZD'S OUTDOOR RELEASE	1
CES	03/22/16	100% ZD'S PLAN CHECK	A

SHEET TITLE:
ELEVATIONS

A-3

CITY OF CITRUS HEIGHTS
PLANNING DIVISION STAFF REPORT
PLANNING COMMISSION MEETING ***September 13, 2017***

Prepared by: Casey Kempenaar, Senior Planner

REQUEST

The applicant requests approval of a Tentative Map to allow the subdivision of the property into four individual parcels.

File Name & Number:	Capital Nursery Plaza Map: PM 17-02 and 17-03
Project Address & APN:	5406 Sunrise Boulevard – APN# 233-0044-015 7935 Madison Avenue – APN # 233-0044-016
Applicant:	AMS Associates 801 Ygnacio Valley Road, Suite 220 Walnut Creek, CA 94596

SUMMARY RECOMMENDATION

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

A. Find that the project is Categorically Exempt from CEQA per Section 15315 of the California Environmental Quality Act, relating to Minor Land Divisions.

B. Approve the TENTATIVE MAP for the Capital Nursery Plaza Project located at 5406 Sunrise Boulevard and 7935 Madison Avenue subject to the findings and conditions of approval contained in the staff report.

BACKGROUND

The project site is the location of former Capital Nursery, located near the northeast corner of Sunrise Boulevard and Madison Avenue. (See Vicinity Map – Attachment 1). In 2015 the Planning Commission approved the redevelopment of the former Capital Nursery. The 2015 project allowed for approximately 50,000 square feet of development and associated improvements which have since been completed. In addition the 2015 project subdivided the site into four individual parcels. The property is zoned Shopping Center (SC). The General Plan designation is General Commercial.

The project setting is summarized below:

Location:	5406 Sunrise Boulevard and 7935 Madison Avenue
Parcel Size:	Approximately 2 acres
REACH Neighborhood:	The project is within the boundaries of the Birdcage Heights Neighborhood Association (#11). No comments were received.

ZONING AND LAND USES

LOCATION	ZONING	GENERAL PLAN LAND USE	ACTUAL USE OF PROPERTY
On-Site	Shopping Center (SC)	General Commercial	Capital Nursery Plaza Development
North	SC	General Commercial	Office and Commercial
South	SC	General Commercial	Shopping Center (Sacramento County)
East	RD-20	Medium Density Residential	Apartments (The Grove at Sunrise)
West	SC	General Commercial	Shopping Center (Sunrise Village)

EXISTING CONDITIONS

The site is the former location of Capital Nursery, a retail nursery that occupied the property between the mid-1960s and 2012. In 2015 the Planning Commission approved the Capital Nursery Plaza development which included the existing Smart and Final, McDonalds, and the retail buildings along the perimeter of the site. The project was completed in 2016 and is mostly occupied.

The site is currently served by four driveways, two on Madison Avenue and two on Sunrise Boulevard. None of the existing driveways provide for left turns out of the site due to the presence of medians on both Sunrise Boulevard and Madison Avenue. The site is currently subdivided into four existing parcels:

Parcel 1: Smart and Final (Not a part of this Application)
Parcel 2: McDonalds (Not a part of this Application)
Parcel 3: Black Bear Diner and Retail
Parcel 4: Moes, Jimmy Johns, Max Muscle

The four parcels are covered under Covenants, Conditions, and Restrictions to provide for shared access and maintenance between the parcels.

Tentative Map – PM 17-02 and 17-03

Tentative Map – *Description of Request*

Currently, the Capital Nursery Plaza Development is comprised of four existing parcels. Parcels 1 (Smart and Final) and 2 (McDonalds) each have a single building contained within the parcel. Parcels 3 and 4 have two buildings each. The applicant requests approval of a parcel map to subdivide Parcels 3 and 4 into two additional parcels so each building is on its own individual parcel. This would result in a total of 6 parcels for the entire center.

No additional physical improvements or site changes are proposed as part of the tentative map.

Tentative Map - *Analysis*

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

1. The proposed map is consistent with the General Plan and Zoning Ordinance and the design or improvement of the proposed subdivision with the General Plan.

The site is presently designated General Commercial. The proposed tentative map is consistent with the General Plan in that the creation of two additional commercial parcels that total six (6) commercial parcels will be contained wholly within the project site, an existing shopping center.

The property contains a Shopping Center (SC) zoning designation. There is no minimum lot area, width and depth in the Shopping Center zone.

The property is fully developed with landscaping, parking and site improvements. No new physical improvements are proposed. The site provides 276 parking stalls spread across the site. The parking is shared across all existing and proposed parcels and is maintained and access granted through the CC&Rs for the site. The CC&R's are required to be updated to reflect the additional parcels added to the site (Condition of Approval #3).

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

The purpose of the subdivision request is to allow for the applicant to sell portions of the parcel to other owners. There are no minimum lot dimensions in a commercial zone so long as new development complies with the City's commercial development standards. The table below depicts the proposed lot size and resulting Floor Area Ratio for each parcel:

Parcel Size		Maximum Floor Area Ratio	Proposed Floor Area Ratio
Parcel A	26,082 SF	0.6	0.19
Parcel B	23,766 SF		0.15
Parcel C	22,564 SF		0.27
Parcel D	16,243 SF		0.16

The proposed development of the site is consistent with the allowable density of the Shopping Center Zoning District. The proposed subdivision results in four parcels each well below the maximum allowable FAR of 0.6.

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

The purpose of the requested tentative map is to provide separate ownership of the existing development. The proposed subdivision does not have the potential to cause substantial environmental damage or cause public health problems.

The existing Capital Nursery Plaza is controlled by CC&R's to ensure the center is maintained (both landscaping and circulation/parking) and treated like a center despite

varying ownerships. The proposed subdivision is conditioned (Condition of Approval #3), to update the CC&R's to reflect the further subdivision to ensure the new parcels follow the same maintenance requirements as the rest of the center.

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

The project retains existing access to both Sunrise Boulevard and Madison Avenue. The project is conditioned to update the CC&R's to ensure access and maintenance requirements are met when the parcels are sold in the future.

Tentative Map - *Conclusion*

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

ENVIRONMENTAL DETERMINATION

The project is categorically exempt from the requirements of the California Environmental Quality Act per Section 15315 of the CEQA Guidelines, relating to Minor Land Divisions.

PUBLIC OUTREACH

Public hearing notices were mailed to property owners within 500 feet of the site. A notice was also sent to a general circulating newspaper, the Sacramento Bee, for posting. A development review sign has been displayed on-site since the City received the application for the requested development entitlements.

RECOMMENDATION

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

A. Find that the project is Categorically Exempt from CEQA per Section 15315 of the California Environmental Quality Act, relating to Minor Land Divisions.

B. Approve the TENTATIVE MAP for the Capital Nursery Plaza Project located at 5406 Sunrise Boulevard and 7935 Madison Avenue subject to the findings and conditions of approval contained in the staff report.

FINDINGS FOR TENTATIVE MAP (FILE # PM-17-02 and 17-03)

1. *The proposed map, which would allow for the creation of two new commercial lots, is consistent with the General Plan and the design or improvement of the proposed subdivision within the General Plan.*
2. *The site is physically suited for the type and proposed density of development. The site is an existing shopping center and provides existing improvements such as access, both roadway and pedestrian access, landscaping and building setbacks.*
3. *The design of the subdivision is not likely to cause substantial environmental damage and the type of improvements are not likely to cause serious public health problems in that the project will provide direct access to the public right-of-way and provide all necessary public easements.*
4. *The design of the subdivision will not conflict with easements acquired by the public at large for access through or use of property within the proposed map. All parcels*

currently have access to the public right-of-way and public utility easements are included as standard conditions of approval

CONDITIONS OF APPROVAL FOR MAP (FILE # PM-17-02 and 17-03)

1) The Tentative Map approval shall be effectuated within a two (2) year period from this date and if not effectuated shall expire on September 13, 2019.

2) The project is approved as shown in Exhibit A and as conditioned or modified below.

3) Prior to recordation of the final map, the applicant shall update the existing Declaration of Covenants, Conditions, and Restrictions (CC&Rs) and Common Area Operating and Maintenance (CAM) Agreement and submit them to the City for review and approval. Applicant shall have the approved updated CC&Rs and CAM Agreement recorded with the Sacramento County Recorder's Office concurrent with the final map (Planning).

4) Prior to recordation of the final map, the applicant shall update the map to reflect any utility easements necessary for cross-parcel utility access. (Planning).

5) SASD requires each parcel with a building or sewage source to have a separate connection to the public sewer system. Therefore, each building on the resultant parcels requires a separate connection to the SASD public sewer line.

6) Any construction and/or modification to the public sewer system shall be required to the satisfaction of SASD. SASD Design Standards apply to any onsite and offsite sewer construction. Field modifications to new or existing precast manhole bases are not allowed.

7) With this split of APN 233-0044-015 the resultant parcel to the north will become landlocked. Therefore, sewer easements will be required to service this parcel. All public sewer easements will be dedicated to SASD in a form approved by the District Engineer. All public sewer easements will be at least 20 feet in width and requires continuous access for installation and maintenance. SASD will only provide maintenance in public right-of-ways and SASD dedicated sewer easements

8) Developer agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person not a party to this Permit challenging the validity of the Permit or any Project Approval or any Subsequent Project Approval, or otherwise arising out of or stemming from this Permit. Developer may select its own legal counsel to represent Developer’s interests at Developer’s sole cost and expense. The parties shall cooperate in defending such action or proceeding. Developer shall pay for City's costs of defense, whether directly or by timely reimbursement on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or 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. (Planning)

Attachments:

1. Vicinity Map
2. Reduced Copy of Tentative Map

Exhibits:

A. Tentative Map

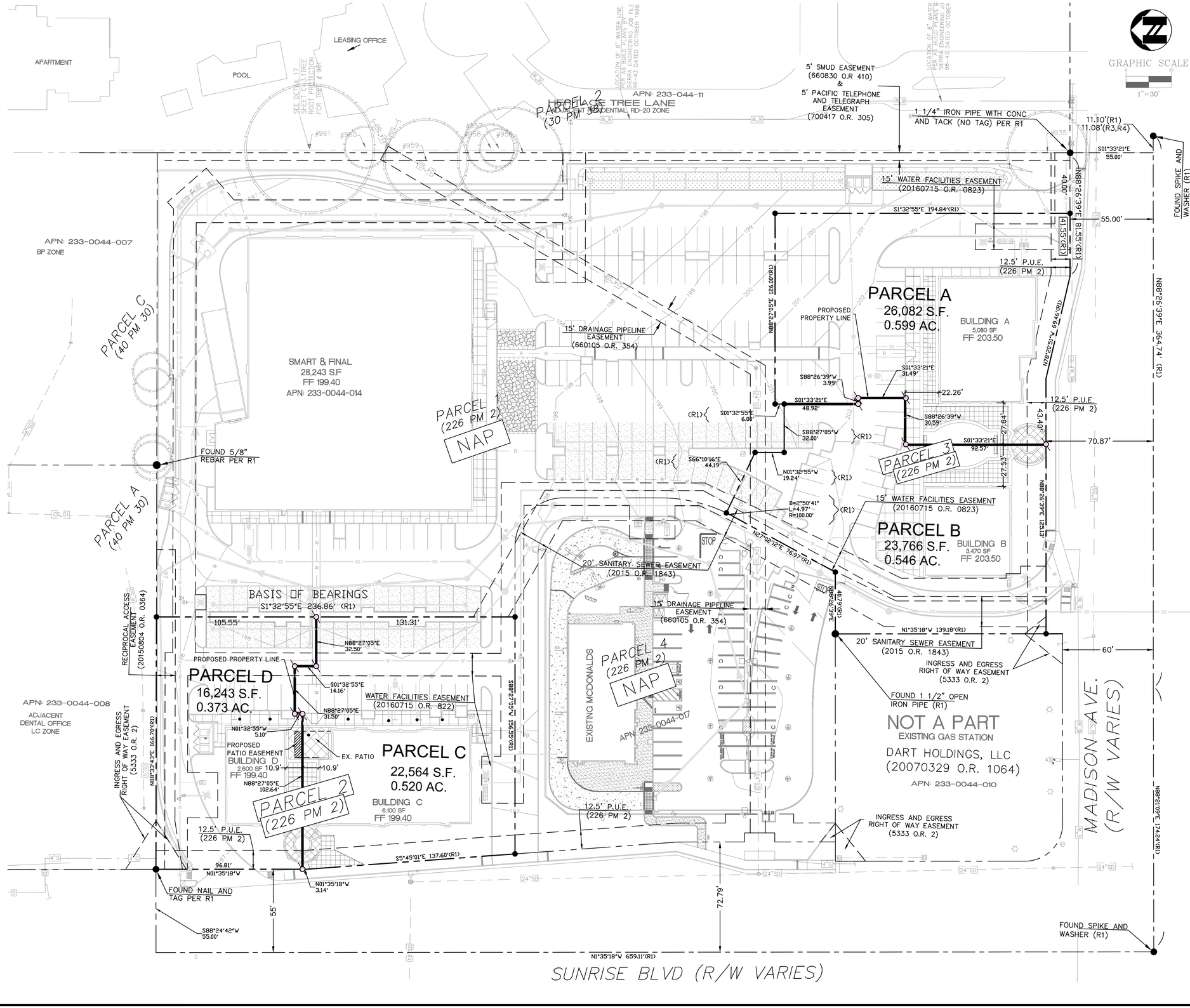


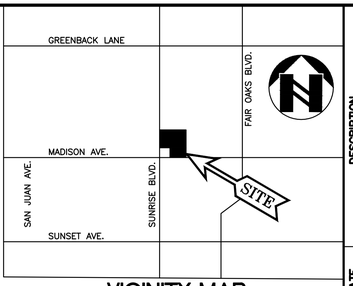
CITY OF CITRUS HEIGHTS

5406 Sunrise and 7935 Madison

PM 17-02 and 17-03

Capital Nursery Plaza Tentative Map





VICINITY MAP
NOT TO SCALE

GRAPHIC SCALE
1"=30'

LEGEND

- EX. VEGETATED SWALE
- EX. PERVIOUS PAVEMENT
- PROPOSED PATIO EASEMENT
- PROPOSED PROPERTY LINE
- NAP — NOT A PART

THIS TENTATIVE PARCEL MAP TO SPLIT PARCEL 2 OF (226 PM 2) INTO TWO PARCELS (PARCEL "C" & "D") AND SPILT PARCEL 3 OF (226 PM 2) INTO TWO PARCELS (PARCEL "A" & "B").

PARCEL SUMMARY		FAR SUMMARY	
PARCEL "A"	0.60± AC	PARCEL "A"	0.19
PARCEL "B"	0.55± AC	PARCEL "B"	0.15
PARCEL "C"	0.52± AC	PARCEL "C"	0.27
PARCEL "D"	0.37± AC	PARCEL "D"	0.16
TOTAL	2.04± AC		

GENERAL NOTE:

1. OWNER:
   SUNRISE MADISON RETAIL, LLC
   7935 & 7925 MADISON AVENUE, CITRUS HEIGHTS, CA
   5406 & 5410 SUNRISE BLVD. CITRUS HEIGHTS, CA

2. AGENCIES PROVIDING UTILITIES AND SERVICES:
   WATER SUPPLY: CITY OF CITRUS HEIGHTS
   SEWER SERVICE: CITY OF CITRUS HEIGHTS
   STORM DRAINAGE: CITY OF CITRUS HEIGHTS
   GAS & ELECTRIC: PACIFIC GAS & ELECTRIC COMPANY
   TELEPHONE: AT&T
   FIRE PROTECTION: CITY OF CITRUS HEIGHTS

3. ASSESSOR'S PARCEL NUMBERS:
   APN 233-0044-015
   APN 233-0044-016

4. PROJECT ACREAGE:
   PARCEL 2 0.89± AC
   PARCEL 3 1.15± AC
   2.04± AC

5. ZONING:
   ZONED SC (SHOPPING CENTER)

6. EXISTING USE:
   COMMERCIAL SHOPPING CENTER

7. BOUNDARY INFORMATION:
   BASED ON PARCEL MAP FILED MARCH 29 2016 IN BK 226, PG 2

8. DATUM:
   HORIZONTAL:
   BASED ON A.L.T.A SURVEY BY AMS ASSOCIATES.
   BASIS OF BEARINGS:
   THE WEST LINE OF PARCEL 1, AS SHOWN ON THE MAP RECORDED IN BOOK 226 AT PAGE 2, SACRAMENTO COUNTY RECORDS, TAKEN AS SOUTH 01°32'55" EAST WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY..
   BENCHMARK:
   NAIL AND TAG IN THE ISLAND AT THE CENTERLINE OF MADISON AVENUE APPROXIMATELY 550 FEET EST OF THE CENTERLINE OF SUNRISE BOULEVARD.

9. FLOOD ZONE:
   ROPERTY IS LOCATED IN FLOOD ZONE X (OUTSIDE THE 500 YEAR FLOOD PLAIN) PER FEMA FLOOD RATE INSURANCE MAP NO. 06067C0092H, DATED AUGUST 16, 2012.

SURVEYOR'S STATEMENT

THE TENTATIVE MAP EXTERIOR BOUNDARIES SHOWN ARE BASED ON THE MAP RECORDED IN BOOK 226 AT PAGE 2, SACRAMENTO COUNTY RECORDS. THE TENTATIVE MAP INTERIOR BOUNDARIES WITHIN THE OWNER'S PROPERTY ARE APPROXIMATE AND SUBJECT TO CHANGE UPON FILING OF THE FINAL MAP. THE EXISTING IMPROVEMENTS AND GRADES ARE BASED FROM THE CONSTRUCTION DOCUMENTS OF THE CAPITAL NURSERY PLAZA IMPROVEMENT PLANS.

DATE: 7-12-17

SIGNED: CRAIG T. JOHNSON LS# 8638

LICENSE EXP DATE: 12-31-17

LICENSED LAND SURVEYOR
Craig T. Johnson
EXP. 12-31-17
L.S. #8638
STATE OF CALIFORNIA

DATE:	07-12-17
SCALE:	
DESIGNED:	ams
DRAWN:	ams
CHECKED:	AS
PROJ. MGR:	AS
FILE PATH:	

REV #	BY	DATE	DESCRIPTION

ams associates, inc. PLANNING ENGINEERING SURVEYING
801 YGNACIO VALLEY ROAD
SUITE 220
WALNUT CREEK, CA 94596
925-943-2777 FAX 925-943-2778

TENTATIVE PARCEL MAP
CAPITAL NURSERY PLAZA
Pcl 2 and Pcl 3 (226 PM 2)
CITRUS HEIGHTS SACRAMENTO COUNTY CALIFORNIA

SHEET 1 of 1 OF

PROJECT 14-2194-2

CITY OF CITRUS HEIGHTS
PLANNING DIVISION STAFF REPORT
PLANNING COMMISSION MEETING ***September 13, 2017***

Prepared by: Casey Kempenaar, Senior Planner

REQUEST

The applicant requests a Design Review Permit Modification to amend the Conceptual Master Site Plan to improve circulation within the Auburn Commerce District portion of Stock Ranch. The project includes minor reductions to the allowable square footage of buildings proposed on the site and the potential for additional restaurant users for the site. The request includes an EIR addendum to provide updated information related to traffic and circulation.

Applicant:	California C & S Properties –c/o Kris Steward (Law Offices of George Phillips) 5301 Montserrat Lane Loomis, CA 95650
Property Owner:	California C & S Properties 1939 Harrison Street Oakland, CA 94612

SUMMARY RECOMMENDATION

The Planning Division recommends that the Planning Commission:

A. Adopt Resolution No. 2017-01 adopting the Stock Ranch Guide for Development EIR Addendum

B. Approve the Design Review Permit Modification allowing the amendment to the Stock Ranch Conceptual Master Site Plan as depicted in Exhibit B and subject to the Findings and Conditions in the Staff Report.

BACKGROUND

The project site is located within the boundaries of the Stock Ranch Guide for Development. The Guide for Development contains a land use concept, infrastructure and service plans, roadway improvements, design guidelines, and development regulations for approximately 129 acres of land. Arcade Creek runs through the property in an east-west fashion. North of Arcade Creek the Guide envisions development of a more than 400,000 square foot shopping center. The Guide refers to this area north of the creek as the “Auburn Commerce District”.

The Stock Ranch Guide for Development (“Guide”) was adopted by the City Council in February 2001. In conjunction with adopting the Guide for Development, the City Council also rezoned the area within the Guide into the “Stock Ranch Special Planning Area”, certified an Environmental Impact Report and adopted a Mitigation Monitoring Program. In September 2002, the Planning Commission and City Council approved two minor amendments to the Guide for Development, approved a minor modification to the Mitigation Monitoring Program, approved the Development Agreement, and certified a Negative Declaration that tiered off the original EIR for the project. In February 2003, the City Council approved the overall conceptual site plan and architectural theme for the Auburn Commerce District. In February 2003, the City Council also

approved a Development Plan Review Permit and Conditional Use Permit for the Costco Wholesale Warehouse. In February 2005, the City Council approved a Development Plan Review Permit for the Wal-Mart store; an EIR Addendum was also approved in conjunction with the Wal-Mart development. A site plan modification was also approved in 2015.

The proposed project involves a Design Review Permit to allow the modification of the previously approved Conceptual Master Site Plan to improve circulation throughout the site. The project includes minor reductions in square footage proposed for the remaining vacant portions of the site (See Applicant Project Description, Exhibit C). The project also requires an EIR Addendum to the previously adopted Stock Ranch Environmental Impact Report to reflect the reduction of allowable development, increase the amount of restaurants permitted, and evaluate changing traffic patterns in the project vicinity.

The project setting is summarized below:

Location:	7000 Auburn Boulevard – south side of Auburn Boulevard, west of Sylvan Road and east of Van Maren Lane. See Vicinity Map (Attachment 1).
Parcel Size:	129 acres (entire Stock Ranch)
REACH Neighborhood:	The project is within the boundaries of the Arcade Creek Neighborhood Association (#4). The Rusch Park Neighborhood Association (#2) is directly north of the project (north side of Auburn Boulevard). No comments have been received.

ZONING AND LAND USES

LOCATION	ZONING	GENERAL PLAN LAND USE	ACTUAL USE OF PROPERTY
On-Site	Stock Ranch Special Planning Area (SR -SPA) allowing general commercial uses	General Commercial (GC)	Walmart/Costco/ Applebee's and vacant building pads
North	RD-5	Low Density Residential (LDR)	Single family residential
South	SPA (commercial, open space, park, and low density residential)	GC, OS, Low Density Residential	Arcade Creek; single family homes and neighborhood park
East	RD-20 & RD-10	Medium Density Residential (MDR)	Apartments & Duplexes
West	RD-5 PD	MDR	Crosswoods & Crosswoods East

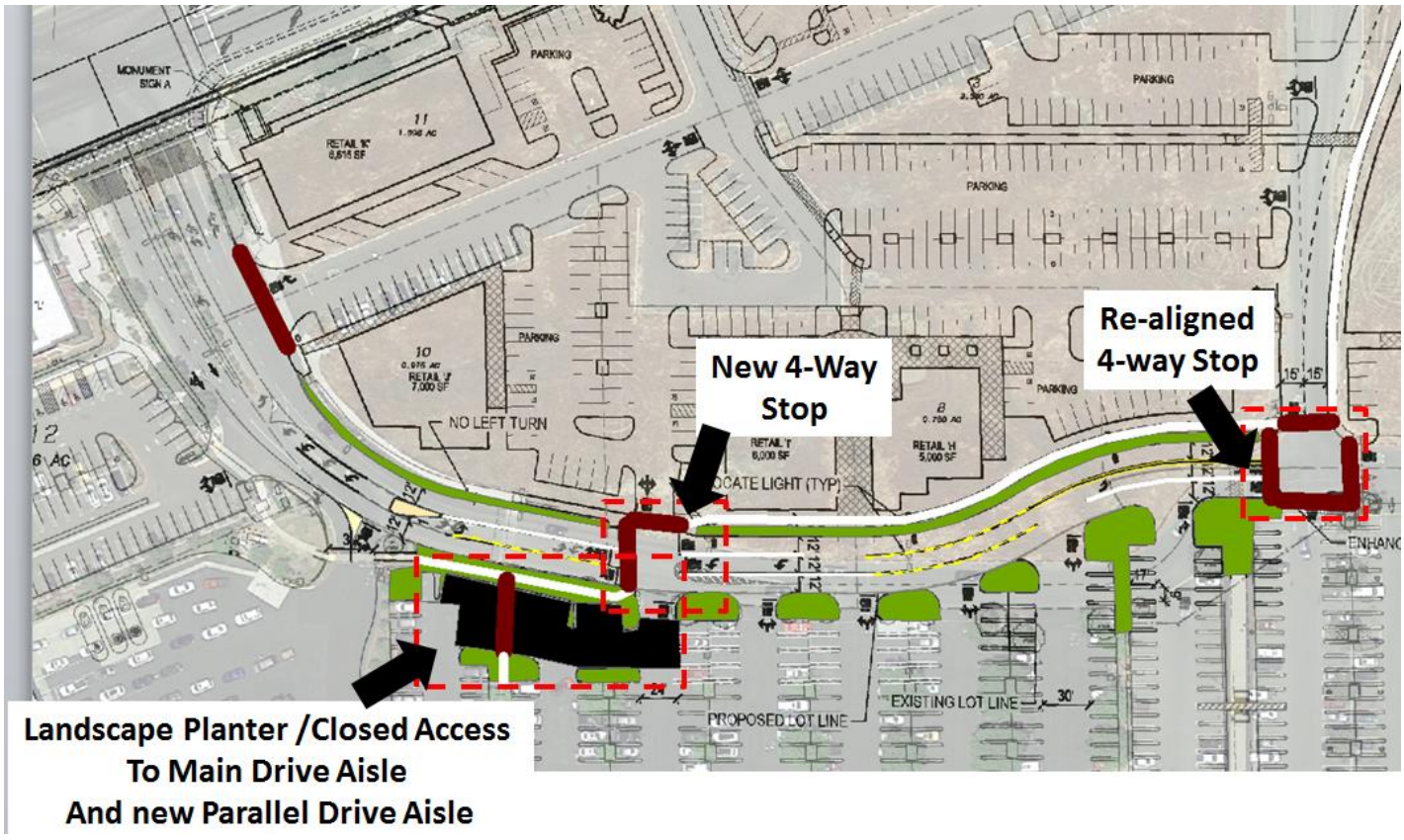
PROJECT DESCRIPTION

The applicant proposes three primary changes to the development within the Stock Ranch Auburn Commerce District to help facilitate the future buildout of the site as described in Exhibit C and below:

Circulation Improvements

In 2015, the applicant made some site plan changes to address ongoing circulation challenges at the site. While these improvements have helped, circulation remains a challenge. As a result the applicant is proposing more robust circulation changes for the central drive aisle serving the site. These improvements include:

- Installation of a two-way left turn lane for much of the central drive aisle.
- Installation of a new four-way stop and pedestrian crossing of the central drive aisle
- Closure and rerouting of two north/south drive aisles that currently intersect with the central drive aisle
- Squaring up the eastern drive aisle to provide more direct access between Auburn Boulevard and the existing 4-way stop at the intersection of the central drive aisle.



Buildout Reduction

As a result of the parking reconfiguration and drive aisle improvements the applicant is proposing to reduce the buildable area of the site by approximately 10,700 square feet (409,387 to 398,741 SF) as depicted in Exhibit B and C.

Restaurant Users

The applicant is also requesting additional flexibility to allow more restaurant users at the site than were previously considered under the original design. Originally, the site and its associated traffic generation was based on the center being developed as a retail center as identified by the Institute of Transportation Engineers (ITE). The applicant is interested in pursuing more restaurant tenants than would typically fall under the definition of retail centers as used by ITE. The applicant is requesting the ability to develop the site with up to 28,000 square feet of restaurant uses (15,000 SF of fast casual restaurant and 13,000 SF of fast food users).

DESIGN REVIEW PERMIT MODIFICATION – AMENDMENT OF CONCEPTUAL MASTER SITE PLAN

Design Review Permit Modification and Amendment to Conceptual Master Site Plan– *Analysis*

The Guide for Development sets forth a vision, standards and guidelines designed to ensure the high quality development of Stock Ranch. The Guide for Development required that before any permits can be issued for any buildings within the Auburn Commerce District, the Planning Commission and City Council must first approve the conceptual site plan and architectural theme for the entire commercial area. The purpose of having the conceptual site plans approved in advance of any permits for individual buildings is to ensure that the area is developed as a “center” with a logical layout of buildings and a unifying architectural design that is carried throughout all buildings. If such conceptual plans were not required, it was feared the center could develop in a more haphazard fashion without any uniformity in design. In 2002, the City Council adopted the conceptual site plan and was again modified slightly in 2015.

Despite the changes in 2015, circulation within the center continues to be challenging, primarily affiliated with the main drive aisle serving the Auburn Commerce District portion of Stock Ranch. A significant portion of the circulation issues are related to the numerous northbound intersections of the primary drive aisle to the site. The numerous intersections and volume of traffic on the main drive aisle results in uncertainty for motorists attempting to turn onto the main drive aisle serving the site. The future buildout of the northern portion of the site has the potential to compound this ongoing problem if it is not addressed.

In order to address these concerns the applicant has developed an updated Master Conceptual Site Plan that consolidates several of the access points and reduces the number of intersections along the western portion of the main drive aisle (north of Costco, east of the Costco Fueling Station). In addition the proposal installs a two way left turn lane to better facilitate traffic entering and exiting the primary drive aisle. (See Exhibit B and Map on previous page).The proposed changes include a new stop controlled intersection at Pad 9 and modification of the eastern drive aisle to reduce the curve of the roadway.

Amendment to Conceptual Master Site Plan– *Conclusion*
The current circulation for the site creates a variety of vehicular queueing and turn movement issues. Staff believes the proposed improvements will improve circulation for the site and recommends approval of the modification.

ENVIRONMENTAL DETERMINATION

An Environmental Impact Report (EIR) was certified in conjunction with adoption of the Guide for Development. On September 18, 2002, the City Council approved a Negative Declaration that addressed several amendments to the Guide, Development Agreement, and Modification to Mitigation Monitoring Program. In 2005, the City Council adopted an EIR Addendum in conjunction with the Wal-Mart project. The previously certified EIR, and the subsequently adopted Negative Declaration and EIR Addendum, serve as baseline environmental documents for this project.

An Addendum to the EIR has been prepared for the project and is attached as Exhibit A-1. The Addendum concludes that there are not any new impacts generated by the proposed site changes and reduction of buildable area beyond the impacts previously identified in the Stock Ranch EIR.

The Addendum reevaluated all CEQA impacts to determine if any new impacts would occur as a result of the project. The addendum also evaluated the impact of the build out reduction and increases in traffic associated with an increase of restaurants identified for the site. The addendum evaluated changes in conditions since the previous EIR and EIR Addendum were adopted.

The Addendum notes that two changes related to traffic have occurred since the previous EIR Addendum. First, the traffic levels surrounding the site have generally decreased for the intersections surrounding the site. Secondly, in 2011, the City adopted an updated General Plan and associated EIR that lowered the threshold of significance from a Level of Service D to a Level of Service E for intersections surrounding the site.

Based on the traffic analysis, the project will result in an increase in traffic from what was previously projected. However, despite the increase in traffic associated with the project the Level of Service for intersections surrounding the site will be operating acceptable levels. As a result, no new significant impacts were identified as part of the EIR Addendum.

This project and all future development at Stock Ranch will also be required to implement all previous mitigation measures identified under the Stock Ranch EIR. As a result, staff recommends the Planning Commission adopt the resolution adopting the EIR Addendum.

PUBLIC OUTREACH

The project is within the boundaries of the Arcade Creek Neighborhood Association (#4). The Rusch Park Neighborhood Association (#2) is directly north of the project (north side of Auburn Boulevard). No written comments were received from either Neighborhood Association.

RECOMMENDATION

The Planning Division recommends that the Planning Commission:

A. Adopt Resolution No. 2017-01 adopting the Stock Ranch Guide for Development EIR Addendum
B. Approve the Design Review Permit Modification allowing the amendment to the Stock Ranch Conceptual Master Site Plan as depicted in Exhibit B and subject to the Findings and Conditions in the Staff Report.

FINDINGS FOR APPROVAL OF THE AMENDMENTS TO THE STOCK RANCH GUIDE FOR DEVELOPMENT AND THE AMENDMENT TO THE CONCEPTUAL SITE PLAN OF THE AUBURN COMMERCE DISTRICT

- *The proposed modification is consistent with the General Plan;*
- *The nature, condition, and development proposed improvements have been considered and the use will not adversely impact or be materially detrimental to these adjoining uses, buildings or structures;*
- *The proposed improvements are harmonious with other development in the area and is consistent with the applicable goals and policies set forth in the General Plan and the Guide for Development;*
- *The proposed improvements comply with all applicable development standards of the Guide for Development and Zoning Code; and*
- *The proposed improvements conform to the vision, development objectives and planning principles of the Stock Ranch Guide for Development.*

CONDITIONS OF APPROVAL FOR THE DESIGN REVIEW PERMIT MODIFICATION FOR THE AMENDMENT TO THE CONCEPTUAL SITE PLAN OF THE AUBURN COMMERCE DISTRICT

1) This approval is for the conceptual site plan shown in Exhibit B and C and as conditioned or modified below. This approval is conceptual in nature and additional requirements and/or conditions may be required at such time as individual design review permits are considered by the City. All development must comply with the Guide for Development.

2) Comply with all requirements of the Stock Ranch Guide for Development, Environmental Impact Report, Mitigation Monitoring Program, and Development Agreement. Comply with all federal and state environmental permits. Comply with all requirements of agencies of jurisdiction. (Planning)

3) Prior to the certificate of occupancy is issued for the next building constructed in the Auburn Commerce District, the developer shall install the improvements identified on the revised Master Conceptual site plan (Exhibit B) as outlined in the Staff Report. (Planning)

4) Prior to issuance of each subsequent building permit, the applicant shall demonstrate that the site will provide adequate parking for each pad and center as a whole as determined by the Planning Division. (Planning)

5) If trees are proposed for removal as part of the project, prior to issuance of any building permit or grading permit, the applicant shall obtain a tree permit for the removal and replacement of trees. (Planning)

6) Prior to issuance of a building permit, the applicant shall submit an updated landscape plan for the new landscape median planters and modified planters subject to Planning Division approval. The landscape plan shall comply with the Stock Ranch Guide for Development and Zoning Code standards for landscaping and irrigation. (Planning)

7) Within one year after site improvements are completed and/or after construction of 20,000 SF of new buildings (as determined by the City), the developer shall analyze the improvements and site circulation to determine if any additional site modifications are warranted. The analysis shall be performed by a licensed traffic engineer and submitted to the City for review, comment, and follow up. Any site modifications identified by the analysis will be the responsibility of the property owner prior to issuance of a building permit for any new structure (subsequent to the 20,000 SF threshold discussed above), subject to City approval. (Engineering)

8) The improvement plans submitted to the City shall include additional wayfinding/directional enhancements for the southbound direction of the access road near the gas station driveway to inform drivers that the lane drops, subject to Engineering Division approval (Engineering)

9) Prior to approval of the improvement plans for the circulation improvements, the applicant shall evaluate the existing crosswalks at the center and east drive aisle for pedestrian conflicts with existing turn movements. The analysis shall be performed by a licensed traffic engineer and submitted to the City for review, comment, and follow up. The necessary improvements as determined by the analysis and the City shall be completed in conjunction with the site improvements identified in Exhibit B. (Engineering)

10) Prior to final acceptance of the proposed circulation improvements the applicant shall remove the existing crosswalk at retail J. In addition, all crosswalks shall be evaluated to determine if they are adequate (stamped concrete or other treatment) and as needed they shall be refreshed to increase visibility of the crosswalks, prior to final of the improvements onsite. (Planning)

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

Attachments:
1. Vicinity Map

Exhibits:
A. Resolution 2017-01 adopting EIR Addendum
   - A-1 – EIR Addendum
B. Proposed Master Conceptual Site Plan
C. Applicant's Project Description

EXHIBIT A

RESOLUTION NO. 2017-01

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CITRUS HEIGHTS, CALIFORNIA, APPROVING A DESIGN REVIEW PERMIT FOR THE STOCK RANCH AUBURN COMMERCE DISTRICT AMENDING THE MASTER CONCEPTUAL SITE PLAN AND ADOPTING THE 2017 STOCK RANCH GUIDE FOR DEVELOPMENT EIR ADDENDUM

WHEREAS, pursuant to the California Environmental Quality Act ("CEQA") (Pub. Resources Code, ' 21000 et seq.), the City of Citrus Heights certified a Program Environmental Impact Report ("EIR") for the Stock Ranch Guide for Development (SCH No. 2000032089), adopted CEQA Findings, including a Statement of Overriding Considerations, and adopted a Mitigation Monitoring Program in February 2001; and

WHEREAS, the City Council of the City of Citrus Heights has previously adopted an Environmental Impact Report Addendum in 2005, relating to the Stock Ranch Guide for Development ("Guide"); and

WHEREAS, the applicant is requesting a Design Review Permit Modification to modify the Master Conceptual Site Plan to improve circulation of the site, increase the number of restaurants, and reduce the buildable area of the site; and

WHEREAS, City staff has prepared an EIR Addendum to respond to changes proposed by the Design Review Permit Modification; and

WHEREAS, an EIR addendum is appropriate when "some changes or additions are necessary but none of the conditions described in section 15162 calling for preparation of a subsequent EIR have occurred" (CEQA Guidelines, § 15164, subd. (a); see also Pub. Resources Code, § 21166); and

WHEREAS, the EIR Addendum analyzes whether approval of the proposed Design Review Permit Modification, along with any changes in circumstances that have occurred since certification of the 2001 EIR, would lead to a substantial increase in the severity of previously identified significant environmental impacts (see generally, CEQA Guidelines, § 15162); and

WHEREAS, the Planning Commission has considered an Environmental Impact Report Addendum related to the proposed Design Review Permit Modification; and

WHEREAS, the Planning Commission of the City of Citrus Heights finds that the previously adopted EIR, 2005 EIR Addendum and 2017 EIR Addendum are the appropriate environmental documents for this project, the project is consistent with these documents, and no further review is required;

WHEREAS, the proposed Design Review Permit Modification is consistent with the General Plan; and

WHEREAS, the proposed project is consistent with the Stock Ranch Guide for Development.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The matters set forth in the preceding clauses of this Resolution are hereby adopted and incorporated.

