CITRUS HEIGHTS
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AGENDA
CITY OF CITRUS HEIGHTS
PLANNING COMMISSION
City Hall Council Chambers
6360 Fountain Square Drive, Citrus Heights, CA
May 10, 2023 6:00 pm

PLEASE NOTE:

The Commission may take up any agenda item at any time, regardless of the order listed. Action may be taken on any item on the agenda. The Commission established a procedure for addressing the Commission. Speaker Identification Sheets are provided on the table inside the Council Chambers. If you wish to address the Commission during the meeting please complete a Speaker Identification Form and give it to the Commission Secretary. Those addressing the Commission are limited to three (3) minutes. The Chair may also reduce the allowed time if there is a lengthy Agenda or a large number of people wanting to address the Commission.

You may also submit your comment via email to planning@citrusheights.net. Each written comment will be read aloud by the Secretary.

PLANNING COMMISSION PACKET MAY 10, 2023

Documents:

5-10-2023 COMPLETE AGENDA PACKET.1.PDF

CALL REGULAR MEETING TO ORDER

1. FLAG SALUTE
2. ROLL CALL
   Flowers, Remick, Scheeler, Semenenko, Shishko, Vice Chair Price, Chair Van Duker
3. CONSENT CALENDAR
   Draft Minutes for Planning Commission Meeting of March 22, 2023

   Documents:

   PC DRAFT MINUTES 3.22.23.PDF
4. PUBLIC COMMENT
   Under Government Code Section 54954.3, members of the audience may address the Commission on any item within the jurisdiction of the Commission or on any agenda item. 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 Division and the Applicant for that agenda item.
5. PUBLIC HEARINGS
   a. Parcel Map - 8020 Twin Oaks Avenue - File #PLN-23-02
      The applicant is requesting approval of a Parcel Map to subdivide an existing 5-acre parcel into two lots (3.38 and 1.62 acres). Project Planner: Alison Bermudez

      Documents:

      SR_8020 TWIN OAKS PM.PDF
      ATTACHMENT 1 RESOLUTION.PDF
      ATTACHMENT 2 CONDITIONS OF APPROVAL.PDF
      8020 TWIN OAKS AVE TENTATIVE MAP.PDF

   b. Starbucks Retail Center - 8516 Auburn Boulevard - File # PLN-22-06
      The project proposes the construction of a new Starbucks retail building with a drive-through service. The proposed Starbucks building is 2,241 square feet in area with outdoor and indoor seating in addition to the proposed drive-through. The new building will feature a 400 square foot plaza with outdoor seating for the patrons of the Starbucks. The project will retain the portion of the existing retail building where Tea it and Waggin Tails are located (5,623 square feet) but proposes to remove the portion of the building occupied by the liquor store. The vacant coffee kiosk will also be removed. A number of site amenities are included with the project including increased landscaping, new lighting and other associated site improvements. Project Planner: Alison Bermudez

      Documents:

      1.SR.STARBUCKS_PLN2206_FINAL.STAFF REPORT.4.24.23.PDF
      ATTACHMENT 1. RESOLUTION.PDF
      ATTACHMENT 1.EXA - FINAL STARBUCKS COA. 4.20.2023.PDF
      ATTACHMENT 1.EXB - ENV DETERMINATION.PDF
      ATTACHMENT 2 PROJECT DESCRIPTION.PDF
      ATTACHMENT 3 ARBORIST REPORT.PDF
      ATTACHMENT 4 TIS STARBUCKS PANDA EXPRESS AUBURN BLVD FINAL.PDF
      ATTACHMENT 5 SITE PLAN.PDF
      ATTACHMENT 6 ELEVATIONS.PDF
      ATTACHMENT 7 CIVIL PLANS.PDF
      ATTACHMENT 8 PHOTOMETRIC.PDF
      ATTACHMENT 9 PRELIM LANDSCPAE.PDF
      ATTACHMENT 10 JOINT SITE PLAN WITH QSR.PDF
6. REGULAR CALENDAR
   a. Five-Year Capital Improvement Program (CIP)
      Section 65401 of the State Government Code (Planning and Zoning Law) requires that, before the City Council can adopt the CIP, the Planning Commission must make a finding that it conforms with the General Plan. Staff has reviewed the proposed CIP and determined that it is consistent with the General Plan. Staff Presentation: Regina Cave
7. GENERAL CORRESPONDENCE, PRESENTATIONS AND REPORTS FROM CITY STAFF
8. ADJOURNMENT

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

City of Citrus Heights 6360 Fountain Square Drive, 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 6360 Fountain Square Drive, Citrus Heights, CA.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact Stacy Hildebrand at (916) 727-4707. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. TTY/TDD users with questions or comments can call the California Relay Service by dialing 7-1-1.

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

CITY OF CITRUS HEIGHTS
PLANNING COMMISSION MEETING
City Hall Council Chambers
6360 Fountain Square Drive
Wednesday, May 10, 2023 6:00 p.m.

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PLANNING COMMISSION MEETING
6:00 PM

May 10, 2023 Planning Commission Meeting Agenda pdf

CALL REGULAR MEETING TO ORDER

1. **FLAG SALUTE**

2. **ROLL CALL** Flowers, Remick, Scheeler, Semenenko, Shishko, Vice Chair Price, Chair Van Duker

3. **CONSENT CALENDAR**
   Approval of minutes for March 22, 2023

4. **PUBLIC COMMENT**
   Under Government Code Section 54954.3, members of the audience may address the Commission on any item within the jurisdiction of the Commission or on any agenda item. 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 Division and the Applicant for that agenda item.

5. **PUBLIC HEARING**

   A. **8020 Twin Oaks Ave Parcel Map** Subdivide an existing 5-acre parcel into two lots (3.38 and 1.62 acres) with access to th new parcel from Manager Way The project is Categorically Exempt from CEQA pr Section 15315 (Minor Land Divisions) of the California Environmental Quality Act.Project Planner: Alison Bermudez

   B. **8516 Aubun Blvd- Starbucks Retail Center-** The project proposes the construction of a new Starbucks retail building with a drive-through service. The proposed Starbucks building is 2,241 square

feet in area with outdoor and indoor seating in addition to the proposed drive-through. The new building will feature a 400 square foot plaza with outdoor seating for the patrons of the Starbucks. The project will retain the portion of the existing retail building where Tea it and Waggin Tails are located (5,623 square feet) but proposes to remove the portion of the building occupied by the liquor store. The project is Categorically Exempt from CEQA per Section 15332 of the California Environmental Quality Act (Infill exemption Class 32). Project Planner: Alison Bermudez

6. REGULAR CALENDAR

A. Capital Improvement Program (CIP) Capital Improvement Program: Presentation on the Captial Improvement Program. Staff Recommends that the Planning Commission find that the City of Citrus Heights Capital Improvement Program conforms with the General Plan. Staff Presentation: Regina Cave

7. GENERAL CORRESPONDENCE, PRESENTATIONS AND REPRTS FROM CITY STAFF

8. ADJOURNMENT

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

City of Citrus Heights 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 Blvd., Citrus Heights, CA

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STAFF REPORT

Community Development Department
Planning Division
6360 Fountain Square Dr.
Citrus Heights, CA 95621
www.citrusheights.net
(916) 727-4740

Hearing Date:
May 10, 2023

File Number:
PLN-23-02

Application Type:
Tentative Parcel Map

Assessor's Parcel Number:
216-0110-009-0000

Prepared by:
Alison Bermudez, Senior Planner

Project Name: Robertson Parcel Map

Project Address: 8020 Twin Oaks Ave

Gross Acreage: 5 acres	**Net Acreage:** Parcel 1: 3.38/Parcel 2: 1.62 acre	**Maximum FAR:** N/A **Provided FAR:**
Current Zoning: RD1	**Proposed Zoning:** No Change	**Neighborhood Association:** 6

Surrounding Zoning:		**Surrounding Land Use Designation**	**Actual Use:**
On-site:	RD1	Very Low Density	Single-Family Residential
North:	RD1	Very Low Density	Single-Family Residential
South:	RD1	Very Low Density	Single-Family Residential
West:	RD1	Very Low Density	Single-Family Residential
East:	RD1	Very Low Density	Single-Family Residential

Environmental Status:

(X) Exempt Section 15315 (Minor Land Divisions)
( ) Negative Declaration
( ) Mitigated Negative Declaration
( ) Previous Negative Declaration
( ) Environmental Impact Report
( ) Previous Environmental Impact Report

Planning Department Recommendations:

( ) Approve
(X) Approve with conditions (Attachment 2)
( ) Denial

Applicant:	John Masha MJM Engineering 6105 Seven Cedars Pl Granite Bay, CA 957465150	**Property Owner:**	Ernestine D Robertson Revocable Living Trust 8020 Twin Oaks Ave Citrus Heights, CA 95610

SUMMARY RECOMMENDATION

The Planning Division recommends the Planning Commission make the following motions:

1. Adopt Resolution 23-__ determining the project is Categorically Exempt from CEQA per Section 15315 (Minor Land Divisions) of the California Environmental Quality Act;
2. Approve a Tentative Parcel Map to allow the division of an existing 5-acre parcel into two parcels, 3.38 and 1.62 acres in size, located at 8020 Twin Oaks Ave, subject to the findings contained in the staff report and the conditions of approval provided as Attachment 2.

BACKGROUND

The subject site is a relatively flat 5-acre parcel on south side of Twin Oaks Avenue, approximately 1,300 feet east of Sunrise Boulevard. This large parcel is bifurcated by Cripple Creek, which meanders from the northeast corner of the property south and makes a horseshoe turn towards the northwest corner, surrounding an existing home. The property has a tree-lined frontage along Twin Oaks Avenue and a significant tree growth along both side of the creek and adjacent to the existing homes.

PROJECT DESCRIPTION

The applicant is requesting approval to subdivide the 5-acre parcel into two lots, each meeting the one-acre minimum lot size required for the RD-1 zoning district. The parcel has two existing residential units. The proposed land division would subdivide the property into two lots, resulting in each home being on its own parcel. The proposed parcel line will follow the creek and create a parcel on the north side of the creek (Parcel 1) and a lot on the south side of the creek (Parcel 2). New parcel 2 will continue to be accessed via an existing easement located off Manager Way. At this time there is no development proposed on either parcel. Any future development will be required to comply with the required zoning and development standards.

TENTATIVE PARCEL MAP (FILE # PLN-23-02)

Tentative Parcel Map – *Description of Request*

The Tentative Parcel Map proposes to subdivide an existing 5-acre parcel into two lots, placing each of the existing homes on a separate parcel. There is no additional development proposed at this time.

Tentative Parcel Map – *Analysis of Request*

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

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

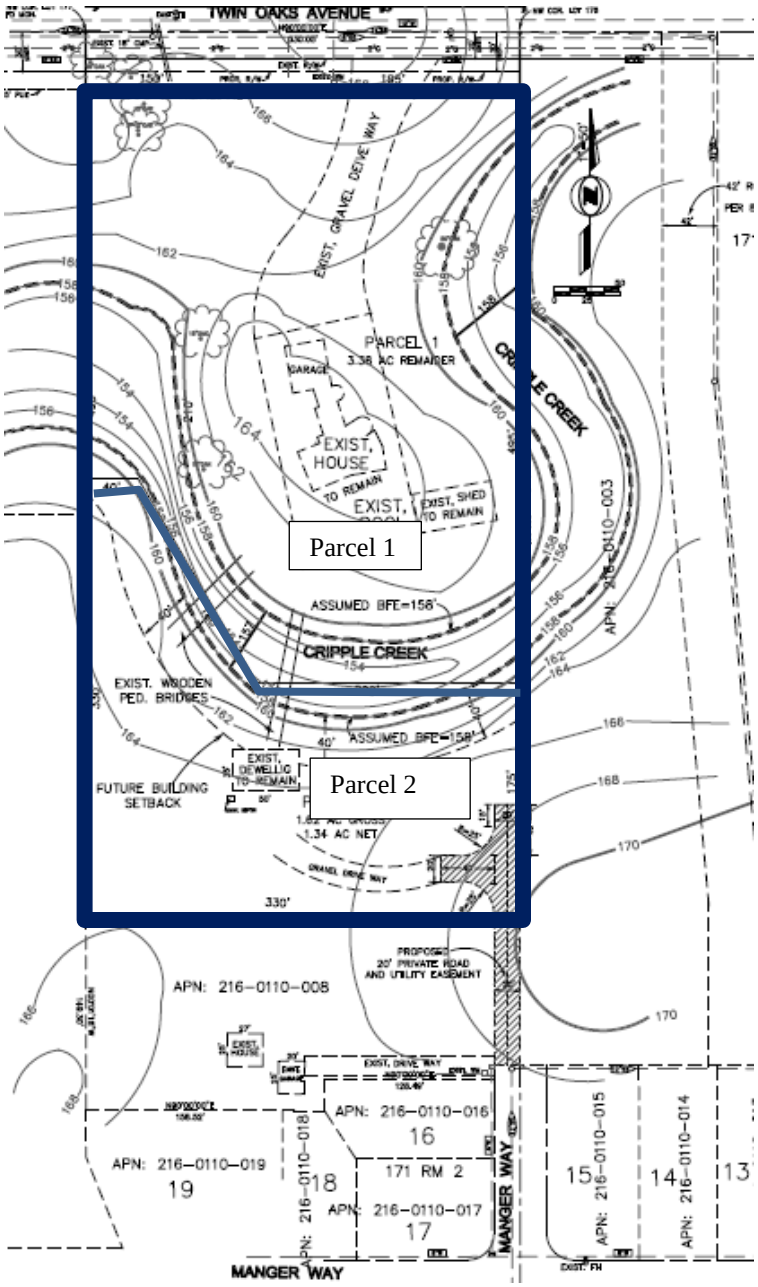
The site has a General Plan designation of Very Low Density (VLD). This designation is reserved primarily for single-family residences and compatible uses and allows a density of up to four (4) units per acre. The zoning designation is RD1, which allows a density of one (1) unit per net acre. The project area consists of 5-acres of land to be subdivided into two lots—each meeting the minimum lot size of 1-acre.

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

- Goal 7: Ensure that new development in rural areas is compatible with the surrounding neighborhood
- Goal 24: Increase homeownership opportunities to ensure a balance of housing and household types.
- Goal 26: Develop, conserve, and improve the housing stock to ensure decent accommodations for all segments of the community.
- Goal 28: Ensure housing opportunities for all segments of the community.

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

Figure 1: Proposed Parcel Map



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

The site is rectangular in shape and is bisected by Cripple Creek, which provides a natural dividing line for two parcels. The site has two existing homes and after separation, each home would be on its own individual parcel.

The proposal satisfies the minimum lot size in the RD-1 zone. Table I below shows minimum parcel size and width requirements in the RD-1 zone and the proposed size and width of each lot:

Table I

RD-1 Zone Development Standards		
Parcel	**1-acre Net Parcel Size**	**75 ft. Min. Parcel Width**
1	3.38 acre	330 feet
2	1.62 acre	175 feet

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

There are no proposed changes to the existing site beyond the modifications planned to the existing access easement needed to meet fire department's access requirements. Based on the information, the site is physically suited for the proposed land division and complies with the General Plan and the Zoning Code.

- ***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.***

Access

As described earlier, the property is bifurcated by Cripple Creek and has an existing home on the north side of the creek and a second home on the south side of the creek. The home on the north side has direct access from Twin Oaks Avenue and the home on the south side is served by an easement accessed from Manager Way. The proposed land division will not change these existing access points. However, the easement serving future Parcel 2 will require an increase in width (20 feet) and the installation of appropriate road surface material for Fire Department access. Condition 8 will require these improvements prior to recordation of the final map.