2. The conditions giving rise to the need for supplemental environmental review have not arisen and an addendum is appropriate to analyze the proposed Design Review Permit Modification.

3. The Planning Commission does hereby adopt the 2017 Stock Ranch Guide to Development EIR Addendum and approves the Design Review Permit Modification amending the Stock Ranch Master Conceptual Site Plan.

The Planning Commission Secretary shall certify the passage and adoption of this Resolution and enter it into the book of original resolutions.

PASSED AND ADOPTED by the Planning Commission of the City of Citrus Heights, California, this 13th day of September 2017, by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED

Russ Blair, Chairperson

ATTESTED

Karen Ramsay,
Planning Commission Secretary

EXHIBIT A-1

Stock Ranch Plaza Site Plan Amendment

EIR Addendum

PREPARED FOR:

City of Citrus Heights
Planning Division
6360 Fountain Square Drive
Citrus Heights, CA 95621

Stock Ranch Plaza Site Plan Amendment

EIR Addendum

PREPARED FOR:

City of Citrus Heights
Planning Division
6360 Fountain Square Drive
Citrus Heights, California 95621

CONTACT:

Casey Kempenaar, AICP, Senior Planner

PREPARED BY:

Ascent Environmental, Inc.
455 Capitol Mall, Suite 300
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CONTACT:

Pat Angell
916.732.3324

August 2017

Addendum to the Stock Ranch Guide for Development Final Environmental Impact Report

August 11, 2017

State Clearinghouse No. 2000032089

BACKGROUND AND ACTION TRIGGERING THE ADDENDUM

This document serves as an addendum to the Final Environmental Impact Report (Final EIR) for the Stock Ranch Guide for Development. This addendum evaluates an amendment to the Stock Ranch Plaza (Stock Ranch) commercial development that is located north of Arcade Creek. Specifically, this analysis evaluates the effects of the proposed Stock Ranch Plaza Site Plan Amendment (Stock Ranch Amendment) that consists of improvements to the on-site roadway circulation system for the Central Driveway and East Driveway. These circulation system improvements address existing on-site traffic operation conflicts and consist of widening, provision of turn pockets, stop signs, and enhanced pavement treatments for pedestrian crosswalks. As part of the modifications to the onsite roadway circulation system, the project would increase the amount of on-site parking from 1,927 spaces under currently approved development plan to 1,966 spaces, and would reduce the total retail square footage from 409,387 square feet under the currently approved development plan to 398,741 square feet and allow for additional restaurant users than were previously considered in the original approval for Stock Ranch.

As the lead agency under the California Environmental Quality Act (CEQA), the City of Citrus Heights has determined that, in accordance with Section 15164 of the State CEQA Guidelines, the proposed changes to the on-site roadway circulation system and approved development differ sufficiently from the development scenario described in the Stock Ranch Final EIR and 2005 Addendum to warrant preparation of an addendum.

PREVIOUS ENVIRONMENTAL ANALYSES

The environmental process for the Stock Ranch Guide for Development involved the preparation of the following documents that are relevant to the consideration of the proposed Stock Ranch Amendment.

- Draft EIR for the Stock Ranch Guide for Development and Appendices, October 2000;
- Final EIR for the Stock Ranch Guide for Development, January 2001;
- CEQA Findings of Fact and Statement of Overriding Considerations for the Stock Ranch Guide for Development, January 2001;
- Mitigation Monitoring and Reporting Program for the Stock Ranch Guide for Development, January 2001;
- Stock Ranch Guide for Development (Walmart project) EIR Addendum, February 2005; and
- Costco Gas Station Mitigated Negative Declaration, February 2009.

CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES REGARDING AN ADDENDUM TO AN ENVIRONMENTAL IMPACT REPORT

Altered conditions, changes, or additions to the description of a project that occur after certification of an EIR may require additional analysis under CEQA. The legal principles that guide decisions regarding whether additional environmental documentation is required are provided in the State CEQA Guidelines, which establish three mechanisms to address these changes: a subsequent environmental impact report (SEIR), a Supplement to an EIR, and an Addendum to an EIR.

Section 15162 of the State CEQA Guidelines describes the conditions under which a SEIR would be prepared. In summary, when an EIR has been certified for a project, no Subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

> (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects;
>
> (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
>
> (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
>
> > (A) The project will have one or more significant effects not discussed in the previous EIR;
> >
> > (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
> >
> > (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or
> >
> > (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15163 of the State CEQA Guidelines states that a lead agency may choose to prepare a supplement to an EIR rather than a Subsequent EIR if:

> (1) any of the conditions described above for Section 15162 would require the preparation of a SEIR; and
>
> (2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

An addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168.

This addendum is intended to evaluate and confirm CEQA compliance for the proposed Stock Ranch Amendment, which would be a change relative to what is described and evaluated in the Stock Ranch EIR. This addendum is organized as an environmental checklist, and is intended to evaluate all environmental topic areas for any changes in circumstances or the project description, as compared to the certified Final EIR, and determine whether such changes were or were not adequately covered in the certified EIR. This checklist is not the traditional CEQA Environmental Checklist, per Appendix G of the CEQA Guidelines. As explained below, the purpose of this checklist is to evaluate the checklist categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion from the EIR. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162, 15163, 15164 and 15168.

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ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius
°F	degrees Fahrenheit
AB 32	California Global Warming Solutions Act of 2006
APE	Area of Potential Effects
ARB	California Air Resources Board
ATCM	air toxic control measure
BMP	best management practice
CAA	federal Clean Air Act
CAAQS	California Ambient Air Quality Standard
CAL FIRE	California Department of Forestry and Fire Protection
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH_4	methane
CNEL	community noise equivalent level
CNG	compressed natural gas
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	CO_2-equivalent
dB	decibels
diesel PM	diesel-powered engines
DWR	California Department of Water Resources
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
GHG	greenhouse gas
GWP	global warming potential
HFC	hydrofluorocarbon
HVAC	heating, ventilation, and air conditioning
IPCC	Intergovernmental Panel on Climate Change
L_{dn}	day-night average noise level
LID	low impact development
MMT	million metric tons
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NHTSA	National Highway Traffic Safety Administration
NOA	naturally occurring asbestos
NO_X	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System

NRC	National Research Council
PCE	tetrachloroethene
PFC	perfluorocarbon
PHPS	Preliminary Historic Properties Synthesis
PM_{10}	particulate matter with an aerodynamic diameter of 10 micrometers or less
$PM_{2.5}$	particulate matter with an aerodynamic diameter of 2.5 micrometers or less
PPV	peak particle velocity
REC	recognized environmental condition
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
SACOG	Sacramento Area Council of Governments
SB	Senate Bill
SCS	Sustainable Communities Strategy
SENL	single event noise level
SF_6	sulfur hexafluoride
SMAQMD	Sacramento Metropolitan Air Quality Management District
SWPPP	storm water pollution prevention plan
TAC	toxic air contaminant
TCE	trichloroethene
TRU	transport refrigeration unit
VdB	vibration decibel
VOC	volatile organic compound
WSA	water supply assessment
UWMP	urban water management plan

1 INTRODUCTION AND PROJECT HISTORY

The Stock Ranch Plaza (Stock Ranch) commercial development has an approved development plan permitting 409,387 square feet of retail and restaurant use, of which approximately 75 percent has been constructed and the overall site infrastructure and internal roadway circulation system is in place. The project site's two major anchor stores (Costco and Walmart) and an Applebee's restaurant have been built and are operating. The Costco store includes a gas station. About 101,375 square feet of the commercial uses approved are yet to be built.

The currently approved development plan is based on the Stock Ranch Development Guide that was originally approved in 2001 and analyzed in the certified *Stock Ranch Development Guide Environmental Impact Report* (Stock Ranch EIR) (State Clearinghouse No. 2000032089) (City of Citrus Heights 2000, 2001a, 2001b). In 2005, the City approved the Walmart store design review, which involved the preparation of an EIR Addendum that identified that the Walmart store's environmental impacts would be within the scope of those identified in the previous EIR. The traffic analysis in the EIR Addendum confirmed that the traffic generated by Walmart would not generate traffic that would exceed the 1,692 p.m. peak hour total trips generated by Stock Ranch identified in the Stock Ranch EIR. Additional development capacity remains in Stock Ranch, and depending on its development intensity could result in peak hour traffic trips that exceed the total peak hour trips identified in the Stock Ranch EIR. This was an issue identified in the Walmart Addendum as requiring additional evaluation when subsequent projects come forward for development.

The proposed Stock Ranch Plaza Site Plan Amendment (Stock Ranch Amendment) would consist of improvements to the on-site roadway circulation system for the Central Driveway and East Driveway. These circulation system improvements address existing on-site traffic operation conflicts and consist of widening and provision of turn pockets, stop signs, and enhanced pavement treatments for pedestrian crosswalks. As part of the modifications to Central Driveway and East Driveway, the project would increase the amount of on-site parking from 1,927 spaces under the currently approved development plan to 1,966 spaces, and would reduce the total retail square footage from 408,387 square feet under the currently approved development plan to 398,741 square feet and allow for additional restaurant users than were previously considered under the original Stock Ranch approval.

The EIR was prepared at the program "first-tier" level of environmental review consistent with the requirements of California Environmental Quality Act (CEQA) Sections 15152 and 15168. The program-level analysis considered the environmental impacts of the development and operation of the overall Stock Ranch commercial development. The Stock Ranch EIR acknowledged that subsequent development of Stock Ranch would occur in multiple phases and development requests. As subsequent development projects are proposed, they are being evaluated to determine whether the entitlements/actions proposed fall within the scope of the approved Stock Ranch EIR and incorporate all applicable performance standards and mitigation measures identified therein. Should the subsequent development phases not be consistent with the approved Stock Ranch project, additional environmental review through the subsequent review provisions of CEQA for changes to previously-reviewed and approved projects may be warranted (CEQA Guidelines Sections 15162 through 15164).

Consistent with the process described, the City is evaluating the project application to determine what type of additional environmental review would be required. This environmental checklist has been prepared to determine whether the environmental impacts of the project are within the scope of the Stock Ranch EIR, or if changed environmental conditions that are of sufficient magnitude result in new or substantially more severe environmental impacts, as compared to those considered in the Stock Ranch EIR. This analysis also considers whether there is new information of substantial importance showing that new or substantially more severe environmental impacts would occur compared to that evaluated in the Stock Ranch EIR.

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2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The proposed Stock Ranch Amendment would consist of improvements to the on-site roadway circulation system for the Central Driveway and East Driveway and associated changes to approved building square footage and parking to accommodate these improvements.

The project is consistent with City of Citrus Heights land use designations and zoning. The project would require Master Concept Site Plan Modification and Design Review Permit Modification approval by the Citrus Heights Planning Commission.

2.2 PROJECT LOCATION

The project site is located within the City of Citrus Heights, on 12 parcels totaling 36.82 acres in size. The site's frontage is along Auburn Boulevard between Van Maren Lane and Sylvan Road (Exhibit 2-1).

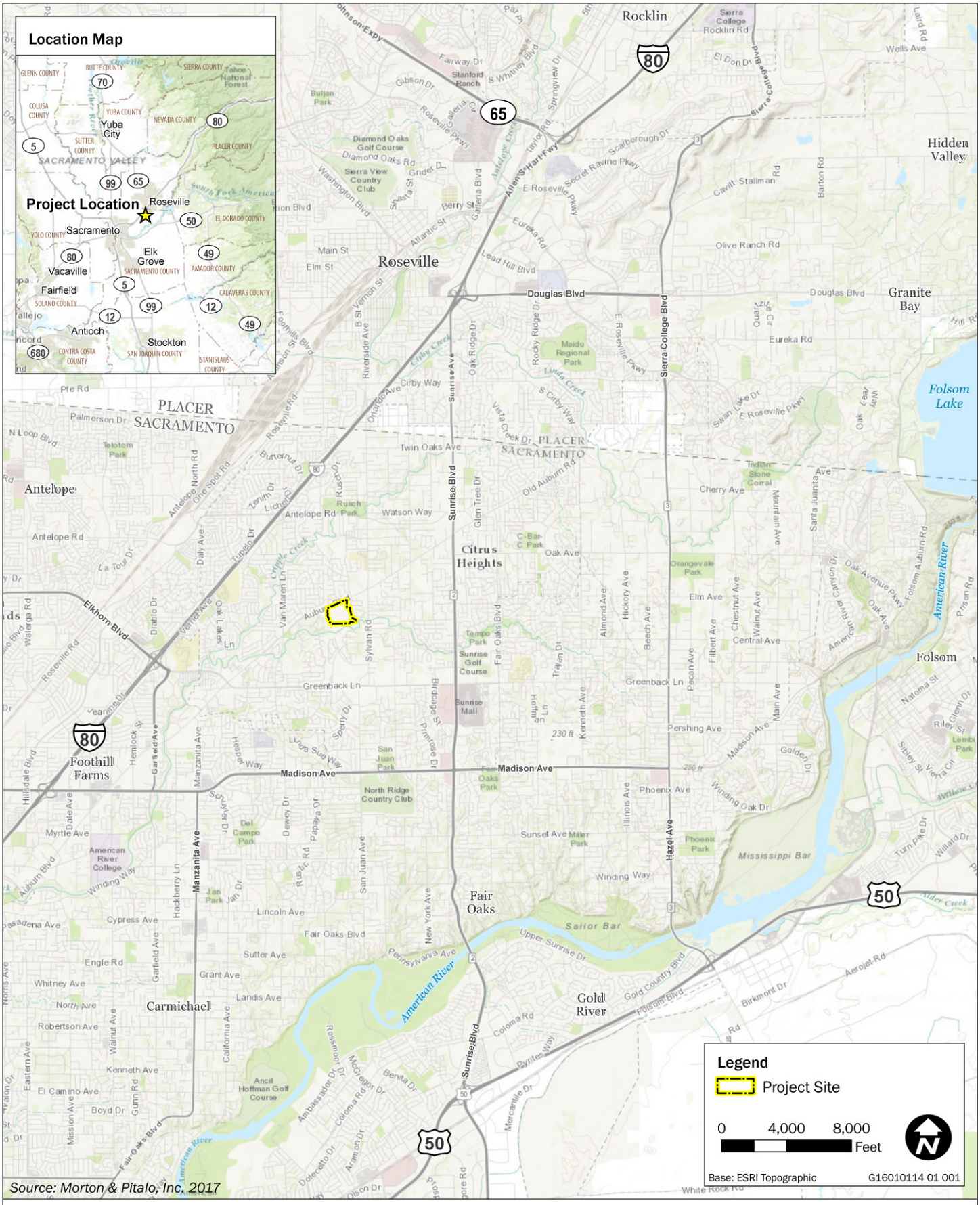
2.3 EXISTING SETTING

The Stock Ranch commercial development site consists of 12 parcels with three access points to Auburn Boulevard that are developed with three commercial uses (Costco, Walmart, and Applebee's) totaling 313,942 square feet of uses. The internal roadway network, Auburn Boulevard frontage improvements, on-site drainage and utility improvements, and individual parcel grading for the entire Stock Ranch site has been completed (Exhibit 2-2).

The City's General Plan designates the site as General Commercial and is zoned commercial.

2.4 PROJECT OBJECTIVES

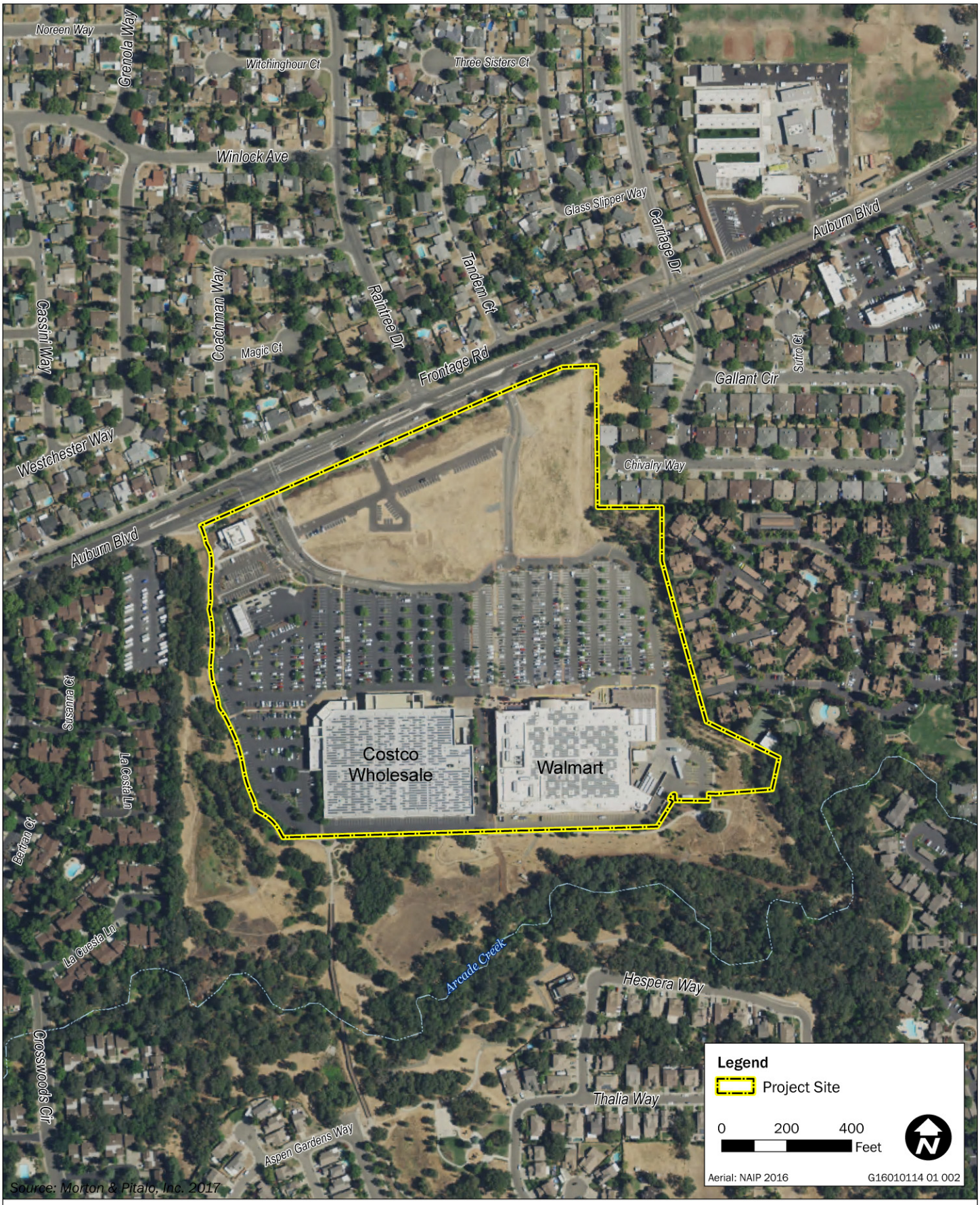
The fundamental objective of the Stock Ranch Guide for Development is to provide orderly and systematic development of an integrated commercial and residential project in a manner that respects the infill character of the site, surrounding land uses, and the site's natural resources.



Source: Morton & Pitalo, Inc. 2017

Exhibit 2-1 **Regional Location**

ASCENT ENVIRONMENTAL



Source: Morton & Pitalo, Inc. 2017

Exhibit 2-2 **Project Vicinity and Existing Conditions**

ASCENT ENVIRONMENTAL

2.5 PROJECT ELEMENTS

The currently approved Stock Ranch Plaza Site Plan is based on the Stock Ranch Development Guide that was approved in 2003 (Exhibit 2-3). The proposed Stock Ranch Amendment would involve the approval of a revision to the approved Stock Ranch Plaza Site Plan (see Exhibit 2-4). Revisions to the Stock Ranch Site Plan would consist of improvements to the on-site roadway circulation system (see Exhibit 2-5).

2.5.1 Circulation System Improvements

The primary internal access road (referred to in the application as the "Central Driveway") has been experiencing on-site vehicle traffic challenges because of the operation of the Costco gas station in combination with traffic arriving and leaving from Applebee's, Costco, and Walmart. Specifically, inbound traffic destined for the Costco gas station often conflicts with vehicles turning left out of Costco's and Walmart's parking areas that are traveling to the Central Driveway's signalized intersection with Auburn Boulevard. The project includes the widening of the Central Driveway to provide a center turn lane, the elimination of six parking driveway aisles access points to the Central Driveway, and the addition of two stop sign control intersections with dedicated turn pockets and enhanced pavement treatments for pedestrian crosswalks (Exhibit 2-5).

The alignment of the East Driveway established in the approved Stock Ranch Plaza Site Plan is irregular and includes several "jogs." The project would modify this alignment to create a more direct connection to Auburn Boulevard to improve circulation through the site (Exhibit 2-5). Proposed changes in pedestrian circulation are described below.

1. Removal of an uncontrolled crosswalk across the Central Driveway connecting the Applebee's parking lot to the Retail J building. This planned crosswalk (shown in the Approved Site Plan) is located approximately 110 feet from the signalized main entrance at Auburn Boulevard. This change eliminates pedestrian movements across a four-lane wide segment of road with traffic that is controlled by a traffic signal and thus has the right-of-way when given a green indication.

2. Relocation of an existing uncontrolled crosswalk across the Central Driveway (currently connecting to the pedestrian walkway through the parking lot to the Costco entrance) to a future four-way intersection located approximately 100 feet to the east. The modification improves safety by having pedestrians cross at a clearly defined intersection where motorists expect pedestrians to cross.

3. Realignment of the Central Driveway and the East Driveway to form a four-leg intersection with crosswalks on all approaches. This intersection is proposed as an all-way stop controlled intersection. This intersection is located on a primary pedestrian connection between Auburn Boulevard and Walmart.

These internal roadway improvements require the reconfiguration of drive aisle islands would require the removal of landscaping and approximately 14 trees, which would replace in new landscaping areas established as part of the reconfiguration. Removal of protected trees (as defined under Section 106.39.020 of the City Municipal Code) would require the project to obtain approval of a Tree Permit and tree placement consistent with Section 106.39.060 of the City Municipal Code.

OWNER/DEVELOPER
C & S PROPERTIES, LTD.
1939 HARRISON STREET
OAKLAND, CA 94612

ENGINEER
MORTON & PITALO, INC.
1788 TRIBUTE ROAD
SUITE 200
SACRAMENTO, CA 95815

ASSESSOR'S PARCEL NO.
211-0280-05
211-0270-12 (PORTION)

AREA
67.2± AC.

EXISTING USE & ZONING
VACANT; COMMERCIAL (SC)

PROPOSED USE & ZONING
COMMERCIAL (SC)

PARKING STATISTICS

REGULAR STALLS (9' MIN X 19' MIN)	1,039
COMPACT STALLS (8' MIN X 17' MIN)	145
HANDICAP ACCESSIBLE (14' MIN X 18' MIN)	32
HANDICAP VAN ACCESSIBLE (17' MIN X 18' MIN)	9
COSTCO REGULAR STALLS (10' MIN X 20' MIN)	547
COSTCO COMPACT STALLS (9' MIN X 20' MIN)	151
COSTCO HANDICAP ACCESSIBLE (14' MIN X 20' MIN)	14
COSTCO HANDICAP VAN ACCESSIBLE (17' MIN X 20' MIN)	2
TOTAL PARKING PROVIDED	1,939

SCHOOLS
SAN JUAN UNIFIED SCHOOL DISTRICT

GAS
PACIFIC GAS & ELECTRIC

TELEPHONE
ROSEVILLE TELEPHONE

ELECTRIC
SACRAMENTO MUNICIPAL UTILITIES DISTRICT

WATER
CITRUS HEIGHTS WATER DISTRICT

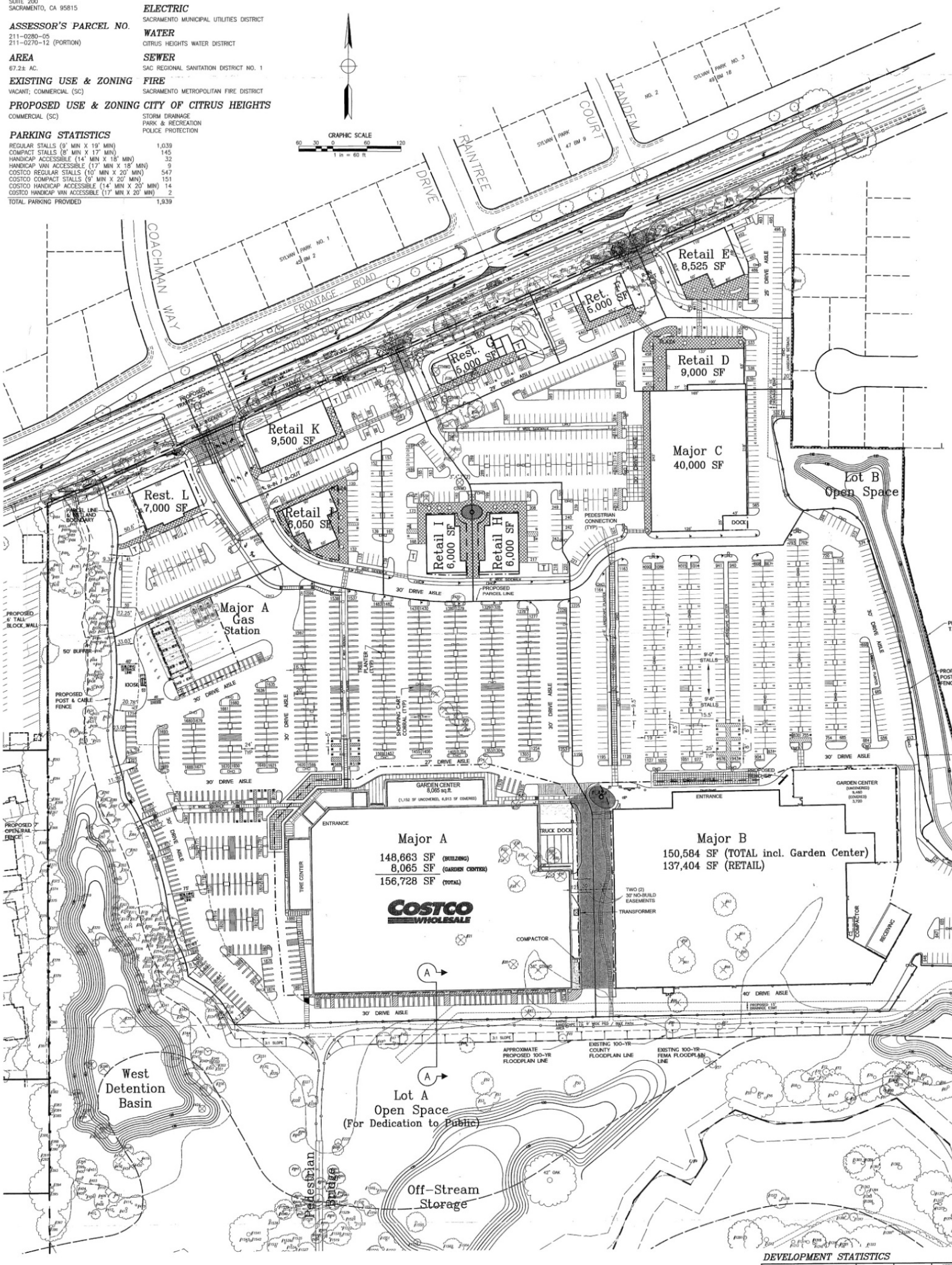
SEWER
SAC REGIONAL SANITATION DISTRICT NO. 1

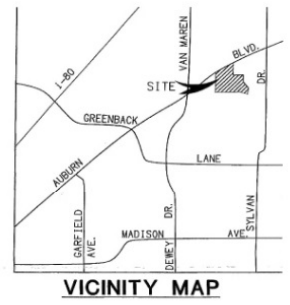
FIRE
SACRAMENTO METROPOLITAN FIRE DISTRICT

CITY OF CITRUS HEIGHTS
STORM DRAINAGE
PARK & RECREATION
POLICE PROTECTION

DAVID BABCOCK & ASSOCIATES
ARCHITECTURE & PLANNING
3581 MT. DIABLO BLVD., SUITE 235
LAFAYETTE, CALIFORNIA 94549
TEL.: (925) 283-5070 FAX: (925) 283-4823
www.dbabcock.com

GRAPHIC SCALE
60 30 0 60 120
1 in = 60 ft

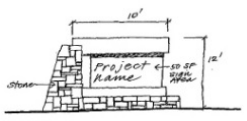




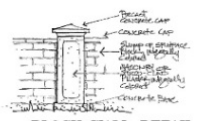
VICINITY MAP

LEGEND

ESMT	EASEMENT
FNC	FENCE
P.U.E.	PUBLIC UTILITY EASEMENT
R/W	RIGHT OF WAY
	EXISTING BOUNDARY LINE
	PROPOSED PARCEL LINE
	PROPOSED BUILDING LIMIT LINE
11H	PARKING SPACE NUMBER
CH	COMPACT PARKING SPACE
T	PROPOSED TRASH ENCLOSURE
	COLORED SCORED CONCRETE PAVEMENT
	COLORED STAMPED ASPHALT
	SCORED CONCRETE PAVEMENT (BRUSHED CHECKERBOARD)
	PROPOSED POLE LIGHTS
	TREE TO BE REMOVED



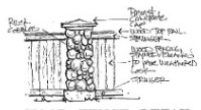
MONUMENT SIGN DETAIL
NTS



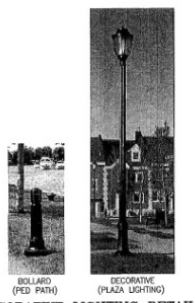
BLOCK WALL DETAIL
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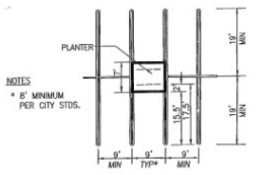
OPEN RAIL FENCE DETAIL
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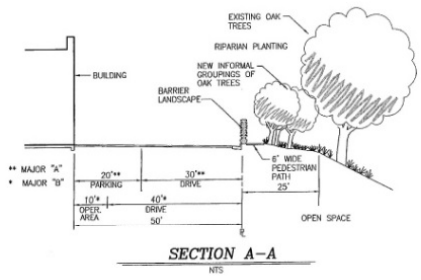
WOOD FENCE DETAIL
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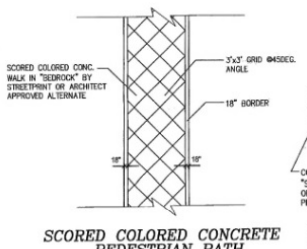
DECORATIVE LIGHTING DETAIL
NTS



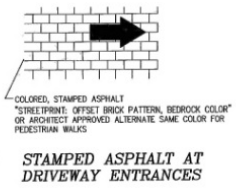
STRIPING DETAIL
NTS



SECTION A-A
NTS



SCORED COLORED CONCRETE PEDESTRIAN PATH



STAMPED ASPHALT AT DRIVEWAY ENTRANCES

DEVELOPMENT STATISTICS

PCL	BUILDING	BUILDING AREA (sf)	MAX. PAD AREA (SF)	CITY PARKING REQ'D	CITY PARKING RATIO	TENANT PARKING REQ'D	TENANT PARKING PROVIDED	PARKING RATIO PROVIDED	LOT AREA (ACRES)
1	MAJOR A (COSTCO)	148,663	307,312	669	4.50	714	714	4.80	13.19
	-COVERED GARDEN	6,913		31	4.50	N/A	N/A	N/A	
	-UNCOVERED GARDEN	1,152		1	1.00	N/A	N/A	N/A	
2	MAJOR B (RETAIL)	137,404		618	4.50	687	660	4.80	11.56
	-COVERED GARDEN	3,720		17	4.50	N/A	N/A	N/A	
	-UNCOVERED GARDEN	9,460		10	1.00	N/A	N/A	N/A	
3	MAJOR C	40,000	41,000	180	4.50	180	193	4.82	3.55
4	RETAIL D	9,000	14,000	41	4.50	41	41	4.50	0.81
5	RETAIL E	8,525	9,000	38	4.50	38	38	4.50	1.08
6	RETAIL F	5,000	6,000	23	4.50	23	23	4.50	0.64
7	RESTAURANT G (D-U)	5,000	6,000	50	10.00	50	50	10.00	0.81
8	RETAIL H	6,000	6,000	27	4.50	27	27	4.50	0.76
9	RETAIL I	6,000	6,000	27	4.50	27	41	6.83	0.97
10	RETAIL J	6,050	7,000	27	4.50	27	38	6.28	0.98
11	RETAIL K	9,500	10,000	43	4.50	43	43	4.50	1.14
12	RESTAURANT L	7,000	8,000	70	10.00	70	71	10.00	1.46
A	OPEN SPACE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	28.04
B	OPEN SPACE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.21
	TOTALS	409,387	420,312	1,872	4.57	1,927	1,939	4.74	67.20

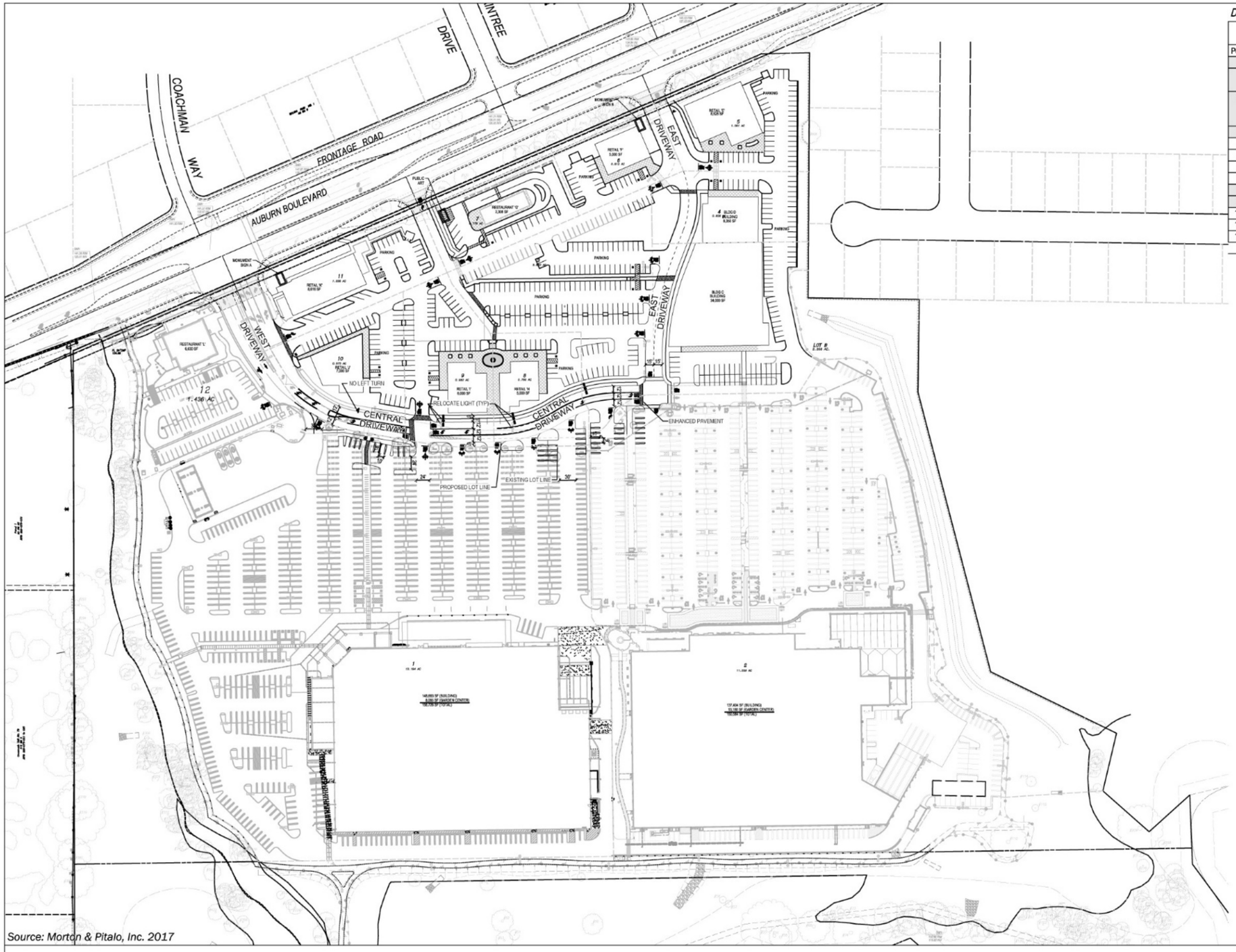
NOTE: ALL PARKING PROVIDED REQUIRES RECIPROCAL PARKING AGREEMENT.

Source: David Babcock & Associates 2003

X16010114 01 002

Exhibit 2-3 **Stock Ranch Approved Site Plan**

ASCENT ENVIRONMENTAL



Source: Morton & Pitalo, Inc. 2017

DEVELOPMENT STATISTICS

PCL	BUILDING	BUILDING AREA (sf)	PARKING REQ'D	PARKING RATIO REQ'D	PARKING PROVIDED	PARKING RATIO PROVIDED	LOT AREA (ACRES)
1	MAJOR A (COSTCO)	148,663	669	4.50	715	4.56	
	–COVERED GARDEN	6,913	31	4.50	N/A	N/A	13.33
	–UNCOVERED GARDEN	1,152	1	1.00	N/A	N/A	
2	MAJOR B (WALMART)	137,404	618	4.50	702	4.66	
	–COVERED GARDEN	3,720	17	4.50	N/A	N/A	11.63
	–UNCOVERED GARDEN	9,460	10	1.00	N/A	N/A	
3	MAJOR C	34,000	153	4.50	240	7.05	3.48
4	RETAIL D	8,350	38	4.50	32	3.83	0.81
5	RETAIL E	8,525	38	4.50	43	5.04	1.06
6	RETAIL F	5,000	23	4.50	19	3.80	0.61
7	RESTAURANT G	2,308	23	10.00	15	6.50	0.78
8	RETAIL H	5,000	23	4.50	19	3.80	0.65
9	RETAIL I	6,000	27	4.50	41	6.31	0.95
10	RETAIL J	7,000	32	4.50	46	9.20	0.98
11	RETAIL K	8,616	39	4.50	22	2.55	1.10
12	RESTAURANT L	6,630	66	10.00	72	10.86	1.44
	TOTALS	398,741	1,808	4.53	1,966	4.93	36.82

NOTE: ALL PARKING PROVIDED REQUIRES RECIPROCAL PARKING AGREEMENT.

OWNER/DEVELOPER

CALIFORNIA C & S PROPERTIES
1939 HARRISON STREET
OAKLAND, CA 94612

OTHER PROPERTY OWNERS

COSTCO WHOLESALE CORP.
999 LAKE DRIVE
ISSAQUAH, WA 98027

WAL MART REAL ESTATE
PO BOX 8050
BENTONVILLE, AR 72712

ENGINEER

MORTON & PITALO, INC.
75 IRON POINT ROAD
SUITE 120
FOLSOM, CA 95630

ASSESSOR'S PARCEL NO.

211–0870–01 THRU 12

AREA

36.82± AC.

EXISTING ZONING

COMMERCIAL (SC)

PROPOSED ZONING

COMMERCIAL (SC)

SCHOOLS

SAN JUAN UNIFIED SCHOOL DISTRICT

GAS

PACIFIC GAS & ELECTRIC

TELEPHONE

CONSOLIDATED COMMUNICATIONS

ELECTRIC

SACRAMENTO MUNICIPAL UTILITIES DISTRICT

WATER

CITRUS HEIGHTS WATER DISTRICT

SEWER

SAC REGIONAL SANITATION DISTRICT NO. 1

FIRE

SACRAMENTO METROPOLITAN FIRE DISTRICT

CITY OF CITRUS HEIGHTS

STORM DRAINAGE
PARK & RECREATION



VICINITY MAP

GRAPHIC SCALE

X16010114 01 002

Exhibit 2-4

Proposed Site Plan Modifications

ASCENT ENVIRONMENTAL

COACHMAN WAY

FRONTAGE ROAD

AUBURN BOULEVARD

DRIVE

E

MONUMENT SIGN B

EAST DRIVEWAY

RETAIL 'E'
8,525 SF
5
1.081 AC

PARKING

RETAIL 'F'
5,000 SF
6
0.612 AC

PUBLIC ART

RESTAURANT 'G'
2,308 SF
7
0.776 AC

4 BLDG D
0.808 AC BUILDING
8,350 SF

3
3.990 AC

BLDG C
BUILDING
34,000 SF

MONUMENT SIGN A

11
1.096 AC
RETAIL 'K'
8,616 SF

WEST DRIVEWAY

RESTAURANT 'L'
6,630 SF

12
1.436 AC

10
0.975 AC
RETAIL 'J'
7,000 SF

9
0.982 AC
RETAIL 'I'
6,000 SF

8
0.760 AC
RETAIL 'H'
5,000 SF

LOT B
2.208 AC.

NO LEFT TURN

RELOCATE LIGHT (TYP)

CENTRAL DRIVEWAY

ENHANCED PAVEMENT

PROPOSED LOT LINE

EXISTING LOT LINE

Source: Morton & Pitalo, Inc. 2017

X16010114 01 003

Exhibit 2-5

On-Site Circulation Improvements

ASCENT ENVIRONMENTAL

2.5.2 Modifications to On-Site Parking and Undeveloped Commercial Parcels

As part of the modifications to Central Driveway and East Driveway, the project would increase the amount of on-site parking from 1,927 spaces under currently approved development plan to 1,966 spaces, and would reduce the total retail square footage from 409,387 square feet under the currently approved development plan to 398,741 square feet. Table 2-1 provides an overview of these changes by parcel.

Table 2-1 Stock Ranch Plaza - Comparison of Approved Site Plan to Proposed Site Plan Amendment

Use/Building		Approved 2003 Site Plan			Proposed Site Plan Amendment			Net Change		
Parcel	Use/ Building	Square Footage	Parking Spaces		Square Footage	Parking Spaces		Square Footage	Parking Spaces	
			Required	Provided		Required	Provided		Required	Provided
1	Major A Costco	148,663	669	714	148,663	669	715	0	0	+1
	Covered Garden	6,913	31		6,913	31		0	0	
	Garden	1,152	1		1,152	1		0	0	
2	Major B Walmart	137,404	618	687	137,404	618	702	0	0	+15
	Covered Garden	3,720	17		3,702	17		0	0	
	Garden	9,460	10		9,460	10		0	0	
3	Major C	40,000	180	180	34,000	153	240	-6,000	-27	+60
4	Retail D	9,000	41	41	8,350	38	32	-650	-3	-9
5	Retail E	8,525	38	38	8,525	38	43	0	0	+5
6	Retail F	5,000	23	23	5,000	23	19	0	0	-4
7	Rest G	5,000	50	50	2,308	23	15	-2,692	-27	-35
8	Retail H	6,000	27	27	5,000	23	19	-1,000	-4	-8
9	Retail I	6,000	27	27	6,000	27	41	0	0	+14
10	Retail J	6,050	27	27	7,000	32	46	+950	+5	+19
11	Retail K	9,500	43	43	8,616	39	22	-884	-4	-21
12	Applebee's	7,000	70	70	6,630	66	72	-370	-4	+2
Total		**409,387**	**1,872**	**1,927**	**398,741**	**1,808**	**1,966**	**-10,646**	**-64**	**+39**

Upon approval of this project, there be 84,799 square feet of remaining commercial development potential on the project site. Of this remaining development potential, the project applicant estimates that approximately 28,000 square feet would be used for food uses (e.g., fast food, casual, and sit-down restaurants). Approximately 13,000 square feet may be used for fast food restaurants and the remaining 15,000 square feet may be used for casual dining and/or sit-down restaurants. Depending on the final determination of future tenants, the parking for each parcel will be reconciled with the parking identified in Table 2-1 to ensure compliance with the City's off-street parking requirements.

2.6 REQUIRED ACTIONS

The project would require the following actions by the City; no other agency actions would be required:

- Amendment of Master Concept Site Plan Modification and Design Review Permit Modification approval by Planning Commission,
- improvement plan approval,
- issuance of Tree Permit, and
- issuance of building permits.

3 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW

3.1 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

The purpose of this checklist is to evaluate the categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in environmental impact significance conclusions different from those found in the *Stock Ranch Development Guide Environmental Impact Report* (Stock Ranch EIR). The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the State CEQA Guidelines. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162. A "no" answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact because it was analyzed and addressed with mitigation measures in the Stock Ranch EIR. For instance, the environmental categories might be answered with a "no" in the checklist because the impacts associated with the project were adequately addressed in the Stock Ranch EIR, and the environmental impact significance conclusions of the Stock Ranch EIR remain applicable. The purpose of each column of the checklist is described below.

Where Impact was Analyzed

This column provides a cross-reference to the pages of the Stock Ranch EIR where information and analysis may be found relative to the environmental issue listed under each topic.

Do Proposed Changes Involve New Significant Impacts?

The significance of the environmental impacts of the project-specific features not considered in the Stock Ranch EIR is indicated in the columns to the right of the environmental issues.

Any new Circumstances Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or having substantial increases in the severity of previously identified significant impacts.

Any New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available, requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects or the project, but the project proponents decline to adopt the Mitigation Measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the Mitigation Measure or alternative, the question would be answered "yes" requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the

same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered "no" and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

Notably, where the only basis for preparing a subsequent EIR or a supplement to an EIR is a new significant impact or a substantial increase in the severity of a previously identified impact, the need for the new EIR can be avoided if the project applicant agrees to one or more mitigation measures that can reduce the significant effect(s) at issue to less than significant levels. (See *River Valley Preservation Project v. Metropolitan Transit Development Board* (1995) 37 Cal.App.4th 154, 168.)

Do Prior Environmental Documents Mitigations Address/Resolve Impacts?

This column indicates whether the prior environmental documents and adopted CEQA Findings provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A "yes" response will be provided in either instance. If "NA" is indicated, this Environmental Checklist Review concludes that there was no impact, or the impact was less-than-significant and, therefore, no mitigation measures are needed.

3.2 DISCUSSION AND MITIGATION SECTIONS

Discussion

A discussion of the elements of the checklist is provided under each environmental category to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

Mitigation Measures

Applicable mitigation measures from the prior environmental review that would apply to the project are listed under each environmental category. New mitigation measures are included, if needed.

Conclusions

A discussion of the conclusion relating to the need for additional environmental documentation is contained in each section.

Acronyms Used in Checklist Tables

Acronyms used in the Environmental Checklist tables and discussions include:

EIR	Environmental Impact Report
MM	Mitigation Measure
NA	not applicable

4 ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
1. Aesthetics. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	The impact was not analyzed in the EIR	No	No	NA, no impact would occur
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	The impact was not analyzed in the EIR	No	No	NA, no impact would occur
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	Draft EIR Setting pp. 4.12-1 to 4.12-4 Impact 4.12.1 and 4.12.2	No	No	NA, impact remains less than significant
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Draft EIR Setting pp. 4.12-1 to 4.12-4 Impact 4.12.4	No	No	NA, impact remains less than significant

4.1.1 Discussion

Since approval of the *Stock Ranch Development Guide Environmental Impact Report* (Stock Ranch EIR), the City of Citrus Heights adopted a new general plan on August 11, 2011 and the Zoning Ordinance was comprehensively updated in 2006, with minor updates in 2016. Applicable City goals, policies, and standards of the general plan regarding aesthetics are similar to what was established in the *Stock Ranch Guide for Development* (see Section 5) and evaluated in the Stock Ranch EIR. Therefore, no substantial change in the environmental and regulatory settings related to aesthetics, described in Section 4.12, Visual Resources/Light and Glare, in the Stock Ranch EIR has occurred since its certification.

a) Have a substantial adverse effect on a scenic vista?

Scenic vistas were not analyzed in the Stock Ranch EIR. The City of Citrus Heights General Plan (City of Citrus Heights 2011a) does not identify any scenic vistas or scenic resources on or near the project site. Therefore, no impact would occur.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

State scenic highways were not analyzed in the Stock Ranch EIR. No state designated scenic highways exist in the area as the project is located along Auburn Boulevard, which is a local roadway surrounded by common urban development. The City of Citrus Heights General Plan does not identify any local scenic roads or scenic resources. Therefore, no impact would occur.

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

As discussed in Stock Ranch EIR Impact 4.12.1: Obstruction/Impairment of Views, Stock Ranch would introduce urban uses to a previously undeveloped property. The placement of such uses could result in the

obstruction/impairment of views from surrounding roadways and neighboring uses. Because the Stock Ranch site is predominantly surrounded by residential uses, viewer sensitivity was considered high. To address issues of views from surrounding residential uses and passersby, the Stock Ranch Guide for Development includes several design guidelines that provide buffers through landscaping and consider the visual character of the surroundings in building design. Thus, the impacts were determined to be less than significant for the obstruction and impairment of views.

As discussed in Stock Ranch EIR Impact 4.12.2: Degradation of Aesthetically Significant Areas, Stock Ranch development would surround Arcade Creek with urban uses including commercial uses to the north and residential uses and/or commercial and office to the south. Arcade Creek is the foremost aesthetic feature on the Stock Ranch site, providing visual diversity and recreational potential. The Stock Ranch Guide for Development recognizes the value of Arcade Creek and includes specific Development Standards relative to preserving its aesthetic qualities while at the same time taking advantage of the Creek as a visual amenity. Development Standards for uses adjacent to the creek require building walls facing Arcade Creek to be visually buffered by planting native and riparian-type plantings to blend with the native landscape of the creek and soften the building elevations. Shrub and vine plantings on the creek side shall be used to screen any walls adjacent to the service drive. Thus, the impacts were determined to be less than significant for aesthetically significant areas.

The proposed Stock Ranch Amendment would consist of improvements to the existing internal roadway circulation system for the Central Driveway and East Driveway and the re-configuration of remaining undeveloped commercial parcels and on-site parking. As shown in Exhibit 2-2, the Stock Ranch Plaza has already been developed with the three retail uses (Costco, Walmart, Applebee's), internal roadway network, Auburn Boulevard frontage improvements, and individual parcel grading for the remaining commercial sites. These changes are intended to facilitate circulation within the site and would complement the existing visual character of Stock Ranch Plaza. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

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

As discussed in Impact 4.12.4: Introduction of New Sources of Light and Glare, Stock Ranch would introduce new light and glare sources to the project site in association with commercial development, as the site would be lit or partially lit at night. These sources of light could be noticeable from surrounding uses, especially those that are at a higher elevation than the project site. Commercial uses proposed north of Arcade Creek could create some lighting disturbance for residences in the Crosswoods to the west, and Sylvan Estates and the apartment complex to the east. Daytime glare would also increase in association with the introduction of new buildings, signage, automobiles, and other vehicles. The increase in glare from reflective automobile surfaces (e.g. windshields) would increase.

The Stock Ranch Guide for Development contains several areawide design guidelines that would reduce the potential for spillover lighting and skyglow effects associated with nighttime illumination and to minimize glare from reflective surfaces. For example:

- Lighting adjacent to residential areas shall be shielded with cut-off luminaries.
- Light standards for parking areas shall not exceed 25 feet in height.
- Service area lighting shall be contained within the service yard boundaries and enclosure walls. No light spillover shall occur outside the service area. The light source shall not be visible from the street and residences.
- Building illumination and architectural lighting shall be indirect.

Implementation of the proposed lighting, building design, and landscaping guidelines, as well as continued compliance with the City's lighting standards (Zoning Code Chapter 106.35), would ensure that potential light and glare impacts are reduced to a level that would be less than significant. Glare impacts would be addressed through implementation of screening landscaping. In this regard, the Development Standards require a single species of tree to be used for each discreet parking area. Evergreen trees (minimum 25 percent 24" box and 75 percent 15-gallon size) planted in a formal row specified along the project side of the fence at residential edges. One tree planting is required for every 20 linear feet of property line adjacent to residential uses. Further, existing trees and vegetation shall be retained whenever possible. Based on the extensive use of landscape throughout the project (i.e. in parking lots, along residential edges) as directed by the Guide for Development, glare impacts would be reduced to less-than-significant levels.

The project would not result in a substantial alteration of existing on-site lighting as potential lighting changes would be associated with the relocation of existing internal roadway light fixtures, which would be required to comply with the City's existing standards as well as the Stock Ranch Guide for Development design guidelines. Additionally, the future development (of reduced density) would be required to comply with these design guidelines. Therefore, impacts would remain less than significant. The findings of the Stock Ranch EIR remain valid and no further analysis is required.

Mitigation Measures

No mitigation measures were needed for the Stock Ranch EIR regarding aesthetics. No additional mitigation measures are required for the project regarding this topic.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the Stock Ranch EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to aesthetics.

4.2 AGRICULTURE AND FOREST RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
2. Agriculture and Forestry Resources. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Scoped out of EIR Resources do not exist in project area	No	No	NA
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Scoped out of EIR No agricultural zoning or Williamson Act contracted lands exist in project area	No	No	NA
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))?	Scoped out of EIR Resources do not exist in project area	No	No	NA
d. Result in the loss of forest land or conversion of forest land to non-forest land?	Scoped out of EIR Resources do not exist in project area	No	No	NA
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?	Scoped out of EIR Resources do not exist in project area	No	No	NA

4.2.1 Discussion and Conclusion

Agricultural and forestry impacts were scoped out of the Stock Ranch EIR during preparation of the EIR because these resources do not exist in the area. The project site does not contain any of these resources and would also have no impact.

4.3 AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
3. Air Quality. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	Draft EIR Setting pp. 4.6-1 to 4.6-5 Impact 4.6.1 and 4.6.2	No.	No	Yes, construction air quality impacts were determined to be less than significant with mitigation and operational impacts to regional air quality would remain significant and unavoidable
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Draft EIR Setting pp. 4.6-1 to 4.6-5 Impact 4.6.1 and 4.6.2	No.	No	Yes, construction air quality impacts were determined to be less than significant with mitigation and operational impacts to regional air quality would remain significant and unavoidable.
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)?	Draft EIR Setting pp. 4.6-1 to 4.6-5 Impact 4.6.1 and 4.6.2	No.	No	Yes, construction air quality impacts were determined to be less than significant with mitigation and operational impacts to regional air quality would remain significant and unavoidable.
d. Expose sensitive receptors to substantial pollutant concentrations?	Draft EIR Setting pp. 4.6-1 to 4.6-5 Impact 4.6.3	No.	No	Yes, carbon monoxide impacts would remain less than significant.
e. Create objectionable odors affecting a substantial number of people?	Not addressed in the EIR	No.	Yes	N/A, no odor impacts would occur under the project.

4.3.1 Discussion

Since release of the Stock Ranch EIR, state and federal ambient air quality standards have been updated for the following pollutants:

- ozone standards for federal (1-hour standard of 124 parts per billion [ppb] and 8-hour standard of 70 ppb) and state (8-hour standard of 70 ppb),
- nitrogen oxide standards for federal (annual average standard of 53 ppb and 1-hour standard of 100 ppb) and state (annual average standard of 70 ppb and 1-hour standard of 30 ppb),

- sulfur dioxide standards for federal (1-hour standard of 75 ppb) and state (24-hour standard of 40 ppb and 1-hour standard of 25 ppb),
- particulate matter 10 microns (PM_{10}) for state (annual average standard of 20 micrograms per cubic meter), and
- particulate matter 2.5 microns ($PM_{2.5}$) for federal (annual average standard of 12 micrograms per cubic meter and 24-hour standards of 35 micrograms per cubic meter) and state (annual average standard of 12 micrograms per cubic meter).

In addition, the Sacramento Metropolitan Air Quality Management District (SMAQMD) has updated its construction thresholds for particulate matter (80 for PM_{10} and 82 for $PM_{2.5}$) based on the SMAQMD CEQA Guide (SMAQMD 2015).

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

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

As identified in Impact 4.6.1 and 4.6.2, Stock Ranch would result in significant construction and operational air quality impacts. Construction emissions were mitigated to less than significant with the application of mitigation measures MM 4.6.1a (dust control measures), MM 4.6.1b (dust control coordinator), and MM 4.6.1c (ozone precursor control measures). The Stock Ranch EIR identified mitigation measure MM 4.6.2a and b (implementation of a transportation demand management measures for both the residential and commercial components of the project) to address operational emissions. However, these mitigation measures were not adequate to fully mitigate Impact 4.6.2 and this impact was determined to be significant and unavoidable.

The project would reduce the amount of commercial development that is currently allowed, which would reduce operational emissions compared to the existing approved Stock Ranch. CalEEMod was utilized to determine if modifications to the internal roadway system would result in new construction air quality impacts. Model results identified that construction emissions would be three pounds per day and less per pollutant and within the SMAQMD CEQA Thresholds based on the *Stock Ranch Plaza Site Plan Amendment Greenhouse Gas Emissions Analysis* (Michael Baker International 2017). Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified Stock Ranch EIR remain valid and no further analysis is required.

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)?

As discussed in (a) and (b), above, the project would not exceed SMAQMD CEQA thresholds for construction emissions and would reduce the approved commercial development potential of the site that would reduce anticipated operational emissions. The findings of the certified Stock Ranch EIR remain valid and no further analysis is required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Impact 4.6.3 in the Stock Ranch EIR modeled carbon monoxide concentrations under project and cumulative conditions and determined that emissions would be below federal and state standards (see Stock Ranch Draft EIR Table 4.6-5 and 4.6-6).

As identified in the Stock Ranch Design Review Permit Modification Traffic Impact Study (DKS 2017), the proposed modifications of Stock Ranch (including the consideration of additional restaurant uses) would not substantially increase traffic volumes that would result in operational impacts (LOS) or volumes that could

result in a carbon monoxide concentration impacts (peak hour volumes at project intersections would have an increase of 443 peak hour at full buildout of Stock Ranch, while background traffic along Auburn Boulevard (west and east of the site) have decreased on average by 2 percent to 18 percent (58 to 417 PM peak hour trips) between years 2000 and 2016 that reduces the significance of this increase in project trips. The findings of the certified Stock Ranch EIR remain valid and no further analysis is required.

e) Create objectionable odors affecting a substantial number of people?

This issue was not addressed in the Stock Ranch EIR. The project would not introduce a new land use (e.g., wastewater treatment plant) that could result in a new substantial objectionable odor source. Therefore, exposure to odorous emissions would be considered less than significant.

Mitigation Measures

The following mitigation measures were referenced in the Stock Ranch EIR analysis and would be implemented if the project were approved.

Mitigation Measure MM 4.6.1a:

Conditions of approval shall require the implementation of the following mitigation measures for control of PM_{10}/dust during the construction of all components of the project:

- water exposed surfaces, graded areas, storage piles and haul roads at least twice daily;
- minimize the amount of disturbed area, the amount of material actively worked, and the amount of material stockpiled;
- limit onsite construction vehicles to 15 mph;
- sweep or wash paved streets adjacent to construction sites at least once a day to remove accumulated dust; and
- maintain at least two feet freeboard when transporting soil or other material by truck.

Mitigation Measure MM 4.6.1b:

All construction contracts will require designation of a dust control coordinator. All neighboring properties within the standard noticing area will be provided with the name and phone number of a designated construction dust control coordinator who will respond to complaints by suspending dust-producing activities or providing additional personnel or equipment for dust control.

Mitigation Measure MM 4.6.1c:

Conditions of approval shall require the implementation of the following mitigation measures for control of ozone precursors during the construction of any component of the proposed project:

- encourage construction employees to use means other than single occupancy vehicles to commute to the work site,
- all stationary and mobile construction equipment will be operated and maintained in proper running order though routine tune-ups. NO_X emissions from stationary and mobile construction equipment will be reduced by 5 percent,
- use alternative fuel or electric powered equipment where feasible, and
- use diesel engines that meet the most recent emission standards.

Mitigation Measure MM 4.6.2b:

The commercial portions of the site will be developed under a Transportation Demand Management (TDM) program. The TDM program shall, at a minimum, include the following components:

- designation of an on-site TDM coordinator;
- provisions to encourage bicycle commuting;
- provision of transit use incentives, provision of information, printed schedules and commuter promotions;
- carpool incentives; and
- installation of secure bicycle parking facilities at commercial areas and parks.

CONCLUSION

The project would not result in new or substantially more severe significant impacts to air quality. The conclusions of the Stock Ranch EIR remain valid and no additional analysis is required.

4.4 BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
4. Biological Resources. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	EIR Setting pp. 4.9-1 to 4.9-22 Impacts 4.9.1, 4.9.4 to 4.9.6 and 4.6.8 to 4.9.11	No	No	Yes, impact would remain less than significant. The Stock Ranch Plaza has been developed and no natural habitat exists on the site.
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	EIR Setting pp. 4.9-1 to 4.9-22 Impact 4.9.3	No	No	Yes, impact would remain less than significant with application of adopted mitigation measure. The Stock Ranch Plaza has been developed and no natural habitat exists on the site.
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?	EIR Setting pp. 4.9-1 to 4.9-22 Impact 4.9.12	No	No	Yes, impact would remain less than significant with application of adopted mitigation measure. The Stock Ranch Plaza has been developed and no wetland habitat exists on the site.
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	EIR Setting pp. 4.9-1 to 4.9-22 Impact 4.9.2	No	No	NA, impact remains less than significant
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	EIR Setting pp. 4.9-1 to 4.9-22 Impact analyzed in Section 4.9.4 Existing Setting	No	No	NA, impact remains less than significant
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	EIR Setting p. 4.1-1 to 4.1-5 Impact 4.1.6	No	No	NA, no impact would occur

4.4.1 Discussion

Since approval of Stock Ranch Plaza, the site has been developed with three retail uses (Costco, Walmart, and Applebee's) totaling 313,942 square feet of uses. The internal roadway network, Auburn Boulevard frontage improvements, on-site drainage and utility improvements, and individual parcel grading for the entire Stock Ranch site has been completed (Exhibit 2-2). No natural habitat exists on the Stock Ranch Plaza site.

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

As discussed in Impact 4.9.1: Common Plant Communities, Stock Ranch development would result in the removal of approximately 45 acres of annual grassland habitat and result in permanent and temporary impacts in up to 16 acres of annual grassland habitat. Because non-native grassland is regionally widespread and the wildlife utilizing these areas are widespread, this impact was determined to be less than significant and no mitigation was required.

As discussed in Impact 4.9.7: Northwestern Pond Turtle, development of the Stock Ranch project could result in the removal of habitat for the northwestern pond turtle. The northwestern pond turtle may occur in slower reaches and backwater areas of Arcade and San Juan creeks within the project area. Stock Ranch design includes buffers along all creek corridors; however, some intrusion into these areas may occur due to trail construction and pedestrian bridge construction. However, pond turtles are extremely wary of human activity and are likely to leave the area when construction is initiated. Because pond turtles are unlikely to be directly affected by construction, this impact was determined to be less than significant.

As discussed in Impacts 4.9.4 to 4.9.6, and 4.9.8 to 4.9.11, Stock Ranch development could result in the loss of special-status plant species, disturbance to nesting raptors and other migratory birds, loss of special-status fish species, removal of habitat for the western spadefoot toad, removal of potential bat roosting habitat, loss of potential habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp, and the loss of potential valley elderberry longhorn beetle habitat. These potentially significant impacts have been mitigated to a less-than-significant level through the implementation of the following mitigation measures: MM 4.9.4a, MM 4.9.5a, MM 4.9.6a, MM, 4.9.8a, MM 4.9.9a, MM 4.9.10a, and MM 4.9.11a.

No new significant impacts or substantially more severe biological impacts would occur with implementation of the project. No natural habitat currently exists on the commercial portion of Stock Ranch; therefore, changes to the driveway and parking areas would not result in impacts to natural habitats. The project would result in the removal of 14 landscaping trees from the site. While not likely, these trees could provide nesting habitat for raptors or other special-status bird species. These trees would be replaced as part of the new landscape for reconfiguration of the roadway improvements. Implementation of adopted mitigation measure MM 4.9.5a (preconstruction surveys for nesting birds and raptors and protection of active nests) would reduce impacts to nesting birds to at less-than-significant level. No new significant impacts would occur. The findings of the Stock Ranch EIR remain valid and no further analysis is required.

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

As discussed in Impact 4.9.3: Oak and Riparian Woodlands, the Stock Ranch development would result in the removal and disturbance of native oak trees, oak woodland, and riparian woodland. Native oaks, oak woodland, and riparian woodland are considered significant resources by local resource agencies. Although they are not protected by federal or statewide regulations, they are recognized as a significant resource in Sacramento County and are protected in the *Citrus Heights General Plan* and the *Citrus Heights Tree*

Ordinance (Chapter 106.39 of the City Municipal Code) Although Stock Ranch includes 32 acres of open space and recreation areas that preserve approximately 25 acres of riparian and oak woodlands, a significant number of oak trees, oak woodland, and riparian habitat was anticipated to be removed based on the original project design. Indirect and direct impacts to native oaks that could occur due to project implementation include removal of oaks, pruning, and/or cutting of root and canopy, soil impaction, changes in permeable soil surface, and increased run-off and other hydrology changes. These impacts were determined to be potentially significant and were subject to mitigation. With implementation of MM 4.9.3a, impacts to oak and riparian woodlands were mitigated to less-than-significant levels.

The project is located within the existing roadway corridor and developed project site, which do not support riparian or sensitive habitat conditions. No new significant impacts would occur. Thus, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

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?

As discussed in Impact 4.9.12: Jurisdictional Water of the U.S., development of Stock Ranch would result in fill of jurisdictional waters of the U.S. The project area supported approximately 1.85 acres of potential jurisdictional waters of the U.S, which included vernal pool, perennial, and intermittent drainage. Jurisdictional waters are regulated under Sections 401 and 404 of the Clean Water Act and under Section 1600 et seq. of the California Fish and Game Code. Additionally, these areas are protected in the City of Citrus Heights Draft General Plan. Consequently, impacts to jurisdictional waters of the U.S. were determined to be a potentially significant impact and are subject to mitigation. Implementation of MM 4.9.12a would reduce potential impacts to less-than-significant levels by requiring a delineation of the project site be submitted to the Army Corps of Engineers for the appropriate Section 404 permit and Section 101 Water Quality certification, that wetlands lost or disturbed be replaced or rehabilitated on a “no-net-loss” basis, and that a Streambed Alteration Agreement be obtained from the California Department of Fish and Wildlife.

The project is located within the existing roadway corridor and developed project site, neither of which support wetland habitats. Therefore, implementation of the project would not result in significant impacts to wetlands. Thus, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

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

As discussed in Impact 4.9.2: Habitat for Common Resident and Migratory Wildlife, Stock Ranch development would remove habitat for common resident and migratory wildlife through development of urban uses. The Stock Ranch site is surrounded by urban development. However, the common wildlife species occurring on the site can live within and near urban developments and would still be able to move freely through approximately 25 acres of open space area that was incorporated into the original Stock Ranch project design. Because a relatively contiguous corridor of open space is proposed through Arcade Creek corridor, wildlife movement would not be restricted along the riparian corridors. Additionally, these common wildlife species are abundant in the region and they receive no protection from federal, state, or local resource agencies. Consequently, this impact was determined to be less than significant and no mitigation was required.

The project is located within a developed area of the Stock Ranch site that provides no wildlife movement corridors. Thus, the proposed changes would not result in new significant impacts or substantially more severe impacts. The findings of the Stock Ranch EIR remain valid and no further analysis is required.

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

The City of Citrus Heights adopted a new general plan on August 11, 2011 (City of Citrus Heights 2011a). However, the applicable local goals and policies are similar to those identified in Table 4.9-4: Project Consistency with the Draft General Plan Biological Resources Objectives and Policies, in the Stock Ranch EIR. Also, as discussed in criteria b) above, implementation of mitigation measure 4.9.3a would bring Stock Ranch in compliance with the Citrus Heights Tree Ordinance. Therefore, the impacts were determined to be less than significant.

These internal roadway improvements require the reconfiguration of drive aisle islands would require the removal of landscaping and approximately 14 trees, which would replace in new landscaping areas established as part of the reconfiguration. Removal of protected trees (as defined under Section 106.39.020 of the City Municipal Code) would require the project to obtain approval of a Tree Permit and tree placement consistent with Section 106.39.060 of the City Municipal Code. The project would not result in any new significant impacts or substantially more severe impacts that are not already addressed in the Stock Ranch EIR or existing City standards. The findings of the Stock Ranch EIR remain valid and no further analysis is required.

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

Stock Ranch is not located within a Habitat Conservation Plan or Natural Community Conservation Plan. No new conservation plans have been adopted since approval of the Stock Ranch EIR. Therefore, there would be no impact and the findings of the Stock Ranch EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were adopted with the Stock Ranch EIR and would continue to remain applicable.

Mitigation Measure MM 4.9.5a:

If construction is proposed during the breeding season (February to August), a focused survey for migratory bird nests shall be conducted within 30 days prior to the beginning of construction activities by a qualified biologist to identify active nests on the site. If active nests are found, no construction activities shall take place within 500 feet of the nest until the young have fledged. Trees containing nests that must be removed because of project implementation shall be removed during the non-breeding season (September to January). If no active nests are found during the focused survey, no further mitigation will be required.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the Stock Ranch EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to biological resources.

4.5 CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
5. Cultural Resources. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	EIR Setting pp. 4.10-1 to 4.10-5 Impact 4.10.1	No	No	NA, impact would remain less than significant
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	EIR Setting pp. 4.10-1 to 4.10-5 Impact 4.10.2	No	No	Yes, impact would remain less than significant with the application of the adopted mitigation measures
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	The impact was not analyzed in the EIR	No	No	No, but impact would be less than significant with implementation of new mitigation measure 4.10.c
d. Disturb any human remains, including those interred outside the formal cemeteries?	EIR Setting pp. 4.10-1 to 4.10-5 Impact 4.10.2	No	No	Yes, impact would remain less than significant with the application of the adopted mitigation measures

4.5.1 Discussion

Since approval of Stock Ranch Plaza, the site has been developed with three retail uses (Costco, Walmart, and Applebee's) totaling 313,942 square feet of uses. The internal roadway network, Auburn Boulevard frontage improvements, on-site drainage and utility improvements, and individual parcel grading for the entire Stock Ranch site has been completed (Exhibit 2-2).

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

As discussed in Stock Ranch EIR Impact 4.10.1: Potential for Impacts to Historic Resources, the site is located in an area of historic sensitivity. However, previous surveys of the site have not revealed any historic resources. No local landmarks or historic resources listed on or eligible for the California Register are located on the site. The closest historical resource to the site is the Sylvan School House located at 6921 Sylvan Road, just east of the site and Stock Ranch would not alter the integrity of this site. Therefore, this impact was determined to be less than significant.

The project would consist of improvements to the internal roadway circulation system for the Central Driveway and East Driveway and the configuration of remaining undeveloped commercial parcels and on-site parking. The proposed changes are located in previously approved and disturbed project footprints and roadway corridors that do not contain any known historic resources. Furthermore, the land has already been graded and prepared and no additional major land disturbance is expected. No new significant impacts would occur. Therefore, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

As discussed in Impact 4.10.2: Potential for Impacts to Historic Resources, the site has the potential to contain subsurface cultural resources. This was determined to be a potentially significant impact that could be mitigated to less than significant levels with implementation of mitigation measures MM 4.10.a and MM 4.10.10b. Implementation of MM 4.10.a would require that the City be notified immediately if cultural resources are discovered during excavation or construction. In addition, if any human remains are discovered, the Sacramento County Coroner must also be immediately notified. The construction activities shall also be periodically monitored by an archaeologist. Implementation of MM 4.10.10b would require the City to coordinate with a qualified archaeologist and/or historian in the case that cultural resources are encountered during development.

The project would consist of improvements to the internal roadway circulation system for the Central Driveway and East Driveway and the configuration of remaining undeveloped commercial parcels and on-site parking. The proposed changes are located in previously approved project footprints and roadway corridors that do not contain any known archaeological resources. Furthermore, the land has already been graded and prepared and no additional major land disturbance is expected. Should an accidental discovery of cultural resources occur, application of adopted mitigation measures MM 4.10.1a, b, and c would address this impact. Therefore, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Unique paleontological resources and unique geologic features were not analyzed in the Stock Ranch EIR. No recorded paleontological resources were found in the project area (UCMP 2016). Furthermore, much of the project site has already been developed and the proposed changes are in previously approved project footprints and roadway corridors. However, it is possible that unique paleontological resources of unique geologic features could be encountered during construction of the Stock Ranch Amendment. With implementation of a new mitigation measure, MM 4.10.c, construction would halt if unrecorded paleontological resources were discovered during construction. Therefore, the impact would be less than significant with mitigation incorporated.

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

See discussion under item b) above.

Mitigation Measures

The following mitigation measures were adopted with the Stock Ranch EIR and would continue to remain applicable if the project was approved.

Mitigation Measure MM 4.10.a:

If during excavation or construction activities any cultural resources are encountered, the City shall be immediately notified. In addition, if any human remains are discovered, the Sacramento County Coroner must also be immediately notified. The construction activities shall also be periodically monitored by an archaeologist.

Mitigation Measure MM 4.10.1b:

If any cultural resources are encountered during development, City shall coordinate additional research by a qualified archaeologist and/or historian.

In addition to the mitigation measures in the Stock Ranch EIR (listed above), the following mitigation measure would apply:

Mitigation Measure 4.10.c:

Conduct construction personnel education, stop work if paleontological resources are discovered, assess the significance of the find, and prepare and implement a recovery plan as required.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the Stock Ranch EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to cultural resources.