Frontage Improvements

There are not frontage improvements required for either Twin Oaks Avenue or Manger Way. However, should either parcel be further developed, the owner will be required to install the necessary frontage improvements as described in Condition 11. The owner is being required to dedicate and pave approximately 10 feet of land adjacent to Twin Oaks Ave to align the roadway to its full right-of-way width (30 feet from centerline).

Tree Preservation

The parcel has numerous trees, especially within the creek and along its banks, but there are no trees proposed for removal with this application. The City's Tree Preservation Ordinance requires the preservation and protection of oak trees greater than 6 inches in diameter and other species greater than 19 ices in diameter. Any future development in or near trees will require the preparation of an arborist report and submission of a Tree Permit.

Tentative Parcel Map – Conclusion

Based on the information provided in the analysis above, staff recommends approval of the Tentative Parcel Map subject to the findings listed in the staff report and the conditions of approval provided as Attachment 2.

ENVIRONMENTAL DETERMINATION

This project is categorically exempt from CEQA under Class 15 of the CEQA Guidelines as a minor land division. The proposed division meets all requirements for this Class 15 exemption under CEQA in that:

- The proposal is in conformance with the General Plan and zoning;
- The project is not requesting any variances or exceptions;
- The site has adequate access to all utilities;
- The parcels are able to provide the required access;
- The parcel was not involved in a division of a larger parcel within the previous two years;
- The parcel does not have an average slope greater than 20 percent; and
- The parcel has not been identified to be within the 100-year flood zone.

PUBLIC OUTREACH

Property owners within 500 feet of the project site were mailed a meeting notice as required. A notice was also for this hearing was published in the Citrus Heights Messenger. Additionally, the site was posted with signage providing information on the proposed project.

RECOMMENDED MOTIONS

The Planning Division recommends the Planning Commission make the following motions:

1. Adopt Resolution 23-__ determining the project is Categorically Exempt from CEQA per Section 15315 (Minor Land Divisions) of the California Environmental Quality Act;
2. Approve a Tentative Parcel Map to allow the division of an existing 5-acre parcel into two parcels, 3.38 and 1.62 acres in size, located at 8020 Twin Oaks Ave, subject to the findings contained in the staff report and the conditions of approval provided as Attachment 2.

Attachments

1. Resolution 23-03
2. Conditions of Approval
3. Proposed Tentative Map

RESOLUTION NO. 2023-04

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CITRUS HEIGHTS, CALIFORNIA, FINDING THAT THE PROJECT IS CATEGORICALLY EXEMPT FROM CEQA PER SECTION 15315 OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, RELATING TO MINOR LAND DIVISIONS, AND APPROVING THE PROJECT FOR THE ROBERTSON PARCEL MAP LOCATED AT 8020 TWIN OAKS AVENUE

WHEREAS, pursuant to the California Environmental Quality Act ("CEQA") (Pub. Resources Code, ' 21000 et seq.), the project is categorically exempt from CEQA per Section 15315, related to Minor Land Divisions;

WHEREAS, the project is within the city limits on a project site of no more than five acres substantially surrounded by urban uses, does not result in substantial environmental effects, is consistent with the existing General Plan and Zoning regulations, and is adequately served by utilities and public services;

WHEREAS, the Planning Commission of the City of Citrus Heights finds that the Categorical Exemption is applicable to the proposed parcel map, and no further review is required;

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 Planning Commission does hereby approves the Parcel Map application (PLN-23-02) with the referenced conditions of approval for 8020 Twin Oaks Avenue.

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 10th day of May 2023, by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED

Andrew Van Duker, Chairperson

ATTESTED

Stacy Hildebrand,
Planning Commission Secretary

TENTATIVE PARCEL MAP
CONDITIONS OF APPROVAL
8020 Twin Oaks Avenue
PLN-23-02

GENERAL CONDITIONS

1. The development approved by this action is approval of a tentative map to two (2) residential lots from a single lot as described in the staff report. The project applicant shall submit for final map within three (3) years from the date of the approval. Extensions in time shall be subject to 106.64.070 of the Zoning Code and in compliance with the Subdivision Map Act. [Planning]

2. The project does not include the approval of any construction. A separate permit is required to construct any new structures on the property. [Planning]

PRIOR TO RECORDATION OF THE FINAL MAP

3. The address for Parcel 2 shall be changed to a Manger Way address. Please contact Planning Division at (916) 727-4740 to apply for an address change. (Planning)
4. Add/include the 12.5-foot Public Utility Easement (PUE) adjacent and south of the proposed Right-of-Way (ROW) on Twin Oaks Avenue. (Engineering)
5. A note shall be added to the final map stating that no structures, walls, solid fencing, or fill material are allowed within the FEMA100-year floodplain limits. (Engineering)
6. Include acknowledgement in the Owner's Statement on the Parcel Map that the proposed 20' Private Road and Utility Easement shall be recorded upon sale of either Parcel 2 or APN 216-0110-008. (Engineering)
7. All existing private utilities located on-site will require private easements benefiting Parcel 2 (either from Parcel 1 or APN 216-0110-008, whichever applies). Private easements shall be dedicated on final map and/or by separate instruments to be recorded concurrently with the map. (Engineering)
8. Private access road from Manger Way to conform to Sacramento Metro Fire requirements and specifications. This may require additional tree removal and reconstruction of existing driveways on Manger Way. (Engineering)
9. Dedicate adequate ROW such that the back of proposed ROW is 30 feet south of the centerline of Twin Oaks Avenue. Resulting in approximately 10 feet of additional roadway ROW along Twin Oaks Avenue. (Engineering)
10. Dedicate a minimum 12.5-foot wide PUE along Twin Oaks Avenue this will be adjacent to the dedicated ROW. (Engineering and SMUD)
11. The Parcel Map shall have the following note:

    IMPROVEMENT REQUIREMENTS
    The following improvements shall be constructed in accordance with the City of Citrus Heights Standards prior to issuance of any permit or other grant of approval for the development hereon created Parcel 1.
    STREET: Class A Required
    SEWERS: Required

DRAINAGE: Required
STREET LIGHTS: Required
WATER/HYDRANTS: As Required by Water and/or Fire Districts

12. Prior to recording the map, applicant must pay the Quimby Act fees, please contact the Sunrise Recreation and Parks District (916-725-PARK). (SRPD)
13. Confirmation from Sacramento Area Sewer District shall be submitted to the City's Engineering Division stating any sewer impact fees for this map have been paid OR that no fees are due (916-876-6100). (SASD)
14. Prior to recording the Map, applicant must provide proof of payment for the full fiscal year of any applicable County Taxes (https://eproptax.saccounty.net/#secured). (Engineering)
15. Provide Fire Access Agreement between all parcels connected to and served by fire access. Fire Access Agreement shall be recorded with the Public Recorders Office having jurisdiction. (SMF)
16. Provide Fire Access Roadway Maintenance Agreement (RMA) between all parcels connected to and served by the fire access roadway. The Fire Access Roadway Maintenance Agreement shall be recorded with the Public Recorders Office having jurisdiction. The roadway maintenance agreement shall include the following:

    a) Provisions for the necessary repair and maintenance of the roadway surface
    b) Removal of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of thirteen feet six inches (13' 6") or width of twenty feet (20')
    c) Provisions for the maintenance, repair, and/or replacement of NO PARKING-FIRE LANE signage or striping
    d) Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems (SMF)

17. Proposed parcel 2 is currently being serviced by a lateral which crosses APN 216-0110-008. Therefore, a private sewer easement must be granted from APN 216-0110-008 to proposed parcel 2. A note stating the following must be placed on the Final Map: "PRIVATE SEWER EASEMENT WILL BE GRANTED TO PROPOSED PARCEL 2". (SASD)

PRIOR TO THE APPROVAL OF IMPROVEMENT PLANS

18. Site shall meet the pre and post Best Management Practices (BMP's) for Stormwater Mitigation per State of California requirements. The City is a member of the Sacramento Stormwater Quality Partnership and uses their guidelines and requirements. The following is their link: http://www.sactostormwater.org/SSQP/development.asp (Enginerring)
19. The project shall adhere to the State of California's General Construction Permit requirements. Provide documentation of compliance with applicable requirements. (Engineering)
20. The existing building is currently connected to public sewer. Any required construction and/or modification to the public sewer system must be to the satisfaction of SASD prior

to the approval of improvement plans. SASD Design Standards and Specifications apply to any onsite and offsite public sewer construction. (SASD)

21. Sacramento Area Sewer District (SASD) requires each building on each lot with a sewage source to have a separate connection to SASD's sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel must have a separate connection to a private onsite sewer line or a separate connection to the SASD public sewer line. These improvements must be shown on the plans. 9SASD)

22. All onsite sewer plans and offsite sewer plans must be submitted separately to SASD for review and approval. (SASD)

23. Alignment of all main lines and structures must provide a minimum of 1 foot vertical clearance and 5 feet horizontal clearance from all other utilities and improvements. Sewer is to be located a minimum of 10 feet (measured horizontally) from any structure or footing. Show public sanitary sewer and water supply facilities in accordance with the Health and Safety Code. (SASD)

24. Lower Laterals must not directly connect to main lines more than 19 feet deep / directly to trunk lines (lines with flow greater than 1 MGD) connection to Manger Way will only be allowed at a manhole. (SASD)

25. Installation of a public cleanout is required at the right-of-way. These improvements must be shown on the plans. (SASD)

26. To obtain sewer service, construction of SacSewer sewer infrastructure will be required. Current SacSewer Standards and Specifications apply to any offsite or onsite public sewer construction or modification. These improvements must be shown on the plans. Field modifications to new or existing precast manhole bases are not allowed. (SASD)

27. The Applicant shall provide separate SMUD service points to each parcel to the satisfaction of SMUD. (SMUD)

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

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

30. Each individual parcel will require its own dedicated metered water service once water service is requested by the property owner(s). Since there is an existing service which would remain on parcel containing the existing structure, the two newly created parcels would require a new service for each. (CHWD)

31. Any water lines that cross between the two new resultant parcels must be severed and capped so each parcel's water system is isolated within said parcel. (CHWD)

32. Civil improvement plans shall be submitted for review and approval to the Sacramento Metropolitan Fire District for acceptance of the access road, fire apparatus turn around and fire hydrant locations. (SMF)

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

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

35. SMUD has existing overhead 12kV facilities along the western and souther property lines that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation. (SMUD)

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

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

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

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

PRIOR TO THE ISSUANCE OF A BUILDING PERMIT

40. Future improvements on the resultant parcels shall be designed and constructed in accordance with the City of Citrus Heights and County of Sacramento Improvement Standards. (Engineering)

41. All development impact fees Multi-Modal Fees, Transit Fees, County Drainage Fees, and all outside agency impact fees shall be paid prior to issuance of the building permit. (Engineering)

42. Any work to be performed in the public ROW requires a separate Encroachment Permit from the City's General Services Department https://www.citrusheights.net/456/Encroachment-Permits. (Engineering)

PRIOR TO GRANTING FINAL OCCUPANCY

43. The following street frontage improvements along Twin Oaks Avenue are required and shall be constructed prior to issuance of occupancy approval should development occur on created Parcel 1:
    a. Widening of street paving
    b. Type 2 curb & gutter
    c. Type A driveway(s)
    d. One (1) streetlight on Twin Oaks Avenue
    e. Storm drain system (as needed per drainage study)
    f. Striping for Class II Bike Lane

44. Certificate of Release (COR) plans shall be submitted for review and approval to the Sacramento Metropolitan Fire District for the following structures:

    Single family dwellings, duplexes, ADU's and manufactured homes that meet any of the following:

    a. If the new dwelling exceeds 3,599 square feet or an ADU exceeds 1,200 sq. ft.
    b. Constructed where no public water is available
    c. Have the furthest point of the habitable structure more than 150 feet from a public paved road
    d. Undergo an alteration/addition that results in an increase of 50 percent or more, and the final total area is over 3,599 square feet.

    Note: Mobile homes and manufactured housing of any size require a COR from the Fire District. (SMF)

45. Residential fire sprinkler plans shall be submitted for review and approval to the Sacramento Metropolitan Fire District for all new one and two family dwellings in accordance with the California Residential Code. (SMF)

46. Approved numbers or addresses shall be placed on all new or existing buildings in such a position as to be easily read from the street or road fronting the property. The minimum size of the numbers shall not be less than six (6) inches and shall be mounted immediately adjacent to a light source and shall also contrast with their background. (SMF)

47. Residential roof coverings shall consist of materials having a minimum Class C rating. (SMF)

    Advisory: The installation of security gates across a fire apparatus access road shall be authorized by the Chief and meet the requirements of The County Emergency Access Gates and Barriers Standard. Plans shall be submitted prior to installation.

    If this property is sold prior to development, the seller shall disclose the above requirements to the buyer.
    Sacramento Metropolitan Fire District requirements are not to be construed as abrogating more restrictive requirements by other agencies having jurisdiction. Final acceptance is subject to field approval and completion of required tests.

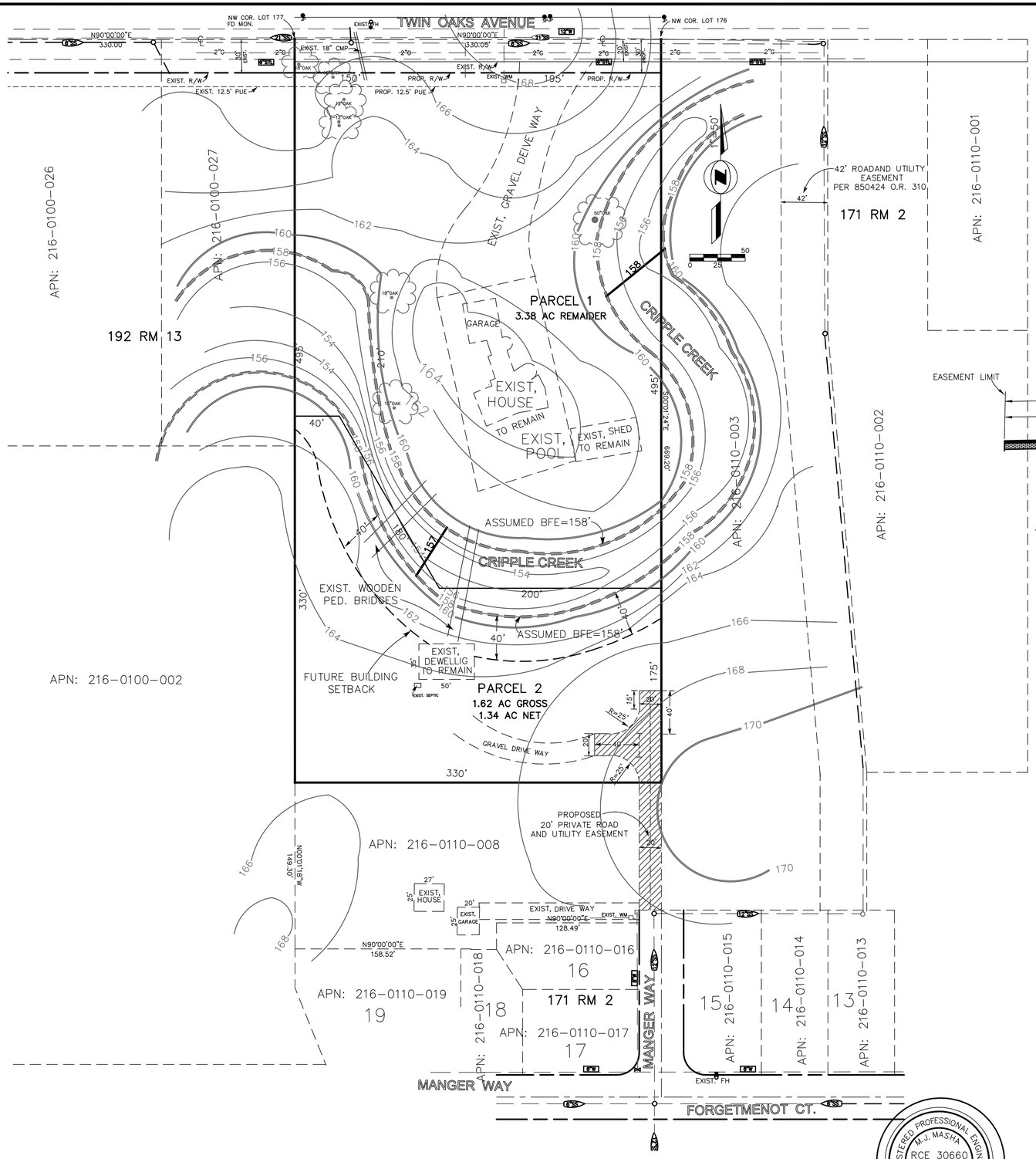
48. Developer agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person not a party to this Tentative Parcel Map challenging the validity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

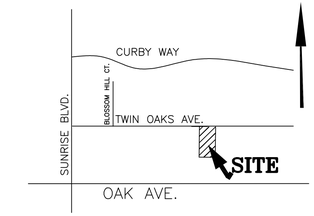
TENTATIVE PARCEL MAP FOR :

8020 TWIN OAKS AVE.

CITY OF CITRUS HEIGHTS, CA.

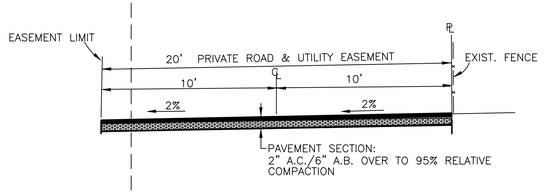
APN: 216-0110-009-0000





VICINITY MAP

NTS



TYPICAL PRIVATE DRIVE
20' PRIVATE DRIVE CROSS SECTION
(NTS)

NOTE

1- USED SACRAMENTO COUNTY DWR DRAINAGE FACILITIES MAP FOR EXISTING TOPO OF THE SITE
2- PARCELS 1 ACCESS IS FROM TWIN OAKS AVE.
3- PARCEL 2 TO ACCESS FROM MANGER WAY TO THE SOUTH.

OWNER:	Ernestine Robertson 8020 Twin Oaks Ave. Citrus Heights, CA 95610 PHONE: 916-721-0703
APPLICANT/ENGINEER:	MJM ENGINEERING 6105 SEVEN CEDARS PL GRANITE BAY, CA. 95746 PHONE: 916-791-2131
A.P.N.	216-0110-009-0000
AREA	5.0± ACRES GROSS
EXISTING ZONING	RD-1
PROPOSED ZONING	RD-1
PROPOSED USE	2 SINGLE FAMILY HOMES
EXISTING USE	ONE SINGLE FAMILY HOME
PROPOSED IMPROVEMENTS	CITY OF CITRUS HEIGHTS STANDARDS
WATER SUPPLY	CITRUS HEIGHTS WATER
SEWAGE DISPOSAL	SACRAMENTO COUNTY
STORM DRAINAGE	SACRAMENTO COUNTY
FIRE PROTECTION	SACTO METRO FIRE DIST.
SCHOOL DISTRICT	SAN JUAN UNIFIED
PARK DIST.	SNRISE PARK & RECREATION DISTRICT
ELECTERICITY	SMUD
GAS	PG&E
TELEPHONE	CITIZENS UTILITY CO.
PARCEL DESCRIPTION	PORTION OF TRACK 177 CITRUS HEIGHTS ADDITION 8 BM 12 PAGE 42

LEGEND

EXISTING	DESCRIPTION
	CURB, GUTTER & SIDEWALK
24"D	STORM DRAIN PIPE & SIZE
8"SS	SANITARY SEWER PIPE & SIZE
8"W	DOMESTIC WATER PIPE & SIZE
	EXIST. FENCE
	FIRE HYDRANT
	EXIST. FIRE HYDRANT
160	EXIST. CONTOUR
	EXIST. TREES
DWY	DRIVE WAY
R/W	RIGHT OF WAY
BFE	BASE FLOOD ELEV.
PUE	PUBLIC UTILITY EASEMENT
C.L.	CENTERLINE
	DRAINAGE FLOW DIRECTION
SS	EXIST. SEWER SERVICE
WS	EXIST. WATER SERVICE
	EXIST POWER POLE

Utility Representative

Utility	Representative	Telephone
Electricity: SMUD	TONY DIAZ	916-732-7347
Gas: PG&E	LARRY HAUGEN	916-386-5308
Telephone: AT&T	Michael Pierce	916-453-7163
Water: CITRUS HEIGHTS WATER	Timothy Kakanov	916-725-6873
Fire: Sacto Metro	DIANA SCHMIDT	916-859-4323
Sewer: Sacramento County	RAY VASSELI	916-876-6140
Drainage: Sacramento County	Eugene Balinski	916- 874-1765
Cable TV: COMCAST	Kip Miller	916-376-7783
U.S.A.		1-800 227-2600

Revisions

No.	DESCRIPTION	Appr. By:	Date

BENCH MARK
B.M. XXX-XX ELEV. XX,XX
XXXX

Submitted By:

REGISTERED PROFESSIONAL ENGINEER M.J. MASHA RCE 30660 CIVIL STATE OF CALIFORNIA

John Masha, R.C.E. 30660

MJM ENGINEERING
6105 Seven Cedars Pl.
Granite Bay, Ca. 95746
Tel. (916) 791-2131
mjmasha@att.net

TENTATIVE PARCEL MAP FOR
8020 TWIN OAKS AVE
CITY OF CITRUS HEIGHTS, Califorina

Scale: 1"=50'

Drawn By: MJM
Checked By: MJM
Date: OCT. 2022
Job No. 22-014

SHEET NO. 1 OF 1

STAFF REPORT

Community Development Department
Planning Division
6360 Fountain Square Dr.
Citrus Heights, CA 95621
www.citrusheights.net
(916) 727-4740

Hearing Date: May 10, 2023

File Number: PLN-22-06

Application Type: Design Review Permit , Use Permit & Tree Permit

Assessor's Parcel Number: 204-0010-001, 002 & 017

Prepared by: Alison Bermudez, Senior Planner
(916) 727-4741 abermudez@citrusheights.net

Project Name: Starbucks Retail Center at Auburn and Whyte

Project Address: 8516, 8850 and 8600 Auburn Boulevard

Gross Acreage: 2.23 acres	**Net Acreage:** 2.23 acres	**Maximum FAR:** .60 **Provided FAR:** .12
Current Zoning: Special Planning Area, Boulevard Plan	**Proposed Zoning:** N/A	**Neighborhood Association:** Sunrise Ranch (NA 6)

Surrounding Zoning:		**Surrounding Land Use Designation**	**Actual Use:**
On-site:	Special Planning Area – Boulevard Plan (Gateway District)	General Commercial	Retail Center
North:	Neighborhood Commercial	Neighborhood Commercial City of Roseville	Vacant
South:	Special Planning Area – Boulevard Plan (Gateway District)	General Commercial	Retail Shopping Center
West:	Special Planning Area – Boulevard Plan (Gateway District)	General Commercial	Retail Shopping Center
East:	RD 5 (Single-family) RD-20 (Multi-family)	Low/Medium Density Residential	Vacant/Single-family Residential

Environmental Status:

(x)Exempt Section 15332 (Infill Class 32)
()Negative Declaration
()Mitigated Negative Declaration
()Previous Negative Declaration
()Environmental Impact Report
()Previous Environmental Impact Report

Planning Department Recommendations:

()Approve
(x)Approve with conditions (Exhibit A)
()Denial

Applicant:	Callie Huff Coastal Star Partners 837 Jefferson Blvd. West Sacramento, CA 95691	**Property Owner:**	Mark Engstrom Coastal Star Partners 837 Jefferson Blvd. West Sacramento, CA 95691

SUMMARY RECOMMENDATION

The Planning Division recommends that the Planning Commission make the following motions:

1. Adopt Resolution No. 23-03, finding that the project is Categorically Exempt from CEQA per Section 15332 of the California Environmental Quality Act (Infill exemption Class 32);

2. Approve the Use Permit to allow a new retail building with drive-through services based upon the findings listed in the Staff Report and the conditions of approval listed in Exhibit A;

3. Approve the Design Review Permit to allow the construction of new 2,241 square foot retail building based upon the findings listed in the Staff Report and the conditions of approval listed in Exhibit A; and

4. Approve a Tree Permit to allow the removal of 10 trees for the development of the project and require mitigation for the loss of any protected trees based upon the findings listed in the Staff Report and the conditions of approval listed in Exhibit A.

BACKGROUND

The proposed project is located at the northernmost end of Auburn Boulevard, just south of the Placer/Sacramento County line, which also is the border of the City of Roseville and the City of Citrus Heights. The subject site is comprised of three separate parcels which include .17 acre parcel (APN: 204-0010-001) along the county line. This parcel alone is unusable for any development due to its small size and geometry, its frontage along Auburn Boulevard is approximately 40' wide, tapering along the City/County line to zero approximately 375 feet east of Auburn Boulevard.

Directly south of the above parcel is a 1.4 acre parcel (APN: 471-0010-002) with approximately 110' frontage along Auburn Boulevard and an existing 106 square foot coffee kiosk building in the parking lot on the front portion of the site. The back portion of the site is undeveloped with several mature trees. This open space is currently used for Waggin' Tails Doggie Day Care. This portion of the site will remain as-is and is not included in the scope of the proposed project.

South of the above parcel is a .66 acre parcel (APN: 471-0010-017) with approximately 103' frontage with an existing 6,840 square foot building built in 1960. The existing building is divided in two by a breezeway with 1,447 square foot on one side, currently occupied by Sam's Liquor & Food, and 5,623 on the other (south side) that currently has four tenant spaces, two spaces 1,341 square feet each are vacant, Tea It - a 1,500 square foot tea shop at the west end of the building also has an existing 480 square foot area of indoor seating and 300 square feet of outdoor seating, and Waggin' Tails Doggie Day Care, a 1,441 square foot space at the east end of the building.

The project is located within the City's upcoming Auburn Boulevard Complete Streets Project (Phase 2). As discussed further in this report, the timing for the development of project will be dependent upon the City's streetscape project as this development has been designed to coordinate with the new signalized driveway, frontage improvements and a number of utility improvements, which are part of the City's planned improvements. Although there is not a defined timeline for the City's project, it is anticipated to begin early 2024.

PROJECT DESCRIPTION

The project proposes the construction of a new Starbucks retail building with a drive-through service. The proposed Starbucks building is 2,241 square feet in area with outdoor and indoor seating in addition to the proposed drive-through. The new building will feature a 400 square foot plaza with outdoor seating for the patrons of the Starbucks. The project will retain the portion of the existing retail

building where Tea it and Waggin Tails are located (5,623 square feet) but proposes to remove the portion of the building occupied by the liquor store. The vacant coffee kiosk will also be removed. A number of site amenities are included with the project including increased landscaping, new lighting and other associated site improvements.

As part of the City's Auburn Boulevard Complete Streets Project (Phase 2) enhancements, a new intersection, signal and gateway arch is proposed, that is south of Whyte Avenue, and provides the site with a primary motor vehicle and pedestrian entry point. This new signal and driveway will eliminate the multiple existing driveways (3) that currently provide access to the site. The project also proposes to connect to existing development and future development to the north of this site within the City of Roseville.

The applicant currently owns the vacant property that is located to the north of this project, at the intersection of Auburn Boulevard and Whyte Avenue (8560 Auburn Blvd.). This property is located within the City of Roseville. The applicant is anticipating developing this site with a future "Quick Serve Restaurant" (QSR).Given the location of the new signal on Auburn Boulevard and the proposed drive-through operations, the City has requested that a development plan be provided that anticipates the development of both sites in each jurisdiction. As shown in this separate exhibit, (Attachment 10) access will ultimately be made available via a driveway connection to Whyte Avenue through the QSR site. A traffic study has been coordinated with the City of Roseville to analyze impacts from both uses.

The property extends further east than the existing and future parking lot. This area is currently fenced off and utilized as part of the existing dog grooming operations. It is not currently considered for development, although the site plan indicates that it may be a future parking area. In order to facilitate the development of this area as future parking Condition 81 has been added to allow for staff level review and approval.

USE PERMIT

The request is to allow drive-through service as part of the development of the proposed 2,241 square foot Starbucks restaurant. The drive-through service requires the issuance of a Use Permit.

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

- ***The proposed use is allowed within the Special Planning Area zoning district and complies with all other applicable provisions of the General Plan.***

The project site is located within the Boulevard Specific Plan (ABSP) and has a General Plan Designation of General Commercial. A restaurant/coffee shop is a permitted use within the Gateway District within the ABSP. As proposed, the Starbucks use will have a drive-through. A drive through is permitted in this district with the approval of a Use Permit.

The project will assist the City in implementing goals and policies found in the General Plan, including:

Policy 2.1 – Promote allowable Land Uses within a General Commercial designation.

Policy 8.1– Maintain economic strength of retail by focusing retail at major intersections.

Policy 10.5– Improve the appearance of the City by creating livelier, friendlier and safer spaces

The coffee shop use and the redevelopment of the existing center satisfy these General Plan policies.

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

The zoning designation for the subject property is SPA (Special Planning Area) which allows drive-through uses with the approval of a Use Permit. The Zoning Ordinance provides drive-through standards such as queuing length and visibility of the service lane from the street.

As proposed, the project meets the City's drive-through standards. The one exception to this statement is the screen wall that has been proposed as part of this development. The project is proposing to utilize a 2' 6" high wire mesh fence to provide vehicle screening adjacent to the Auburn Boulevard frontage. The City's requirement is to have a solid barrier in the form of a low wall to screen the vehicles that are queuing in the drive-through. This is similar to what has been required in other locations within the City (Sungarden Ave. Starbucks). In order to insure the same level of improvement is provided, a condition of approval has been added to require a solid screen that is acceptable to the Planning Department (DRP condition number 3). The addition of this provision and the proposed landscaping will conform to the City's drive-through screening standard.

The site plan indicates the entrance and exit of the drive-through service lane meets the development standards by providing the necessary separation between the drive-through lane and drive aisles. The drive-through lanes are 11 feet wide with greater than a 12 foot width on the radius. Adequate stacking area is provided with dual stacking lanes that are 120 feet from the lane entrance to order screen, and 90 feet of stacking from the order screen to the pick-up window, for a total of 210 feet of queuing. The proposal also complies with other provisions of the Zoning Code and the Municipal Code relating to parking, setbacks, building height, and other applicable development standards of the Code.

Based upon the information above, staff believes the project meets this required finding.