4.6 GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
6. Geology and Soils. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides?	EIR Setting pp. 4.8-1 to 4.8-5 Impact 4.8.1	No	No	NA, impact would remain less than significant
b. Result in substantial soil erosion or the loss of topsoil?	EIR Setting pp. 4.8-1 to 4.8-5 Impact 4.8.3	No	No	Yes, impact would remain less than significant with the application of the adopted mitigation measure
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?	EIR Setting pp. 4.8-1 to 4.8-5 Impact 4.8.1	No	No	NA, impact would remain less than significant
d. Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	EIR Setting pp. 4.8-1 to 4.8-5 Impact 4.8.2	No	No	NA, impact would remain less than significant
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	The impact was not analyzed in the EIR	No	No	NA, no impact would occur

4.6.1 Discussion

Since approval of Stock Ranch Plaza, the site has been developed with three retail uses (Costco, Walmart, and Applebee's) totaling 313,942 square feet of uses. The internal roadway network, Auburn Boulevard frontage improvements, on-site drainage and utility improvements, and individual parcel grading for the entire Stock Ranch site has been completed (Exhibit 2-2). No significant changes to site geology or building design standards have occurred since approval of Stock Ranch.

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

Citrus Heights is not underlain or adjacent to any known faults delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map (cite website). Because the damage from surface fault rupture is generally limited to a linear zone a few yards wide, the potential for surface fault rupture to cause damage to proposed structures is negligible. Thus, no impact would result.

ii) Strong seismic ground shaking?

As discussed in Impact 4.8.1: Seismic Groundshaking Hazards, Stock Ranch development could potentially expose people and structures to seismic groundshaking during an earthquake. Although no recent fault movement has been recorded locally, the region has historically experienced groundshaking from distant fault activity. Groundshaking is considered the primary seismic threat in Citrus Heights. No active faults are located in the immediate area of Stock Ranch. However, in the event of an earthquake originating from a fault within the region (i.e. within 80 miles), the site may be subject to groundshaking. The likelihood of any damage resulting from a seismic event is considered minimal for two reasons: First, because of the relative distance of active faults in respect to the site, the intensity of shaking would be greatly diminished. Second, the project would be required to adhere to the California Building Standards Code, which is expected to provide an adequate level of safety for the buildings and persons within them. For these reasons, impacts to Stock Ranch resulting from seismic groundshaking were determined to be less than significant.

The project would consist of improvements to the internal roadway circulation system for the Central Driveway and East Driveway and the configuration of remaining undeveloped commercial parcels and on-site parking. The proposed changes would not increase the risk of loss, injury, or death for people or structures. Furthermore, the project would be subject to the California Code of Regulations (CCR), Title 24, also known as the California Building Standards Code. All new development and redevelopment would be required to comply with the current adopted CCR, which includes design criteria for seismic loading and other geologic hazards, including design criteria for geologically induced loading that govern sizing of structural members and provide calculation methods to assist in the design process. While ground shaking impacts could be potentially damaging, they would also tend to be reduced in their structural effects because of CCR criteria that recognize this potential. The CCR includes provisions for buildings to structurally survive an earthquake without collapsing and includes measures such as anchoring to the foundation and structural frame design. No new significant impact would occur. Therefore, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

iii) Seismic-related ground failure, including liquefaction?

As discussed in Section 4.8.4, Existing Setting and Background, secondary hazards such as liquefaction and settlement are unlikely to occur. Overall, the City of Citrus Heights is in a low severity zone assuming maximum earthquake intensity. Thus, impacts would be less than significant.

iv) Landslides?

As discussed in Section 4.8.4, Existing Setting and Background, the overall topography of the City of Citrus Heights, as well as the project site, is relatively flat. As a result, no landslides or landslide deposits have been mapped within the city. Thus, impacts would be less than significant.

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

As discussed in Impact 4.8.3: Soil Erosion, development of Stock Ranch would include large-scale earthmoving and grading activities. Construction activities would increase the amount of soils prone to

erosion by wind and, in the winter months, rain. Both Arcade Creek and San Juan Creek meander through out the site and could be subject to increased levels of siltation if soils disturbed by construction activities are transported to receiving waters. Although the soils on the site exhibit slight to moderate erosion properties, the magnitude of soil disturbance on the site could result in project-induced onsite erosion and subsequent sedimentation in the Arcade and San Juan Creeks during clearing and grading. These impacts are potentially significant. However, the Stock Ranch Guide for Development contains Design Guidelines for site grading which specify that building sites should conform to the existing natural topography and minimize earthwork and grading as much as possible. The Design Guidelines require that grading plans be sensitive to natural drainage patterns, which will reduce erosion impacts. Furthermore, implementation of mitigation measure MM 4.8.3a would reduce construction-related erosion and sedimentation impacts to less-than-significant levels.

The project would consist of improvements to the internal roadway circulation system for the Central Driveway and East Driveway and the configuration of remaining undeveloped commercial parcels and on-site parking. The proposed changes would not substantially increase excavation and grading activities planned for the site. Furthermore, the project would be subject to the Design Guidelines and mitigation measure MM 4.8.3a, which would reduce potential erosion impacts to a less-than-significant level. Therefore, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

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?

See discussion under items a) iii) and a) iv) above.

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

As discussed in the Stock Ranch EIR Impact 4.8.2: Expansive Soils, the project site is underlain by Fiddyment-Orangevale complex and Urban Land-Xerarents-Fiddyment complex. Both soils have moderate potential for expansiveness. Because the soils may expand when wet and contract when dry, foundation structures may experience cracking when this phenomenon occurs. To avoid any adverse impacts associated with expansive soils, the project applicant would be required to have a geotechnical report prepared which would include testing of soils to determine expansion potential. The findings of the report and associated testing would be used to engineer the soil prior to foundation construction. Soils engineering may require excavation of expansive soils and replacement with non-expansive materials, treatment of expansive soils by mixing them with lime, etc. Geotechnical engineering, as required by the City Building Code, would reduce impacts associated with expansive soils to less than significant.

The project is subject to California Building Standards Code and City standards to address expansive soil issue on the site stability and erosion controls within project plans. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of Stock Ranch EIR remain valid and no further analysis is required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

As discussed in the Stock Ranch EIR Impact 4.11.6: Wastewater Collection System, sanitary sewer service for the project site is provided by the Sacramento Regional County Sanitation District and the County Sanitation District No. 1. Therefore, septic tanks or alternative waste water disposal systems are not required and no further analysis is required; no impact would occur.

Mitigation Measures

The following mitigation measure was adopted with the Stock Ranch EIR and would continue to remain applicable if the project was approved.

Mitigation Measure MM 4.8.3a:

Implementation of the following mitigation measures would reduce construction-related erosion and sedimentation impacts to less-than-significant levels:

- Prior to obtaining a grading permit, the applicant shall prepare an erosion control plan consistent with the construction site management plan developed for the National Pollutant Discharge Elimination System (NPDES) permit.

- No construction activities of any kind, including grading (cuts or fills), trenching, stockpiling of materials, etc., shall occur within buffer areas established along all reaches of Arcade and San Juan Creeks per Chapter 27 (Tributary Standards) of the City of Citrus Heights Zoning Code. 3) Grading areas left unprotected during the rainy season shall be stabilized. Stabilization measures may include NPDES Construction activities best management practices (BMPs) such as straw bales or sand bag barriers.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the Stock Ranch EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to geology and soils.

4.7 GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
7. Greenhouse Gas Emissions. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Not addressed in the EIR	No	No	Greenhouse gases were not addressed in the EIR. Development at Stock Ranch would comply with the City of Citrus Heights Greenhouse Gas Reduction Plan.
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Not addressed in the EIR	No	No	Greenhouse gases were not addressed in the EIR. Development at Stock Ranch would comply with the City of Citrus Heights Greenhouse Gas Reduction Plan.

4.7.1 Discussion

INTRODUCTION

At the time of approval of Stock Ranch and certification of its Final EIR, the contribution of greenhouse gas (GHG) emissions to climate change was a known issue of concern; however, it was not evaluated in the EIR. On March 18, 2010, amendments to the State CEQA Guidelines took effect which set forth requirements for the analysis of GHG emissions under CEQA. Since the EIR has already been certified, the determination of whether GHG emissions and climate change need to be analyzed for this project is governed by Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163. GHG emissions and climate change are not required to be analyzed under those standards unless it constitutes "new information of substantial importance, which was not known and could not have been known at the time" the Stock Ranch Guide for Development EIR was approved (CEQA Guidelines Section 15162[a][3]).

The issue of GHG emissions and climate change impacts is not new information that was not known or could not have been known at the time of the approval of the Stock Ranch Guide for Development. Rather, the issue of climate change and GHG emissions was widely known before the EIR certification, but not commonly evaluated in environmental documents. The United Nations Framework Convention on Climate Change was established in 1992. The regulation of GHG emissions to reduce climate change impacts was extensively debated and analyzed throughout the early 1990s. The studies and analyses of this issue resulted in the adoption of the Kyoto Protocol in 1997.

The courts have repeatedly held that new information that "was known" or "could have been known with the exercise of reasonable diligence" at the time of the EIR certification does not trigger subsequent environmental review (*Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515, 532 ("CREED II"); ALARM, supra, 12 Cal.App.4th at 1800–1803.) The courts have held that information on GHG emissions could have been known as early as 1994 and, therefore, would not trigger the new information standard under Section 21166 for EIRs certified after that date (CREED II, supra, 196 Cal.App.4th at 530–532 [Impact from GHGs not new information for EIR certified in 1994.]).

In the case of the project, GHG emission impacts and their effect on climate change was a known issue at the time of adoption of the Stock Ranch Guide for Development in 2001. The City has adopted a Greenhouse Gas Reduction Plan. The analysis below evaluates the project's consistency with the City's Greenhouse Gas Reduction Plan (City of Citrus Heights 2011b).

OVERVIEW OF GREENHOUSE GASES

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, these gases absorb infrared radiation. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth. Without the greenhouse effect, the earth would not be able to support life as we know it.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is "extremely likely" that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic factors together.

REGULATORY OVERVIEW

The following is a summary of applicable GHG state and local regulations.

California Global Warming Solutions Act (Assembly Bill 32)

The primary acts that have driven GHG regulation and analysis in California include the California Global Warming Solutions Act of 2006 (AB 32) (Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599), which instructs the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. The act directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020

Amendments to California Global Warming Solutions Act of 2006: Emission Limit (Senate Bill 32)

Signed into law in September 2016, SB 32 codifies the 2030 target in Executive Order B-30-15. The bill authorizes the state board to adopt an interim GHG emissions level target to be achieved by 2030. SB 32 states that the intent is for the legislature and appropriate agencies to adopt complementary policies which ensure that the long-term emissions reductions advance specified criteria. At the time of writing this report, however, no specific policies or emissions reduction mechanisms have been established.

Table 4-1 provides a brief overview of other California legislation relating to climate change that may affect emissions associated with the project.

Table 4-1 California State Climate Change Legislation

Legislation	Description
Assembly Bill 1493 and Advanced Clean Cars Program	Assembly Bill 1493 ("the Pavley Standard") (Health and Safety Code Sections 42823 and 43018.5) aims to reduce GHG emissions from noncommercial passenger vehicles and light-duty trucks of model years 2009–2016. By 2025, when all rules will be fully implemented, new automobiles will emit 34 percent fewer CO_2e emissions and 75 percent fewer smog-forming emissions.
Low Carbon Fuel Standard	Executive Order S-01-07 (2007) requires a 10 percent or greater reduction in the average fuel carbon intensity for transportation fuels in California. The regulation took effect in 2010 and is codified at Title 17, California Code of Regulations, Sections 95480–95490. The Low Carbon Fuel Standard will reduce GHG emissions by reducing the carbon intensity of transportation fuels used in California by at least 10 percent by 2020.
Renewables Portfolio Standard (Senate Bill X1-2 & Senate Bill 350)	California's Renewables Portfolio Standard (RPS) requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020. The 33 percent standard is consistent with the RPS goal established in the Scoping Plan. The passage of SB 350 in 2015 updates the RPS to require the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources to be increased to 50 percent by December 31, 2030. The bill will make other revisions to the RPS program and to certain other requirements on public utilities and publicly owned electric utilities.
Senate Bill 375*	SB 375 took effect in 2008 and provides a new planning process to coordinate land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established in AB 32. SB 375 requires metropolitan planning organizations to incorporate a sustainable communities strategy in their regional transportation plans that will achieve GHG emissions reduction targets by reducing vehicle miles traveled from light-duty vehicles through the development of more compact, complete, and efficient communities.
California Building Energy Efficiency Standards	In general, the California Building Energy Efficiency Standards require the design of building shells and building components to conserve energy. The CEC adopted changes to the 2013 Building Energy Efficiency Standards contained in the California Code of Regulations, Title 24, Part 6 (also known as the California Energy Code) and associated administrative regulations in Part 1. The amended standards took effect in 2014. The 2013 Building Energy Efficiency Standards are 25 percent more efficient than previous standards for residential construction and 30 percent better for nonresidential construction. The standards offer builders better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. Energy-efficient buildings require less electricity, and increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.
California Green Building Standards	The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code went into effect January 1, 2017.

*** Senate Bill 375 is codified at Government Code Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, 65588, 14522.1, 14522.2, and 65080.01, as well as at Public Resources Code Sections 21061.3 and 21159.28 and Chapter 4.2.**

City of Citrus Heights Greenhouse Gas Reduction Plan

The Greenhouse Gas Reduction Plan addresses major sources of GHG emissions in the community that cumulatively contribute to global climate change. The plan performs four primary functions: 1) outlines various strategies and measurable implementation actions to meet the City's General Plan goal of reducing GHG emissions by 10 to 15 percent below 2005 levels by 2020; 2) inspires residents and businesses to participate in community efforts to reduce GHG emissions; 3) demonstrates Citrus Heights' ability to respond to and comply with California's GHG reduction legislation and regulatory guidance; and 4) improves overall quality of life in the community by promoting smart growth and mobility principles that better connect the community, reduce air pollution and urban heat island effects, and encourage healthy lifestyles.

The Greenhouse Gas Reduction Plan includes strategies and performance indicators to reduce GHG emissions from both municipal and community-wide activities. The strategies address seven major GHG emission sources in Citrus Heights and set forth actions to achieve GHG reductions through community engagement and leadership, land use and community design, transportation choices, energy and water conservation techniques, solid waste reduction, and building green infrastructure.

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. The Greenhouse Gas Reduction Plan consists of voluntary GHG emission reduction measures.

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

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

As noted above, the City of Citrus Heights adopted a Greenhouse Gas Reduction Plan. A specific project proposal is considered consistent with the Citrus Heights Greenhouse Gas Reduction Plan if it complies with the GHG reduction measures contained in the plan. For the purposes of this analysis, the project is evaluated for its compliance with the Citrus Heights Greenhouse Gas Reduction Plan.

COMPLIANCE WITH CITRUS HEIGHTS GREENHOUSE GAS REDUCTION PLAN

The Citrus Heights Greenhouse Gas Reduction Plan is a strategic planning document that identifies sources of GHG emissions within the city's boundaries, presents current and future emissions estimates, identifies a GHG reduction target for the year 2020, and presents strategic programs, policies, and projects to reduce emissions from the energy, transportation, land use, water use, and waste sectors. The GHG reduction programs, policies, projects, and strategies are referred to as "reduction measures" in the plan. The Greenhouse Gas Reduction Plan was adopted pursuant to a detailed analysis of potential project impacts under CEQA and complies with the requirements of CEQA Guidelines Section 15183.5, which requires the following elements:

- quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
- establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;
- identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;
- specify measures or a group of measures, including performance standards, which substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
- establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels; and
- be adopted in a public process following environmental review.

The City's Greenhouse Gas Reduction Plan meets these guidelines as follows:

- The plan quantifies citywide GHG emissions, both existing and projected over the specified time period, resulting from activities within the city as defined by the City's General Plan.
- The plan establishes a level, based on substantial evidence, below which the contribution of emissions from activities covered by the plan would not be cumulatively considerable.
- Plan policy provisions coupled with the effects of state-led efforts would enable a combined reduction of 145,677 metric tons of CO_2e annually, or about 24.5 percent below 2005 levels.
- Plan policy provisions provide a foundation for the city to reach the goal of reducing emissions to 80 percent below 1990 levels by 2050.
- The plan identifies and analyzes the emissions resulting from specific actions or categories of actions anticipated within the city.
- The plan specifies measures or a group of measures, including performance standards.
- The plan establishes a mechanism to monitor its progress toward achieving the level and to require amendment if the plan is not achieving specific levels.

The reduction measures contained in the Greenhouse Gas Reduction Plan build on emissions inventory results. The strategies in the Greenhouse Gas Reduction Plan consist of measures and actions that identify the steps the City will take to support reductions in GHG emissions. The City of Citrus Heights will achieve these reductions in GHG emissions through a mix of voluntary programs and new strategic standards.

Both the existing GHG emissions inventory and emissions forecast in the Greenhouse Gas Reduction Plan were derived based on the land use designations and associated densities defined in the City's General Plan. The City of Citrus Heights General Plan Land Use Map designates the project site as General Commercial. The development permitted by the project is consistent with this land use designation. Therefore, because the project is consistent with the City's General Plan and would not modify the type, intensity, or density of use, it is also consistent with the GHG inventory and forecast in the Greenhouse Gas Reduction Plan.

Additionally, a specific project proposal is considered consistent with the Greenhouse Gas Reduction Plan if it complies with the applicable GHG reduction measures contained in the plan.

The proposed Site Plan Amendment's consistency with the Citrus Heights Greenhouse Gas Reduction Plan reduction measures is described in Table 4-2.

Table 4-2 Consistency with the Citrus Heights Greenhouse Gas Reduction Plan

GHG Reduction Measures	Discussion
Project Complies with the Following Measures	
Provide bicycle/pedestrian connections between land uses	**Compliant**: The MMRP adopted with the Stock Ranch Guide for Development EIR requires the development of a bikeway and pedestrian trail system along major roadways and through open space areas to connect residences to proposed and existing commercial areas within and near the Stock Ranch area (MM 4.6.2a), including the area encompassed by the project. A Transportation Demand Management (TDM) program was prepared for the Stock Ranch Auburn Commerce District and approved by the City in 2003. The TDM program specifies that a 12-foot-wide pedestrian bridge be constructed across Arcade Creek connecting the southern portion of the Stock Ranch project to the Auburn Boulevard Commercial District, and site planning elements in the Stock Ranch Guide for Development require that outdoor activity spaces for passive recreation for all commercial projects provide pedestrian walkways to link to adjacent uses.

Table 4-2 Consistency with the Citrus Heights Greenhouse Gas Reduction Plan

GHG Reduction Measures	Discussion
	The bridge has been constructed and connects to a system of sidewalks and paths that provide pedestrian and bicycle access to existing uses around the perimeter of the site, with walkways that provide access to each of the existing uses (Costco, Walmart, and Applebee's). The MMRP and TDM program are binding documents and would be applicable to the proposed Stock Ranch Plaza Site Plan Amendment. Therefore, based on the presence of existing facilities and compliance with the proposed Stock Ranch Plaza Site Plan Amendments, MMRP, and TDM program, the project site will be served by bicycle and pedestrian facilities connecting to off-site land uses. The project would not be required to implement this measure. The project as a whole has complied with this measure.
Provide two preferential parking spaces for carpool or vanpool use	**Compliant**: The MMRP adopted with the Stock Ranch Guide for Development EIR requires that the commercial portions of Stock Ranch be developed under a TDM program, which is required to include carpool incentives, including preferential parking strategies (MM 4.6.2b). A TDM program was prepared for the Stock Ranch Auburn Commerce District and approved by the City in 2003. The TDM program specifies that a minimum of 10% of employee parking spaces will be provided for carpool/cleaner fuel vehicles, based on the maximum number of employees on site at any one time. The spaces will be clearly marked "Carpool/Cleaner Fuel Vehicles Only" and located in prime locations near employee entrances. Ten spaces were required to be provided in the Costco parking lot and ten spaces were required to be provided in the Walmart parking lot. The locations of carpool/cleaner fuel vehicle spaces for the smaller tenants would be determined as part of individual tenant approvals. It should be noted that to date, the 20-required carpool/cleaner fuel vehicle spaces for Costco and Walmart have been set aside. The MMRP and TDM program are binding documents. and future commercial development under the Site Plan Amendment would be required to provide sufficient preferential parking spaces for carpool or vanpool uses are provided. Therefore, the Stock Ranch Plaza Site Plan Amendment and the Stock Ranch project as a whole would comply with this measure.
Minimize parking lot area by providing shared parking, motorcycle parking, or rideshare parking	**Compliant**: The MMRP adopted with the Stock Ranch Guide for Development EIR requires that the commercial portions of Stock Ranch be developed under a TDM program (MM 4.6.2b). A TDM program was prepared for the Stock Ranch Auburn Commerce District and approved by the City in 2003. The TDM program specifies that: a) park and ride parking spaces will be designated in parking areas for smaller tenants north of the main access drive (the area subject to the proposed Site Plan Amendment); b) the location and number of spaces will be designated in consultation with the City; and c) park and ride spaces will not be additive to the parking requirements of the tenants. It should be noted that the parking areas intended to serve the smaller tenants north of the Central Driveway have been constructed. None of the parking spaces on this portion of the site have been designated as park and ride spaces. The revised site plan for the remaining tenants also does not identify the recommended location for park and ride spaces. The MMRP and TDM program are binding documents and future commercial development under the Stock Ranch Plaza Site Plan Amendment would be required to provide rideshare parking in compliance with this measure. Therefore, the Stock Ranch Plaza Site Plan Amendment and the Stock Ranch project as a whole would comply with this measure.
Install parking and charging infrastructure for alternative fuel vehicles	**Compliant**: The MMRP adopted with the Stock Ranch Guide for Development EIR requires that the commercial portions of Stock Ranch be developed under a TDM program (MM 4.6.2b). A TDM program was prepared for the Stock Ranch Auburn Commerce District and approved by the City in 2003. The TDM program specifies that a minimum of 10% of employee parking spaces will be provided for carpool/cleaner fuel vehicles, based on the maximum number of employees on site at any one time. Ten spaces were required to be provided in the Costco parking lot and ten spaces were required to be provided in the Walmart parking lot. This parking currently exists. The locations of carpool/cleaner fuel vehicle spaces for the smaller tenants that are the subject of the proposed Stock Ranch Plaza Site Plan Amendment are subject to review by the City upon submittal of applications for development. The MMRP and TDM program are binding documents and future commercial development under the Stock Ranch Plaza Site Plan Amendment would be required to provide sufficient parking spaces for alternative fuel vehicles. Therefore, the Stock Ranch Plaza Site Plan Amendment and the Stock Ranch project as a whole would comply with this measure.

Table 4-2 Consistency with the Citrus Heights Greenhouse Gas Reduction Plan

GHG Reduction Measures	Discussion
Install improvements identified in the Bicycle Master Plan	**Compliant**: The Stock Ranch pedestrian/bicycle bridge and pathway, identified in the City's 2015 Bikeway Master Plan, has already been developed, linking the site to residential developments to the south. Therefore, the project as a whole would comply with this measure.
Install bicycle parking facilities	**Compliant**: The MMRP adopted with the Stock Ranch Guide for Development EIR requires that the commercial portions of Stock Ranch be developed under a TDM program. A TDM program was prepared for the Stock Ranch Auburn Commerce District and approved by the City in 2003. The TDM program is required to include the installation of secure bicycle parking facilities at commercial areas (MM 4.6.2b). The TDM program specifies that bicycle parking will be constructed concurrent with each tenant's construction, in accordance with requirements set forth in the City of Citrus Heights Zoning Code, and that the quantity and locations of bicycle parking shall be determined at time of development plan review for individual tenants. The TDM program also requires the tenant of Building C to provide locked, secure employee bicycle parking inside the building for 5 percent of the highest on-site employee count. It should be noted that bicycle rack elements have been constructed to serve the Costco, Walmart, and Applebee's uses. Status of the required secure interior bicycle parking facilities within the Costco and Walmart buildings is unknown. The MMRP and TDM program are binding documents and future commercial development under the Stock Ranch Plaza Site Plan Amendment would be required to provide sufficient bicycle parking spaces for alternative fuel vehicles. Therefore, the Stock Ranch Plaza Site Plan Amendment and the Stock Ranch project as a whole would comply with this measure.
Provide transit stop improvements such as shade, route information, and lighting (if applicable)	**Compliant**: The MMRP adopted with the Stock Ranch Guide Development EIR requires that the commercial portions of Stock Ranch will be developed under a TDM program. A TDM program was prepared for the Stock Ranch Auburn Commerce District and approved by the City in 2003. The TDM program is required to include provision of transit use incentives, provision of information, printed schedules, and commuter promotions (MM 4.6.2b). The TDM program specifies that bus shelters would be provided by the developer on the north and south sides of Auburn Boulevard adjacent to the site. In addition, the TDM program specifies that all eligible Stock Ranch employees will receive from their employer a 50 percent subsidy for monthly transit passes. The subsidy is to be available to employees who regularly ride transit and pre-register for this program. It should be noted that there are currently three bus stops located on Auburn Boulevard at the project's frontage Numerous bus routes operated by Sacramento Regional Transit serve the project site. The two bus shelters required by the TDM program have also been constructed. The MMRP and TDM program are binding documents and future commercial development under the Site Plan Amendment would be required to provide subsidies for transit passes. Access to transit stops has been provided in compliance with this measure. Therefore, the Stock Ranch Plaza Site Plan Amendment and the Stock Ranch project as a whole would comply with this measure.
Install parking lot shade trees consistent with the City Zoning Code	**Compliant**: The installation of parking lot shade trees on the developed portion of the site has been completed consistent with the City Zoning Code and the Stock Ranch Development Standards and Guidelines. Installation of shade trees on the new portion of the site would also be completed in a manner consistent with the City Zoning Code and the Stock Ranch Guide for Development. While the project would require removal of approximately 14 trees located in drive aisle landscape islands, these removed trees are expected be replaced with new trees planted in the reconfigured parking areas consistent with the tree replacement requirements of Chapter 106.39 of the City Municipal Code.
Maximize site improvements that promote infiltration, reuse, and evapotranspiration of rainfall from impervious areas Minimize impervious surfaces	**Compliant**: The Stock Ranch Development Standards and Guidelines require that a 50-foot-wide landscape strip be installed on the project site adjacent to Auburn Boulevard. Additionally, these guidelines mandate building setbacks of at least 75 feet between any structure and the boundary of the wetland preserve to the south, and setbacks of at least 75 feet between any structure and the floodplain. These setback areas allow for increased stormwater infiltration. The project site is being developed in a manner consistent with the Stock Ranch Development Standards and Guidelines to promote infiltration of stormwater. A stormwater system designed to meet applicable requirements has already been constructed. The Stock Ranch Development Standards and Guidelines and stormwater system master plan are binding documents and future commercial development under the Site Plan Amendment would be required to provide sufficient drainage improvements consistent with the Stock Ranch Development Standards and Guidelines. Therefore, the Stock Ranch Plaza Site Plan Amendment and the Stock Ranch project as a whole would comply with this measure.

Table 4-2 Consistency with the Citrus Heights Greenhouse Gas Reduction Plan

GHG Reduction Measures	Discussion
Provide and implement a Construction Air Quality Mitigation Plan (if nitrogen oxide emissions exceeds 85 pounds per day)	**Compliant**: The project would not result in the generation of nitrogen oxide emissions in excess of 85 pounds per day.
The Following Measures Are Not Applicable to the Project	
Sub-meter all tenant spaces	**Not Applicable**: This GHG reduction measure applies to residential development.
Reduce turf installation	**Not Applicable**: The project does not include the installation of any significant amounts of turf.
The City May Require the Following Measures Upon Submittal of Individual Building Permit Applications	
Utilize recycled materials in construction	Recycle or reuse all construction materials/debris
Install solar water heaters	Participate in the BERC Sustainable Business Program, which provides assistance, education, outreach, and training to businesses to ensure compliance with environmental regulations.

As described in Table 4-2, the project's consistency with the Greenhouse Gas Reduction Plan relies on measures already implemented by existing development on the site, compliance with mitigation measures specified in the MMRP and TDM program adopted by Stock Ranch, and measures the City may require upon submittal of individual building permit applications. Ongoing compliance with the MMRP, TDM program, Stock Ranch Development Standards and Guidelines, and the infrastructure master plans developed for the project site would ensure that the project is consistent with the Greenhouse Gas Reduction Program. The City will work with the project applicant regarding each of the remaining measures that may be applied to individual buildings to ensure implementation of those measures determined to be feasible.

The project would not make any changes to current City standards. All development in the City of Citrus Heights, including the project, would be required to adhere to all City-adopted policy provisions, including those contained in the adopted Greenhouse Gas Reduction Plan. The City ensures all provisions of the Greenhouse Gas Reduction Plan are incorporated into projects and their permits through development review and conditions of approval as applicable. No significant GHG impacts would occur.

Mitigation Measures

No significant GHG impacts were identified in the Stock Ranch EIR, and no mitigation measures were required.

CONCLUSION

The impact of GHG emissions on climate change was known at the time of certification of the Stock Ranch Guide for Development EIR in 2001. No supplemental environmental analysis of the project's impacts on this issue is required under CEQA. The remaining development potential in Stock Ranch would be required to comply with the Citrus Heights Greenhouse Gas Reduction Plan. The City will ensure all the project-applicable provisions of the Greenhouse Gas Reduction Plan are incorporated into future development on the project site during the development review process and through application of conditions of approval as applicable. Project consistency with the adopted Greenhouse Gas Reduction Plan ensures a less than significant impact.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
8. Hazards and Hazardous Materials. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	EIR Setting pp. 4.5-1 to 4.5-2 Impact 4.5.2	No	No	Yes, impact would remain less than significant with the application of the adopted mitigation measures
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?	EIR Setting pp. 4.5-1 to 4.5-2 Impact 4.5.1 and 4.5.2	No	No	Yes, impact would remain less than significant with the application of the adopted mitigation measures
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	This impact was not analyzed in the EIR	No	No	No, the impact would be less than significant
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?	This impact was not analyzed in the EIR	No	No	NA, no impact would occur
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?	This impact was not analyzed in the EIR	No	No	NA, no impact would occur
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	This impact was not analyzed in the EIR	No	No	NA, no impact would occur
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	This impact was not analyzed in the EIR	No	No	NA, the impact would be less than significant
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	This impact was not analyzed in the EIR	No	No	NA, no impact would occur

4.8.1 Discussion

The City of Citrus Heights adopted a new general plan on August 11, 2011. Applicable goals and policies regarding hazardous materials are similar to what was in effect at the time of the preparation of the Stock

Ranch EIR. Furthermore, the City has no ordinances that address the transport of hazardous materials. Thus, no substantial change in the environmental and regulatory settings related to hazards, described in Section 4.5, Human Health/Risk of Upset, in the Stock Ranch EIR has occurred since its certification.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

As discussed in the Stock Ranch EIR Impact 4.5.2: Hazardous Wastes associated with Commercial Development, Stock Ranch could potentially be developed with up to 570,000 sq. ft. of commercial uses. Commercial businesses such as print shops, photo developers, dry cleaners and auto repair shops use hazardous materials and generate hazardous wastes. Furthermore, new development or redevelopment that involves construction, demolition, and landscaping activities could also result in the transport, use, and disposal of hazardous materials such as gasoline, fuels, demolition materials, asphalt, lubricants, toxic solvents, pesticides, and herbicides.

The transport, use, and storage of hazardous materials by any development or redevelopment of Stock Ranch would be required to comply with all applicable local, state, and federal regulations during construction and operations (MM 4.5.2a). New commercial uses in the project area would be required to install temporary hazardous waste storage areas on paved, impermeable surfaces with drainage controls and spill containment features (MM 4.5.2b). Continued compliance with all federal, state, and local regulations related to the transport, use, and disposal of hazardous materials would reduce this impact to a level that is less than significant.

The project would consist of improvements to the existing internal roadway circulation system for the Central Driveway and East Driveway and the buildout of remaining undeveloped commercial parcels and on-site parking. The project would not change the overall pattern of development nor the types of hazardous materials that would be used, handled, or transported to the site. Furthermore, the proposed Stock Ranch Amendment would be subject to the local, state, and federal standards noted above. Thus, no new significant impacts or substantially more severe impacts would occur. The findings of the Stock Ranch EIR remain valid and no further analysis is required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

As discussed in the Stock Ranch EIR, Impact 4.5.1: Potential for On-site Contamination, contaminated soil could be encountered in association with past activities on the project site (dumping, possible motor vehicle fluids from abandoned cars) as well as the presence of the existing almond orchard (pesticides). Previously unknown contaminants in the soil (e.g. pesticides) could threaten the health and safety of site workers. Soil contamination or other hazards are typically detected by inspecting and searching public records for a subject property (MM 4.5.1a). The type of investigation is termed an environmental assessment or audit, and is performed independently by a California Registered Environmental Assessor (REA). If a site inspection uncovers chemical contamination or other hazardous materials or wastes at a parcel, the inspection report preparer shall notify the City and other agencies, as applicable (MM 4.5.1b). With implementation of these mitigation measures, the risk of accidental release of hazardous materials into the environment were determined to be less than significant.

As discussed in criteria a) above, the Stock Ranch development could involve the transportation, use, and disposal of hazardous materials. These activities could result in the accidental release of hazardous materials into the environment and exposure of the public to hazardous materials. There is the potential for soil and/or groundwater contamination, particularly in the area adjacent to Arcade Creek. The transport, storage, and use of hazardous materials by developers, contractors, business owners, residents, and others are required to follow local, state, and federal regulations during project construction and operation. Furthermore, facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases.

The project would consist of improvements to the existing internal roadway circulation system for the Central Driveway and East Driveway and the configuration of remaining undeveloped commercial parcels and on-site parking. The proposed changes would not change the type of commercial or retail activity anticipated at the site, thus risk of upset or accident would remain the same. Furthermore, project would be subject to the local, state, and federal standards noted above. Thus, no new significant impacts or substantially more severe impacts would occur. The findings of the Stock Ranch EIR remain valid and no further analysis is required.

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

Hazards to schools were not analyzed in the Stock Ranch EIR. Sylvan Middle School is within one-quarter mile of the Stock Ranch development, at the corner of Auburn Blvd. and Sylvan Rd. As described above, the Stock Ranch development could involve the transportation, use, and disposal of hazardous materials and may include commercial and retail uses that utilize hazardous materials and generate hazardous wastes.

The project consists of improvements to the existing internal roadway and configuration of remaining undeveloped commercial parcels and on-site parking, which would not involve the routine use of hazardous materials. Furthermore, any new development would be required to comply with all federal, state, and local regulations related to the transport, use, and disposal of hazardous materials, which would be monitored and enforced by the City. If hazardous building materials or contamination is discovered at a development site, potential emissions from contaminated dust (which would be the primary pathway for exposure) would be controlled through adherence to existing regulations and site control measures. This would minimize the potential for hazardous emissions that could affect existing schools. Therefore, the impact would be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Sites of potential environmental concern were not analyzed in the Stock Ranch EIR. As disclosed in Table 4.15-3: Citrus Heights Hazardous Materials Sites, in the City of Citrus Heights General Plan Update and Greenhouse Gas Reduction Plan Final Environmental Impact Report (City Citrus Heights 2011b), Stock Ranch is not located on any known hazardous materials sites, compiled pursuant to Government Code Section 65962.5. Thus, no impact would occur.

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?

Airports were not analyzed in the Stock Ranch EIR. There are no airports located within two miles of the project site nor is it within an airport land use plan area. The closest airport is the McClellan Airfield, which is 5.5 miles away. Therefore, the project would not expose people working in the project area to safety hazards related to airports. No impact would occur.

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

Private airstrips were not analyzed in the Stock Ranch EIR. There are no private airstrips currently located within two miles of the project site. Therefore, the project would not expose people working in the project area to safety hazards related to airstrips. No impact would occur.

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

Conflicts with adopted emergency response plans or emergency evacuation plans were not analyzed in the Stock Ranch EIR. The project includes construction activities that could temporarily affect operating conditions on roadways from movement of heavy equipment, worker vehicle parking, and materials delivery and storage. These activities may result in the need for temporary traffic lane closures or narrowing, which could affect emergency response or evacuation routes that would be limited to the interior of the commercial site and would not obstruct or close Auburn Boulevard. Therefore, temporary constructions impacts would be less than significant.

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

Wildland fires were not analyzed in the Stock Ranch EIR. Stock Ranch is located within the urban area of the City of Citrus Heights and is not located adjacent or near areas prone to wildland fires. Stock Ranch also consists of fire hydrants and access to the site's perimeter that would allow fire protection access to fight fires in open space areas located within the Stock Ranch development. Therefore, the project would not expose people or structures to risk involving wildland fires; no impact would occur.

Mitigation Measures

The following mitigation measures were adopted with the Stock Ranch EIR and would continue to remain applicable if the project was approved.

Mitigation Measure MM 4.5.2a:

Use storage and handling of hazardous materials by commercial uses within the project area shall be done in compliance with applicable City polices as well State and local laws, guidelines, and regulations.

Mitigation Measure MM 4.5.2b:

As required by federal, state, and local regulations, new commercial uses in the project area shall be required to install temporary hazardous waste storage areas on paved, impermeable surfaces with drainage controls and spill containment features.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the Stock Ranch EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to hazards and hazardous materials.