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

The General Plan land use designation is General Commercial (GC) which provides for retail uses, services, restaurants, professional and administrative offices, and other similar and compatible uses. The proposed development of a retail complex with a coffee shop is consistent with the General Plan land use designation ofGC. In addition the proposal is consistent with General Plan and Auburn Boulevard Specific Plan goals and policies that support viable and attractive development within major corridors and that encourage economic development. Some of the applicable General Plan goals and policies are as follows:

- *Goal 10: Achieve attractive, inviting and functional corridors.*
  - *Policy 10.1: Require superior architectural and functional site design features for new development projects along major corridors.*
  - *Policy 10.9: Require upgraded architectural and landscape features on projects involving auto intensive facilities.*
- *Goal 15: Diversify the local economy to meet the present and future employment, shopping, and service needs of Citrus Heights residents and sustain long-term fiscal health.*

The Auburn Boulevard Specific Plan (ABSP) establishes a distinct set of Design Guidelines and Development Standards. This project was evaluated against this criteria and found to be consistent. Based upon the information above, staff believes the project meets the goals of the General Plan, the ABSP and the required finding.

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

The new Starbucks coffee shop building will be constructed approximately 150 feet from any sensitive receptor. The drive-through operations are primarily located on the north, west and southern frontages of the building. A parking lot and landscaping improvements provide a buffer between the residential uses to the east of the site. There is a single family residential home that gains access through the site and has an existing upgraded wooden fence. A similar upgraded wooden fence is proposed for the area abutting the parking lot on the eastern boundary. The abutting property is a vacant remainder of the commercial property and does not impact residential uses. Should this area develop in the future, the use of a masonry wall will be considered at that time.

Noise

The operating hours for the Starbucks coffee shop are proposed to be 5 AM to midnight. Operating hours for the current occupied tenant spaces operate within these timeframes. The project has been conditioned (UP Condition 4) to restrict operating hours for the entire center to 5 AM to midnight. In the future, if extended hours are requested, a modification to the Use Permit will be required. No on-site alcohol service has been proposed as part of the project description. If on-site alcohol service is proposed in the future, the Use Permit will need to be modified.

Noise impacts, which can occur with external ordering devices associated with drive-through retails services, is mitigated through the use of an external communication/ordering system which has automatic volume controls so the volume of the speakers fluctuate based upon the ambient noise levels.

Lighting

The project will install lighting within the parking area and on the building. The fixtures on the building will be complimentary to the building's design. All fixtures are required to be shielded and directed downwards to ensure that light does not spill onto neighboring properties or adversely affect nighttime views. A photometric plan for the project was submitted which demonstrates the proposed plan meets the City's outdoor lighting regulations (Attachment 8).

Based upon the information discussed above, the design, location, size, and operating characteristics of the facility are compatible with the existing and future land uses in the vicinity.

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

The project is currently served by water, sewer, stormwater system, electricity and other utilities. The project has been designed to tie into the existing utility networks and the utility providers included conditions to ensure the project meets current standards and will be able to be served accordingly.

The project has overhead electric utilities on the northern property line and eastern property line. These will be undergrounded as part of the City's Auburn Boulevard Complete Streets Project (Phase 2). If the project moves forward prior to the streetscape project, this would be a project requirement (DRP Condition 4).

Based upon the analysis above and recommended conditions of approval are no identifiable physical constraints for the proposed use.

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

The site is surrounded by other commercial uses on three sides and has been designed to comply with the City's development standards, including the City's guidelines for drive-throughs. With the completion of the streetscape improvements, including the installation of a signal at the entry driveway, and the implementation of traffic improvements contained within the associated traffic study the impacts of the drive-through have been fully mitigated.

Use Permit - *Conclusion*
Based upon the information above, staff believes that the required findings to approve a Use Permit can be made that would authorize the operation of a drive-through restaurant subject to the findings and conditions of approval contained in the staff report.

Design Review Permit

Design Review Permit – Description of Request

The proposed project consists of a new 2,241 square foot (SF) Starbucks coffee shop with drive-through service. In order to accommodate this development, the project will remove an older retail building of approximately 1,800 s.f. and an existing drive-through coffee kiosk. The project will also install site amenities such as outdoor seating, landscaping, lighting and other associated site improvements. The existing retail building on the southern boundary will be retained.

Architectural Elevations
The Starbucks coffee shop will have a variety of exterior finishes including stucco, brick siding, composite vertical siding and aluminum vertical siding. Building accents include the use of metal canopies above windows and doorways, and building corners have been enhanced with a raised corner element. This cornerstone element is located on the northwest building corner adding architectural interest to the primary elevation that fronts onto Auburn Boulevard. The roof will be flat but vary in height from 15 feet to 23 feet.

The color palette for the project consists of earth-tone colors with a taupe stucco treatment and a brown color on the brick. A darker color "focus back", is used both on the building trim and metal awnings and will enhance the building. The parapet and the drive-through window are emphasized with the use of natural teak. The building facade will have a number of plane changes which are accented through the use of the color palette. Figure 1 depicts the proposed design and colors.

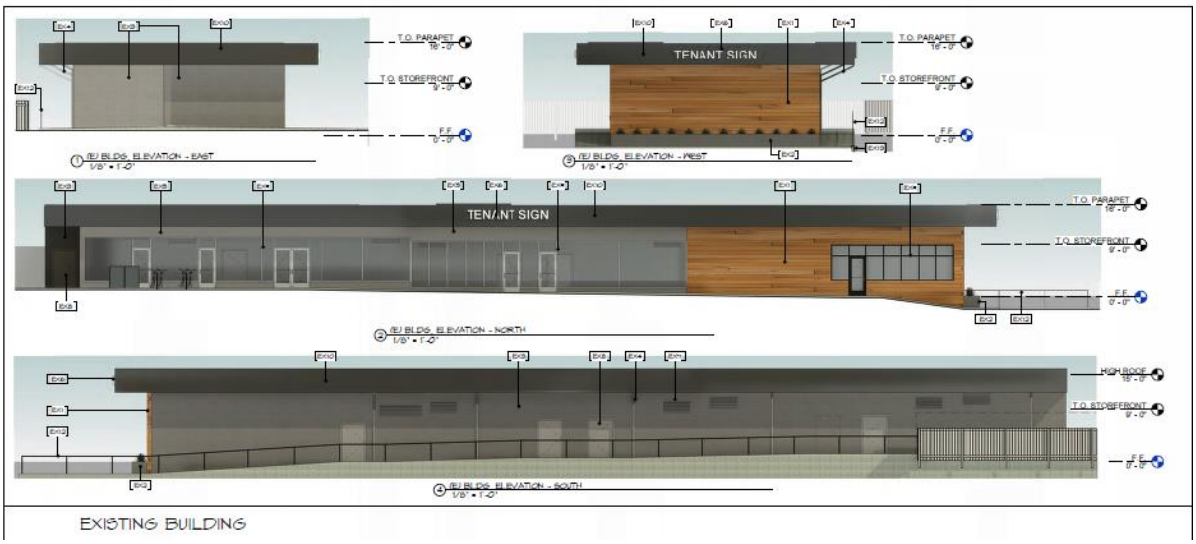
Figure 1: Color Elevations

East Elevation – Parking Lot

West Elevation – Auburn Blvd.

As shown in Figure 2, the existing retail building that is to remain will be updated in order to integrate with the new coffee shop. The building's existing stucco finish will be painted gray and new black metal fascia will be installed to accent the building. Additionally, the north and west sides of the building will received horizontal wood cladding siding. The color palette and materials will tie into the overall color scheme proposed by the coffee shop

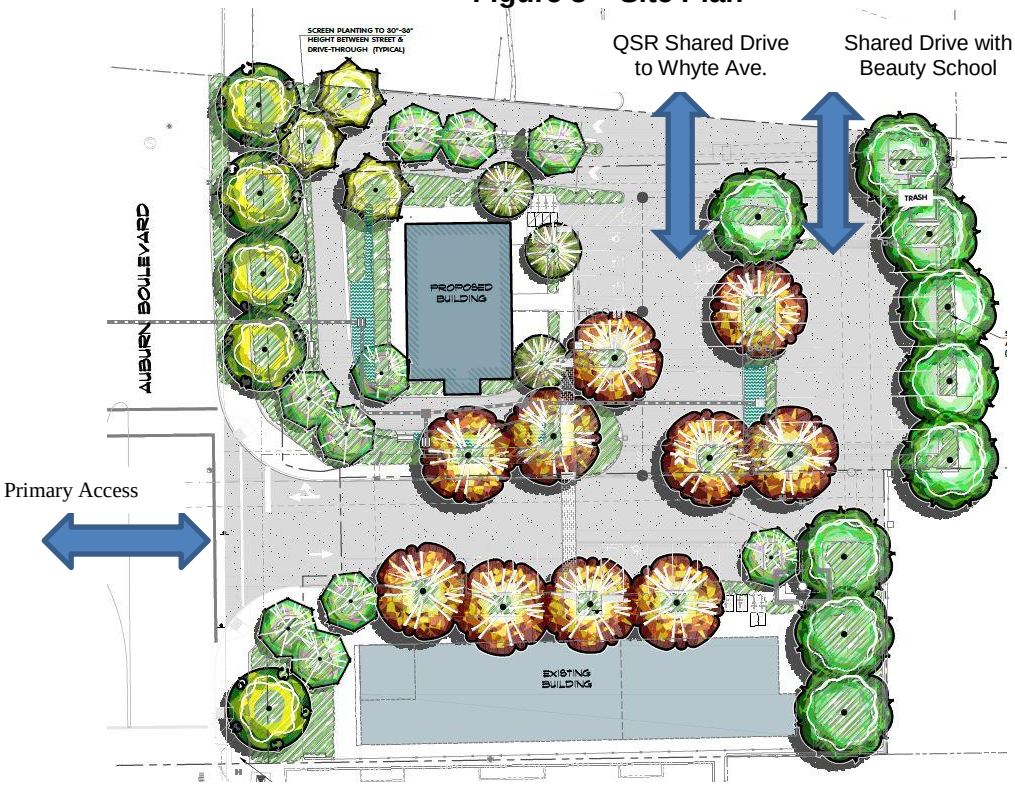
Figure 2 – Existing Building Elevations



Site Plan/Circulation

The project will be primarily accessed via the new traffic signal on Auburn Boulevard. This provides full traffic movements both accessing and egressing the site. The QSR parcel to the north of the project site will require a reciprocal access allowing for a driveway access on Whyte Avenue. This connection is a continuation of the existing connection between the two uses.

Figure 3 – Site Plan



Landscaping
The project will be upgrading the landscaping throughout the site. The frontage along Auburn Boulevard will be improved as part of the City's streetscape enhancement project. The project is proposing landscaping that conforms to the City's standards with a few exceptions. These exceptions are further addressed in the analysis component of this report
.

Drainage
The project includes a number of Low Impact Development (LID) principles including the installation of trash capture facilities that prevent trash and litter from entering the storm drain and roof drains which provide infiltration devices before excess stormwater enters the storm drain system.

Auburn/Whyte intersection
The City is intending to improve the Auburn Boulevard corridor as part of the Auburn Boulevard Complete Streets Project (Phase 2) in approximately 2024-2025. A traffic analysis that anticipates the development of this site and the property to the north, in the City of Roseville, has been completed. This traffic analysis has identified that certain improvements will be required to service the future development of two uses that will operate with drive-throughs. These improvements are fully discussed as part of the DRP analysis.

Design Review Permit – Analysis

The Citrus Heights Zoning Code requires that findings be made in order to approve a Design Review Permit. The required findings are listed below in italicized bold print and are followed by an evaluation of each finding.

- ***The Project complies with the applicable provisions of the Zoning Code.***
- ***The Project is consistent with the General Plan, the Auburn Boulevard Specific Plan.***
- ***The Project complies with all applicable design standards in Chapter 106.31 (Design Standards), and/or other applicable City design guidelines and policies.***

The project has been designed to comply with the development standards and design guidelines outlined in the Zoning Code, and the standards provided for Gateway District within the Boulevard Specific Plan. Compliance with the relevant standards is discussed below:

Height & Setback
As shown in the table below, the proposed project meets the height, FAR (Floor Area Ratio), and setback requirements of the Boulevard Specific Plan and Zoning Code. Height and setback standards are included in the Boulevard Plan, Figure 3.8.

Development Standards	Project	ABSP Allowance
Floor Area Ratio (FAR)	.12	.60
Building Height	23 ft.	50 feet
Building Setback to Adjacent Residential		
-East property line	Varies 32 ft. to 162 ft.	20 ft. minimum
Building Setback from Auburn Boulevard		
-west property line	50 ft.+	5 ft.
Building Setback to Adjacent Commercial		
- north property line	50 ft.	None

This project is located within the Gateway Commercial Center component of the plan area which establishes specific setback requirements. As shown in the table, the proposed project complies with the development standards established by the Boulevard Plan.

- ***The Project provides architectural design, building massing and scale appropriate to and compatible with the site surroundings and the community.***

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

Building Design

The General Plan encourages quality design and functional spaces within new developments along major corridors within the City. Due to the location of this project along the east side of Auburn Boulevard, within the Boulevard Specific Plan (Gateway District), the project design must meet City development standards and conform to the Auburn Boulevard Specific Plan as well. The new building faces west (towards Auburn Boulevard) and the west façade is presented with a variety of building materials including stucco, brick, teak vertical siding and metal vertical siding.

As depicted in Figure 2 and Attachment 6, the building has focused its architectural elements on enhancing the Auburn Boulevard frontage. The building is accessed via the parking area on the east side of the structure. The northwest corner features a raised cornerstone element and faux windows to help provide more of an architectural interest. The brick, stucco, vertical metal siding and teak wood elements all help to add interest to this elevation. The deviations in the parapet height and equipment screening also help to make an attractive elevation. The windows along the west side of the building are faux, but also add an element that helps to enhance the architecture on this elevation. The same design elements, with exception of the faux window treatment, are carried around to the remaining elevations of the building.

The proposed material and design elements proposed for the new structure will result in a building with superior design elements, and assure that it conforms to the intent of the design guidelines within the Zoning Ordinance, as well as the adopted Auburn Boulevard Specific Plan.

The existing retail building that will remain will be enhanced with materials and colors to tie back to the new building.

Drainage

The project is required to comply with a number of local and state regulations pertaining to drainage and stormwater treatment to protect the creek and reduce discharge of pollutants into the stormwater system. The project design includes a variety of Low Impact Development (LID) features to help retain any water run-off and filter pollutants. Included in the project's design are two bio-retention basin areas, one between the drive through and the west side of the building, and the other is located within the parking area. Based upon the preliminary drainage calculations, the project will meet the local and state requirements.

Walls/Fencing

Adjacent to the project site on the east boundary is existing residential development. The design standards include a provision for a boundary wall between different land uses, in this case between the commercial uses and the residential uses. There is an existing upgraded wood fence along the southeastern property line. This fence separates the existing retail building from the residential use that is east of the site and gains access through the commercial center. As proposed, this fence will remain. The applicant is proposing to construct an upgraded fence from this existing fence extending north approximately 120 linear feet. This fence will separate the developed commercial site from the undeveloped remainder that is located east of the site. Given, that this is an existing condition, and the majority of the improvement is acting as a division point between two commercial uses, this is an acceptable alternative to a masonry wall.