4.9 HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
9. Hydrology and Water Quality. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	EIR Setting pp. 4.7-1 to 4.7-7 Impact 4.7.3	No	No	Yes, impact would remain less than significant with the application of the adopted mitigation measures
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?	This impact was not analyzed in the EIR	No	No	N/A, Stock Ranch utilizes municipal water service and does not include on-site well facilities to meet commercial water demands.
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?	EIR Setting pp. 4.7-1 to 4.7-7 and 4.8-1 to 4.8-5 Impact 4.7.2 and 4.8.3	No	No	Yes, impact would remain less than significant with the application of the adopted mitigation measures
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	EIR Setting pp. 4.7-1 to 4.7-7 Impact 4.7.1	No	No	NA, impacts would remain less than significant.
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	EIR Setting pp. 4.7-1 to 4.7-7 Impact 4.7.1 and 4.7.3	No	No	Yes, impact would remain less than significant with the application of the adopted mitigation measures
f. Otherwise substantially degrade water quality?	EIR Setting pp. 4.7-1 to 4.7-7 Impact 4.7.3	No	No	Yes, impact would remain less than significant with the application of the adopted mitigation measures
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?	This impact was not analyzed in the EIR	No	No	NA, no impact would occur
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	EIR Setting pp. 4.7-1 to 4.7-7 Impact 4.7.1	No	No	NA, impacts would remain less than significant.

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
9. Hydrology and Water Quality. Would the project:				
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?	This impact was not analyzed in the EIR	No	No	N/A, Stock Ranch is not located in an area protected by levees or dams
j. Inundation by seiche, tsunami, or mudflow?	This impact was not analyzed in the EIR	No	No	NA, no impact would occur

4.9.1 Discussion

The City of Citrus Heights adopted a new general plan on August 11, 2011. Applicable goals and policies regarding hydrology and water quality are similar to what was in effect at the time of the preparation of the Stock Ranch EIR. Thus, no substantial change in the environmental and regulatory settings related to hydrology and water quality, described in Section 4.7, Hydrology and Water Quality, in the Stock Ranch EIR has occurred since its certification.

a) Violate any water quality standards or waste discharge requirements?

As discussed in the Stock Ranch EIR Impact 4.7.3: Water Quality, Development of the site could result in increased non-point source and point-source contamination from common urban sources, construction activity and vehicle use. Changes to the land use of the site, including an increase of impervious surfaces, and an increase in the amount of vehicular traffic through the site, would increase the amount of non-point source pollutants generated at the project site. Runoff from residential, commercial, and institutional urban uses typically includes sediment, herbicides, pesticides, nutrients from fertilizers, organic debris, coliform, trash, grease, solvents, metals, salts, and other contaminants. Runoff from streets and parking lots contains typical urban pollutants including oil, grease, fuel, rubber, heavy metals, solvents, coliform, and trash. Motor vehicle exhausts will generate lead and particulates that could be picked up by runoff and carried into nearby surface water bodies. If unmitigated, these pollutants could enter both Arcade Creek and San Juan Creek and ultimately the Sacramento River. Implementation of mitigation measure MM 4.7.3 would require the applicant develop a stormwater pollution prevention plan and to install on-site detention facilities and/or catch basin filtration systems approved by the City of Citrus Heights Public Works Department to comply with the requirements of the City's National Pollutant Discharge Elimination System (NPDES) Permit.

Implementation of this mitigation measure will reduce the project construction impacts to a less-than-significant level. It should be noted that since certification of the Stock Ranch EIR, additional water quality standards have been established as part of updated to the City's NPDES Permit that includes consideration of low impact development (LID) design features.

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 that would not support existing land uses or planned uses for which permits have been granted)?

As identified in the Stock Ranch Draft EIR Section 4.11 (Public Services and Utilities), the Stock Ranch site utilizes municipal water through existing pipeline conveyance facilities located within existing public roadways and does not include the utilization of groundwater.

The project would not alter water service provision that currently exists for the site or install a new well that could adversely affect groundwater. Thus, no impact would occur.

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 on- or off-site erosion or siltation?

As discussed in the Stock Ranch EIR Impact 4.7.2: Erosion and Impact 4.8.3: Soil Erosion, Stock Ranch development would include large-scale earthmoving and grading activities. Construction activities would increase the amount of soils prone to erosion by wind and, in the winter months, rain. Both Arcade Creek and San Juan Creek meander through out the site and could be subject to increased levels of siltation if soils disturbed by construction activities are transported to receiving waters. Although the soils on the project site exhibit slight to moderate erosion properties, the magnitude of soil disturbance on the site could result in project-induced onsite erosion and subsequent sedimentation in the Arcade and San Juan Creeks during clearing and grading. These impacts are potentially significant. However, the Stock Ranch Guide for Development contains Design Guidelines for site grading which specify that building sites should be designated to conform to the existing natural topography and minimize earthwork and grading as much as possible. Further, the Development Standards require that grading plans be sensitive to natural drainage patterns. The provisions for grading included in the Guide will reduce erosion impacts. Furthermore, mitigation measures MM 4.7.2 and MM 4.8.3a would reduce potential for erosion resulting from construction and implementation of Stock Ranch development.

The project would consist of improvements to the internal roadway circulation system for the Central Driveway and East Driveway and the configuration of remaining undeveloped commercial parcels and on-site parking. These proposed changes are either within the existing roadway and building footprints, or would consist of minor alterations that would not substantially alter the existing drainage pattern of the site. The roadway improvements and future commercial development of the site would be subject to compliance with mitigation measures MM 4.7.2 and MM 4.8.3a that address water quality. Therefore, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

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

As discussed in the Stock Ranch EIR Impact 4.7.1: Flooding and Increase in peak runoff rates, HEC-1 water shed modeling reveals that development of the site was expected to increase the peak discharge rate of runoff from the Stock Ranch site. Runoff from the Stock Ranch property discharges into the Arcade Creek and San Juan Creek.

The Design Guidelines contained in the Stock Ranch Guide for Development acknowledge that Stock Ranch will require a storm drainage system for collection and release of surface water runoff. In addition, the Design Guidelines recognize that the proper detention, conveyance, and release of storm water into Arcade Creek is important to avoid additional flooding and to maintain the water quality and aquatic life of Arcade Creek in accordance with the NPDES program. The Design Guidelines direct detention basins to be located in the southwestern and southeastern quadrants of the property in the Auburn Commerce District. These basins are integral elements within the overall open space plan. On-site catch basins may be designed as oil and sediment traps. Each inlet will have a minimum 2-foot deep sump. The outlet is to be fitted with a tee or elbow on the outlet pipe to retain oils. Two 4-inch diameter weep holes are to be installed on the floor of each catch basin to allow trapped water to slowly percolate into the surrounding soil. Bi-annual clean out of each catch basin is required to remove trapped oils and sediments. In accordance with the provisions of the Guide, the applicant identified two detention basins to mitigate the increase in the base flood elevations. As a result, impacts on the Creek watershed as a whole were determined to be less than significant.

Since approval of Stock Ranch Plaza, the site has been developed with three retail uses (Costco, Walmart, and Applebee's) totaling 313,942 square feet of uses. The internal roadway network, Auburn Boulevard

frontage improvements, on-site drainage and utility improvements, and individual parcel grading for the entire Stock Ranch site has been completed (Exhibit 2-2).

The project would consist of improvements to the internal roadway circulation system for the Central Driveway and East Driveway and the configuration of remaining undeveloped commercial parcels and on-site parking. These proposed changes are either within the existing roadway and building footprints, or would consist of minor alterations that would not substantially alter the existing drainage pattern of the site. Further, all site drainage facilities and improvements have been implemented. No significant impacts would occur. Therefore, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

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?

See analysis under a) and d) above.

f) Otherwise substantially degrade water quality?

See analysis under a), above.

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

The proposed Stock Ranch Amendment does not include housing. Therefore, no impact would occur.

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

As discussed in the Stock Ranch EIR Section 4.7.4, Existing Setting and Background, portions of the Stock Ranch site adjacent to Arcade Creek are within the 100-year floodplain and could increase the flood hazard to adjacent properties. During periods of heavy or prolonged rains, Arcade Creek, below Stock Ranch, reaches levels that cause flooding to streets and structures. As discussed under item d) above, this was determined to be a less-than significant impact with implementation of the Stock Ranch Guide for Development Design Guidelines.

The project would consist of improvements to the internal roadway circulation system for the Central Driveway and East Driveway and the configuration of remaining undeveloped commercial parcels and on-site parking. These proposed changes would not involve the addition of new structures within the 100-year flood hazard area. Therefore, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

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?

The Stock Ranch site is not located in an area that is protected by levees or a dam. Thus, no impact would occur.

j) Result in inundation by seiche, tsunami, or mudflow?

Inundation by seiche, tsunami, or mudflow was not analyzed in the Stock Ranch EIR. Stock Ranch is not located in an area prone to seiches, tsunamis, or mudflows. Therefore, no impact would occur.

Mitigation Measures

The following mitigation measures were adopted with the Stock Ranch EIR and would continue to remain applicable if the project was approved.

Mitigation Measure MM 4.7.2:

Implementation of the following mitigation measures would reduce construction related erosion and sedimentation impacts to less-than-significant levels:

- The project shall comply with all Phase I NPDES Storm Water regulations for major project construction activities. In particular, the project-grading plan shall include Drainage and Erosion Control Plans to minimize the impacts from erosion and sedimentation during grading. This plan shall conform to all standards adopted by the City of Citrus Heights. This plan shall include at least the following procedures:
  - restricting grading to the dry season;
  - protecting all finished graded slopes from erosion using such techniques as erosion control matting and hydro-seeding;
  - protecting downstream storm drainage inlets from sedimentation;
  - use of silt fencing and hay bales to retain sediment on the project site;
  - use of temporary water conveyance and water diversion structures to eliminate runoff onto the banks of the Creeks; and
  - any other suitable measures outlined by the City Engineer.

Mitigation Measure MM 4.7.3:

- Pursuant to NPDES requirements, the applicant shall develop a stormwater pollution prevention plan (SWPPP) for the project site. At a minimum, the SWPPP shall: (a) identify specific types and sources of stormwater pollutants; (b) determine the location and nature of potential impacts; and (c) specify appropriate control measures to eliminate any potentially significant impacts to receiving water quality from stormwater runoff. Control measures should include use of grassed swales or vegetated buffer strips, street sweeping of the entrance driveway during the summer months when traffic is greatest, and other design or source control management practices, as appropriate, to mitigate potential water quality effects.

- On-site detention facilities and/or a catch basin filtration system designed to adsorb oil and grease, petroleum hydrocarbons and heavy metals shall be installed to settle and capture pollutants to an acceptable degree before they are carried into the Creek system. The design for these facilities and/or systems shall be reviewed and approved by the City of Citrus Heights Public Works Department to comply with the requirements of the City's NPDES Permit. The applicant shall be required to implement a regular maintenance schedule for such facilities, subject to City review and inspection, or the applicant shall hire a service to carry out such maintenance. Maintenance shall include periodic removal of accumulated sediments and/or flushing of systems

Mitigation Measure MM4.8.3a:

Implementation of the following mitigation measures would reduce construction-related erosion and sedimentation impacts to less-than-significant levels:

- prior to obtaining a grading permit, the applicant shall prepare an erosion control plan consistent with the construction site management plan developed for the National Pollutant Discharge Elimination System (NPDES) permit;

- no construction activities of any kind, including grading (cuts or fills), trenching, stockpiling of materials, etc., shall occur within buffer areas established along all reaches of Arcade and San Juan Creeks per Chapter 27 (Tributary Standards) of the City of Citrus Heights Zoning Code; and

- grading areas left unprotected during the rainy season shall be stabilized. Stabilization measures may include NPDES Construction activities best management practices (BMPs) such as straw bales or sand bag barriers.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the Stock Ranch EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to hydrology and water quality.

4.10 LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
10. Land Use and Planning. Would the project:				
a. Physically divide an established community?	EIR Setting p. 4.1-1 to 4.1-5 Impact 4.1.4	No	No	NA, no impact would occur
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?	EIR Setting p. 4.1-1 to 4.1-5 Impact 4.1.5	No	No	NA, no impact would occur
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	EIR Setting p. 4.1-1 to 4.1-5 Impact 4.1.6	No	No	NA, no impact would occur

4.10.1 Discussion

The City of Citrus Heights adopted a new general plan on August 11, 2011. Stock Ranch is a goal area within the General Plan under Goal 17: Develop the Stock Ranch Property with a mix of uses that enhance the City's economic base, are compatible with surrounding land uses, and are sensitive to natural resources. The General Plan and Zoning Regulations designate the site for commercial development, which is consistent with the originally approved Stock Ranch project. While land use regulations of the City have changed, Stock Ranch is still recognized as it was originally approved. Thus, no substantial change in the environmental and regulatory settings related to land use and planning, described in Section 4.1, Land Use, in the Stock Ranch EIR has occurred since its certification.

a) Physically divide an established community?

As discussed in Impact 4.1.4: Physically Divide an Established Community in the Stock Ranch EIR, Stock Ranch development would provide infill on the largest remaining vacant parcel in the city. Uses proposed would provide transition and variation in residential land use as well as expand the variety of commercial offerings in the City. Thus, no impact would occur relative to dividing the community was identified.

The project would consist of improvements to the internal roadway circulation system for the Central Driveway and East Driveway and the configuration of remaining undeveloped commercial parcels and on-site parking. These proposed changes would not result in the creation of structures or barriers that would physically divide an established community. Therefore, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

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

As discussed in Impact 4.1.5: Conflict with Any Applicable Land Use Plan – Citrus Heights Draft General Plan, Stock Ranch development was anticipated in the General Plan and is consistent with applicable land use

goals and policies contained in the plan. Since certification of the Stock Ranch EIR, the City of Citrus Heights has adopted a new general plan. Stock Ranch is a goal area within the General Plan under Goal 17: Develop the Stock Ranch Property with a mix of uses that enhance the City's economic base, are compatible with surrounding land uses, and are sensitive to natural resources (City of Citrus Heights 2011a). Land use designations for the site and adjacent areas have remained the same as those that were analyzed in the Stock Ranch EIR.

The project would remain consistent with the City of Citrus Heights land use plans, policies, regulations, and ordinances. No impact would occur. Therefore, the findings of the certified EIR remain valid and no further analysis is required.

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

Stock Ranch is not located within a Habitat Conservation Plan or Natural Community Conservation Plan. No new conservation plans have been adopted since approval of the Stock Ranch EIR. Therefore, there would be no impact and the findings of the Stock Ranch EIR remain valid and no further analysis is required.

Mitigation Measures

No mitigation measures were needed for the Stock Ranch EIR regarding land use and planning. No additional mitigation measures are required for the project regarding this topic.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the Stock Ranch EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to land use and planning.

4.11 MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
11. Mineral Resources. Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Scoped out of EIR Mineral resources do not exist in the project area	No	No	NA
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Scoped out of EIR Mineral resources do not exist in the project area	No	No	NA

4.11.1 Discussion and Conclusion

Mineral resource impacts were scoped out of the Stock Ranch EIR during preparation of the EIR as these resources do not exist in the area. The project site does not contain any of these resources and would also have no impact.

4.12 NOISE

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
12. Noise. Would the project:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	EIR Setting pp. 4.3-1 to 4.3-5 Impact 4.3.5, 4.3.6, 4.3.7, and 4.3.10	No	No	Yes, impact would remain less than significant with the application of the adopted mitigation measures
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	The impact was not analyzed in the EIR	No	No	NA, the impact is less than significant
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	EIR Setting pp. 4.3-1 to 4.3-5 Impact 4.3.5, 4.3.6, 4.3.7, and 4.3.10	No	No	Yes, impact would remain less than significant with the application of the adopted mitigation measures
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	The impact was not analyzed in the EIR	No	No	NA, the impact is less than significant
e. For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	The impact was not analyzed in the EIR	No	No	NA, no impact would occur
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	The impact was not analyzed in the EIR	No	No	NA, no impact would occur

4.12.1 Discussion

The City of Citrus Heights adopted a new general plan on August 11, 2011, and applicable noise level performance criteria, goals, and policies are consistent with those analyzed in the Stock Ranch EIR. The City of Citrus Heights Noise Ordinance (Section 34-86) was updated to establish the following noise level performance standards shown in Table 4.7-7 (Table 4-3), which are different from those analyzed in Section 4.3, Noise, in the Stock Ranch Draft EIR.

Table 4-3 Hourly Noise Level Performance Standards for Stationary Noise Sources

Cumulative Duration of the Intrusive Sound	Acceptable Noise Level, dBA	
	Daytime (7 a.m. – 10 p.m.)	Nighttime (10 p.m. - 7 a.m.)
30 (L_{50})	55	50
15 (L_{25})	60	55
5 (L_5)	65	60
1 (L_2)	70	65
Level not to be exceeded for any time per hour (L_{max})	75	70

The City's Municipal Code includes an exemption for construction noise: Chapter 34 – Environment, Article III, Sec. 34-88. - Exemptions. 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.

Vibration was not analyzed in the Stock Ranch EIR. Typical sources of perceptible ground vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Construction activities generate varying degrees of temporary ground vibration, depending on the specific construction equipment used and activities involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as bulldozers and trucks. Blasting activities also generate relatively high levels of ground vibration. The effects of ground vibration may be imperceptible at the lowest levels, result in low rumbling sounds and detectable vibrations at moderate levels, and high levels of vibration can cause sleep disturbance in places where people normally sleep or annoyance in buildings that are primarily used for daytime functions.

The City of Citrus Heights does not have specific policies governing vibration levels. However, Section 106.30.080 of the City's Zoning Ordinance bans perceptible vibrations at the property line of a site. The exact language of the Zoning Ordinance is as follows: "E. Ground vibration. No ground vibration shall be generated that is perceptible without instruments by a reasonable person at the property lines of the site."

No new substantial noise or vibration sources have been introduced near the project since the Stock Ranch EIR was prepared.

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?

As discussed in Impact 4.3.5: Commercial Land Use Noise Impacts – Loading Docks and Impact 4.3.6: Commercial Land Use Noise Impacts – Truck Circulation, operation of loading docks will create noise which could affect nearby residential uses. This impact was potentially significant but was mitigated to a level of less than significant with the construction of a sound wall that reduced loading dock and truck circulation maximum noise levels by 5 dB (MM 4.3.5 and MM 4.3.6a).

As discussed in Impact 4.3.7: Commercial Land Use Noise Impacts – Mechanical Equipment, rooftop mechanical equipment for commercial uses could exceed the daytime and nighttime exterior noise level criteria of 50 dB L_{50} and 45 dB L_{50}, respectively. This impact was potentially significant but was mitigated to a less-than-significant level by requiring that mechanical equipment to be located a minimum of 100 feet from the nearest property line. Mechanical equipment would be shielded through the use of parapets or mechanical equipment wells. Any ventilation openings associated with cooling towers would be oriented away from residential units (MM 4.3.7a).

As discussed in Impact 4.3.10: Traffic Noise Impacts to Residential Uses, Stock Ranch would create increases in traffic on roadways surrounding the project site including Sylvan Road on the east, Auburn Boulevard on the north, and Greenback Lane to the south. In addition, traffic volumes would increase through the site. However, volumes generated would not contribute to a significant increase in traffic noise levels along these roadways. The General Plan noise level criteria would not be exceeded. Therefore, no traffic noise impacts were expected to occur to residential units along these roadways.

The project would consist of improvements to the internal roadway circulation system for the Central Driveway and East Driveway and the configuration of remaining undeveloped commercial parcels and on-site parking. The proposed changes would not result in a perceivable increase in traffic noise levels, nor would it result in the exposure of sensitive receptors to noise levels in excess of established standards. Furthermore, the City of Citrus Heights Noise Ordinance maximum daytime and nighttime noise levels have been increased by 5 dB since the Stock Ranch EIR was certified in 2001. Thus, these impacts remain less than significant with applied mitigation. The findings of the Stock Ranch EIR remain valid and no further analysis is required.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Vibration was not analyzed in the Stock Ranch EIR. Given that the site has already been prepared and graded, it is unlikely that changes proposed by the project would generate excessive groundborne vibration or groundborne noise. Potential sources of groundborne vibration would be limited to the construction of buildings and the operation of motor vehicles and would only be perceivable within 50 feet of the construction. No sensitive land uses are located within 50 feet of future construction activities. Therefore, the impact would be less than significant.

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

Refer to a) for discussion about whether the project would result in a substantial permanent increase in ambient noise levels relative to the certified Stock Ranch EIR.

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

Temporary increase in ambient noise levels within the project vicinity above levels existing without the project was not analyzed in the Stock Ranch EIR.

The project would consist of improvements to the internal roadway circulation system for the Central Driveway and East Driveway and the configuration of remaining undeveloped commercial parcels and on-site parking. Major noise-generating construction activities would include installation of utilities, the construction of building foundations, cores, and shells, paving, and landscaping. Lower noise levels result from building construction activities when these activities move indoors and less heavy equipment is required to complete the tasks. Construction equipment would typically include, but would not be limited to, earth-moving equipment and trucks, compressors, pumps, generators, paving equipment, and electric tools.

As described above, the City of Citrus Heights provides an exemption for construction noise 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. Because all construction activities would be subject to the requirements of the City as they refer to limits on construction noise, temporary impacts on noise due to construction would be less than significant.

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

Airports were not analyzed in the Stock Ranch EIR. There are no airports located within two miles of the project site. The closest airport is the McClellan Airfield, which is 5.5 miles away. The project is outside of the 60 dB CNEL noise contour and therefore, would not expose people working in the project area to excessive noise levels. No impact would occur.

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?

Private airstrips were not analyzed in the Stock Ranch EIR. There are currently no private airstrips located within 2 miles of the project site. Therefore, the project would not expose people working in the project area to excessive noise levels. No impact would occur.

Mitigation Measures

The following mitigation measures were identified in the Stock Ranch EIR and would continue to remain applicable.

Mitigation Measure MM 4.3.7a:

Rooftop mechanical equipment should be located a minimum of 100 feet from the nearest property line. Mechanical equipment should be shielded through the use of parapets or mechanical equipment wells. Any ventilation openings associated with cooling towers shall be oriented away from residential units.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the Stock Ranch EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to noise and vibration.

4.13 POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
13. Population and Housing. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	EIR Setting pp. 4.2-1 to 4.2-5 Impact Discussion pp. 4.2-5	No	No	NA, impact remains less than significant
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	EIR Setting pp. 4.2-1 to 4.2-5 No Impact	No	No	NA, no impact would occur
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	EIR Setting pp. 4.2-1 to 4.2-5 No Impact	No	No	NA, no impact would occur

4.13.1 Discussion

The City of Citrus Heights adopted a new general plan on August 11, 2011. Stock Ranch development is a goal area within the General Plan under Goal 17: Develop the Stock Ranch Property with a mix of uses that enhance the City's economic base, are compatible with surrounding land uses, and are sensitive to natural resources. No substantial change in the regulatory settings related to population and housing, described in Section 4.2, Population, Employment, and Housing, in the Stock Ranch EIR has occurred since certification of the Stock Ranch EIR.

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)?

As identified in Section 4.2.5, Project Impacts and Mitigation Measures in the Stock Ranch EIR, implementation of Stock Ranch would result in approximately 1,558 new residents in the City of Citrus Heights, constituting 1.7 percent of the City's 2020 population. This increase in population was identified to result in direct and indirect environmental effects (such as noise, public services, traffic and air quality), which are addressed in the Stock Ranch EIR and in the 1994 Updated County of Sacramento/City of Citrus Heights General Plan EIR. Although Stock Ranch would result in population growth in the City, the site is designated for such growth under the City General Plan and Zoning Regulations. The rest of Citrus Heights is mostly built out and Stock Ranch is not likely to encourage other growth. This was determined to be a less-than-significant impact.

The project would consist of improvements to the internal roadway circulation system for the Central Driveway and East Driveway and the configuration of remaining undeveloped commercial parcels and on-site parking. The proposed changes are not growth-inducing because no new housing is proposed. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?

As discussed Section 4.2.5, Project Impacts and Mitigation Measures in the Stock Ranch EIR, Stock Ranch was the largest vacant piece of land remaining in the City of Citrus Heights. Stock Ranch would not displace existing homes, and therefore, no impact would occur.

Stock Ranch Plaza is zoned for commercial uses only and no homes exist on the project site. The project would not displace existing homes; therefore, no impact would occur. The findings of the certified EIR remain valid and no further analysis is required.

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

This topic is discussed under b).

Mitigation Measures

No mitigation measures were needed for the Stock Ranch EIR regarding population and housing. No additional mitigation measures are required for the project regarding this topic.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the Stock Ranch EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to population and housing.

4.14 PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
14. Public Services.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for any public services:				
i. Fire protection?	EIR Setting pp. 4.11-1 to 4.11-10 Impact 4.11.1	No	No	Yes, impact would remain less than significant with the application of the adopted mitigation measure
ii. Police protection?	EIR Setting pp. 4.11-1 to 4.11-10 Impact 4.11.2	No	No	NA, impact remains less than significant
iii. Schools?	EIR Setting pp. 4.11-1 to 4.11-10 Impact 4.11.3	No	No	NA, impact remains less than significant
iv. Parks?	EIR Setting pp. 4.11-1 to 4.11-10 Impact 4.11.8	No	No	NA, impact remains less than significant

4.14.1 Discussion

The City of Citrus Heights adopted a new general plan on August 11, 2011. Applicable goals and policies regarding public services are similar to what was in effect at the time of the preparation of the Stock Ranch EIR. Thus, no substantial change in the environmental and regulatory settings related to public services, described in Section 4.11, Public Services and Utilities, in the Stock Ranch EIR has occurred since its certification.

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

Fire protection?

As discussed in the Stock Ranch EIR Impact 4.111: Fire Protection and Emergency Medical Services, the Sacramento County Fire District (now known as Sacramento Metropolitan Fire District) ndicated that the

Stock Ranch development would increase demand for service and pose a potentially significant impact upon current services provided to the city. To offset impacts, an increase in revenue to fund additional equipment and personnel was identified. To mitigate impacts to the District, through Mitigation Measure 4.11.1a, the City would negotiate a property tax increment from the Stock Ranch development to fund additional demand for fire protection services. Implementation of this mitigation measure (MM 4.11.1a) was determined to reduce the impact to a less-than-significant level.

The project would consist of improvements to the existing internal roadway circulation system for the Central Driveway and East Driveway and the configuration of remaining undeveloped commercial parcels and on-site parking. These proposed changes are not growth inducing, and thus, would not result in the need for additional fire protection services. The remaining commercial development of the site would participate in the adopted property tax increment mitigation measure (MM 4.11.1a). No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

Police protection?

As discussed in the Stock Ranch EIR Impact 4.11.2: Police Protection, Stock Ranch development would add additional residential and commercial uses requiring police protection in the City of Citrus Heights. The Citrus Heights Police Department receives its funding primarily from the General Fund. The Department indicated that there are no major problems in meeting service demands in the City. Therefore, impacts to police protection were determined to be less than significant. Since certification of the Stock Ranch EIR, the City has established its own police department and constructed facilities in Stock Ranch (south of Arcade Creek).

The project would consist of improvements to the existing internal roadway circulation system for the Central Driveway and East Driveway and the configuration of remaining undeveloped commercial parcels and on-site parking. These proposed changes are not growth inducing, and thus, would not result in the need for additional police protection services beyond what was evaluated in the EIR. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

Schools?

The project would consist of improvements to the existing internal roadway circulation system for the Central Driveway and East Driveway and the configuration of remaining undeveloped commercial parcels and on-site parking. These proposed changes would not generate new students for area schools, therefore, no impact to schools would occur. Therefore, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

Parks?

The project would consist of improvements to the existing internal roadway circulation system for the Central Driveway and East Driveway and the configuration of remaining undeveloped commercial parcels and on-site parking. These proposed changes are not growth inducing, and thus, would not result in the need for additional parks. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measure was identified in the Stock Ranch EIR and would continue to remain applicable.

Mitigation Measure 4.11.1a:

The City shall negotiate a property tax increment from the proposed development to fund additional demand for fire protection services.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the Stock Ranch EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to public services.

4.15 RECREATION

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
15. Recreation.				
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?	EIR Setting pp. 4.11-1 to 4.11-10 Impact 4.11.8	No	No	NA, impact remains less than significant
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	EIR Setting pp. 4.11-1 to 4.11-10 Impact 4.11.8	No	No	NA, impact remains less than significant

4.15.1 Discussion

The City of Citrus Heights adopted a new general plan on August 11, 2011. Applicable goals and policies regarding recreation are similar to what was in effect at the time of the preparation of the Stock Ranch EIR. Thus, no substantial change in the environmental and regulatory settings related to recreation, described in Section 4.11, Public Services and Utilities in the Stock Ranch EIR has occurred since its certification.

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

The project would consist of improvements to the existing internal roadway circulation system for the Central Driveway and East Driveway and the configuration of remaining undeveloped commercial parcels and on-site parking. These proposed changes are not growth inducing, and thus, would not result in the increase of use of existing parks or the need for construction of new or expansion of existing recreational facilities. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

Mitigation Measures

No mitigation measures were needed for the Stock Ranch EIR regarding recreation. No additional mitigation measures are required for the project regarding this topic.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the Stock Ranch EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to recreation.

4.16 TRANSPORTATION/TRAFFIC

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
16. Transportation/Traffic. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Draft EIR Setting pp. 4.4-1 to 4.4-8 Impacts 4.4.2, 4.4.5, 4.4.6, and 4.410	No	Yes	Yes, required intersection improvements to improve operations have been constructed
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Draft EIR Setting pp. 4.4-1 to 4.4-8 Impacts 4.4.2, 4.4.5, 4.4.6, and 4.410	No	Yes	Yes, required intersection improvements to improve operations have been constructed
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?	This impact was not analyzed in the EIR	No	No	NA, project would have no impact to air traffic patterns.
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	This impact was not analyzed in the EIR	No	Yes	NA, project would improve on-site circulation operations.
e. Result in inadequate emergency access?	This impact was not analyzed in the EIR	No	No	NA, the impact would be less than significant
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Draft EIR Setting pp. 4.4-1 to 4.4-8 Impact 4.4.7 and 4.4.8	No	Yes	No, impact remains less than significant

4.16.1 Discussion

Since certification of the Stock Ranch EIR and the 2005 EIR Addendum for Walmart, the City adopted a new general plan on August 11, 2011 that included Policy 29.2 that changed the level of service (LOS) standard from LOS D to LOS E with exceptions to this standard for 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, and
- Auburn Boulevard – Old Auburn Road to northern City limits.

DKS prepared a traffic analysis (Stock Ranch Design Review Permit Modification Traffic Impact Study [referred to as the DKS report]) (Appendix A) to evaluate the proposed changes to the internal circulation system of Stock Ranch as well as to determine if full build-out of Stock Ranch Plaza may result in new significant operational traffic impacts. The results of the DKS report are summarized below.

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The Stock Ranch EIR identified significant traffic operational impacts to the following facilities:

- Auburn Boulevard/Sylvan Road intersection (existing and cumulative conditions): Mitigation measure MM 4.4.2a (second left-turn lane on the northbound approach) would mitigate the impact to less than significant.
- Auburn Boulevard/San Tomas Drive intersection (existing and cumulative): Mitigation measure MM 4.4.1a (signalize the intersection) would mitigate the impact to less than significant.
- Greenback Lane/San Juan Drive intersection (existing and cumulative): Impact was identified as significant and unavoidable with no feasible mitigation measures available.
- Auburn Boulevard/Raintree Drive/Central Project Driveway intersection (existing, cumulative, and queuing problems at main access): Impact was identified as significant and unavoidable with no feasible mitigation measures available.
- Auburn Boulevard/Van Maren Lane intersection (cumulative): Mitigation measure MM 4.4.10a (construct second westbound left-turn lane) would mitigate the impact to less than significant.
- Auburn Boulevard/Raintree Drive/Central Project Driveway (queuing problems on Raintree Drive): Mitigation measure MM 4.4.6a (pavement markings or street improvements) would reduce this impact to less than significant.

The DKS report identifies that the roadway improvements identified in the above mitigation measures have been constructed and currently (i.e., without the project) maintain LOS D operations or better and address queuing issues. The site design access was also modified from the original approvals of the Stock Ranch Plaza to locate the primary access driveway at the intersection of Auburn Boulevard and Raintree Drive to include a signalized West Driveway across from Coachman Way (with retention of median restricting movements between Auburn Boulevard and the frontage road), relocation of the East Driveway as a right turn in/right turn out access north of Raintree Drive, and modification of the Auburn Boulevard median along the site's frontage to channelize traffic into and out of Raintree Drive. These changes were completed prior to the construction of the Costco store. The Auburn Boulevard/West Driveway intersection currently operates at LOS B (see Table 10 of the DKS report in Appendix A).

The DKS report Table 6 identifies that build-out of Stock Ranch Plaza under the project would result in an increase of 443 PM peak hour trips (assuming additional restaurant uses) as compared to PM peak hour traffic estimated in the Stock Ranch EIR. This increase was identified based on actual traffic counts from the operation of the existing commercial uses on the site. However, Table 7 of the DKS report identifies that background traffic conditions along Auburn Boulevard (west and east of the site) have decreased on average by 2 percent to 18 percent (58 to 417 PM peak hour trips) between years 2000 and 2016. DKS concludes that this reduction in background traffic volume would partially offset the project's increase in peak hour trips. In addition, General Plan Policy 29.2 has lowered the LOS standards from LOS D to LOS E and exempts impacts to Greenback Lane from the LOS standard (Greenback Lane/San Juan Drive intersection was identified as a significant and unavoidable impact in the Stock Ranch EIR). Table 11 of the DKS report identifies that the following intersections PM peak hour LOS operations would decrease with the project, but would still be within the City's LOS E standard:

- Auburn Boulevard/Old Auburn Road/Sylvan Road (from LOS D to LOS E),
- Auburn Boulevard/Main Project (West) Driveway (from LOS B to LOS C), and
- Auburn Boulevard/East Driveway (from LOS C to LOS E).

No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified Stock Ranch EIR remain valid and no further analysis is required.

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?

Air traffic pattern impacts were not analyzed in the Stock Ranch EIR. There are no airports located within two miles of the project site. The closest airport is the McClellan Airfield, which is 5.5 miles away. No impact would occur.

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

Increased hazards due to roadway design feature was not addressed in the Stock Ranch EIR. The proposed changes to the internal circulation improve internal vehicular circulation by consolidating parking aisle access points into fewer intersections, providing a center turn lane to remove turning traffic from blocking through lanes, creating a more direct route from the East Driveway to the Central Driveway, and implementing all-way stop control where the Central and East Driveway intersect. These site plan modifications do not cause any new impacts or result in more severe impacts than those previously identified in the Stock Ranch EIR. This is a less-than-significant impact.

e) Result in inadequate emergency access?

Conflicts with emergency evacuation access were not analyzed in the Stock Ranch EIR. The project includes construction activities that could temporarily affect operating conditions on roadways from movement of heavy equipment, worker vehicle parking, and materials delivery and storage. These activities may result in the need for temporary traffic lane closures or narrowing, which could affect emergency response or evacuation routes that would be limited to the interior of the commercial site and would not obstruct or close Auburn Boulevard. Therefore, temporary construction impacts would be less than significant.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The Stock Ranch EIR impacts 4.4.7 and 4.4.8 identified that the commercial development would not result in significant conflicts to transit services or bicycle and pedestrian facilities in the area.

The proposed changes to the internal circulation improve pedestrian circulation between the buildings on the site and particularly between the unbuilt retail buildings locate north of the Central Driveway and the major anchors of Costco and Walmart south of the Central Driveway (see Exhibit 2-5). Proposed changes in pedestrian circulation are described below.

1. Removal of an uncontrolled crosswalk across the Central Driveway connecting the Applebee's parking lot to the Retail J building. This planned crosswalk (shown in the Approved Site Plan) is located approximately 110-feet from the signalized main entrance at Auburn Boulevard. This change eliminates pedestrian movements across a four-lane wide segment of road with traffic that is controlled by a traffic signal and thus has the right-of-way when given a green indication.

2. Relocation of an existing uncontrolled crosswalk across the Central Driveway (currently connecting to the pedestrian walkway through the parking lot to the Costco entrance) to a future four-way intersection located 100-feet to the east. The modification improves safety by having pedestrians cross at a clearly defined intersection where motorists expect pedestrians to cross.

3. Realignment of the Central Driveway and the East Driveway to form a four-leg intersection with crosswalks on all approaches. This intersection is proposed as an all-way stop controlled intersection. This intersection is located on a primary pedestrian connection between Auburn Boulevard and Walmart.

These modifications to the internal circulation improve pedestrian circulation as described above. These site plan modifications do not cause any new impacts or result in more severe impacts than previously identified. This is a less-than-significant impact.

Mitigation Measures

As noted in the analysis above, Stock Ranch EIR traffic mitigation measures have been constructed. No additional mitigation is required.

CONCLUSION

No new significant traffic operation or safety impacts would occur from the proposed project.