Lighting
The parking lot will be lit through the installation of LED fixtures on light poles. The parking lot lights will have full cut-off lenses to minimize off-site glare. A photo-metric plan has been provided indicating that there will be no light impacts to the surrounding residential uses. There are exterior lights indicated on the elevations provided. Wall sconce lighting fixtures are proposed the entrances to the Starbucks building. Light fixture designs will be the same design throughout the site, and consistent with the proposed Auburn Boulevard Specific Plan guidelines meeting the requirements of the outdoor lighting regulations (Condition 73).

Landscaping
The site currently has very little existing landscaping. This project will revitalize the site with new plantings and irrigation. There are several existing trees located on-site. A full evaluation of the existing trees and the project's impacts is addressed within the Tree Permit section of this report. Overall, the proposed landscaping improvements will conform to the City's design standards. There are three areas that have been identified as areas that do not conform to the City's requirements. These areas include; the proposed street tree along Auburn Boulevard, the planter width adjacent to the eastern boundary and the lack of a planter adjacent to the drive-through lane on the northern boundary.

The site frontage is part of the Auburn Boulevard Specific Plan, which has a specific street tree specified for uniformity. As proposed the project would install elm trees across the frontage of the project. The Specific Plan requires red maple trees to be installed as the primary street tree. Staff has included a condition of approval, Condition number 67, requiring red maple trees to be installed unless a modification is approved by the City's Arborist.

The planter adjacent to the eastern boundary and the parking lot is required to be 10 feet in width. As shown, this planter is at 6'-8" in width. The property to the east is owned by the applicant, so ownership does not prohibit the development of this planter to the required width. Condition number 34 has been included to address this item.

There is no planter proposed for the northern boundary adjacent to the drive-through. The future development of the QSR places the full burden of constructing a minimum 5 toot landscape strip between the future project on the Roseville parcel. The City wants to insure that this improvement is constructed with whichever project moves forward first, so Condition number 35 has been added to this project.

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

Parking
Figure 4 below provides the calculations for required parking based upon the Zoning Code. The project is utilizing an allowed 5% parking reduction (2 spaces) that is allowed within The Boulevard Plan. The Boulevard Plan was amended in 2018 to allow for parking reductions in certain situations to encourage the redevelopment of Auburn Boulevard. The project qualifies for a 5% reduction since it is within 1,350 linear feet of a bus transit facility. With the signal improvements on Auburn Blvd., there is a need for four of the spaces currently shown on the site plan to be eliminated. With the elimination of these spaces the project will provide a total of 33 on-site parking spaces. This is one parking space short of what is required, but is offset by the 5% reduction as shown below in Figure 4.

Figure 4 Parking Spaces Required For Project

Use	Project SF	Parking Ratio	Parking Required	Parking Provided
Starbucks	350 SF -Seating Area	1:50	7 spaces	-
Retail A	1,500 SF	1:50	10 spaces	-
Retail B-D	4,123 SF	1:250	17 spaces	-
		TOTAL =	**34 spaces**	**33 spaces**
		5% Reduction =	2 spaces	-
		Total Required after applying 5% reduction =	**32 spaces**	**33 spaces**

Based upon the calculations presented above, the project meets these required parking findings.

Circulation/Traffic

The project has one access point located along Auburn Boulevard. As mentioned this access will be fully signalized allowing for full turning movements both into and exiting the site. There is access to Whyte Avenue via the existing driveway that provides access to the existing beauty school. The proposed improvements eliminate multiple driveway cuts on Auburn Boulevard, consistent with the goals of the Specific Plan.

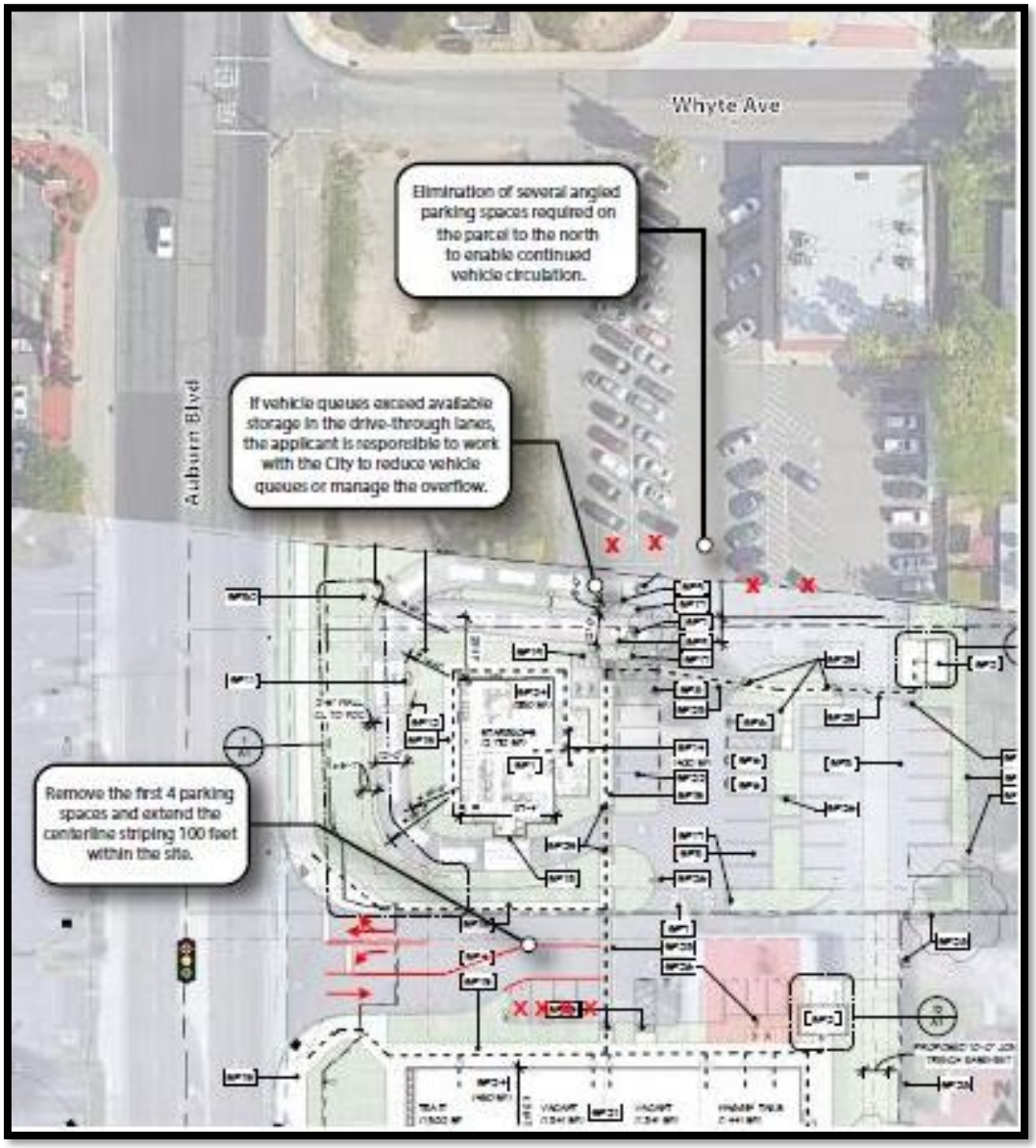
The project driveway, as well as the on-site circulation system, provide adequate access to/from the surrounding roadway network. Delivery vehicles will use the same access as passenger vehicles and there is adequate accessibility provided for these vehicles. Additionally, emergency vehicle access and maneuverability (during construction and normal operation) will be confirmed at all drive aisle locations and adequate turnarounds are provided. Based on the site plan, the Project site includes adequate access to accommodate emergency fire vehicles.

Pedestrian access is made available via the future frontage improvements that will tie to new sidewalk access that will be improved as part of the project. All uses will have improved pedestrian pathways to key features on-site. The east side of the new building has exterior seating that can be accessed via the distinct pavement improvement within the parking area and the new sidewalk. These improvements also provide a link between the new building and the existing retail building.

As part of the project review, a Transportation Impact Study (TIS) was completed to analyze the proposed on-site circulation and traffic impacts with the project. The TIS reviewed peak hour turning movements at the nearby intersection (Auburn and Whyte), the expected trip generation with the project and the adequacy of vehicle storage within the drive-through lane. A copy of the complete TIS is provided as Attachment 4. This study also included the potential impacts associated with the future development of the QSR on the adjacent site located in Roseville. Additionally, the TIS analyzed the project in two conditions; an interim condition (prior to the streetscape project being completed) and buildout with the QSR project.

In reviewing the TIS with the City of Roseville staff, it was determined that due to the conflicts with left-hand turning movements, both onto Auburn Boulevard and Whyte Avenue, an interim set of improvements was not feasible. The major improvement that mitigates all traffic movements that have been analyzed is the installation of the future signal at the project's driveway entrance. This significant improvement is part of the City's Auburn Boulevard Complete Streets project that is anticipated to be constructed in the 2024-25 timeframe. With the construction of this improvement and some minor alterations to the on-site parking fields this project will conform to the City's traffic impact standards. The following figure 5 provides a visual representation of these mitigating improvements:

Figure 5 Circulation Improvements



To mitigate any traffic or circulation issues the project description incorporates the measures recommended within the TIS. These measures are as follows:

- Prior to the opening of the Starbucks Store, a traffic signal will be present and operational at the project driveway on Auburn Boulevard. It is anticipated that this improvement will be completed with implementation of the Auburn Boulevard Complete Streets Project.
- The project will construct on-site improvements that are consistent with the signal design as represented in the Auburn Boulevard Complete Streets Project, including the removal of proposed parking to meet the minimum throat depth for the signal.
- The project will modify the parking configuration on the northern property line to insure through circulation between this site and Whyte Avenue. In order to achieve this, parking spaces on the adjacent property to the north may need to be eliminated. The project applicant will work with the adjacent property to the north achieve a through circulation

pattern.

- If the City determines that vehicle queues exceed the available storage in the Starbucks drive-through lanes, and traffic extends into the adjacent parking lot, the property owner will work with the City to implement the necessary measures to reduce vehicle queues.

With the implementation of these measures, all on-site and off-site circulation and parking measures will be adequately addressed and ensure that traffic, circulation and parking issues are minimized.

Frontage Improvements
The frontage along Auburn Boulevard, will include landscaping and screening. The improvements will be coordinated to meet the design of the future Auburn Boulevard Complete Streets Project. Frontage improvements will enhance the look of the corridor and achieve the elimination of multiple existing driveway cuts entering the site. Elimination of these driveways will provide for a better pedestrian environment and improved vehicle circulation and safety.

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

As proposed, the project complies with this design standard.

Design Review Permit – Conclusion

Based upon the analysis above, staff concludes that the findings can be made to approve the Design Review Permit to allow for the construction of a 2,241 square foot Starbucks coffee shop with associated drive-through and site improvements including parking, lighting and landscaping. The rehabilitation of the existing retail building meets the City's goals when complying with the conditions of approval.

Tree Permit

Tree Permit – *Description and Analysis*

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

The Citrus Heights Zoning Code requires that findings be made in order to approve a Tree Permit. The required findings are listed below in italicized bold print and are followed by an analysis of the request.

- ***The approval of the Tee Permit will not be detrimental to the public health, safety or welfare, and approval of the Tree Permit is consistent with the provisions of the Zoning Code.***

- ***Measures have been incorporated into the permit to mitigate impacts to remaining trees and replace the trees removed.***

An Arborist Report has been prepared to evaluate the existing trees on the property (Attachment 3). Tyler Thomson, ISA Certified Arborist was on site June 27, 2022. A total of 37 trees on the site were evaluated and 14 additional trees on the surrounding sites were included due to their proximity to the development. The report identified that 32 trees are protected according to the City of Citrus Heights Tree preservation ordinance. Twenty-one of the protected trees are located on the neighboring

parcels and could potentially be impacted by the development. Of the 32 protected trees, 9 are being recommended for removal requiring mitigation.

Tree Species	Trees Inventoried	Trees on Site1	Protected Trees	Protected Trees proposed for Removal
Valley Oak, Quercus lobata	34	23	30	9
Interior Live Oak, Quercus wislizeni	1	1	0	0
California Black Walnut, Juglans hindsii	1	0	1	0
California Fan Palm, Washingtonia filifera	1	1	0	0
Other Landscape Trees, Not Protected	14	12	-	-
Totals	51	37	32	9

The California Fan Palm is not required to be mitigated, as well as any dead protected trees. Based on these facts a total of 9 protected trees are proposed to be removed with 7 of these being eligible for mitigation. The 7 trees to be removed will require mitigation (93 inches). Mitigation credits are provided on an inch-for-inch basis when the new trees are planted. The remaining mitigation inches, if any, will be required to pay the mitigation fee of $298.00 per inch. The final calculations will be prepared once the final landscape plan is approved (Tree permit Condition 2).

Tree Number	DBH	Species	Protected Tree	Reason for Removal	Requires Mitigation
103	16	Valley Oak	Yes	Dead	No
110	13	Valley Oak	Yes	Health/Construction	Yes
1465	14	Valley Oak	Yes	Health/Construction	Yes
1466	16	Valley Oak	Yes	Health/Construction	Yes
1471	12	Valley Oak	Yes	Construction	Yes
1472	13	Valley Oak	Yes	Construction	Yes
1480	6	Live Oak	Yes	Health/Construction	No
1481	6	Valley Oak	Yes	Construction	Yes
1493	19	Valley Oak	Yes	Construction	Yes
1494	NA	NA	Yes	Construction	NA
Total Inches for Mitigation					**93**

Tree Permit - *Conclusion*

The majority of trees are proposed to be retained as part of the development. Due to the proximity of proposed improvements, all remaining trees require specific mitigation to ensure the trees are preserved. General protections measures are included for all trees to remain and several specific preservation requirements are proposed for several trees due to their characteristics. The preservation measures identified in the Arborist Report are incorporated into the Tree Permit conditions of approval and the applicant is required to submit a Final Tree Impact Assessment prior to the start of construction activities.

The Arborist Report failed to analyze tree number 1494. This tree is proposed for removal as part of the construction impacts. Prior to approval of a building permit, the applicant will need to update the arborist report to address the project impacts and mitigation based on this proposed tree removal. This item has been address in Condition 2 of the Tree Permit. With this tree added to the list of removals, the total protected tree removals is 10 trees.

Based on the analysis above and the fact that the applicants will be required to replace the loss of the protected trees proposed for removal, staff recommends approval of the Tree Permit.

ENVIRONMENTAL DETERMINATION

As part of the project review, several technical studies were completed including a Transportation Impact Study and Arborist Report. Based upon the applicant's project plans, description and conditions of approval each of the completed technical studies concluded project would not result in any significant environmental impacts. This is largely achieved by implementing project improvements in compliance with the city's General Plan and Zoning provisions. Therefore, the project qualifies for an infill exemption as per Section 15332 Class 32, under the California Environmental Quality Act (CEQA).

PUBLIC OUTREACH

The project is located within the Sunrise Ranch Neighborhood Association (Neighborhood 6). The association was informed of the proposed project and as of the writing of this report, the Neighborhood Association has not provided comments either for or against the project.

RECOMMENDED MOTIONS

The Planning Division recommends the Planning Commission make the following motions:

1. Adopt Resolution No. 23-03, finding that the project is Categorically Exempt from CEQA per Section 15332 of the California Environmental Quality Act (Infill exemption Class 32);

2. Approve the Use Permit to allow a new retail building with drive-through services based upon the findings listed in the Staff Report and the conditions of approval listed in Exhibit A;

3. Approve the Design Review Permit to allow the construction of new 2,241 square foot retail building based upon the findings listed in the Staff Report and the conditions of approval listed in Exhibit A; and

4. Approve a Tree Permit to allow the removal of 10 trees for the development of the project and require mitigation for the loss of any protected trees based upon the findings listed in the Staff Report and the conditions of approval listed in Exhibit A.