4.17 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
17. Utilities and Service Systems. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	EIR Setting pp. 4.11-1 to 4.11-10 Impact 4.11.7	No	No	NA, impact remains less than significant
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	EIR Setting pp. 4.11-1 to 4.11-10 Impact 4.11.4 and Impact 4.11.7	No	No	NA, impact remains less than significant
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	EIR Setting pp. 4.7-1 to 4.7-7 Impact 4.7.1 and 4.7.3	No	No	Yes, impact would remain less than significant with the application of the adopted mitigation measures
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	EIR Setting pp. 4.11-1 to 4.11-10 Impact 4.11.4	No	No	NA, impact remains less than significant
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?	EIR Setting pp. 4.11-1 to 4.11-10 Impact 4.11.4 and Impact 4.11.7	No	No	NA, impact remains less than significant
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	EIR Setting pp. 4.11-1 to 4.11-10 Impact 4.11.10	No	No	NA, impact remains less than significant
g. Comply with federal, state, and local statutes and regulations related to solid waste?	This impact was not analyzed in the EIR	No	No	NA, impact remains less than significant
h. Create demand for natural gas, electricity, telephone, and other utility services that cannot be met.	EIR Setting pp. 4.11-1 to 4.11-10 Impact 4.11.9	No	No	NA, impact remains less than significant
i. Result in inefficient, wasteful, and unnecessary consumption of energy.	This impact was not analyzed in the EIR	No	No	NA, impact remains less than significant

4.17.1 Discussion

The City of Citrus Heights adopted a new general plan on August 11, 2011. Applicable City goals, and policies, and standards of the general plan regarding utilities and service systems are similar to what was in effect at the time of the preparation of Stock Ranch EIR. The Citrus Heights Water District (CHWD) has adopted a 2015 Urban Water Management Plan (UWMP), which concludes that there is adequate water supply available to meet normal, single-dry, and multiple-dry year conditions (CHWD 2015). Therefore, no substantial change in the environmental and regulatory settings related to utilities and public services,

described in Section 4.11, Public Services and Utilities, in the Stock Ranch EIR has occurred since its certification.

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

As discussed in the Stock Ranch EIR Impact 4.11.7: Wastewater Treatment, Stock Ranch development was considered a reasonably foreseeable development in the Draft General Plan's buildout assumptions. The Sacramento Regional County Sanitation District and the County Sanitation District No. 1 (CSD-1) identified capacity to provide additional wastewater service necessary for anticipated additional infill development within the City. Therefore, Stock Ranch would not exceed the RWQCB's wastewater treatment requirements and impacts were determined to be less than significant.

The project would consist of improvements to the existing internal roadway circulation system for the Central Driveway and East Driveway and the reduction in development capacity of remaining commercial parcels. This would result in a reduction in total wastewater demands for the site. No new significant impacts would occur. Therefore, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

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

As discussed in the Stock Ranch EIR Impact 4.11.4: Water Supply and Treatment and Impact 4.11.7: Wastewater Treatment, Stock Ranch development would add up to 570,000 sq. ft. of commercial and office uses and 346 units of single-family homes. The Stock Ranch concluded that adequate water and wastewater capacities and facilities were available to serve the site.

The project would consist of improvements to the existing internal roadway circulation system for the Central Driveway and East Driveway and the configuration of remaining undeveloped commercial parcels and on-site parking. As described above, the water and wastewater analysis in the Stock Ranch EIR determined that adequate supplies, treatment capacity, and conveyance capacity were available and could serve fully build-out of Stock Ranch. The project would decrease the available commercial development capacity of the site and would ultimately decrease total water and wastewater demands. Therefore, no new significant impacts would occur. Therefore, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

See analysis under 4.9, Hydrology and Water Quality. No off-site drainage improvements are proposed for the project.

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

As discussed in the Stock Ranch EIR Impact 4.11.4: Water Supply and Treatment, Stock Ranch development would add up to 570,000 sq. ft. of commercial and office uses and 346 units of single-family homes. This would place an increased demand on Citrus Heights and the Citrus Heights Water District's water resources. The Citrus Heights Water District uses surface water as its primary water source although wells are maintained to provide back up during peak periods. Water supplies and treatment facilities are expected to be adequate to serve the projected development of buildout of the General Plan of which the project is a part. Therefore, impacts to water supply and treatment were determined to be less than significant.

As described above, the water analysis in the Stock Ranch EIR determined that adequate supplies are available to serve full build-out of Stock Ranch. The project would decrease the available commercial development capacity of the site and would ultimately decrease total water demands. Therefore, no new

significant impacts would occur. Therefore, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

e) Result in a determination by the wastewater treatment provider that 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?

See discussion under items a) and b), above.

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

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

As discussed in the Stock Ranch EIR Impact 4.11.10: Solid Waste, Stock Ranch development would introduce new residential and commercial development in the City that would generate solid waste. The County of Sacramento Waste Management and Recycling Division provides residential refuse/recycling services for the City. The Division indicated that Stock Ranch would not adversely affect collection routes. In addition, the District can service the proposed development with existing equipment and staff. Therefore, impacts to solid waste were determined to be less than significant.

The project would consist of improvements to the existing internal roadway circulation system for the Central Driveway and East Driveway and the configuration of remaining undeveloped commercial parcels and on-site parking. The proposed changes would not generate additional waste that was not previously evaluated. No new significant impacts would occur. Therefore, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

h) Create demand for natural gas, electricity, telephone, and other utility services that cannot be met.

As discussed in the Stock Ranch EIR Impact 4.11.9: Electrical Service, Stock Ranch is surrounded by an established electrical and gas distribution system. Electrical services would be provided by Sacramento Municipal Utility District (SMUD) and gas would be provided by Pacific Gas and Electric (PG&E). Stock Ranch development could potentially add five to seven mega-watts of load to the Citrus Heights Area, which was identified to necessitate a second transformer at SMUD's Sylvan-Auburn Substation. In addition, two new 12,000-volt circuits would be installed to serve the Stock Ranch Development. Furthermore, the load estimations for the Stock Ranch development could significantly increase if the 10.2 acres zoned for office/commercial/multi-family (southeast cover of the development) were occupied by computer or Internet companies. The electrical distribution system required for Stock Ranch was installed with the public utility easement (PUE) along public roads.

The project would consist of improvements to the existing internal roadway circulation system for the Central Driveway and East Driveway and the configuration of remaining undeveloped commercial parcels and on-site parking. The proposed changes would not generate additional needs for gas or electricity that were not previously contemplated. No new significant impacts would occur. Therefore, the findings of the Stock Ranch EIR remain valid and no further analysis is required.

i) Result in inefficient, wasteful, and unnecessary consumption of energy.

As described under h), above, Stock Ranch development would increase the consumption of energy. However, the project would reduce existing approved commercial development by 10,646 square feet that would in turn reduce energy use at build out. Remaining development potential at Stock Ranch would need to comply with the latest Building Energy Efficiency Standards included in Title 24 of the California Code of Regulations. This project would not result in wasteful or inefficient use of energy because reduce the build-out energy demand of Stock Ranch as a result of the reduction of approved development potential by

10,646 square feet. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the Stock Ranch EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were adopted with the Stock Ranch EIR and would continue to remain applicable.

Mitigation Measure MM 4.7-3:

- Pursuant to NPDES requirements, the applicant shall develop a stormwater pollution prevention plan (SWPPP) for the project site. At a minimum, the SWPPP shall: (a) identify specific types and sources of stormwater pollutants; (b) determine the location and nature of potential impacts; and (c) specify appropriate control measures to eliminate any potentially significant impacts to receiving water quality from stormwater runoff. Control measures should include use of grassed swales or vegetated buffer strips, street sweeping of the entrance driveway during the summer months when traffic is greatest, and other design or source control management practices, as appropriate, to mitigate potential water quality effects.

- On-site detention facilities and/or a catch basin filtration system designed to adsorb oil and grease, petroleum hydrocarbons and heavy metals shall be installed to settle and capture pollutants to an acceptable degree before they are carried into the Creek system. The design for these facilities and/or systems shall be reviewed and approved by the City of Citrus Heights Public Works Department to comply with the requirements of the City's NPDES Permit. The applicant shall be required to implement a regular maintenance schedule for such facilities, subject to City review and inspection, or the applicant shall hire a service to carry out such maintenance. Maintenance shall include periodic removal of accumulated sediments and/or flushing of systems

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the Stock Ranch EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to utilities and service systems.

5 LIST OF PREPARERS AND PERSONS CONSULTED

5.1 LIST OF PREPARERS

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Appendix A

Environmental Review Stock Ranch
Design Review Permit Modification
Traffic Impact Study

Environmental Review

Stock Ranch Design Review Permit Modification

Traffic Impact Study

August 7, 2017

DKS

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1. BACKGROUND AND STUDY APPROACH

1.1 Chronology of Project Environmental Review and Approvals

The Environmental Impact Reports (EIR) serving as the environmental clearance for the approval of Stock Ranch's commercial development—the Stock Ranch Guide to Development Draft and Final Environmental Impact Reports—were completed in October and November, 2000. The Citrus Heights City Council certified the EIR and adopted the Stock Ranch Guide for Development in February 2001.

The Costco Wholesale Store and its associated gas station (and amendments to the Guide, development agreement and mitigation monitoring) were subsequently approved by a mitigated negative declaration (MND) on September 18, 2002. Although the mitigated negative declaration updated some of the development's technical information, the certified Stock Ranch Guide to Development Draft and certified Final Environmental Impact Reports remained the approved environmental clearance.

Plans for the Wal-Mart Store were initially submitted to the City as a *Development Plan Review Application* in 2004. However, questions regarding the adequacy of the 2000 EIR and the 2002 MND to address Wal-Mart led to the preparation of an Addendum to the Stock Ranch Guide For Development EIR in 2005. Although the EIR Addendum updated some of the development's technical information, the certified Stock Ranch Guide to Development Draft and Final Environmental Impact Reports remained the approved environmental clearance.

Table 1 summarizes the various traffic studies and environmental reviews prepared for the Stock Ranch commercial development site beginning with the 2001 Program EIR and ending with environmental review of the Design Review Permit Modification—which is the subject of this study.

2. OBJECTIVES OF THE STOCK RANCH ENVIRONMENTAL REVIEW

2.1 Overview

In 2016, the City received an application to modify the development plan approved in 2005 to reduce the floor area of the remaining approved commercial land uses yet to be built, and to alter the existing internal circulation system to alleviate existing vehicular conflicts. The approval process for these proposed changes incudes adoption of a Design Review Permit (DRP) Modification and associated environmental review. It is the intent of the City that the Stock Ranch Guide to Development Draft and certified Final Environmental Impact Reports remain the approving documents for environmental clearance under the proposed DRP. Further, the City desires this environmental review fully evaluates the traffic impacts and circulation issues for the proposed site changes through full buildout of the Project so that no additional substantive environmental assessment is required.

Table 1: Summary of Stock Ranch Traffic Studies and Environmental Reviews for Commercial Development

	2000 EIR and 2002-03 Amendments (a)	2005 EIR Addendum (b)	2016 Stock Ranch Plaza Circulation Study (c)	2017 Design Review Permit Modification (d)
Purpose of Environ-mental Review	Original environmental review (Program EIR) approving a rezoning and Stock Ranch development at a master plan level. Amendments evaluated minor changes to the Guide for Development and analysis supporting the approval of proposed land uses	Review of proposed Walmart and address challenges to previous development plan review	Pre-cursor to current environmental review prepared for applicant's information	Evaluate changes to Stock Ranch design review permit in terms of unbuilt commercial floor area and internal circulation. Although floor area of the unbuilt commercial uses have been reduced, the amount of space committed to restaurant use has increased
Project Objectives	Approval of 426,000 SF of commercial. The subsequent amendments reduced site to 409,387 SF of commercial and supported approval of the 156,728 SF Costco Wholesale Store	Approval of 150,582 SF Walmart Store with Grocery food sales	Analysis of 101,430 SF of unbuilt commercial and approve proposed restaurant, minor changes in commercial floor area (reduction), and change in internal circulation	Demonstrate validity of previous approvals and approve minor floor area (site of 398,741 SF) and internal circulation changes to the Stock Ranch Design Review Permit and analyze 84,799 SF of unbuilt commercial
Baseline Traffic Conditions	Existing setting based on counts conducted on May 16, 2000	Existing setting based on counts conducted in October 2004 and January 2005	Existing counts were conducted in May 2015 for the weekday PM peak period and Saturday mid-day for analysis of internal circulation	Existing counts were conducted in August 30, 2016 at three intersections, , and in February 2017 at two intersections on Auburn Boulevard for determining the existing trip generation of the site and to identify change from past counts
Trip Generation	Impacts and mitigation measures are based on a threshold volume of 1,690 PM peak hour trips	The addendum estimated the existing and proposed Stock Ranch uses would generate 1,495 PM peak hour trips and not exceed the 2000 EIR threshold	The study estimated that the remaining unbuilt land uses would generate net new weekday PM peak hour trips equaling 395 trips—added to the existing driveway counts of 1,418 PM peak hour trips results in a total site trip generation of 1,813 PM peak hour trips	The August 2016 counts derived an existing site trip generation rate of 4.38 PM peak hour trips per 1,000 square feet of building floor area resulting in a total site trip generation (built and unbuilt uses) of 2,135 trips and 433 net new trips after accounting for pass-by trips.

Table 1: Summary of Stock Ranch Traffic Studies and Environmental Reviews for Commercial Development (Continued)

	2000 EIR and 2002-03 Amendments (a)	2005 EIR Addendum (b)	2016 Stock Ranch Plaza Circulation Study (c)	2017 Design Review Permit Modification (d)
Impacts	Significant impacts identified at five intersections and surrounding residential streets under Existing + Project conditions, two of which could not be mitigated. Three intersections are significantly impacted under cumulative conditions, one of which cannot be mitigated.	Analysis of the Walmart Store specifically under Existing + Project conditions would cause one significant, but mitigatable, impact with a measure identified in the 2000 EIR	The circulation study focused on the Project driveways with Auburn Boulevard and internal intersections. The study recommended some minor internal circulation changes but since it was not an environmental review it did not identify any significant impacts	Refer to the Project impacts section of this study
Mitigation / Completed	All of the physical mitigation measures identified in the EIR, ranging from new traffic signals to additional turn lanes, have been implemented to date. One impact was eliminated with the relocation of the Project's central driveway on Auburn Boulevard. Programmatic mitigation measures include the applicant implementing a traffic monitoring program to identify neighborhood impacts and mitigation measures.	The mitigation measure for the significant impact at the external intersection identified in the 2005 Addendum has been implemented.	No mitigation required, but the applicant revised the internal circulation on the site plan. This plan was modified before a final study report was prepared. The modified plan is reviewed by this project.	Refer to the Project impacts section of this study

Notes:

(a) Stock Ranch Guide for Development, Draft EIR, October 2000

(b) Stock Ranch Guide for Development, EIR Addendum, February 9, 2005

(c) Stock Ranch Plaza Circulation Study, prepared by Fehr & Peers Associates for applicant, March 30, 2016

(d) Environmental Review of Stock Ranch Design Review Permit Modification Traffic Impact Study, February 2, 2017

DKS Associates, 2017

This traffic analysis has the following objective:

1) To analyze the proposed changes to the Stock Ranch Guide to Development and/or site plan to determine if the changes cause any new significant impacts not identified in previous environmental documents; and to determine if changes in conditions and circumstances since certification of the 2000 Program EIR and its addendums would substantially increase the severity of previously identified impacts.

2.2 Conditions Warranting a Subsequent or Supplemental Impact Report

The following criteria is directly from Title 14. California Code of Regulations, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act, Article 11. Types of EIRs, Sections 15162 to 15170:

15162. Subsequent EIRs and Negative Declarations

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

(c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the

project, if any. In this situation no other responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.

(d) A subsequent EIR or subsequent negative declaration shall be given the same notice and public review as required under Section 15087 or Section 15072. A subsequent EIR or negative declaration shall state where the previous document is available and can be reviewed.

2.3 Comparison of Proposed Project Changes between DRP and Previous Approval

Changes in Development Program

The proposed changes to the Stock Ranch Project are physical modifications to the floor area size of the unbuilt buildings permitted on the site, a shift in use from retail to restaurant in some of the buildings, and changes to the internal circulatory roadways. **Table 2** compares the current development program with the development program of the Project as approved in the 2005 EIR Addendum.

Table 2: Comparison of Previously Approved Project with Proposed Project

Approved Project Development Program (a)		**Proposed Project Development Program** (b)	
Land Use / Building	**Size (Square Feet)**	**Land Use / Building**	**Size (Square Feet)**
Costco	156,728	Costco	156,728
Walmart	150,584	Walmart	150,584
Subtotal Costco + Walmart	307,312	Subtotal Costco + Walmart	307,312
Restaurant L	7,000	Applebee's Restaurant	6,630
Retail Anchor C	40,000	Retail Anchor C	34,000
Retail D, E, F, H, I, J, K	50,075	Retail D, E, F, H, I, J, K	20,491
Restaurant D, E, F, H, I, J, K	0	Restaurant D, E, F, H, I, J, K (c)	28,000
Restaurant G (Drive Thru)	5,000	Restaurant G (Drive Thru)	2,308
Subtotal Retail	90,075	Subtotal Retail	54,491
Subtotal Restaurant	12,000	Subtotal Restaurant	36,938
Grand Total	**409,387**	**Grand Total**	**398,741**

Notes:
(a) Source: Master Conceptual Site Plan for Stock Ranch, Development Statistics, August 4, 2003.
(b) Source: Site Plan for Stock Ranch Plaza, Development Statistics, June 12, 2017.
(c) The Stock Ranch Plaza Site Plan Amendment Project Description (June 2017) states that 28,000 square feet of former retail building pads may be used for restaurant floor area, with about 13,000 square feet of this floor area potentially used for fast food uses while 15,000 square feet potentially used for casual and sit down restaurant use. This disaggregation by type of restaurant is address in the impacts section of this report.
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Subsequent to the approval of the site plan in 2003, the Applebee's Restaurant was built but with a slightly smaller floor area. Overall, the proposed changes in the site plan reduce the retail and restaurant square footage by about 10,646 square feet. The proposed total floor area of the commercial uses (398,741 square feet) is about four percent lower than current approvals and about three percent less than the maximum floor area permitted in the Stock Ranch Development Guide approved in 2001 (409,387 square feet). About 30,308 square feet of the remaining 84,799 square feet of unbuilt

commercial floor area has been designated for restaurant use, whereas this space was previously identified as retail in the 2003 Approved Project Development Program.

Comparison of Changes in Internal Circulation

This section describes the changes in internal circulation between the proposed 2017 Site Plan and the approved 2003 Site Plan, as summarized in the applicant's Project Description. In general, the proposed 2017 Site Plan improves the circulation of the site by more clearly defining the internal driveway that extends from the west driveway at Auburn Boulevard though the site, north of Costco and Walmart and connects to the East Driveway intersection with Auburn Boulevard. Other proposed circulation improvements include widening of the Central Driveway and a minor realignment of the East Driveway. **Table 3** compares key circulation features between the Approved 2003 Site Plan and the Proposed 2017 Site Plan and highlights the proposed changes.

3. ANALYSIS OF STOCK RANCH'S PREVIOUS ENVIRONMENTAL CLEARANCE DOCUMENTS

3.1 Approach to Determining Substantial Change

This section includes a systematic procedure to identify changes in the Project, potential new impacts, new information, or changes in circumstances and to assess whether the changes affect the environmental impact analyses that comprise the Project's approved environmental review. **Table 4** summarizes the results of a series of tests to determine substantial change.

3.2 Assessment of Proposed Changes in Project

Changes in Project Trip Generation

This section compares the Project's estimated and actual trip generation since the initial traffic study was prepared for the Stock Ranch Guide for Development EIR in 2000. In order to understand the comparisons presented below it is necessary to define terms related to trip generation.

A. Gross Trip Generation – The total number of vehicular trips that enter the site for the purpose of visiting one of more specific land uses on the site. Gross trip generation is comprised of new trips generated by the land uses on a site, pass-by trips, and internal trips. **All of these trips (except internal trips) whether considered new or existing, must use the site's driveways.**

B. New Trip Generation - Trips made to the site with the specific purpose of visiting one or more of the land uses on the site. **The site is the primary destination of these trips and because they wouldn't normally be in the vicinity of the site, they are added to existing traffic volumes and are the potential cause of significant impacts to off-site intersections.**

C. Pass-By Trips - Traffic already on the way from an origin to a primary destination that make an intermediate stop at the site while passing by on an adjacent street. Pass-by trips are considered existing traffic because they would have been passing by the site regardless of the new development on the site. Pass-by trips make up a large share of the trip generation for

Table 3: Comparison of On-Site Internal Circulation Changes

Key Feature	**Approved 2003 Site Plan Circulation** (a)	**Proposed 2017 Site Plan Circulation** (b)
Central Driveway	The Central Driveway in the approved 2003 site plan (internal east-west orientation) begins as a multi-lane approach at the Project's main driveway with Auburn Boulevard (shown as a planned traffic signal on site plan). • Tapers to a 30-foot wide, un-striped drive with direct access to parking aisles. • With numerous parking aisle entries, the Central Driveway looks and operates a parking lot spine road and curves through the site providing access to various smaller parking areas. • Driveway is the primary truck route accessing the Costco and Wal-Mart loading docks. • Driveway provides indirect access to the two other site driveways on Auburn Boulevard.	The Central Driveway proposed in the 2017 site plan shows several substantive changes although it retains most of the primary functionality it had in the 2003 site plan. • The Central Driveway (internal west-east orientation) retains its multi-lane approach to the main entrance on Auburn Boulevard (now signalized). • The Driveway is proposed to be widened to provide a center turning lane along most of its length and its edges are further defined as a street with curbing. • The driveway does not provide direct access to parking aisles, except on the south side between the first stop-controlled internal intersection and the East Driveway. • With the exception noted above, access to parking aisles occurs at internal intersections, some of which stop-control traffic on the Central Driveway. The center turn lane provides left turn capacity and storage at these intersections so as to not impede through traffic. • The Central Driveway connects to the East Driveway at a four-way intersection. • It remains the primary truck route accessing the Costco and Wal-Mart loading docks but only for about 100-feet, at which point trucks turn onto the site's service road traveling around the rear of the Costco and Walmart buildings.
East Driveway	On the 2003 Site Plan, the East Driveway extending from Auburn Boulevard southerly into the site is irregular and includes several jogs. Consequently, with buildout of the 2003 Site Plan, traffic accessing the site using the East Driveway on Auburn Boulevard would be required to jog around Buildings C and D to reach Walmart or Costco.	The East Driveway in the proposed 2017 Site Plan is more prominent and direct to accommodate vehicles to and from the East Driveway intersection at Auburn Boulevard. Angled slightly, the realigned East Driveway is in the same general location as in the 2003 Site Plan—between Buildings E and F and west of Buildings C and D—but the alignment is more direct and provides motorists with an improved line of sight towards their destinations. The shapes of Buildings C and D have been reconfigured and the square footages of these buildings have been reduced to accommodate the redesigned East Driveway. At the intersection of the East Driveway and the Central Driveway, a four-way stop controlled intersection exists. The alignment of the Central Driveway leading to the intersection has been straightened to create a ninety degree angle for the intersection.

Notes:

(a) Source: Master Conceptual Site Plan for Stock Ranch, Development Statistics, August 4, 2003.
(b) Source: Site Plan for Stock Ranch Plaza and Stock Ranch Plaza Site Plan Amendment Project Description, June, 2017.

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Table 4: Environmental Checklist for Determining New or More Severe Significant Impact Under Proposed Changes to Project

Area of Impact Analysis	Where Impact was Analyzed in Approved Review?	Do Proposed Changes to the Project Result in New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Adopted Stock Ranch Mitigation Measures Resolve New Impacts?
Background Traffic Volumes	2001 Program EIR (Chap. 4.4) 2005 EIR Addendum (Pg. 7-8)	**NO** Changes to the Project do not affect background traffic	**NO** Background traffic has changed over time since Project was approved but does not change Project impacts *See analysis on change in background traffic volumes	**NO** Although new counts exist at many of the original study locations, these counts show a general decreasing trend in background traffic *See Table 7	**NO NEW OR MORE SIGNIFICANT IMPACTS**
Project Trip Generation	2001 Program EIR (Chap. 4.4) 2005 EIR Addendum (Pg. 7-8)	**NO** Changes in the Project's buildings reduce floor area approved previously but the shift from retail to restaurant uses in some buildings increases traffic generation Traffic generated by built uses (e.g., Costco, Walmart) are consistent with, or lower than, EIR projections *See analysis on change in Project trip generation	**NO** There are no new circumstances with respect to Project trip generation	**YES** Although traffic generated by built uses on the site are consistent with, or lower than, EIR projections, the proposed shift from retail to higher generating restaurant uses requires an updated trip generation analysis and verification that no new impacts result from the change * See analysis on change in Project trip generation and intersection Levels of Service ITE trip generation rates have been updated since Project was approved but do not change Project impacts *See analysis on change in Project trip generation	**NO NEW OR MORE SIGNIFICANT IMPACTS**
Intersection Level of Service	2001 Program EIR (Chap. 4.4) 2005 EIR Addendum (Pg. 7-8)	**NO** Traffic generated by built uses on the site are consistent with. Or lower then, EIR projections Changes in the Project's buildings reduce floor area approved previously and subsequently reduce trip generation and somewhat offsetting the increase in trip generation caused by the shift from retail to restaurant uses	**NO** The City of Citrus Heights General Plan Update and Greenhouse Gas Reduction Plan modifies the City's level of service standards for roadway segments and intersections – relaxing the standard from LOS D to LOS E and exempting certain corridors from minimum standards	**NO** Project mitigation measures have been implemented since Project was approved *See analysis on change in Project trip generation and intersection level of service	**NO NEW OR MORE SIGNIFICANT IMPACTS**

Table 4: Environmental Checklist for Determining New or More Severe Significant Impact Under Proposed Changes to Project

Area of Impact Analysis	Where Impact was Analyzed in Approved Review?	Do Proposed Changes to the Project Result in New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Adopted Stock Ranch Mitigation Measures Resolve New Impacts?
		*See analysis on change in Project trip generation and intersection Levels of Service			
Impacts to Transit System	2001 Program EIR (Chap. 4.4)	**NO** Proposed changes to the site plan do not change previous impacts to transit	**NO** No new circumstance that would change previous impacts to transit	**NO** No new information that would change previous impacts to transit	**NO NEW OR MORE SIGNIFICANT IMPACTS**
Impacts to Bicycle / Pedestrian System	2001 Program EIR (Chap. 4.4)	**NO** The Proposed 2017 Site Plan includes improvements to the pedestrian internal circulation system *Refer to Table 3 for discussion of improvements	**NO** No new circumstance that would change previous impacts to the bicycle and pedestrian system	**NO** No new information that would change previous impacts to the bicycle and pedestrian system	**NO NEW OR MORE SIGNIFICANT IMPACTS**
Cumulative Impact	2001 Program EIR (Chap. 4.4)	**NO** Traffic generated by built uses on the site are consistent with, or lower then, EIR projections. Changes in the Project's buildings reduce floor area approved previously and subsequently reduce trip generation that somewhat offsets the increase in trip generation caused by the shift from retail to restaurant uses, however, the increase does not cause new nor more severe impacts identified impacts on intersection level of service	**NO** The City of Citrus Heights General Plan Update and Greenhouse Gas Reduction Plan modifies the City's level of service standards for roadway segments and intersections – relaxing the standard from LOS D to LOS E and exempting certain corridors from minimum standards	**NO** No new information that would change previous impacts to the Project's cumulative impacts	**NO NEW OR MORE SIGNIFICANT IMPACTS**

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convenience retail, gas stations, and restaurants. **When analyzing potential impacts, pass-by trips are added to the site's driveways but are not added to off-site intersections.**

D. Internal Trips - Traffic associated with multi-use developments where trips among various land uses can be made on the site without using the major street system. These trips can be made either by walking or by vehicles using internal roadways. **Internal trips are subtracted from gross trip generation estimates to avoid double counting the initial trips entering the site.**

Table 5 presents the trip generation from the 2001 Stock Ranch Guide for Development EIR and the 2005 Stock Ranch Guide for Development EIR Addendum. The 2001 EIR was prepared without any knowledge of the current major retail anchors so the trip generation analysis assumed the site would be a 450,000 square foot "shopping center" and used Institute of Transportation (ITE) trip generation rates for land use category 820 (shopping center). The impacts and associated mitigation identified in the 2000 Stock Ranch Guide for Development EIR were based on a gross site trip generation of about 1,690 PM peak hour trips (see shaded cells in Table 5). As defined previously, gross trip generation is comprised of new, existing pass-by, and internal trips which don't use off-site intersections. New and pass-by trips use site driveways and can potentially impact access intersections, but only new trips can potentially impact off-site intersections. In the 2001 Stock Ranch Guide for Development EIR the proposed Project was estimated to generate 1,354 new trips. With the exception of the West and East Project Driveways, all of the significant impacts and associated mitigation measures were based on the new 1,354 PM peak hour trips.

In the 2005 Stock Ranch Guide for Development EIR Addendum, the Costco had been built and operating and the addendum was evaluating the proposed 154,918 square foot Walmart store (the store's actual size is 150,584 square feet) plus the remaining unbuilt retail buildings. The 2005 Addendum used the gross PM peak hour trips (1,690) from the 2001 EIR as a limiting ceiling on trip generation in order to remain consistent with the Project and mitigation measures approved in the 2001 EIR. The 2005 EIR Addendum estimated the Project's gross PM peak hour trip generation at about 1,680 trips. The new trips generated by the proposed Walmart and unbuilt retail was estimated to be 864 PM peak hour trips and caused a previously identified significant impact and associated mitigation to an off-site intersection under cumulative conditions to become a significant impact and associated mitigation under Existing + Project conditions.

Table 6 summarizes the current traffic generation from existing uses on the site (Costco, Walmart and Applebee's Restaurant) and the estimated trip generation of the remaining unbuilt retail and restaurant buildings located north of the Central Driveway as modified in the Design Review Permit Modification. The trip generation estimates are comprised of actual counts at the Project driveways which include traffic from the built portions of the site (Costco, Walmart and Applebee's Restaurant) and an estimate of the unbuilt portion of the site which includes 54,491 square feet of retail buildings, a 2,308 square foot fast food restaurant with drive through window, 13,000 square feet of potential fast food restaurant with or without drive through windows, and 15,000 square feet of casual sit-down restaurant. The trip generation of the unbuilt land uses were estimated using rates from ITE's 9th Edition (most current) Trip Generation manual.

Table 5: Summary of Trip Generation Estimates from Approved Stock Ranch EIR and Addendum

Stock Ranch Guide for Development Draft EIR (October, 2000) [1a]

Land Use [2a]	**Size**	**Units**		**AM Peak Hour**			**PM Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Shopping Center	450	KSF	Rate	0.53	0.34	0.87	1.80	1.96	3.76
			Trips	239	153	392	812	880	1,692
Pass-By Trips (20%):				-48	-31	-78	-162	-176	-338
Total New Trips (excluding Pass-by Trips):				**191**	**122**	**313**	**650**	**704**	**1,354**
Total Trips at Site Driveways (including Pass-By Trips):				**239**	**153**	**392**	**812**	**880**	**1,692**

Stock Ranch Guide for Development EIR Addendum (February, 2005) [1b]

Land Use	**Size**	**Units**		**AM Peak Hour**			**PM Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Stock Ranch Costco Store with Gas Station [2b]	156.728	KSF	Based on Actual Traffic Counts						670
Proposed Wal-Mart Store [3b]	154.918	KSF	Rate	Not Studied			2.69	2.92	5.61
			Trips				417	452	869
	Internal Trips:							5%	-43
	Pass-By Trips:							17%	-148
	Total New Wal-Mart Trips:								678
Additional Retail North of Central Driveway [4b]	55	KSF	Rate	Not Studied			1.80	1.95	3.75
			Trips				99	107	206
	Internal Trips:							10%	-21
	Pass-By Trips:							0%	0
	Total New Additional Retail Trips:						89	97	186
Total New Trips:				Not Studied					864
Total New + Existing Costco Trips (excluding Internal and Pass-By Trips):									**1,534**
Total Trips at Site Driveways (including Pass-By Trips):									**1,681**

Notes for Stock Ranch Guide for Development Draft EIR:

[1a] Source: Stock Ranch Guide for Development Draft EIR (October, 2000), Table 1: Trip Generation Assumed for Stock Ranch Commercial Center.

[2a] The land use assumed in the referenced EIR is a 450,000 square foot shopping center and vehicular trips were estimated using trip generation rates representing Land Use Code 820 - Shopping Center, published in Trip Generation, ITE, 1997.

Notes for Stock Ranch Guide for Development EIR Addendum:

[1b] Source: Memorandum dated February 3, 2005 from Fehr & Peers Associates to Colleen McDuffee (Senior Planner for Citrus Heights) titled Traffic Study of Proposed Wal-Mart Store on Auburn Boulevard and marked as "Attachment 1 to Addendum". Trip generation presented above is derived from data found in Table 3: Range of Trip Generation Rates for Wal-Mart Stores and Table 4: PM Peak Hour Trip Generation of Proposed Wal-Mart Store.

[2b] Driveway counts of the existing Costco Store in the Stock Ranch Shopping Center were conducted by Fehr & Peers Associates in January 2005.

[3b] The estimated trip generation of the proposed Wal-Mart Store was based on trip generation rates derived from a subset of studies published in ITE's Trip Generation (2003)for Freestanding Discount Store (#815) and Freestanding Discount Superstore (#813) land use categories. The Wal-Mart trip generation estimate presented in the table above excludes site internal trips (43) but includes pass-by trips (148) to represent the Project's driveway traffic volumes. Refer to Table 4 in the memorandum cited in Note 1 for details.

[4b] The 2005 EIR Addendum--having actual traffic data from Costco and having estimated the proposed Walmart traffic--calculated the amount of additional retail that could be built on the Stock Ranch commercial site without exceeding the total PM peak hour trips analyzed in the original 2000 EIR upon which the Project's original approvals were based.

KSF = Thousands of square feet of floor area.

ITE = Institute of Transportation Engineers.

Shaded cells are the comparable trip generation estimates from either study.

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Table 6: Estimated PM Peak Hour Trip Generation of the Unbuilt Commercial Uses at Stock Ranch

Remaining Unbuilt Land Uses	Size	Units	PM Peak Hour Rates			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Trip Generation Methodology Consistent with 2005 EIR Addendum + ITE Rates for Restaurants								
Retail Shopping Center	54.491	KSF	1.80	1.96	3.76	98	107	205
Casual Sit-Down Restaurant	15.000	KSF	5.91	3.94	9.85	89	59	148
Fast Food Restaurant with Drive Thru	15.308	KSF	16.98	15.67	32.65	260	240	500
Subtotal:						447	406	853
Internal Trips (%):	11%					(49)	(45)	(94)
Pass-By Trips (%) [3]:	43%					(171)	(155)	(326)
Total Net New Trips from Unbuilt Uses (excluding Internal and Pass-By trips):						**227**	**206**	**433**
Total Trips from Unbuilt Uses at Project Driveways (includes Pass-By Trips):						398	361	759
Actual Existing PM Peak Hour Trips at Driveways (includes Pass-By trips) [4]:						660	716	1,376
Total Net New Trips from Unbuilt Uses + Existing Trips (excludes Internal and Pass-By trips):						887	922	1,809
Total Gross Trips from Unbuilt Uses + Existing Trips at Project Driveways (includes Pass-By trips):						**1,058**	**1,077**	**2,135**
PM Peak Hour Trips Exceeding Threshold from 2000 Stock Ranch EIR						246	197	443

Notes:

[1] The current estimate of the PM peak hour trip generation of the remaining unbuilt general retail buildings at Stock Ranch Plaza is based on the highest shopping center ITE trip generation rate used in the 2000 Program EIR or 2005 EIR Addendum for consistency.

[2] Conservatively, the estimate of the PM peak hour trip generation of the unbuilt fast food restaurant space at Stock Ranch Plaza is based on ITE's trip generation rate for Fast Food Restaurant with Drive Through (Land Use #934) from the 9th Edition of Trip Generation (2012). It is not certain that all 13,000 sure feet of fast food restaurant space will include drive through windows, but this represents a wort case scenario. The estimate for casual sit-down restaurant is based on ITE's trip generation rate for High-Turnover Sit-Down Restaurant (Land Use #932) from the 9th Edition of Trip Generation (2012).

[3] The estimates of pass-by traffic of 43 percent is a weighted average for general retail, fast food, and casual sit-down restaurants. Source: 3rd Edition of ITE's Trip Generation Handbook.

[4] The actual PM peak hour trips at the Project's driveways are from traffic counts conducted in August 2016 and reflect traffic generated by the existing Costco, Walmart and Applebee's restaurant.

The number in the shaded cell is the trip generation estimate comparable to the PM peak hour threshold upon which the Project was approved.

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Based on traffic counts conducted in August of 2016, the existing Costco, Walmart and Applebee's Restaurant generate a PM peak hour trip generation of 1,376 trips. The total gross PM peak hour trip generation is the sum of the existing traffic volumes at the driveways plus the estimated trip generation of the unbuilt commercial uses (including pass-by trips) on site from Table 6. This is estimated to be 2,135 PM peak hour trips which exceeds the 1,692 trip ceiling established in the 2000 Stock Ranch Guide for Development EIR by 443 trips. The gross trips include new and pass-by traffic, all of which use the project's driveways to access the site, so these trips might potentially cause impacts to the site's driveway intersections.

The unbuilt retail and restaurant uses in the revised 2017 site plan are estimated to generate 399 new PM peak hour trips, and it is only these new trips that would potentially cause impacts to off-site intersections.

The key finding from the analysis of changes in the Project's trip generation is that, although the Project exceeds the PM peak hour ceiling established in the 2000 Stock Ranch Guide for Development EIR by 443 trips and adds 433 new trips to the surrounding street network, when combined with a reduction in background traffic volumes described in section 3.3, the change in Project trip generation is not substantial and does not cause any new impacts or more severe impacts than previously identified.