Attachments:

1. Resolution
    - Exhibit A: Conditions of Approval
    - Exhibit B: Environmental Determination
2. Project Description
3. Arborist Report
4. Traffic Impact Study (TIS)
5. Site Plan
6. Exterior Elevations
7. Civil Plans
8. Landscape Plans
9. Photometric Plan
10. Joint Site Plan with QSR in City of Roseville

RESOLUTION NO. 2023-03

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CITRUS HEIGHTS, CALIFORNIA, FINDING THAT THE PROJECT IS CATEGORICALLY EXEMPT FROM CEQA PER SECTION 15332 OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, RELATING TO IN-FILL DEVELOPMENT PROJECTS, AND APPROVING THE USE PERMIT AND DESIGN REVIEW PERMIT FOR THE STARBUCKS RETAIL CENTER LOCATED AT 8540 AUBURN BOULEVARD

WHEREAS, pursuant to the California Environmental Quality Act ("CEQA") (Pub. Resources Code, ' 21000 et seq.), the project is categorically exempt from CEQA per Section 15332, related to In-Fill Development Projects;

WHEREAS, the Planning Commission of the City of Citrus Heights held a public hearing on May 10, 2023, wherein public testimony was taken; and

WHEREAS, the Planning Commission of the City of Citrus Heights finds that the Categorical Exemption as outlined in Exhibit B is applicable to the proposed Use Permit, Design Review Permit and Tree Permit and no further review is required; and

WHEREAS, the proposed Use Permit and Design Review Permit are consistent with the Zoning Code and General Plan enacted at the time of the application submittal and the project is approved with conditions as shown in Exhibit A.

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 Planning Commission does hereby approve the Use Permit, Design Review Permit and Tree Permit for the retail center at 8540 Auburn Boulevard.

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 10th day of May, 2023 by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED

Andrew Van Duker, Chairperson

ATTEST

Stacy Hildebrand,
Planning Commission Secretary

Exhibits

A. Conditions of Approval
B. Environmental Determination

EXHIBIT A

CONDITIONS OF APPROVAL FOR STARBUCKS AND RETAIL CENTER PROJECT AT AUBURN AND WHYTE
Planning Commission Hearing May 10, 2023

USE PERMIT CONDITIONS OF APPROVAL

1) The Use Permit approval shall be exercised within a three (3) year period from the date of the Notice to Proceed issued by the City for the Auburn Boulevard Complete Streets Project (estimated to be February 2024). The applicant may file a written request for an extension of time before the expiration of the permit as defined in Section 106.64.070 of the Zoning Code. (Planning)

2) This project is approved as described and as shown in Attachments 1 through 10 and as conditioned or modified below. (Planning)

3) The communication ordering system for the drive-through shall have an automatic volume control so the volume of the speaker fluctuates based upon the ambient noise levels. At no time shall the noise exceed the levels allowed by the City's Noise Regulations. (Police and Planning)

4) Hours of operation for the center shall not exceed 5:00 AM to Midnight. Should a tenant desire to extend beyond those operating hours, approval of a modification to the Use Permit is required. (Planning)

5) Minor modifications to the Use Permit may be approved by the Planning Division. Significant changes will require approval by the Planning Commission. (Planning)

6) The project shall comply with all regulations of the City of Citrus Heights including the city's Municipal Code and Building Code. (Planning)

7) The project shall comply with all requirements of all servicing agencies of the City of Citrus Heights including but not limited to Sacramento Metropolitan Fire District, Citrus Heights Water District and Sacramento Area Sewer District. (Planning)

8) To the maximum extent practical, the following measures should be incorporated into the project construction operations:

   - Noise-generating construction activities shall not occur within the hours identified in Municipal Code Section 34-88(5).

   - All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition.

   - All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of project activity.

   - Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible.

- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.

- Project area and site access road speed limits shall be established and enforced during the construction period.

- Written notice shall be provided to residents within 500 feet of the project site of the construction schedules. The notice shall include a contact name and phone number should the residents have a question or concern with construction noise levels. (Planning)

9) Shall any nuisances arise at the site including noise from the ordering devices, late night hours, loitering or other health and safety issues, the applicant shall provide security measure(s) onsite acceptable to the Community Development Director and Chief of Police. If after reasonable notice and an opportunity to correct those problems, any public nuisances remain onsite, including any health and safety issues, the City can impose reduced operational hours or require a security company to provide onsite security during hours of concern. (Police and Planning)

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

DESIGN REVIEW PERMIT CONDITIONS OF APPROVAL

1) The Design Review Permit approval shall be exercised within a three (3) year period from the date of the issuance of the Notice to Proceed issued by the City for the Auburn Complete Streets Project (estimated to be February of 2024). The applicant may file a written request for an extension of time before the expiration of the permit as defined in Section 106.64.070 of the Zoning Code. (Planning)

2) This project is approved as described and as shown in Attachments 1 through 10 and as conditioned or modified below. (Planning)

3) The 2’-6” mesh fencing adjacent to the drive-through adjacent to Auburn Boulevard, shall be replaced with a solid screen wall. The design of the screen wall shall be reviewed and approved by the Planning Department. (Planning)

4) The project is responsible for certain utility improvements, should it proceed prior the City’s construction of the Auburn Boulevard streetscape project. The project will be responsible

for undergrounding overhead powerlines on the north and east boundaries of the project to the satisfaction of the City and Sacramento Municipal Utilities District (SMUD). (Planning)

5) Minor modifications to the Design Review Permit may be approved by the Planning Division. Significant changes will require approval by the Planning Commission. (Planning)

6) A master sign program shall be submitted and approved by the Planning Division should the project create four or more tenants. The master sign program shall meet the requirements of Zoning Code Section 106.38. (Planning)

7) The project shall comply with all regulations of the City of Citrus Heights including the city's Municipal Code and Building Code. (Planning)

8) The project shall comply with all requirements of all servicing agencies of the City of Citrus Heights including but not limited to Sacramento Metropolitan Fire District (SMFD), Citrus Heights Water District (CHWD) and Sacramento Area Sewer District (SASD). (Planning)

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

10) Construction hours are limited to 6:00 a.m.to 8:00 p.m. on weekdays and 7:00 a.m. to 8:00 p.m. on weekends. (Building)

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

12) The project's post-development (proposed) stormwater runoff cannot exceed the pre-development (existing) runoff. (Engineering)

13) The existing buildings are currently connected to public sewer. Any required construction and/or modification to the public sewer system must be to the satisfaction of Sacramento Area Sewer District (SASD) prior to the approval of improvement plans. SASD Design Standards and Specifications apply to any onsite and offsite public sewer construction. (SASD)

14) SASD Design Standards and Specifications require minimum 6-inch lower laterals for commercial and industrial buildings. Demolishing of the building may require replacing the existing 4-inch lower lateral to a 6-inch lower lateral. (SASD)

15) Construction of a grease trap or a sand oil separator may be required. The applicant must verify with the applicable jurisdiction's building department. (SASD)

16) If the proposed garbage enclosure will contain a drain to the sewer, it must be covered. (SASD)

17) SMUD has existing overhead 12kV facilities along the east side of Auburn Boulevard, through the northern part of the project site, and along the southern perimeter of the project site that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 safety clearances during construction and upon building completion. If the required clearances

cannot be maintained, the Applicant shall be responsible for the cost of relocation.(SMUD)

18) SMUD has existing underground 12kV facilities on the Project Site that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 128 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation. (SMUD)

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

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

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

22) SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs. There are existing utility easements on the parcel that will need to be located on the site plan. (SMUD)

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

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

25) The Applicant shall provide separate SMUD service points to each parcel to the satisfaction of SMUD. (SMUD)

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

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

28) To the maximum extent practical, the following measures should be incorporated into the project construction operations:

- Noise-generating construction activities shall not occur within the hours identified in Municipal Code Section 34-88(5).

- All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition.

- All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of project activity.

- Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible.

- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.

- Project area and site access road speed limits shall be established and enforced during the construction period.

- Written notice shall be provided to residents within 500 feet of the project site of the construction schedules. The notice shall include a contact name and phone number should the residents have a question or concern with construction noise levels. (Planning)

Conditions Required Prior to Issuance of Building Permit

29) Improvement plans shall remove the first 4 parking spaces on the south side of the signalized project driveway on Auburn Boulevard and extend the centerline striping 100 feet within the site, as depicted in Figure 5 of the staff report and on page 49 of the Traffic Impact Study. Improvement plans shall reflect that the parking spaces that are located off-site, on the property to the north of the site (Hoss Lee parcel), shall be removed to allow for through circulation, per the Traffic Impact Study.(Engineering)

30) An easement or PUE, if necessary, shall be dedicated to CHWD along the Auburn Blvd. frontage or elsewhere on-site to accommodate water meter boxes, backflows and sprinkler RPDA device. (CHWD)

31) This location does not have a water main along the frontage of the property along Auburn Boulevard. Improvement Plans will show the location of the water main extension, intended to be installed as part of the Auburn Boulevard Complete Streets project. An 8” water main from the north property line of 8516 Auburn Blvd. northward to the north property line of the proposed development site (south property line of 8560 Auburn Blvd.) shall be installed prior to the building occupancy. All water service, irrigation and fire lines, if required, shall be connected to this new 8” service line. (CHWD).

32) The applicant shall submit a Construction Traffic Management Plan (plan) to minimize traffic impacts to public streets and maintain a high level of safety for all roadway users. (Engineering)

33) The applicant shall install construction fencing around the staging, equipment storage, and construction area. The construction fencing shall be screened with mesh screening or slats, subject to Planning Division approval. (Planning)

34) Landscaping plans shall be amended to expand the planter along the eastern boundary adjacent to the parking area from 6'-8" to 10 feet in total width. Plans will be amended to reflect that the area of expansion is fully landscaped. (Planning)

35) To ensure that a landscape strip is installed north of the drive-through, the project will install a minimum 5 foot planter strip on property that is located north of the site (8560 Auburn Blvd.). If the adjacent parcel has been developed with this planter in place, then no further action is required. If the planter cannot be installed due to ownership issues or other circumstances, then the drive-through lanes will be reduced to a single lane, allowing for a landscape strip with a minimum of 5 feet in width to be installed with this project. Plans will be amended to reflect this modification to the site improvements prior to issuance of building permits. (Planning)

36) The existing retail building that will remain shall be enhanced with color palate and materials as shown in the approved plans. These improvements shall be completed prior to approval of occupancy. (Planning)

37) A pre-construction nesting survey shall be conducted within 14 days of any demolition or construction activities proposed during the nesting season (Feb 1 – Aug 31). If active nests are found, no work shall commence until an avoidance and monitoring plan is developed by a qualified biologist in coordination with the CDFW. If a setback is approved, no work shall occur with the setback area until the fledglings are capable of flight and are no longer reliant on the nest tree, as determined by the qualified biologist. (Planning)

38) Required development fees shall be paid prior to building permit issuance. Fee rates assessed shall be calculated during the building permitting process. (Engineering)

39) Prior to approval of the improvement plans, a pipeline video inspection of the existing storm drain system shall be submitted to the Engineering Division for review and approval. The existing SD system may need to be cleared of debris prior to connection of the new SD system. (Engineering)

40) The owner must contact Sacramento Area Sewer District (SASD) Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to determine if sewer impact fees are due. Fees are to be paid prior to the issuance of building permits. (SASD)

41) Site shall meet the pre and post construction Best Management Practices (BMP's) for Stormwater Mitigation per State of California requirements. Storm Drain runoff shall drain into landscaping or other Stormwater quality mitigating feature before entering the public Storm Drain system. The City of Citrus Heights is a member of the Sacramento Stormwater Quality Partnership and uses their guidelines and requirements. The following is their link: http://www.sactostormwater.org/SSQP/development.asp.

(Engineering)

42) The project shall adhere to the State of California's General Construction Permit requirements. Provide documentation of compliance with applicable requirements. A WDID# and SWPPP must be submitted and approved prior to ANY soil disturbing activity on the site.(Engineering)

43) Post-project stormwater runoff cannot exceed the runoff from the previous existing (demolished) commercial development. Calculations must be provided to demonstrate compliance with this requirement. (Engineering)

44) The project shall provide approved fire apparatus turnaround or circulation through the site meeting turning radii as required by SMFD. The fire apparatus turnaround shall conform to Sacramento Metro Fire Districts, Fire Prevention Standard #3. The fire access turn-around shall be located within 50 feet of the end of the access roadway. (SMFD)

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

46) Plans shall include a note that reads, "Fire apparatus access roads shall be designed and maintained to support the imposed live load of 80,000 pounds, with a maximum axle load of 31,000 pounds, and meet Public Works Standards for roadways. A report, prepared by a registered geotechnical engineer, verifying the ability of the road to bear the required minimum weight, shall be submitted with any plan indicating construction of roadway. Verification of constructed roadway shall be provided by a registered geotechnical engineer prior to final of the project." .(SMFD)

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

48) The applicant shall meet the following: Civil Site Plans and Architectural Plans shall be submitted and approved prior to Final Building Permit being issued. Fire Sprinkler and Fire Alarm plans shall be submitted prior to Final Building Permit being issued if required for this project. Please note: The Sacramento Metro Fire District does not allow deferred submittals for Fire Sprinkler or Fire Alarm plans. (SMFD)

Required Prior to Final or Occupancy

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49) The applicant shall provide a Fire Access Agreement between all parcels connected to and served by fire access. Fire Access Agreement shall be recorded with the Public Recorders Office having jurisdiction. (SMFD)

50) The applicant shall provide a Fire Access Roadway Maintenance Agreement (RMA) between all parcels connected to and served by the fire access roadway. The Fire Access Roadway Maintenance Agreement shall be recorded with the Public Recorders Office having jurisdiction. The roadway maintenance agreement shall include the following:
    a. Provisions for the necessary repair and maintenance of the roadway surface
    b. of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of thirteen feet six inches (13' 6") or width of twenty feet (20')
    c. Provisions for the maintenance, repair, and/or replacement of NO PARKING-FIRE LANE signage or striping
    d. Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems (SMFD)

51) Approved numbers or addresses shall be placed on all new or existing buildings in such a position as to be easily read from the street or road fronting the property. The minimum size of the numbers shall not be less than six (6) inches and shall be mounted immediately adjacent to a light source and shall also contrast with their background (SMFD)

52) Prior to any occupancy, the project shall install the following street frontage improvements along the east side of Auburn Boulevard. Improvements shall align with the City's future Auburn Boulevard, Phase 2 improvement project and shall meet current City standards and all accessibility requirements:
    a. Vertical curb (Type 2) and gutter;
    b. 6-ft wide separated sidewalk with a landscaping planter (irrigated);
    c. Type A commercial driveway;
    d. Accessible ramps at northeast and southeast corners of signalized intersection;
    e. Any required storm drain system as determined during the design stage; and
    f. Streetlights (quantity and location to be determined). (Engineering)

53) Project shall dedicate a 12.5-ft Public Utilities Public Facilities Easements (PUPFE) for all three parcels along Auburn Boulevard. (Engineering)