Changes in Project Site Plan Internal Circulation

The 2017 Site Plan proposes changes to the site's internal circulation because the Stock Ranch Plaza site experiences on-site circulation challenges with development of Costco, Walmart and Applebee's, especially in the vicinity of the Costco gas station. On the existing west drive aisle, inbound traffic destined for Costco gas station often conflicts with vehicles turning left out of the Costco and Walmart parking areas to exit at the signalized west driveway. The addition of the Applebee's Restaurant parking lot access adjacent to the Costco gas station entrance, and where entering traffic from Auburn Boulevard merges from two lanes to one lane, concentrates a number of vehicular movements and motorist decision points in a relatively small area. The applicant has revised the internal circulation to address this specific area of the site as well to improve street definition to reduce conflicts and provide improved way-finding from both the West and East Driveways.

Although not discussed in the applicant's Project Description (see earlier reference in **Table 3**), the proposed changes to the internal circulation improve pedestrian circulation between the buildings on the site and particularly between the unbuilt retail buildings locate north of the Central Driveway and the major anchors of Costco and Walmart south of the Central Driveway. Changes in pedestrian circulation in the proposed 2017 Site Plan are itemized below.

1. Removal of an uncontrolled crosswalk across the Central Driveway connecting the Applebee's parking lot to the Retail J building. This planned crosswalk (shown in the Approved 2003 Site Plan) is located about 110-feet from the signalized main entrance at Auburn Boulevard. This change eliminates pedestrian movements across a four-lane wide segment of road with traffic that is controlled by a traffic signal and thus has the right-of-way when given a green indication.

The better alternative for pedestrians is to cross at the signalized crosswalk at the main entrance.

2. Relocation of an existing uncontrolled crosswalk across the Central Driveway (currently connecting to the pedestrian walkway through the parking lot to the Costco entrance) to a future four-way intersection located 100-feet to the east. The Site Plan shows a high-contrast crosswalk (e.g., use of colored pavement or pavers) across the west and north legs of the intersection. While the proposed 2017 Site Plan nor the applicant Project Description identify this intersection as a four-way stop, by default, it is a side-street stop controlled intersection. Regardless, it is better for pedestrians to cross at a clearly defined intersection where motorists expect pedestrians to cross.
3. The most substantial change in the proposed 2016 Site Plan is the realignment of the Central Driveway and the East Driveway to form a four-leg intersection with high-contrast crosswalks on all approaches. This intersection is proposed as an all-way stop controlled intersection. This intersection is located on a primary pedestrian connection between Auburn Boulevard and Walmart.

The key finding from the analysis of changes in the Project's internal circulation is that the modifications to the Central Driveway improve internal vehicular circulation by consolidating parking aisle access points into fewer intersections, providing a center turn lane to remove turning traffic from blocking through lanes, creating a more direct route from the East Driveway to the Central Driveway, and implementing all-way stop control where the Central and East Driveway intersect. Further, the modifications to the internal circulation improve pedestrian circulation as described above. These site plan modifications do not cause any new impacts or result in more severe impacts than previously identified.

3.3 Change in Circumstances or Availability of New Information

Change in Background Traffic Volumes

Traffic volumes in the vicinity of the Project site have reduced since the approval of the 2000 Stock Ranch Guide to Development Program EIR and the 2005 Stock Ranch EIR Addendum. **Table 7** compares past and current PM peak hour intersection traffic volumes by approach and by total at five pertinent locations:

- Auburn Boulevard / Old Auburn Road / Sylvan Road
- Auburn Boulevard / Van Maren Lane
- Auburn Boulevard / West Project Driveway
- Auburn Boulevard / East Project Driveway
- Auburn Boulevard / Carriage Drive

The table compares recent traffic counts (August 2016 and February 2017) with the average of traffic counts conducted in 2000 for the Stock Ranch Guide to Development Program EIR and its subsequent Addendum in 2005, 2005 with the addition of projected Walmart traffic, as well one count conducted in 2009 for the Citrus Heights General Plan Update. Except for the Project driveway approaches there is a

downward trend in non-Project related traffic volumes on Auburn Boulevard with reductions in volume on non-Project related intersection approaches ranging from seven to twenty percent.

In addition, **Table 7** compares recent 2016 counts with counts conducted in 2015 for the Stock Ranch Circulation Plan. This comparison is a check to determine if traffic volumes are leveling out or starting to increase since recovery from the recent economic recession in the past year. The table shows that over the past year traffic volumes on Auburn Boulevard at the two Project driveways has continued to drop, even into and out of the Project driveways[1]. A third project driveway was installed in 2015 between the original project driveways to service the additional upcoming development. This driveway currently does not receive enough volume require analysis.

Table 7: Comparison of Past and Current PM Peak Hour Traffic Volumes in Project Vicinity

Intersection	Year and Source of Traffic Counts	Traffic Volume by Intersection Approach				
		NB	SB	EB	WB	TOTAL
Auburn Boulevard / Old Auburn Road / Sylvan Road	2005 Stock Ranch EIR Addendum	1,447	1,224	1,217	840	4,728
	2005 Stock Ranch EIR Addendum (With Wal-Mart)	1,491	1,292	1,380	891	5,054
	2009 General Plan Update EIR (Existing)	1,277	1,036	1,355	873	4,541
	Average	**1,405**	**1,184**	**1,317**	**868**	**4,774**
	February 2017 City Counts	1,294	1,003	1,379	835	4,511
	Percent Change from Average:	**-8%**	**-15%**	**5%**	**-4%**	**-6%**
Auburn Boulevard / Van Maren Lane	2005 Stock Ranch EIR Addendum (Existing)	856	771	1,097	855	3,579
	2005 Stock Ranch EIR Addendum (With Wal-Mart)	883	788	1,216	1,018	3,905
	2009 General Plan Update EIR (Existing)	776	667	1,176	1,137	3,756
	Average	**838**	**742**	**1,163**	**1,003**	**3,747**
	8/30/2016 Stock Ranch EIR	684	631	1,078	937	3,330
	Percent Change from Average:	**-18%**	**-15%**	**-7%**	**-7%**	**-11%**
Auburn Boulevard / West Project Driveway	2000 Stock Ranch Development Guide EIR (Existing)	0	-	1,430	970	2,400
	2005 Stock Ranch EIR Addendum (Existing)	53	-	1,180	939	2,172
	2005 Stock Ranch EIR Addendum (With Wal-Mart)	207	-	1,350	1,107	2,664
	Average	**130**	**-**	**1,320**	**1,005**	**2,412**
	2015 Stock Ranch Circulation Study by Fehr & Peers (Existing)	469	-	1,329	785	2,583
	8/30/2016 Stock Ranch EIR	464	-	1,197	837	2,498
	Percent Change from Average:	**257%**	**-**	**-9%**	**-17%**	**4%**
Auburn	2000 Stock Ranch Development Guide EIR (Existing)	0	-	1,450	1,030	2,480

[1] Some of the reductions at the Project driveways may be attributed to seasonal differences in traffic volumes at retail centers, but the traffic counts for the Stock Ranch Circulation Plan were conducted in May of 2015 while the current counts were conducted in August of 2016 after school began. There is little seasonal change between these two points of time.

Intersection	Year and Source of Traffic Counts	Traffic Volume by Intersection Approach				
		NB	SB	EB	WB	TOTAL
Boulevard / East Project Driveway	2005 Stock Ranch EIR Addendum (Existing)	281	-	1,233	937	2,451
	2005 Stock Ranch EIR Addendum (With Wal-Mart)	541	-	1,407	930	2,878
	2015 Stock Ranch Circulation Study by Fehr & Peers (Existing)	252	-	1,227	1,031	2,510
	Average	**269**	**-**	**1,329**	**982**	**2,580**
	8/30/2016 Stock Ranch EIR	216	-	1,086	1,056	2,358
	Percent Change from Average:	**-20%**	**-**	**-18%**	**8%**	**-18%**
Auburn Boulevard / Carriage Drive	2000 Stock Ranch EIR	63	102	1,435	926	2,526
	2015 Stock Ranch Circulation Study by Fehr & Peers (Existing)	36	135	1,416	1,132	2,719
	Average	**50**	**119**	**1,426**	**1,029**	**2,623**
	February 2017 City Counts	31	111	1,244	1,179	2,565
	Percent Change from Average:	**-37%**	**-6%**	**-13%**	**15%**	**-2%**

DKS Associates, 2017.

The key finding from the analysis of background traffic volumes is that, while circumstances have changed since the previous Project approvals, the changes in traffic volume would not result in any new significant impacts or cause any substantially more severe impacts than previously analyzed. Furthermore, the decrease in background traffic volume effectively offsets, to some degree, the Project trip generation in excess of the trip generation ceiling of 1,692 PM peak hour trips (see Table 6).

Completion of Stock Ranch Mitigation Measures

Subsequent to the approval of the 2000 Stock Ranch Guide for Development EIR and the 2005 Addendum to the Stock Ranch Guide for Development EIR, the mitigation measures identified in both documents have been completed.

- Install a traffic signal at the Auburn Boulevard/San Tomas Drive intersection.
- In addition to planned improvements by the City at the Auburn Boulevard/Sylvan Road/Old Auburn Road intersection, add a second left-turn lane on the northbound approach.
- Install "Do Not Block Intersection" pavement markings at the Raintree Drive/Frontage Road intersection.
- In addition to planned improvements by the City, construct a second westbound left-turn lane at the Auburn Boulevard/Van Maren Lane intersection.
- Modify the original plan to locate the primary access driveway at the intersection of Auburn Boulevard and Raintree Drive to locate a signalized West Driveway across from Coachman Way (with retention of median restricting movements between Auburn Boulevard and the frontage road), relocate the East Driveway as a right turn in/right turn out access north of Raintree Drive, and modify the Auburn Boulevard median along the Project's frontage to channelize traffic into

and out of Raintree Drive. These changes were completed prior to the construction of the Costco store.

The implementation of the above changes to the Project's access and off-site intersections increased the vehicular capacity of the intersections to accommodate the Project's estimated gross total PM peak hour trips (1,692 trips) at the Project driveways based on the 2000 analysis, and the Project's estimated net new total PM Peak hour trips (1,354 trips) at off-site intersections.

The key finding with respect to the new information that the Stock Ranch mitigation measures have been implemented is that the improvements necessary to accommodate the Project's estimated 1,692 PM peak hour trips at the City's previous LOS standard of LOS D are in place. In theory, without any change in background traffic volumes, the mitigated intersections should be able to accommodate the current Project traffic (which would include traffic from existing uses plus traffic from the unbuilt retail and restaurant uses presented in Table 6) of about 2,135 trips at the driveways (including pass-by trips) and 1,809 trips (excluding pass-by trips) at the off-site intersections while maintaining a LOS D. There are two related changes in circumstances that, when combined, result in the current Project not causing any new significant impacts or more severe impacts than were previously analyzed. These two changes include:

1. The change in the City's level of service standard from a LOS D to a LOS E (see section below).
2. The decrease, or very low increase, in background traffic volumes since approval of the 2000 Stock Ranch Guide for Development EIR and the 2005 EIR Addendum.

Both of these circumstances offset the effect of the 443 PM peak hour trips in excess of the 1,692 trip ceiling established in the previous environmental approvals.

Change in City's Level of Service Policies

The City of Citrus Heights adopted revisions to their General Plan polices with respect to intersection level of service (LOS) standards in the 2011 General Plan Update. In summary, as part of the City's integration of Complete Streets policies into the mobility element of the General Plan, the roadway and intersection LOS standard was changed from a maximum of LOS D to a LOS E with exceptions to this standard for some of the City's more constrained corridors. Below are relevant excerpts from Policy 29.2:

- The City will strive to achieve LOS E or better conditions for City roadways and intersections during peak hours (these may include weekday AM, Mid-Day, and PM hours as well as Saturday Mid-Day or PM peak hours). The intent of the policy is to effectively utilize the roadway network capacity while balancing the desire to minimize potential adverse effects of vehicle travel on the environment and other modes.
- 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
- No road widening to provide additional vehicle capacity of the above listed streets will be permitted.

The current Stock Ranch approved environmental reviews were prepared prior to the above policy changes, otherwise, the approved Stock Ranch mitigation measures (which involved adding vehicular capacity to intersections) would not have been permitted (refer to the previous section for a listing of mitigation measures).

Policy 29.2 and other policies in the mobility element of the General Plan led to revisions to the criteria the City uses to determine significant transportation impacts. **Table 8** compares the current criteria for determining significance to the criteria used in the 2000 Stock Ranch Guide for Development EIR and subsequent 2005 EIR Addendum.

The key finding from the review of the change in the City's level of service policy from a LOS D to a LOS E is that circumstances that would have previously been identified as impacts might not be considered significant impacts when analyzed today under current policies. The increase by 443 PM peak hour trips above the in excess of the 1,692 trips ceiling established in previous studies does cause additional delays, but this change in the City's level of service policy means that these increases are not considered significant impacts. Two related changes in circumstance or new information, when combined, contribute to this finding:

1. The mitigation measures required of Stock Ranch to maintain a LOS D condition at impacted intersections have been implemented.
2. The current Project as modified, and added to existing traffic volumes does not cause the driveways or off-site intersections to exceed a LOS E (see following section on Intersection Level of Service).

3.4 Conclusion

The analyses in Section 3, independently and combined, conclude that the Stock Ranch Project, as proposed in its 2017 site plan, does not meet any of the conditions that would warrant a supplemental or subsequent environmental review since the Project would not cause any new significant impacts or more severe significant impacts than previously analyzed.

4. INTERSECTION LEVELS OF SERVICE

This section describes the existing transportation conditions in the Project study area, including the methodology, results and a comparison of analyses to previous studies on the Project.

4.1 Traffic Analysis Methodology

Intersection level of service was analyzed using 2010 Highway Capacity Manual (HCM) methodologies. The analysis results are presented using a descriptive term known as level of service (LOS), which is a measure of the quality of traffic operating conditions varying from LOS A (indicating free-flow traffic conditions with little or no delay) to LOS F (representing over-saturated conditions where traffic flows

Table 8: Change in City of Citrus Heights General Plan Policies Related to Significant Transportation Impacts

Standards of Significance Used in 2000 Stock Ranch Guide to Development EIR for the Project (a)	**Standards of Significance Based on General Plan Update** (b)
Worsen operations at an intersection from LOS C or better to LOS D or worse (paraphrased from Policy 29.2 of the Draft General Plan). Cause the average delay at an intersection that is already operating (or projected to operate) at LOS D or worse without the project to increase by more than five seconds per vehicle (paraphrased from Policy 29.2 of the Draft General Plan). Result in traffic volumes on local residential streets that exceed 3,000 vehicles per day or add traffic to a local residential street that already carries over 3,000 vehicles per day (paraphrased from Policy 3.5 of the Draft General Plan). Result in operational deficiencies or queuing problems at the project accesses.	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 – specifically this would occur if the project would do any of the following: • cause an intersection to drop below the LOS allowed under General Plan Policy 29.2 (LOS E), • cause a more than five percent increase in the total peak hour traffic volume in an intersection that operates unacceptably according to General Plan Policy 29.2 without the project, • cause an all-way stop-controlled or side-street stop-controlled intersection to meet Caltrans signal warrant criteria, or • cause a temporary but prolonged effect on the circulation system due to construction activities.
Interfere with existing or planned transit facilities or services within the City.	Substantially increase hazards due to: • a design feature (e.g., sharp curves or dangerous intersections), incompatible uses (e.g., farm equipment), or • failure to meet City or industry standard design guidelines for vehicle queueing, on-site circulation, access (including access for service and delivery trucks), and parking areas.
Interfere with existing or planned bicycle or pedestrian facilities within the City.	Increase off-site parking demand above that which is desired by the City in the immediate project area.
Require that the City acquire right of way from private property owners, particularly if the right of way acquisition would create a nonconforming situation with regard to building setbacks or other development standards.	Result in inadequate emergency access during construction and/o operation; or
	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, including: • adding trips to an existing bicycle or pedestrian facility that does not meet current design standards, • failing to provide accessible and safe pedestrian connections between buildings and to adjacent streets and transit facilities, or • creating demand for public transit services above the available or planned capacity.

Notes:
(a) Source: Stock Ranch Guide to Development Draft EIR, October 2000.
(b) Source: Citrus Heights City Hall and Medical Office Building Draft EIR, December 2014.
DKS Associates, 2017

exceed capacity resulting in long queues and delays). LOS grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving.

LOS is determined differently depending on the type of control at the intersection. For side-street stop controlled intersections, the LOS rating is based on the weighted average control delay of the side-street movements. At all-way stop-controlled and signalized intersections, the LOS rating is based on the weighted average control delay of all movements measured in seconds per vehicle.

The control delay represents the average delay per vehicle at the intersection (in seconds). Peak hour traffic volumes, lane configurations, signal phasing, and signal timing values are used as input in the LOS calculations. **Table 9** defines the relationship between the average control delay per vehicle and LOS for signalized and un-signalized intersections.

Table 9: Level of Service Criteria

Level of Service (LOS)	Average Control Delay (seconds/vehicle)	
	Stop Controlled[1]	Signalized
A	≤ 10	≤ 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80

[1] Applied to the average intersection delay at stop controlled intersections.
Source: Highway Capacity Manual, 2010

DKS Associates, 2017

4.2 Existing Intersection Levels of Service

Weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak period intersection turning movement counts were conducted at the study intersections on clear days with area schools in normal session in August 2016. In addition, the City of Citrus Heights provided PM peak hour counts at two intersections conducted in February 2017. The existing traffic counts are provided in the **Appendix**.

For each intersection, the single hour with the highest traffic volumes during the two count periods was used to calculate level of service. Existing traffic volumes include the built land uses at Stock Ranch including the Costco, Walmart and Applebee's Restaurant. The intersections are listed below:

1. Auburn Boulevard / Van Maren Lane
2. Auburn Boulevard / Main Project (West) Driveway

3. Auburn Boulevard / East Driveway
4. Auburn Boulevard / Old Auburn Road / Sylvan Road
5. Auburn Boulevard / Carriage Drive

As shown in **Table 10**, the level of service at the intersection of Auburn Boulevard/ Van Maren Lane is at LOS D for both peak hours. This LOS is within the City's current LOS policy of a maximum of LOS E. The intersections of the Project's West and East Driveways with Auburn Boulevard currently operate at LOS D or better.

Table 10: Existing Intersection Levels of Service

Intersection	Intersection Control	PM Peak Hour	
		Control Delay	LOS
Auburn Boulevard / Old Auburn Road / Sylvan Road	Signal	54.3	D
Auburn Boulevard/ Van Maren Lane	Signal	35.2	D
Auburn Boulevard/ Main Project (West) Driveway	Signal	11.1	B
Auburn Boulevard/East Driveway	TWSC	19.7	C
Auburn Boulevard / Carriage Drive	Signal	17.3	B

Notes:
Controlled delay is in seconds per vehicle.
TWSC = Two way stop controlled intersection. For stop-controlled intersections LOS is reported for the worst movement from the side street.

DKS Associates, 2017.

4.3 Existing Plus Project Intersection Levels of Service

In this analysis the "Project" is the unbuilt Stock Ranch retail and restaurant uses located north of the Central Driveway. The traffic generated by these uses were presented earlier in Table 6. Only the PM peak hour is analyzed because it represents the highest peak hour of traffic generated by the site as well as the highest amount of background traffic on adjacent streets.

Distribution of the Project traffic to the driveways and off-site intersections used a pattern consistent with that used in the 2005 Addendum to the Stock Ranch Guide for Development EIR. The Project traffic at the West and East Driveways with Auburn Boulevard is the total gross trips at the driveways (which includes pass-by trips) equaling 759 PM peak hour trips. **Table 11** presents the intersection levels of service at the study intersections with the addition of the Project.

The off-site intersections of Auburn Boulevard with Sylvan Road and with Van Maren Lane experience a small increase in delay (less than 3 seconds per vehicle) with the addition of Project traffic but continue to operate at a LOS C and LOS D respectively—both within the City's LOS standard. The signalized West Driveway accommodates the greatest amount of Project traffic and experience a tripling in delay from 10.8 to 39.5 seconds per vehicle but operates below the City's standard at a LOS D. The un-signalized East Driveway (which allows right turns in, right turns out, and left turns in) experiences nearly a doubling in delay and a change in PM peak hour level of service from LOS C for the worst movement (right turn out) to a LOS E but still operating within the City's level of service standard. The off-site intersection of Auburn Boulevard / Carriage Drive increases in delay a little over a second but continues to operate at a LOS B.

Table 11: Existing Plus Project Intersection Levels of Service

Intersection	Intersection Control	PM Peak Hour			
		Existing		Existing + Project	
		Control Delay	LOS	Control Delay	LOS
Auburn Boulevard / Old Auburn Road / Sylvan Road	Signal	54.3	D	57.7	E
Auburn Boulevard/ Van Maren Lane	Signal	35.2	D	39.7	D
Auburn Boulevard/ Main Project (West) Driveway	Signal	11.1	B	26.6	C
Auburn Boulevard/East Driveway	TWSC	19.7	C	37.5	E
Auburn Boulevard / Carriage Drive	Signal	17.3	B	16.5	B

Notes:
Controlled delay is in seconds per vehicle.
TWSC = Two way stop controlled intersection. For stop-controlled intersections LOS is reported for the worst movement from the side street.

DKS Associates, 2017.

In conclusion, even with a shift in use from retail to a higher generating restaurant use, the proposed changes in the 2017 site plan, combined with changes in circumstances and conditions since the Project was originally approved in 2001, do not cause any new significant impacts or increase the severity of previously identified impacts.

APPENDIX A

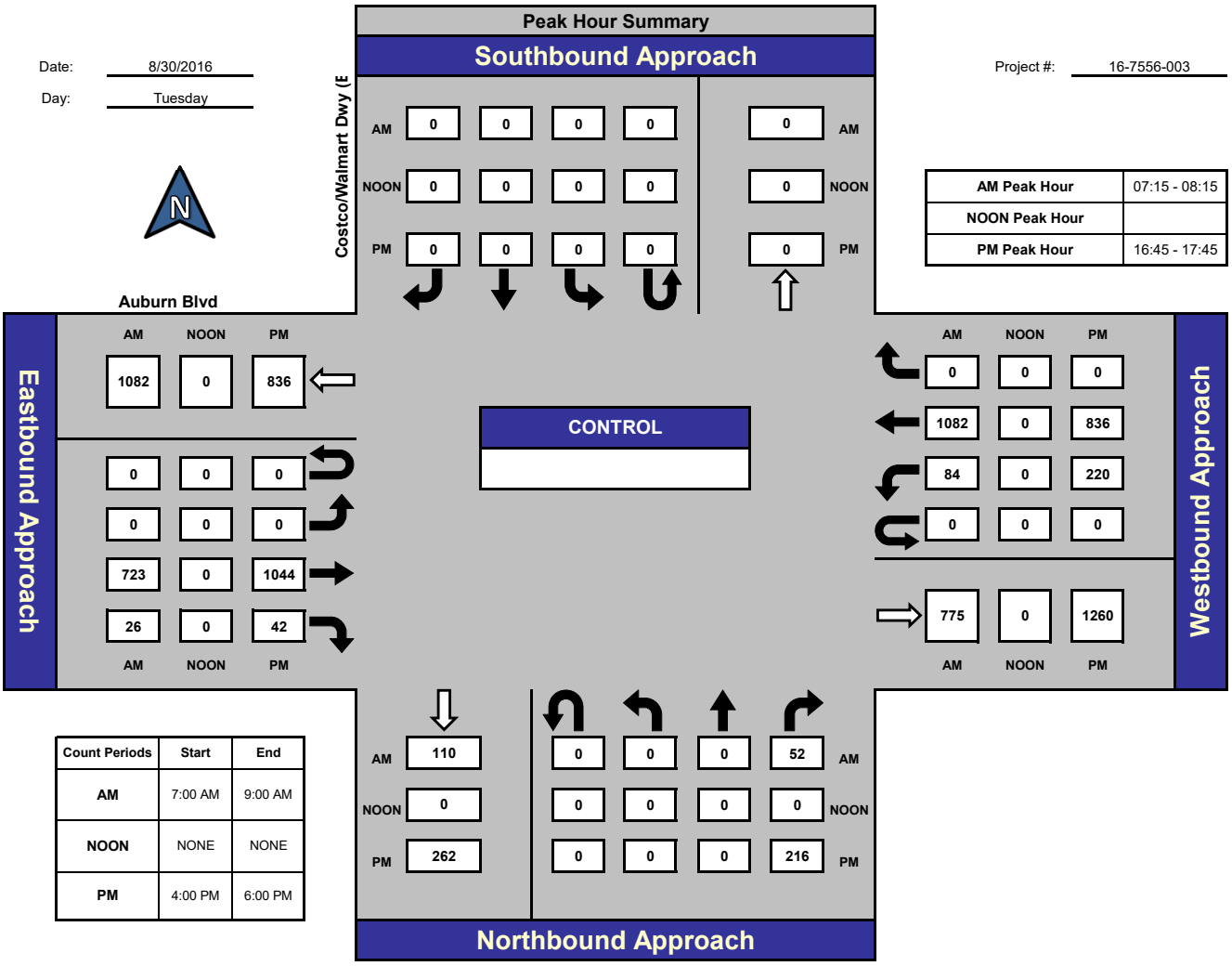
Existing Traffic Counts

Costco/Walmart Dwy (East) & Auburn Blvd

Date: 8/30/2016

Day: Tuesday

Project #: 16-7556-003



AM Peak Hour	07:15 - 08:15
NOON Peak Hour	
PM Peak Hour	16:45 - 17:45

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
0	0	AM
0	0	NOON
0	0	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
1082	0	836	1166	0	1056
749	0	1086	775	0	1260

South Leg	
110	52 AM
0	0 NOON
262	216 PM

Total Volume Per Leg

North Leg	
0	AM
0	NOON
0	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
1831	0	1922	1941	0	2316

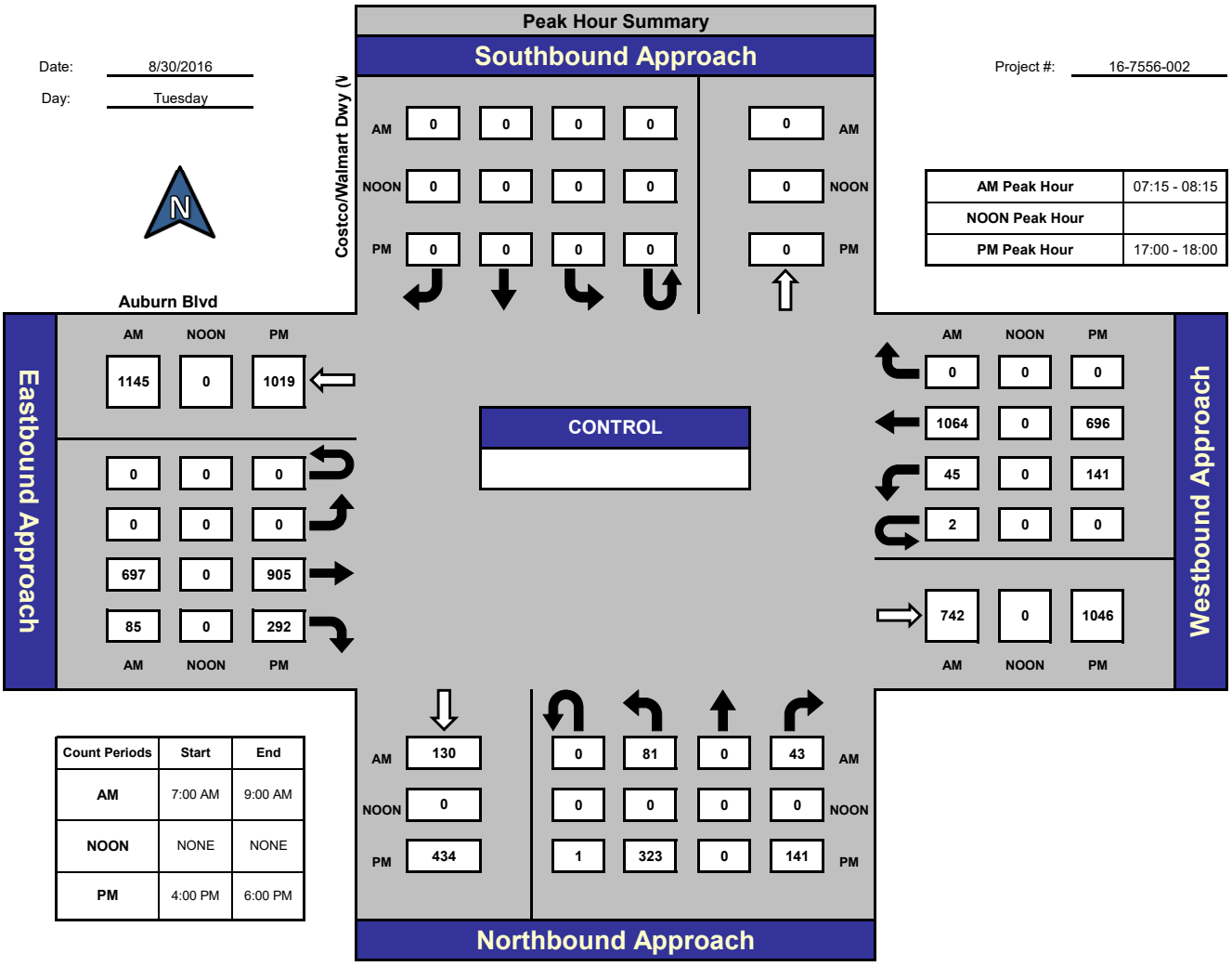
South Leg	
162	AM
0	NOON
478	PM

Costco/Walmart Dwy (West) & Auburn Blvd

Date: 8/30/2016

Day: Tuesday

Project #: 16-7556-002



AM Peak Hour	07:15 - 08:15
NOON Peak Hour	
PM Peak Hour	17:00 - 18:00

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	0	AM
	0	0	NOON
	0	0	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
1145	0	1019		1111	0	837
782	0	1197		742	0	1046

	South Leg	
AM	130	124
NOON	0	0
PM	434	465

Total Volume Per Leg

North Leg	
0	AM
0	NOON
0	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
1927	0	2216	1853	0	1883

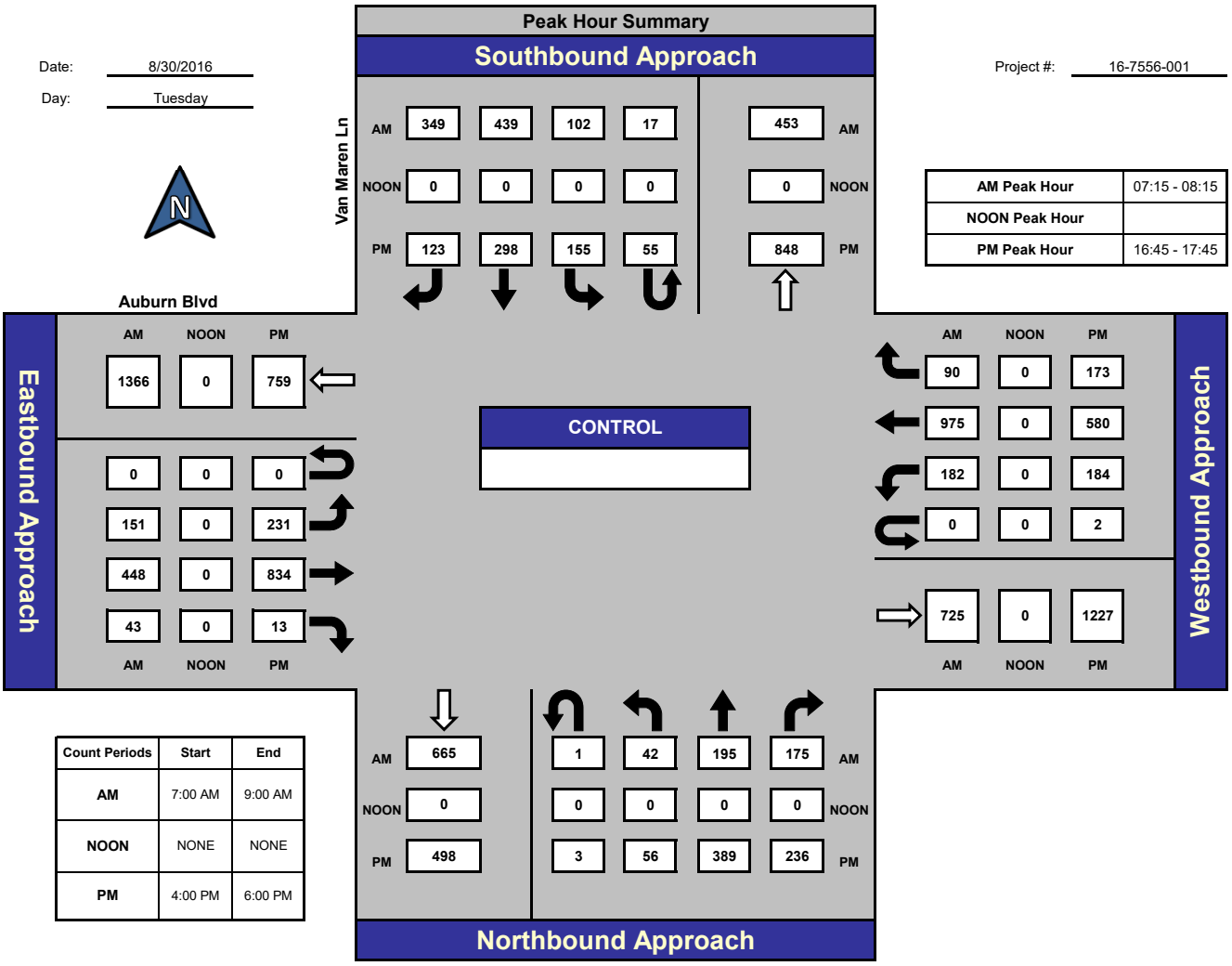
South Leg	
AM	254
NOON	0
PM	899

Van Maren Ln & Auburn Blvd

Date: 8/30/2016

Day: Tuesday

Project #: 16-7556-001



AM Peak Hour	07:15 - 08:15
NOON Peak Hour	
PM Peak Hour	16:45 - 17:45

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
907	453	AM
0	0	NOON
631	848	PM

West Leg			East Leg		
AM	NOON	PM			
1366	0	759	1247	0	939
642	0	1078	725	0	1227
			AM	NOON	PM

South Leg		
665	413	AM
0	0	NOON
498	684	PM

Total Volume Per Leg

North Leg	
1360	AM
0	NOON
1479	PM

West Leg			East Leg		
AM	NOON	PM			
2008	0	1837	1972	0	2166
			AM	NOON	PM

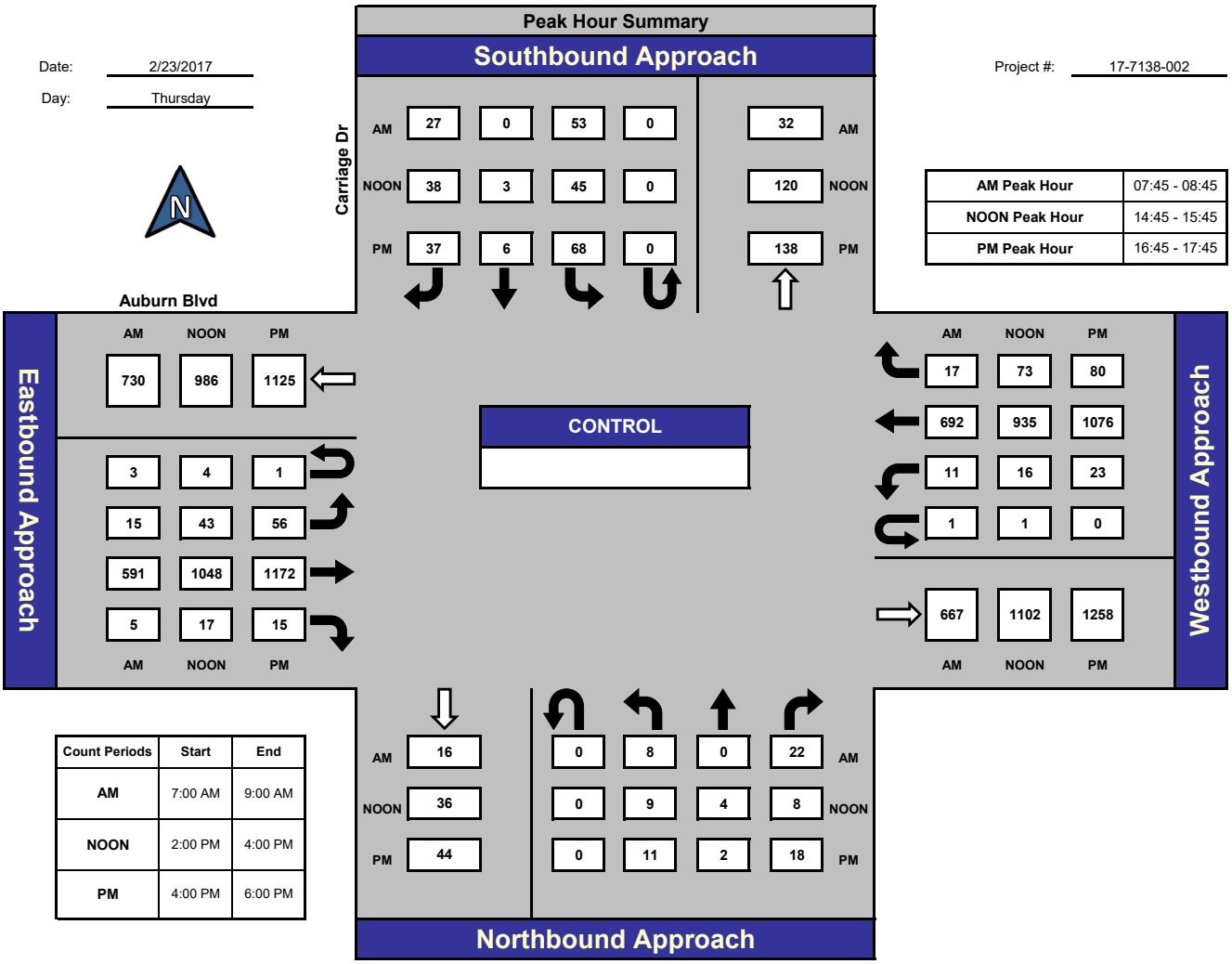
South Leg	
1078	AM
0	NOON
1182	PM

Carriage Dr & Auburn Blvd

Date: 2/23/2017

Day: Thursday

Project #: 17-7138-002



AM Peak Hour	07:45 - 08:45
NOON Peak Hour	14:45 - 15:45
PM Peak Hour	16:45 - 17:45