54) The signalized intersection at Auburn Boulevard at the proposed driveway location is part of the city's future streetscape project. Prior to ANY occupancy, the following items shall be completed:
    a. Dedicate any required Right-of-Way (ROW) and/or Public Utilities & Public Facilities Easements (PUPFE) for the future traffic signal appurtenances on Auburn Boulevard, as needed.
    b. Dedicate a PUPFE to underground existing overhead power & utility lines along north property line. The location & dimensions of easement shall be determined by City staff.
    c. Grant a Right-of-Entry for the future construction of the City's street improvement project for Auburn Boulevard. (Engineering)

55) Recordation of mutual access easements to access Auburn Blvd. is required between the four parcels listed below:

a. 8516 Auburn Blvd (APN: 204-0010-017)
b. 8518 Auburn Blvd (APN: 204-0010-016)
c. 8550 Auburn Blvd (APN: 204-0010-002)
d. 8600 Auburn Blvd (APN: 204-00100001) (Engineering)

56) Recordation or proof of and existing mutual access easement, between the project site and the property located at the southeast corner of Auburn Boulevard and Whyte Avenue within Placer County (8560 Auburn Blvd.) and the property located at 200 Whyte Avenue (Hoss Lee Academy), shall be provided to the Engineering Department. (Engineering)

57) Prior to building final or occupancy, a lot merger or boundary line adjustment for the two parcels with Assessor's Parcel Numbers (APN): 204- 0010-001 and 204-0010-002 shall be recorded. (Engineering)

58) The State Water Board's Trash Amendment requires that all commercial, industrial, and multi-family sites achieve full trash capture compliance by 2030. Trash capture is the developed site's ability to capture trash debris and litter from the property before it enters the public storm-water system. This site has been identified as a moderate trash generating property. This project is required to develop a full trash capture management plan that complies with the State Water Resource Control Board requirements. Prior to any occupancy of the proposed building, a Trash Maintenance Declaration for the property must be reviewed and approved by the City, and filed with the County of Sacramento's Recorder's Office. (Engineering)

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

60) Dedicate 12.5-ft Public Utilities Easement (PUE) along Auburn Boulevard. The PUE shall be located behind the existing Right-of-Way (ROW) per City Standards.(Engineering)

61) The applicant shall install a backflow device, including insulated enclosure and concrete pad, per current Citrus Heights Water District (CHWD) specifications. (CHWD)

62) The applicant may be required to install a new meter, meter setter, meter box, and meter location to the satisfaction of CHWD. (CHWD)

63) The installation of a secondary backflow (sized appropriately) is required down-stream of the primary backflow to isolate the irrigation system from the domestic supply. (CHWD)

64) The installation of the water distribution system modifications will be by the developer's contractor at the developer's expense. (CHWD)

65) Any easements granted to the District for the water facilities will be prepared by the developer at the developer's expense. (CHWD)

66) The applicant shall meet the following: Civil Site Plans, Fire Service Underground Plans, Fire Sprinkler Plans, Fire Alarm Plans and Architectural Plans shall be submitted prior to Final Building Permit being issued. (SMFD)

67) Prior to installation of Landscaping, the project Landscape Architect shall submit documentation to the City that demonstrates:

- Soil has been tested and prepared as necessary based on the Soils Analysis.
- The Irrigation has been installed compliant with the Zoning Code and approved landscape plan.
- The City's Arborist will have reviewed and approved the tree type along the Auburn Boulevard frontage, and accepted that elm trees conform to the Auburn Boulevard Specific Plan. If not approved, then the project shall install red maples.
- Tree planting sites comply with the minimum soil volume as identified in the Zoning Code and landscape plan. (Planning)

68) Prior to Final of Building Permit, the project Landscape Architect shall:

- Certify in writing that the landscaping has been installed in compliance with the Zoning Code and approved landscape plan.
- Demonstrate and certify in writing that the irrigation has been installed and is in compliance with the Zoning Code and landscape irrigation plans. The City may require an irrigation audit performed by a certified irrigation auditor. (Planning)

69) The walls of the trash enclosures and the screening wall shall be treated with anti-graffiti coating. (Planning)

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

71) Parking lot surface and double-striping shall be maintained in good repair. Wheel stops shall be installed to conform to the City's standards. (Planning)

72) Any graffiti shall be removed within 24-hours (Planning)

73) Outdoor lighting shall be installed in conformance with the Auburn Boulevard Specific Plan (ABSP) and maintained in good working order. (Planning)

74) All landscaping shall remain watered and in a healthy condition. (Planning)

75) Following occupancy of the building, there shall be no storage of goods outside of the building including the service areas adjacent to the drive-through lane. (Planning)

76) Site shall meet the pre and post-construction Best Management Practices (BMP's) for Stormwater Mitigation per State of California requirements, including Low Impact Design (LID) features to mitigate quality of stormwater runoff. The City is a member of the Sacramento Stormwater Quality Partnership and uses their guidelines and requirements. The following is their link: http://www.beriverfriendly.net/ (Engineering)

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

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.

- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the lead agency, the City of Citrus Heights, and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to their satisfaction.

- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Sacramento County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the Public Resources Code). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the Public Resources Code). A Native American representative from a culturally and geographically affiliated tribe should also assess the significance of the find pursuant to PRC §21080.3.2 (a). Having just an archaeologist evaluate resources is inappropriate, especially if the resource is Native American in origin and may be considered a Tribal Cultural Resource. Also, UAIC would like to rebury any Native American human remains with appropriate dignity and respect, with the landowner's permission.

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

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

79) A certificate of occupancy shall only be issued after construction of a fully operational traffic signal on Auburn Blvd at the proposed project driveway. Construction and installation of this traffic signal is currently included in the city's Auburn Boulevard Complete Streets Phase 2 Project and is estimated to be fully operational no later than September 1, 2025. Should the city's Auburn Blvd Complete Streets Phase 2 Project timeline change or not result in an operation signal by this date, the developer shall be required to install the signal or issuance of the certificate of occupancy may be delayed. A fully operational signal may include permanent signals poles, gateway arch and/or other temporary poles and measures as approved by the City Engineer to allow safe egress from the project site onto southbound Auburn Blvd.(Engineering)

80) Bicycle lockers shown on the approved site plan shall be replaced with a minimum of two exposed bicycle parking spaces. Parking space location and bicycle racks to be approved by the Planning Department. (Planning)

81) The conceptual parking lot layout on the eastern portion of the project site is not approved as part of this project approval. If it is determined that this additional parking is needed to support this project or the future project to the north, in the City of Roseville, then a subsequent application will be made to the City for amending the Design Review Permit. If all impacts can be addressed through on-site improvements that are consistent with the City's development standards, this amendment can be approved administratively. (Planning)

TREE PERMIT CONDITIONS OF APPROVAL

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

2) Prior to issuance of a building permit, the Arborist Report will be updated to address the size, condition and removal of tree # 1494. Additionally, all required mitigation fees shall

be paid for the approved removal of protected trees that have been identified within the final landscape plan. (Planning)

3) The Tree Permit shall be exercised within a three (3) year period from the date of final approval otherwise the Tree Permit shall expire. (Planning)

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

5) The following protected trees are authorized for removal:

Tree #'s
103, 110, 1465, 1466, 1471, 1472, 1480, 1481, 1493 & 1494

6) The applicant shall provide landscaping as shown in Attachment 8. Minor modifications are allowed with approval by the Planning Division. (Planning)

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

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

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

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

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

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

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

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

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

15) The project's certified arborist shall immediately treat any severed or damaged roots (NOTE: Without exception, all digging shall be done using hand tools, no machine trenching shall be allowed in the dripline of any tree). Minor roots less than one (1) inch in diameter may be cut, but damaged roots shall be traced back and cleanly cut behind any split, cracked or damaged area. Major roots over one (1) inch in diameter may not be cut without approval of an arborist and any arborist recommendations shall be implemented. (Planning)

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

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

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

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

McCANDLESS & ASSOCIATES ARCHITECTS, INC.

PROJECT NARRATIVE & OPERATIONAL STATEMENT

8600, 8550 - Starbucks Café With Drive Thru

&

8516 Auburn Blvd - Existing Multi-Tenant Building

The proposed project is located on 3 separate parcels along Auburn Blvd. in the City of Citrus Heights just south of the Placer/Sacramento County line, which also is the border of the City of Roseville & the City of Citrus Heights. Directly along the county line is a .17 acre parcel (APN: 204-0010-001). This parcel alone is unusable for any development due to its small size & geometry, its frontage along Auburn Blvd. is approximately 40' wide, tapering along the City/County line to zero approximately 375' east of Auburn Blvd.

Directly south of the above parcel is a 1.4 acre parcel (APN: 471-0010-002) with approximately 110' frontage along Auburn Blvd. & an existing 106 s.f. coffee kiosk building in the parking lot on the front portion of the site. The back portion of the site is undeveloped with several mature trees. This open space is currently used for Waggin' Tails Doggie Day Care. This portion of the site will remain as-is and is not included in the scope of work.

South of the above parcel is a .66 acre parcel (APN: 471-0010-017) with approximately 103' frontage & has an existing 6,840 s.f. building built in 1960. The existing building is divided in two by a breezeway with 1,447 s.f. on one side, currently occupied by Sam's Liquor & Food, open every day from 9:00am – 11:00pm, & 5,623 on the other (south side) that currently has four tenant spaces, two spaces 1,341 s.f. each are vacant, Tea It - a 1,500 SF tea shop at the west end of the building, is open Wed - Sun from 11:00am -6:00pm serving lunch & beverages, with an existing 480 SF area of indoor seating & 300 SF area of outdoor seating, and Waggin' Tails Doggie Day Care, a 1,441 s.f. space at the east end of the building, open Mon – Fri, 7:00am – 6:00pm.

The Citrus Heights zoning designation for these 3 parcels is SPA – Special Planning Area, within the Auburn Boulevard Commercial (ABC) Zoning District they fall within the Gateway District Commercial Center (GDCC). Within the GDCC Drive-through retail requires a Use Permit, but General Retail & Coffee Shops are allowed.

The proposed project includes demolishing the coffee kiosk & the 1,447 s.f. portion of the existing building (liquor store) & constructing a new 2,241 square foot Starbucks cafe with 400 square foot exterior (uncovered) patio seating area. The existing building that will remain have painted concrete masonry exterior walls with some areas of painted stucco & T-111 wood siding, metal storefronts & a cantilevered stucco parapet with a metal roofing detail. This building will not undergo exterior improvements other than to patch & repair the fascia where the roof interfaced with the liquor store that is being removed.

Site improvements for the project include removing the existing parking lot & installing new AC paved drive aisles & parking areas, a new drive thru lane, a new trash enclosure for each building, new concrete sidewalks & new landscaping. In addition to these site improvements, there are several traffic and on-site circulation improvements that are necessary in order mitigate the project's traffic impacts to Auburn Boulevard and the surrounding streets. These improvements have been identified within the projects accompanying Traffic Impact Study (TIS), completed by Fehr and Peers, dated February 15, 2023.

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As identified by the TIS, the project will complete the following improvements and implement the future operational measures:

- Prior to the opening of the Starbucks Store, a traffic signal shall be present and operational at the project driveway on Auburn Boulevard. It is anticipated that this improvement will be completed with implementation of the Auburn Boulevard Complete Streets Project.
- The project will construct on-site improvements that are consistent with the signal design as represented in the Auburn Boulevard Complete Streets Project, including the removal of proposed parking to meet the minimum throat depth for the signal.
- The project will modify the parking configuration on the northern property line to insure through circulation between this site and Whyte Avenue. In order to achieve this, parking spaces on the adjacent property to the north may need to be eliminated. The project applicant will work with the adjacent property to the north achieve a through circulation pattern.
- If the City determines that vehicle queues exceed the available storage in the Starbucks drive-through lanes, and traffic extends into the adjacent parking lot, the property owner will work with the City to implement the necessary measures to reduce vehicle queues.

By incorporating these physical, and possible future operational items into the project, traffic and circulation issues that have been fully analyzed will be completely mitigated.

Typical Starbucks hours of operation are 4:30am – 9:00 pm with 3-5 employees per shift. No change is proposed in the operating hours for the existing tenants that will remain, Tea It & Waggin' Tails (see above).

The proposed Starbucks building is sited along Auburn Blvd. with the main entrance facing East toward the parking lot & the drive thru lane wrapping the building with landscaping on either side. The majority of the building's users will access the site from the parking lot & drive thru lane. A typical Starbucks serves approximately 60% of customers from the drive thru lane. The proposed siting of the building was designed for the convenience of the majority of the building's users, while also providing convenient pedestrian access from the street & existing adjacent building.

The new Starbucks building's modern design enhances a pedestrian friendly atmosphere with an inviting patio seating area and appealing finish materials. The building design finishes include stucco, brick & vertical wood siding, aluminum storefronts, and metal canopies. The parking areas and trash enclosure are located at the rear of the site and are screened by trees and drought tolerant landscaping. The site design proposes a single main driveway off Auburn Blvd. that is located at a new traffic signal intersection that is part of the Auburn Blvd. Complete Streets plan. Thirty eight (38) parking spaces have been provided, which meets the minimum requirement of the City of Citrus Heights for the proposed uses.

ATTACHMENT 1 – EXHIBIT B

ENVIORNMENTAL DETERMINATION

ENVIRONMENTAL DETERMINATION

City Staff recommends that the Planning Commission determine that the recommended action is exempt from the requirements of the California Environmental Quality Act (CEQA) in accordance with Section 15332 (Categorical Exemptions; Class 32) of the CEQA Guidelines, which exempts in-fill development projects consistent with the applicable general plan designation and on a project site of no more than five acres substantially surrounded by urban uses.

As part of the project review, several technical studies were completed including a Transportation Impact Analysis and Arborist Report. Based upon the applicant's project plans, description and conditions of approval each of the completed technical studies concluded project would not result in any significant environmental impacts. This is largely achieved by implementing project improvements in compliance with the City's General Plan, Zoning provisions and development standards.

The exceptions to categorical exemptions identified in Section 15300.2 of the CEQA Guidelines are inapplicable because the land is in an urbanized area with no environmentally sensitive habitats or species of concern on the property, there has been no successive effort to intensify land uses in the area, and no unusual circumstances exist that would pose a reasonable possibility of having a significant effect on the environment, and the project does not negatively affect historic resources. Based on this analysis, no significant environmental effects would result from this project, and therefore, the project qualifies for an infill exemption as per Section 15332 Class 32, under the California Environmental Quality Act (CEQA).

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California Tree and Landscape Consulting, Inc.

June 29, 2022

Engstrom Properties
Attn: Callie Huff
837 Jefferson Boulevard
West Sacramento, CA 95691
Phone: (916) 987-9044
Email: callie@epropinc.com

PRELIMINARY ARBORIST REPORT & TREE INVENTORY

RE: APN's #204-0010-001, 204-0010-002 & 204-0010-017, 8600, 8550 & 8516 Auburn Blvd, City of Citrus Heights jurisdiction, California

Executive Summary:
Callie Huff, from Engstrom Properties, contacted California Tree and Landscape Consulting, Inc. to inventory and evaluate the protected trees on the site or within 25' of development for purposes of evaluating the impacts to the trees for pursuant to the development plan by Starbucks + Retail by MoCandless & Associates Architects dated June 29, 2022. The properties are located at 8600, 8550 & 8516 Auburn Blvd, in the City of Citrus Heights, California. See Supporting Information Appendix 1 –Tree Location Map.