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	2:00 PM	4:00 PM
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	80	32	AM
	86	120	NOON
	111	138	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
730	986	1125		721	1025	1179
614	1112	1244		667	1102	1258

	South Leg	
AM	16	30
NOON	36	21
PM	44	31

Total Volume Per Leg

North Leg	
112	AM
206	NOON
249	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
1344	2098	2369	1388	2127	2437

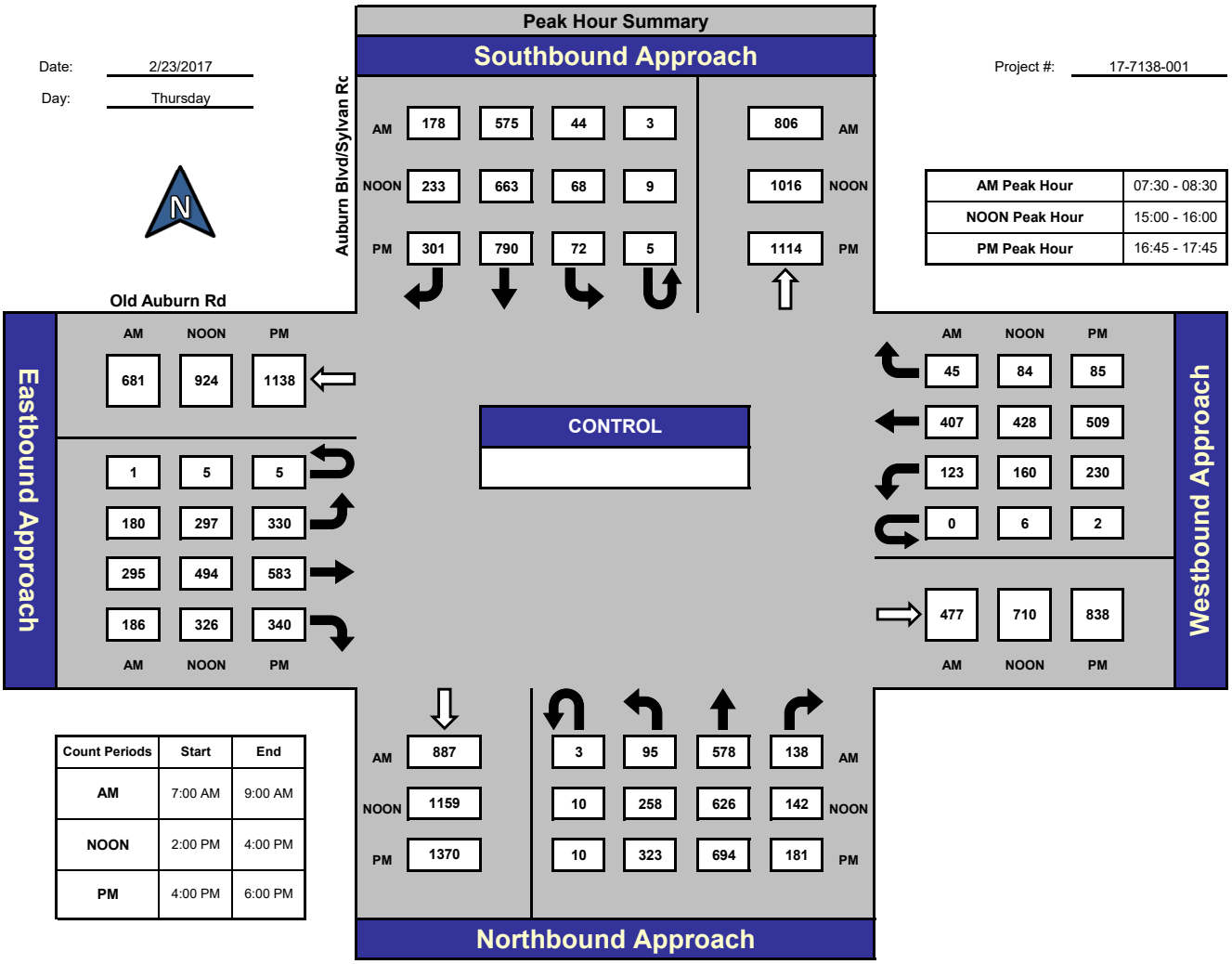
South Leg	
AM	46
NOON	57
PM	75

Auburn Blvd/Sylvan Rd & Old Auburn Rd

Date: 2/23/2017

Day: Thursday

Project #: 17-7138-001



AM Peak Hour	07:30 - 08:30
NOON Peak Hour	15:00 - 16:00
PM Peak Hour	16:45 - 17:45

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	2:00 PM	4:00 PM
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg	
AM	800	806
NOON	973	1016
PM	1168	1114

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
681	924	1138		575	678	826
662	1122	1258		477	710	838

	South Leg	
AM	887	814
NOON	1159	1036
PM	1370	1208

Total Volume Per Leg

North Leg	
1606	AM
1989	NOON
2282	PM

West Leg			East Leg		
AM	NOON	PM			
1343	2046	2396	1052	1388	1664
			AM	NOON	PM

South Leg	
AM	1701
NOON	2195
PM	2578

APPENDIX B
Intersection Level of Service Calculations

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	905	292	141	696	324	141
Future Volume (veh/h)	905	292	141	696	324	141
Number	6	16	5	2	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	943	180	147	725	338	4
Adj No. of Lanes	2	1	2	2	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1331	596	323	2101	488	225
Arrive On Green	0.38	0.38	0.09	0.59	0.14	0.14
Sat Flow, veh/h	3632	1583	3442	3632	3442	1583
Grp Volume(v), veh/h	943	180	147	725	338	4
Grp Sat Flow(s),veh/h/ln	1770	1583	1721	1770	1721	1583
Q Serve(g_s), s	10.1	3.6	1.8	4.7	4.2	0.1
Cycle Q Clear(g_c), s	10.1	3.6	1.8	4.7	4.2	0.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1331	596	323	2101	488	225
V/C Ratio(X)	0.71	0.30	0.45	0.35	0.69	0.02
Avail Cap(c_a), veh/h	5627	2518	1968	5619	2346	1079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	9.8	19.1	4.6	18.2	16.5
Incr Delay (d2), s/veh	0.3	0.1	0.4	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	1.6	0.9	2.2	2.0	0.0
LnGrp Delay(d),s/veh	12.1	9.9	19.5	4.7	18.9	16.5
LnGrp LOS	B	A	B	A	B	B
Approach Vol, veh/h	1123			872	342	
Approach Delay, s/veh	11.7			7.2	18.8	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		32.7			9.7	23.0		11.9
Change Period (Y+Rc), s		* 6.2			5.5	* 6.2		5.6
Max Green Setting (Gmax), s		* 71			25.5	* 71		30.4
Max Q Clear Time (g_c+I1), s		6.7			3.8	12.1		6.2
Green Ext Time (p_c), s		4.7			0.1	4.7		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Notes

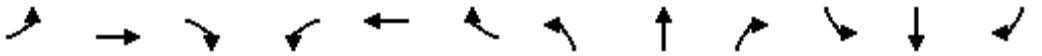
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1044	42	220	836	0	0	0	216	0	0	0
Future Vol, veh/h	0	1044	42	220	836	0	0	0	216	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	275	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1088	44	229	871	0	0	0	225	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	871	0	0	1131	0	0	-	-	566	1873	2460	435
Stage 1	-	-	-	-	-	-	-	-	-	1329	1329	-
Stage 2	-	-	-	-	-	-	-	-	-	544	1131	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	770	-	-	613	-	0	0	0	467	44	30	569
Stage 1	-	-	-	-	-	0	0	0	-	163	222	-
Stage 2	-	-	-	-	-	0	0	0	-	491	277	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	770	-	-	613	-	-	-	-	467	16	19	569
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	16	19	-
Stage 1	-	-	-	-	-	-	-	-	-	163	139	-
Stage 2	-	-	-	-	-	-	-	-	-	254	277	-

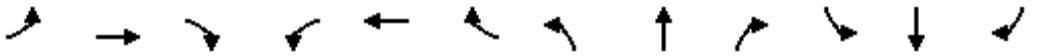
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3	19.7	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	467	770	-	-	613	-	-
HCM Lane V/C Ratio	0.482	-	-	-	0.374	-	-
HCM Control Delay (s)	19.7	0	-	-	14.3	-	0
HCM Lane LOS	C	A	-	-	B	-	A
HCM 95th %tile Q(veh)	2.6	0	-	-	1.7	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	1172	15	23	1076	80	11	2	18	68	6	37
Future Volume (vph)	56	1172	15	23	1076	80	11	2	18	68	6	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.1		4.7	5.1			5.5	5.5		5.2	5.2
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (prot)	1805	3533		1805	3507			1823	1615		1816	1615
Flt Permitted	0.95	1.00		0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (perm)	1805	3533		1805	3507			1823	1615		1816	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	58	1221	16	24	1121	83	11	2	19	71	6	39
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	18	0	0	34
Lane Group Flow (vph)	58	1237	0	24	1202	0	0	13	1	0	77	5
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases									3			4
Actuated Green, G (s)	7.2	44.8		3.9	42.0			3.4	3.4		10.7	10.7
Effective Green, g (s)	7.2	44.8		3.9	42.0			3.4	3.4		10.7	10.7
Actuated g/C Ratio	0.09	0.54		0.05	0.50			0.04	0.04		0.13	0.13
Clearance Time (s)	4.2	5.1		4.7	5.1			5.5	5.5		5.2	5.2
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	156	1900		84	1768			74	65		233	207
v/s Ratio Prot	c0.03	c0.35		0.01	0.34			c0.01			c0.04	
v/s Ratio Perm									0.00			0.00
v/c Ratio	0.37	0.65		0.29	0.68			0.18	0.01		0.33	0.02
Uniform Delay, d1	35.9	13.7		38.4	15.6			38.6	38.3		33.0	31.7
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	1.5	0.8		1.9	1.1			1.1	0.1		0.8	0.0
Delay (s)	37.4	14.5		40.2	16.6			39.7	38.4		33.9	31.8
Level of Service	D	B		D	B			D	D		C	C
Approach Delay (s)		15.5			17.1			38.9			33.2	
Approach LOS		B			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	83.3	Sum of lost time (s)	20.5
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	583	340	230	509	85	323	694	181	72	790	301
Future Volume (vph)	330	583	340	230	509	85	323	694	181	72	790	301
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6	6.6	6.6	6.6		5.2	5.3	5.3	5.5	5.6	5.6
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3463		3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3463		3433	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	344	607	354	240	530	89	336	723	189	75	823	314
RTOR Reduction (vph)	0	0	168	0	6	0	0	0	70	0	0	134
Lane Group Flow (vph)	344	607	186	240	613	0	336	723	119	75	823	180
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases			3						2			6
Actuated Green, G (s)	32.1	32.1	32.1	32.3	32.3		19.3	51.8	51.8	10.4	42.9	42.9
Effective Green, g (s)	32.1	32.1	32.1	32.3	32.3		19.3	51.8	51.8	10.4	42.9	42.9
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21		0.13	0.34	0.34	0.07	0.28	0.28
Clearance Time (s)	6.6	6.6	6.6	6.6	6.6		5.2	5.3	5.3	5.5	5.6	5.6
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)	731	754	337	736	742		439	1217	544	122	1008	450
v/s Ratio Prot	0.10	c0.17		0.07	c0.18		c0.10	0.20		0.04	c0.23	
v/s Ratio Perm			0.12						0.08			0.11
v/c Ratio	0.47	0.81	0.55	0.33	0.83		0.77	0.59	0.22	0.61	0.82	0.40
Uniform Delay, d1	51.8	56.3	52.8	50.0	56.5		63.5	40.7	35.0	68.2	50.2	43.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	5.9	1.1	0.1	7.1		7.0	0.5	0.1	6.3	4.9	0.2
Delay (s)	52.0	62.2	53.9	50.1	63.6		70.5	41.3	35.1	74.5	55.1	43.7
Level of Service	D	E	D	D	E		E	D	D	E	E	D
Approach Delay (s)		57.3			59.8			48.2			53.3	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	54.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	150.6	Sum of lost time (s)	24.0
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	834	13	186	580	173	59	389	236	210	298	123
Future Volume (veh/h)	231	834	13	186	580	173	59	389	236	210	298	123
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	241	869	0	194	604	0	61	405	246	219	310	128
Adj No. of Lanes	1	2	1	2	2	1	1	1	1	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	1057	473	264	783	350	78	465	395	252	858	347
Arrive On Green	0.15	0.30	0.00	0.08	0.22	0.00	0.04	0.25	0.25	0.14	0.35	0.35
Sat Flow, veh/h	1774	3539	1583	3442	3539	1583	1774	1863	1583	1774	2461	995
Grp Volume(v), veh/h	241	869	0	194	604	0	61	405	246	219	221	217
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1721	1770	1583	1774	1863	1583	1774	1770	1687
Q Serve(g_s), s	12.8	22.0	0.0	5.3	15.5	0.0	3.3	20.1	13.3	11.7	9.0	9.3
Cycle Q Clear(g_c), s	12.8	22.0	0.0	5.3	15.5	0.0	3.3	20.1	13.3	11.7	9.0	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.59
Lane Grp Cap(c), veh/h	274	1057	473	264	783	350	78	465	395	252	617	588
V/C Ratio(X)	0.88	0.82	0.00	0.74	0.77	0.00	0.78	0.87	0.62	0.87	0.36	0.37
Avail Cap(c_a), veh/h	468	2590	1159	908	2583	1155	459	1355	1152	476	1275	1215
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	31.5	0.0	43.7	35.3	0.0	45.7	34.7	32.2	40.6	23.4	23.5
Incr Delay (d2), s/veh	4.8	0.6	0.0	1.5	0.6	0.0	6.0	2.0	0.6	3.6	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	10.8	0.0	2.6	7.6	0.0	1.7	10.6	5.9	6.0	4.4	4.4
LnGrp Delay(d),s/veh	44.8	32.1	0.0	45.2	36.0	0.0	51.7	36.8	32.8	44.2	23.6	23.7
LnGrp LOS	D	C		D	D		D	D	C	D	C	C
Approach Vol, veh/h		1110			798			712			657	
Approach Delay, s/veh		34.9			38.2			36.7			30.5	
Approach LOS		C			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.4	26.9	9.3	40.1	12.9	34.4	18.8	30.5
Change Period (Y+Rc), s	5.5	* 5.5	5.0	* 6.4	5.5	* 5.5	* 5.1	* 6.4
Max Green Setting (Gmax), s	25.5	* 71	25.0	* 70	25.5	* 71	* 26	* 70
Max Q Clear Time (g_c+I1), s	14.8	17.5	5.3	11.3	7.3	24.0	13.7	22.1
Green Ext Time (p_c), s	0.1	3.9	0.0	2.0	0.1	3.9	0.1	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.2
HCM 2010 LOS	D

Notes

HCM 2010 Signalized Intersection Summary
1: Costco Entrance West & Auburn Blvd

8/8/2017

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	896	966	249	669	481	252
Future Volume (veh/h)	896	966	249	669	481	252
Number	6	16	5	2	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	933	882	259	697	501	119
Adj No. of Lanes	2	1	2	2	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2048	916	323	2563	568	261
Arrive On Green	0.58	0.58	0.09	0.72	0.17	0.17
Sat Flow, veh/h	3632	1583	3442	3632	3442	1583
Grp Volume(v), veh/h	933	882	259	697	501	119
Grp Sat Flow(s),veh/h/ln	1770	1583	1721	1770	1721	1583
Q Serve(g_s), s	16.1	56.5	7.9	7.2	15.2	7.2
Cycle Q Clear(g_c), s	16.1	56.5	7.9	7.2	15.2	7.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2048	916	323	2563	568	261
V/C Ratio(X)	0.46	0.96	0.80	0.27	0.88	0.46
Avail Cap(c_a), veh/h	2355	1054	824	2563	982	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	21.4	47.3	5.0	43.5	40.2
Incr Delay (d2), s/veh	0.1	17.4	1.8	0.0	2.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	28.9	3.8	3.5	7.3	3.2
LnGrp Delay(d),s/veh	12.9	38.8	49.1	5.1	45.7	40.6
LnGrp LOS	B	D	D	A	D	D
Approach Vol, veh/h	1815			956	620	
Approach Delay, s/veh	25.5			17.0	44.7	
Approach LOS	C			B	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		83.4			15.5	67.9		23.2
Change Period (Y+Rc), s		* 6.2			5.5	* 6.2		5.6
Max Green Setting (Gmax), s		* 71			25.5	* 71		30.4
Max Q Clear Time (g_c+I1), s		9.2			9.9	58.5		17.2
Green Ext Time (p_c), s		5.2			0.2	3.2		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.6
HCM 2010 LOS	C

Notes

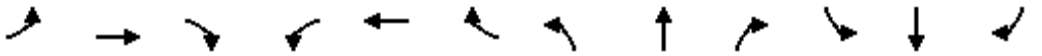
Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1074	88	319	838	0	0	0	334	0	0	0
Future Vol, veh/h	0	1074	88	319	838	0	0	0	334	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	275	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1119	92	332	873	0	0	0	348	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	873	0	0	1210	0	0	-	-	605	2097	2748	436
Stage 1	-	-	-	-	-	-	-	-	-	1538	1538	-
Stage 2	-	-	-	-	-	-	-	-	-	559	1210	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	768	-	-	572	-	0	0	0	441	30	20	568
Stage 1	-	-	-	-	-	0	0	0	-	121	176	-
Stage 2	-	-	-	-	-	0	0	0	-	481	254	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	768	-	-	572	-	-	-	-	441	3	8	568
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	3	8	-
Stage 1	-	-	-	-	-	-	-	-	-	121	74	-
Stage 2	-	-	-	-	-	-	-	-	-	102	254	-

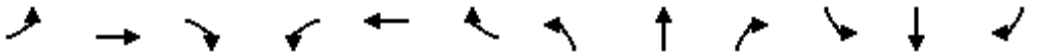
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5.4	37.5	0
HCM LOS			E	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	441	768	-	-	572	-	-
HCM Lane V/C Ratio	0.789	-	-	-	0.581	-	-
HCM Control Delay (s)	37.5	0	-	-	19.6	-	0
HCM Lane LOS	E	A	-	-	C	-	A
HCM 95th %tile Q(veh)	7	0	-	-	3.7	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	1239	15	23	1149	80	11	2	18	68	6	45
Future Volume (vph)	63	1239	15	23	1149	80	11	2	18	68	6	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.1		4.7	5.1			5.5	5.5		5.2	5.2
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (prot)	1805	3534		1805	3509			1823	1615		1816	1615
Flt Permitted	0.95	1.00		0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (perm)	1805	3534		1805	3509			1823	1615		1816	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	66	1291	16	24	1197	83	11	2	19	71	6	47
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	18	0	0	42
Lane Group Flow (vph)	66	1307	0	24	1278	0	0	13	1	0	77	5
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases									3			4
Actuated Green, G (s)	7.9	57.1		4.1	53.8			3.6	3.6		10.4	10.4
Effective Green, g (s)	7.9	57.1		4.1	53.8			3.6	3.6		10.4	10.4
Actuated g/C Ratio	0.08	0.60		0.04	0.56			0.04	0.04		0.11	0.11
Clearance Time (s)	4.2	5.1		4.7	5.1			5.5	5.5		5.2	5.2
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	149	2108		77	1972			68	60		197	175
v/s Ratio Prot	c0.04	c0.37		0.01	0.36			c0.01			c0.04	
v/s Ratio Perm									0.00			0.00
v/c Ratio	0.44	0.62		0.31	0.65			0.19	0.01		0.39	0.03
Uniform Delay, d1	41.8	12.4		44.4	14.4			44.6	44.3		39.7	38.1
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	2.1	0.5		2.3	0.7			1.4	0.1		1.3	0.1
Delay (s)	43.9	12.9		46.7	15.2			46.0	44.4		41.0	38.2
Level of Service	D	B		D	B			D	D		D	D
Approach Delay (s)		14.4			15.8			45.1			39.9	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	95.7	Sum of lost time (s)	20.5
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	347	605	362	230	552	85	337	694	181	72	790	316
Future Volume (vph)	347	605	362	230	552	85	337	694	181	72	790	316
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6	6.6	6.6	6.6		5.2	5.3	5.3	5.5	5.6	5.6
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3468		3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3468		3433	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	361	630	377	240	575	89	351	723	189	75	823	329
RTOR Reduction (vph)	0	0	172	0	6	0	0	0	71	0	0	142
Lane Group Flow (vph)	361	630	205	240	658	0	351	723	118	75	823	187
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases			3						2			6
Actuated Green, G (s)	34.0	34.0	34.0	35.5	35.5		20.3	53.7	53.7	10.6	44.0	44.0
Effective Green, g (s)	34.0	34.0	34.0	35.5	35.5		20.3	53.7	53.7	10.6	44.0	44.0
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.22		0.13	0.34	0.34	0.07	0.28	0.28
Clearance Time (s)	6.6	6.6	6.6	6.6	6.6		5.2	5.3	5.3	5.5	5.6	5.6
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)	739	762	341	772	780		441	1204	538	118	986	441
v/s Ratio Prot	0.11	c0.18		0.07	c0.19		c0.10	0.20		0.04	c0.23	
v/s Ratio Perm			0.13						0.07			0.12
v/c Ratio	0.49	0.83	0.60	0.31	0.84		0.80	0.60	0.22	0.64	0.83	0.42
Uniform Delay, d1	54.3	59.1	55.8	51.0	58.5		66.7	43.2	37.1	71.7	53.5	46.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	7.0	2.1	0.1	7.9		9.0	0.6	0.1	8.0	5.9	0.2
Delay (s)	54.5	66.1	57.8	51.0	66.4		75.7	43.7	37.2	79.7	59.4	46.8
Level of Service	D	E	E	D	E		E	D	D	E	E	D
Approach Delay (s)		60.7			62.4			51.6			57.3	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM 2000 Control Delay	57.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	157.8	Sum of lost time (s)	24.0
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	909	13	208	651	195	59	389	265	229	298	123
Future Volume (veh/h)	231	909	13	208	651	195	59	389	265	229	298	123
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	241	947	0	217	678	0	61	405	276	239	310	128
Adj No. of Lanes	1	2	1	2	2	1	1	1	1	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	1102	493	280	851	381	79	459	390	269	873	353
Arrive On Green	0.15	0.31	0.00	0.08	0.24	0.00	0.04	0.25	0.25	0.15	0.35	0.35
Sat Flow, veh/h	1774	3539	1583	3442	3539	1583	1774	1863	1583	1774	2461	995
Grp Volume(v), veh/h	241	947	0	217	678	0	61	405	276	239	221	217
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1721	1770	1583	1774	1863	1583	1774	1770	1687
Q Serve(g_s), s	14.3	27.1	0.0	6.7	19.4	0.0	3.7	22.5	17.1	14.2	9.9	10.2
Cycle Q Clear(g_c), s	14.3	27.1	0.0	6.7	19.4	0.0	3.7	22.5	17.1	14.2	9.9	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.59
Lane Grp Cap(c), veh/h	270	1102	493	280	851	381	79	459	390	269	628	598
V/C Ratio(X)	0.89	0.86	0.00	0.77	0.80	0.00	0.78	0.88	0.71	0.89	0.35	0.36
Avail Cap(c_a), veh/h	420	2326	1040	816	2319	1038	412	1217	1035	427	1145	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	34.8	0.0	48.4	38.4	0.0	50.9	39.0	37.0	44.8	25.6	25.7
Incr Delay (d2), s/veh	9.8	0.8	0.0	1.7	0.7	0.0	6.0	2.2	0.9	8.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	13.3	0.0	3.2	9.5	0.0	1.9	11.9	7.5	7.6	4.9	4.8
LnGrp Delay(d),s/veh	54.5	35.6	0.0	50.2	39.0	0.0	56.9	41.3	37.9	53.5	25.7	25.8
LnGrp LOS	D	D		D	D		E	D	D	D	C	C
Approach Vol, veh/h		1188			895			742			677	
Approach Delay, s/veh		39.4			41.7			41.3			35.6	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.9	31.4	9.8	44.5	14.3	39.0	21.4	32.9
Change Period (Y+Rc), s	5.5	* 5.5	5.0	* 6.4	5.5	* 5.5	* 5.1	* 6.4
Max Green Setting (Gmax), s	25.5	* 71	25.0	* 70	25.5	* 71	* 26	* 70
Max Q Clear Time (g_c+I1), s	16.3	21.4	5.7	12.2	8.7	29.1	16.2	24.5
Green Ext Time (p_c), s	0.1	4.4	0.0	2.0	0.1	4.4	0.1	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	39.7
HCM 2010 LOS	D

Notes

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SITE PLAN FOR
STOCK RANCH PLAZA

CITY OF CITRUS HEIGHTS, CALIFORNIA

SCALE: 1"=50' DATE: JUNE 12, 2017

DEVELOPMENT STATISTICS

PCL	BUILDING	BUILDING AREA (sf)	PARKING REQ'D	PARKING RATIO REQ'D	PARKING PROVIDED	PARKING RATIO PROVIDED	LOT AREA (ACRES)
1	MAJOR A (COSTCO)	148,663	669	4.50	715	4.56	13.33
	–COVERED GARDEN	6,913	31	4.50	N/A	N/A	
	–UNCOVERED GARDEN	1,152	1	1.00	N/A	N/A	
2	MAJOR B (WALMART)	137,404	618	4.50	702	4.66	11.63
	–COVERED GARDEN	3,720	17	4.50	N/A	N/A	
	–UNCOVERED GARDEN	9,460	10	1.00	N/A	N/A	
3	MAJOR C	34,000	153	4.50	240	7.05	3.48
4	RETAIL D	8,350	38	4.50	32	3.83	0.81
5	RETAIL E	8,525	38	4.50	43	5.04	1.06
6	RETAIL F	5,000	23	4.50	19	3.80	0.61
7	RESTAURANT G	2,308	23	10.00	15	6.50	0.78
8	RETAIL H	5,000	23	4.50	19	3.80	0.65
9	RETAIL I	6,000	27	4.50	41	6.31	0.95
10	RETAIL J	7,000	32	4.50	46	9.20	0.98
11	RETAIL K	8,616	39	4.50	22	2.55	1.10
12	RESTAURANT L	6,630	66	10.00	72	10.86	1.44
	TOTALS	398,741	1,808	4.53	1,966	4.93	36.82

NOTE: ALL PARKING PROVIDED REQUIRES RECIPROCAL PARKING AGREEMENT.

SHEET 1 OF 1

GRAPHIC SCALE
50 25 0 50 100
1 in = 50 ft

OWNER/DEVELOPER
CALIFORNIA C & S PROPERTIES
1939 HARRISON STREET
OAKLAND, CA 94612

OTHER PROPERTY OWNERS
COSTCO WHOLESALE CORP.
999 LAKE DRIVE
ISSAQUAH, WA 98027

WAL MART REAL ESTATE
PO BOX 8050
BENTONVILLE, AR 72712

ENGINEER
MORTON & PITALO, INC.
75 IRON POINT ROAD
SUITE 120
FOLSOM, CA 95630

ASSESSOR'S PARCEL NO.
211–0870–01 THRU 12

AREA
36.82± AC.

EXISTING ZONING
COMMERCIAL (SC)

PROPOSED ZONING
COMMERCIAL (SC)

SCHOOLS
SAN JUAN UNIFIED SCHOOL DISTRICT

GAS
PACIFIC GAS & ELECTRIC

TELEPHONE
CONSOLIDATED COMMUNICATIONS

ELECTRIC
SACRAMENTO MUNICIPAL UTILITIES DISTRICT

WATER
CITRUS HEIGHTS WATER DISTRICT

SEWER
SAC REGIONAL SANITATION DISTRICT NO. 1

FIRE
SACRAMENTO METROPOLITAN FIRE DISTRICT

CITY OF CITRUS HEIGHTS
STORM DRAINAGE
PARK & RECREATION



VICINITY MAP

MORTON & PITALO, INC.
CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING
LANDSCAPE ARCHITECTURE • TRAFFIC ENGINEERING
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Dwg: X:\2016\16-0003-00 (STOCK RANCH)\DWG\PLANEXHIBIT\SITE PLAN-2017\SK12 (50 SCALE).DWG | Saved: 6/6/2017 8:19pm | GRAHAM | Plotted: 6/6/2017 8:22:38am - MITSTFINGER

EXHIBIT C

Stock Ranch Plaza Site Plan Amendment

Project Description

August 2017

California C&S Properties requests a Design Review Permit Modification to revise the Stock Ranch Plaza (SRP) Site Plan approved in 2003. Proposed revisions to the SRP site plan include modifications to the on-site circulation system to improve safety and turn movements and minor adjustments to building square footages.

The SRP site plan approved in 2003 (2003 Site Plan) included 409,387 square feet (sf) of uses and the proposed revision to the site plan (2017 Site Plan) will reduce the square footage by 10,646 sf to 398,741 sf.

Table 1 compares square footage and parking by parcel.

Table 1
Stock Ranch Plaza
Comparison of 2003 Site Plan and Proposed 2017 Site Plan

		Approved 2003 Site Plan			**Proposed 2017 Site Plan**			**Difference**		
		Square	Parking Spaces		Square	Parking Spaces		Square	Parking Spaces	
Par	**Use/Building**	Footage	Required	Provided	Footage	Required	Provided	Footage	Required	Provided
1	Major A (Costco)	148,663	669	714	148,663	669	715	0	0	+1
	- Covered Garden	6,913	31		6,913	31		0	0	
	- Uncovered Garden	1,152	1		1,152	1		0	0	
2	Major B (Walmart)	137,404	618	687	137,404	618	702	0	0	+15
	- Covered Garden	3,720	17		3,720	17		0	0	
	- Uncovered Garden	9,460	10		9,460	10		0	0	
3	Major C	40,000	180	180	34,000	153	240	-6,000	-27	+60
4	Retail D	9,000	41	41	8,350	38	32	-650	-3	-9
5	Retail E	8,525	38	38	8,525	38	43	0	0	+5
6	Retail F	5,000	23	23	5,000	23	19	0	0	-4
7	Restaurant G (Drive)	5,000	50	50	2,308	23	15	-2,692	-27	-35
8	Retail H	6,000	27	27	5,000	23	19	- 1,000	-4	-8
9	Retail I	6,000	27	27	6,000	27	41	0	0	+14
10	Retail J	6,050	27	27	7,000	32	46	+ 950	+5	+19
11	Retail K	9,500	43	43	8,616	39	22	-884	-4	-21
12	Retail L (Applebee's)	7,000	70	70	6,630	66	72	-370	-4	+2
	Total	**409,387**	**1,872**	**1,927**	**398,741**	**1,808**	**1,966**	**-10,646**	**-64**	**+39**

The 2017 Site Plan improves the circulation of the site by more clearly defining the internal driveway that extends from the west driveway at Auburn Boulevard though the site, north of Costco and Walmart and connects to the East Driveway intersection with Auburn Boulevard. Proposed circulation improvements include widening of the Central Driveway and a minor realignment of the East Driveway.

The 2017 Site Plan also includes adjustments to building square footages and parking as a result of the circulation modifications. The 2017 Site Plan is arranged in the same configuration as the 2003 Site Plan, with

the same number of buildings and general arrangements of buildings. No changes are planned to the access points with Auburn Boulevard.

Addition of Center Turning Lane on Central Driveway. With development of Costco, Walmart and Applebee's, the SRP site is experiencing on-site circulation challenges, especially in the vicinity of the Costco gas station. On the west drive aisle, inbound traffic destined for Costco gas station often conflicts with vehicles turning left out of Costco and Walmart parking areas and exiting via the west driveway.

Fehr & Peers (F&P) evaluated existing SRP on-site circulation and provided recommendations. F&P's analysis (March 31, 2016) concludes that buildout of the SRP will increase traffic volumes during the weekday PM peak hour and Saturday midday peak hours. The greatest impact of the increased volumes would be to internal roadways rather than to the driveway intersections on Auburn Boulevard. Without any changes to internal roadways, vehicle turn movements would be more complicated and average vehicle delays would increase.

To improve circulation, F&P evaluated two alternatives: 1) widening the Central Driveway (west-east driveway) to provide a center turning lane and adding more stop controls along internal roadways and 2) construction of a single-lane roundabout near the southern end of the West Driveway near the Costco gas station. F&P concluded that both the widening and roundabout alternatives would improve internal circulation and the roundabout alternative would result in greater reductions in average intersection delays.

Although use of a roundabout would result in a reduction in average intersection delays for passenger vehicles, the roundabout concept was rejected in favor of the widening the driveway because the roundabout would have resulted in circulation conflicts for Walmart and Costco delivery trucks. Consequently, the driveway widening is proposed to improve circulation and accommodate delivery vehicles.

On the 2003 Site Plan, the Central Driveway consists of two travel lanes. In the 2017 Site Plan, the Central Driveway consists of two travel lanes separated by a center turning lane. From the center turn lane, vehicles may turn left or right from turn pockets in the center turning lane.

Improved Circulation on East Driveway. On the 2003 Site Plan, the East Driveway extending from Auburn Boulevard southerly into the site is irregular and includes several jogs. Consequently, with buildout of the 2003 Site Plan, traffic utilizing the east access to Auburn Boulevard would be required to jog around Buildings C and D to reach Walmart.

On the revised 2017 Site Plan, the East Driveway is more prominent and direct to accommodate vehicles to and from the east driveway intersection at Auburn Boulevard. Although angled slightly, the realigned East Driveway is in the same general location, between Buildings E and F and west of Buildings C and D but the alignment is more direct. The shapes of Buildings C and D have been reconfigured and the square footages of these buildings have been reduced by a total of 6,650 sf to accommodate the redesigned East Driveway.

The 2017 Site Plan features the addition of pedestrian circulation improvements including stop sign controls and pedestrian crosswalks across the Central and East Driveways with enhanced pavement treatments.

Adjustments to Building Square Footages. In the 2017 Site Plan, minor adjustments were made to the sizes of seven of the twelve building buildings for a net reduction of 10,646 sf. Six buildings have been reduced in size and one is larger. The sizes of Costco, Walmart and Buildings E, F and I are unchanged.

- Buildings C and D: Reduced to accommodate modifications to the east driveway (-6,650 sf);
- Building G: Reduced to accommodate the configuration of a future drive-thru restaurant tenant (-2,692 sf);
- Building H: Decreased in size to accommodate circulation improvements (+1,000 sf);
- Building J: Increased in size (+950 sf);
- Building K: Reduced to accommodate circulation and parking (-884 sf) as a result of circulation improvements; and
- Building L: Reduced from 7,000 sf to 6,630 sf to reflect the size of Applebee's restaurant (-370 sf).

Adjustments to Parking Areas. The realignment of the Central Driveway shifts the southern limit of the driveway north, thereby requiring a reconfiguration of drive aisle islands and parking spaces on the northern portions of the Costco and Walmart parking lots. Reconfiguration of the Central Driveway results in additional land area within the Costco and Walmart parking lots and an increase of parking for Coscto (one space) and Walmart (15 spaces). Reconfiguration of drive aisle islands would require removal of approximately 14 trees located in drive aisle landscape islands. Trees would be replaced in landscape planted in the reconfigured parking areas.

Adjustments to Parking Counts. The 2003 Site Plan includes 1,927 parking spaces with a parking ratio of 4.71 spaces per 1,000 sf and the 2017 Site Plan includes 1,966 parking spaces with a parking ratio of 4.93 per 1,000 sf. The net change in parking with the 2017 Site Plan is an increase of 39 spaces.

	2003 Site Plan	**2017 Site Plan**	**Difference**
Square Footage	409,387	398,741	-10,646
Parking Spaces Required	1,872	1,808	-64
Parking Spaces Provided	1,927	1,966	+39
Parking Ratio (spaces/1,000 sf)	4.71	4.93	+0.22

Buildout of Remaining Square Footage. Of the 398,741 sf on the 2017 Site Plan, 313,942 sf are constructed and 84,799 sf remain to be developed.

Of the 84,799 sf remaining to be developed, approximately 28,000 sf will be used for food uses (e.g. fast food, fast casual, sit down restaurants). Of the 28,000 sf of food uses, approximately 13,000 sf may be used for fast food uses and approximately 15,000 sf may be used for fast casual food uses and sit down restaurants. To the extent retail pads are utilized for food uses instead of retail uses, the number of parking spaces required will be greater than shown on Table 1. As individual buildings are constructed and tenants are identified, the parking for required for each pad will be reconciled against Table 1 to ensure the City's off-street parking standard is met.