Tyler Thomson, ISA Certified Arborist #WE-12751A was on site June 27, 2022. A total of 37 trees on the site were evaluated and 14 additional trees on the surrounding sites were included due to their proximity to the development. 32 Trees are protected according to the City of Citrus Heights Tree Preservation ordinance. 21 of the protected trees are solely on this property, of which, 9 are proposed for removal. 11 protected trees are located on the neighboring parcels and could be impacted by development of the parcel.

Tree Species	Trees Inventoried	Trees on the Site[1]	Protected Trees	Protected Trees proposed for Removal
Valley Oak, Quercus lobata	34	23	30	8
Interior Live Oak, Quercus wislizeni	1	1	0	0
California Black Walnut, Juglans hindsii	1	0	1	0
California Fan Palm, Washingtonia filifera	1	1	1	1
Other Landscape Trees, Not Protected	14	12	-	-
Totals	**51**	**37**	**32**	**9**

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

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

METHODS

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

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

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

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

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

Terms

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

Protected Root Zone

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

Arborist Rating

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

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

Notes:

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

Actions — Recommended actions to increase health and longevity.

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

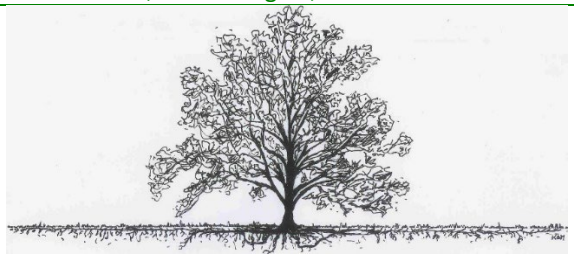
Impact Term:	Long Term Result of Impact:
Negligible	Tree is unlikely to show any symptoms. Chance of survival post development is excellent. Impacts to the Protected Root Zone are less than 5%.
Minor	Tree is likely to show minor symptoms. Chance of survival post development is good. Impacts to the Protected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

DISCUSSION

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

Root Structure

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



The reality of where roots are generally located

Pruning Mature Trees for Risk Reduction and/or Development Clearance

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

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

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

Arborist Classifications

There are different types of Arborists:

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

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

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

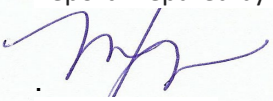
Consulting Arborist: An American Society of Consulting Arborists Registered Consulting Arborist is someone who has been trained and then tested to have specialized knowledge of trees; and trained and tested to provide high quality reports and documentation. You can look up registered consulting arborists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

RECOMMENTATIONS: SUMMARY OF TREE PROTECTION MEASURES

The Owner and/or Developer should ensure the project arborist's protection measures are incorporated into the site plans and followed. Tree specific protection measures can be developed when grading plans are available.

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

Report Prepared by:



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Nicole Harrison
Registered Consulting Arborist #719
ISA Certified Arborist #WC-6500AM, TRAQ
American Society of Consulting Arborists, RCA #719

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

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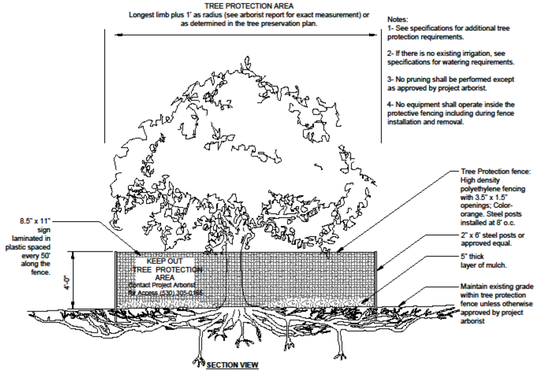
California Tree & Landscape Consulting, Inc.

359 Nevada Street, Suite 201
Auburn, CA 95603

TREE PROTECTION GENERAL REQUIREMENTS

1. The project arborist for this project is California Tree & Landscape Consulting. The primary contact information is Nicole Harrison (530) 305-0165. The project arborist may continue to provide expertise and make additional recommendations during the construction process if and when additional impacts occur or tree response is poor. Monitoring and construction oversight by the project arborist is recommended for all projects and required when a final letter of assessment is required by the jurisdiction.
2. The project arborist should inspect the exclusionary root protection fencing installed by the contractors prior to any grading and/or grubbing for compliance with the recommended protection zones. Additionally, the project arborist shall inspect the fencing at the onset of each phase of construction. The root protection zone for trees is specified as the 'canopy radius' in Appendix 2 in the arborist report unless otherwise specified by the arborist. Note 'dripline' is not an acceptable location for installation of tree protection fencing.
3. The project arborist should directly supervise any clearance pruning, irrigation, fertilization, placement of mulch and/or chemical treatments. If clearance pruning is required, the Project Arborist should approve the extent of foliage elevation and oversee the pruning to be performed by a contractor who is an ISA Certified Arborist. Clearance pruning should include removal of all the lower foliage that may interfere with equipment PRIOR to having grading or other equipment on site.
4. No trunk within the root protection zone of any trees shall be removed using a backhoe or other piece of grading equipment.
5. Clearly designate an area on the site that is outside of the protection area of all trees where construction materials may be stored, and parking can take place. No materials or parking shall take place within the protection zones of any trees on or off the site.
6. Any and all work to be performed inside the protected root zone fencing, including all grading and utility trenching, shall be approved and/or supervised by the project arborist.
7. Trenching, if required, inside the protected root zone shall be approved and/or supervised by the project arborist and may be required to be performed by hand, by a hydraulic or air spade, or other method which will place pipes underneath the roots without damage to the roots.
8. The root protection zone for trees is specified as the 'canopy radius' in Appendix 2 in the arborist report unless otherwise specified by the arborist. Note 'dripline' is not an acceptable location for installation of tree protection fencing.



S-X TREE PROTECTION

TREE INVENTORY MAP

>Tree locations are approximate and were collected using apple iOS products.
>Property line information was downloaded from Sacramento County on 05/15/2020. >Development plans provided by Engstrom Properties, Inc. on 6/29/2022.

Property Line
Measured Tree Canopy

Arborist Rating
- 0 Dead
- 1 Extreme Structure or Health Problems
- 2 Major Structure or Health Problems
- 3 Fair - Minor Problems
- 4 Good - No Apparent Problems
- 5 Excellent

8600, 8550, & 8516 Auburn Blvd

Provided for: Callie Huff, Engstrom Properties, Inc.

ADDRESS

Date: 6/30/2022

Sheet No.
TPP 1.0

APPENDIX 2 – TREE INFORMATION DATA

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	Multi-Stem (in.)	DBH (in.)	Measured at (in.)	Canopy Radius	Arborist Rating	Construction Impacts	Field Notes
100	Yes		Valley Oak	Quercus lobata		11	54		0 Dead	N/A	offsite. standing intact, 100% dead.
101	Yes		Valley Oak	Quercus lobata		7	54	17	2 Major Structure or Health Problems	To be Determined	shared tree. fair structure leans slightly east. partial understory structure. moderate/high foliage disease/damage throughout. fair vigor.
102	Yes	Yes	Valley Oak	Quercus lobata		13	54	22	3 Fair - Minor Problems	To be Determined	offsite tree, codominant at 5'. moderate branch die back. fair structure and vigor.
103	Yes		Valley Oak	Quercus lobata		16	54		0 Dead	Proposed for Removal	standing intact dead.
104	Yes	Yes	Valley Oak	Quercus lobata		12	24	32	2 Major Structure or Health Problems	To be Determined	offsite tree. 2 long, dead canopy stems. poor structure. fair foliage health. low vigor
105	Yes	Yes	Valley Oak	Quercus lobata	14, 14	28	24	34	3 Fair - Minor Problems	To be Determined	offsite tree. codominant at grade and at 3'. northwest stem leans heavy over property. fair structure and vigor.
106	Yes	Yes	Valley Oak	Quercus lobata		9	54	20	3 Fair - Minor Problems	To be Determined	offsite tree. fair structure and vigor. leans 12' over lot.

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	Multi-Stem (in.)	DBH (in.)	Measured at (in.)	Canopy Radius	Arborist Rating	Construction Impacts	Field Notes
107	Yes	Yes	Valley Oak	Quercus lobata		18	36	33	3 Fair - Minor Problems	To be Determined	offsite tree. low lateral branch extends heavy northwest over lot by 30'. fair overall structure and vigor.
108	Yes	Yes	Valley Oak	Quercus lobata	6, 6	12	54	16	3 Fair - Minor Problems	To be Determined	offsite tree, codominant at grade. leans 13' north over property line.
109	Yes	Yes	Valley Oak	Quercus lobata		13	54	22	3 Fair - Minor Problems	To be Determined	offsite tree. 10' high lateral leans 18' south over lot.
110	Yes		Valley Oak	Quercus lobata		13	54	26	1 Extreme Structure or Health Problems	Proposed for Removal	old apical trunk stem failure cavity at 10'. unbalanced possibly weakly attached canopy stem leans south over lot. significant branch die back. low vigor.
111	No	Yes	Valley Oak	Quercus lobata		5.5	54	10	2 Major Structure or Health Problems	To be Determined	growing directly under powerlines. topped 80% of canopy. low vigor.
112	Yes	Yes	Valley Oak	Quercus lobata		16	54	26	3 Fair - Minor Problems	To be Determined	offsite tree. dbh approximate. topped for powerlines lines. fair structure besides topping. good foliage health.

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	Multi-Stem (in.)	DBH (in.)	Measured at (in.)	Canopy Radius	Arborist Rating	Construction Impacts	Field Notes
113	No		Acacia	Acacia sp.	10, 8		54		0 Dead	Proposed for Removal	2 stems 10" and 8" dead. standing intact.
114	No		Chinaberry	Melia azedarach	6, 6, 5, 5		54	16	2 Major Structure or Health Problems	Proposed for Removal	stump that re grew many sprouts. swollen base with extensive decay. large codominant stem failed last year on west side.
115	No		Acacia	Acacia abyssinica	5, 4		54		0 Dead	Proposed for Removal	codominant at grade. standing intact dead.
116	No	Yes	Weeping Willow	Salix babylonica		7	54	7	3 Fair - Minor Problems	To be Determined	canopy to ground west over property line, overhangs 5'.
117	No	Yes	Wild Plum	Prunus sp.		6	54	10	3 Fair - Minor Problems	To be Determined	overhangs property 8'.
118	No		Purple-Leaf Plum	Prunus cerasifera		11	6	14	2 Major Structure or Health Problems	Proposed for Removal	swollen base with 30% dead bark. multi stem at 1'. dead 5" stem. rubbing canopy stems lean southeast.
119	No		Crape Myrtle	Lagerstroemia indica		4.5	54	6	3 Fair - Minor Problems	Proposed for Removal	multiple sprouts at base. good structure and vigor.

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	Multi-Stem (in.)	DBH (in.)	Measured at (in.)	Canopy Radius	Arborist Rating	Construction Impacts	Field Notes
120	No		Camphor	Cinnamomum camphora		3, 2, 2, 2, 2	54	9	3 Fair - Minor Problems	Proposed for Removal	multi stem at grade, circular shape. good vigor. short tree.
121	No		Arizona Cypress	Hesperocyparis arizonica		11	54	16	2 Major Structure or Health Problems	Proposed for Removal	spiral shaped base and trunk, 40% dead bark. good canopy. fair vigor.
1465	Yes		Valley Oak	Quercus lobata		14	12	12	1 Extreme Structure or Health Problems	Proposed for Removal	90% dead. foliage remains on south side on southernmost trunk.
1466	Yes		Valley Oak	Quercus lobata		6, 6, 4	54		1 Extreme Structure or Health Problems	Proposed for Removal	multi stem at grade, crossing rubbing stems with a total of 60% dead bark. mostly dead canopy. low vigor.
1467	No		Valley Oak	Quercus lobata		5	48	10	2 Major Structure or Health Problems	To be Determined	fair structure and vigor. completely understory tree.

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	Multi-Stem (in.)	DBH (in.)	Measured at (in.)	Canopy Radius	Arborist Rating	Construction Impacts	Field Notes
1468	Yes		Valley Oak	Quercus lobata		17	54	32	3 Fair - Minor Problems	To be Determined	good base. small low lateral branch west. 8" low lateral branch south over lot. good structure. minor branch die back in canopy.
1469	Yes		Valley Oak	Quercus lobata		22.5	6	32	3 Fair - Minor Problems	To be Determined	multi stem at 1', crowded stems with included bark. fair foliage health. fair/low vigor.
1470	Yes		Valley Oak	Quercus lobata		16.5	54	32	3 Fair - Minor Problems	To be Determined	close to fence. garbage on west base. good structure and vigor.
1471	Yes		Valley Oak	Quercus lobata		12	12	18	2 Major Structure or Health Problems	Proposed for Removal	swollen base. swollen included bark below codominant union. sparse foliage. 30% branch die back. yellowing foliage. low vigor.
1472	Yes		Valley Oak	Quercus lobata		6.5, 5.5	54	13	2 Major Structure or Health Problems	Proposed for Removal	small diameter Pecan Tree 1' west. codominant at grade, swollen weak attachment with decay and staining. yellowing foliage. low vigor.
1473	No		Valley Oak	Quercus lobata		5	54	12	2 Major Structure or Health Problems	To be Determined	swollen, unbalanced base. understory tree with poor structure. 40% branch die back. low vigor.

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	Multi-Stem (in.)	DBH (in.)	Measured at (in.)	Canopy Radius	Arborist Rating	Construction Impacts	Field Notes
1474	Yes		Valley Oak	Quercus lobata		15	54	20	1 Extreme Structure or Health Problems	To be Determined	old apical trunk stem failure cavity at 10'. one lateral branch remains. 80% branch die back. weak branch attachment, leans heavy south over lot.
1475	Yes		Valley Oak	Quercus lobata		33.5	54	45	2 Major Structure or Health Problems	To be Determined	good base and flare. 6" elevated root, very established and possibly girdling root collar. good flare. codominant at 14'. 30% die back. multiple canopy branch failures up to 8". branch tip die back. heavy canopy south over lot. recommend watering and pruning.
1476	Yes	Yes	Valley Oak	Quercus lobata		26	54	40	3 Fair - Minor Problems	To be Determined	dbh approximate, property unable to access tree. pruned north canopy for powerlines. heavy lean southwest over lot. moderate/minor branch die back. good foliage health. fair vigor.
1477	Yes	Yes	Valley Oak	Quercus lobata		25.8	54	40	3 Fair - Minor Problems	To be Determined	good base and flare. leans moderately/heavy south. low canopy south. heavy canopy branches.

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	Multi-Stem (in.)	DBH (in.)	Measured at (in.)	Canopy Radius	Arborist Rating	Construction Impacts	Field Notes
1478	Yes	Yes	Black Walnut	Juglans hindsii		30	24	40	2 Major Structure or Health Problems	To be Determined	minor swelling in base and codominant union. crowded codominant union at 4'. dead top 15' of south canopy. staining on north trunk with smell of decay present. fair foliage health. moderate canopy branch die back. fair/low vigor.
1479	Yes		California Fan Palm	Washingtonia filifera		33	54	13	2 Major Structure or Health Problems	Proposed for Removal	eroded base, somewhat compromised, no bark until 3'. all fronds yellowing.
1480	No		Interior Live Oak	Quercus wislizeni		5.5	54	13	1 Extreme Structure or Health Problems	Proposed for Removal	swollen, unbalanced base with 30% dead bark and decayed heartwood. heavy lean southwest. 50% branch die back. 50% dying canopy foliage. low vigor.
1481	No	No	Valley Oak	Quercus lobata		5.5	54	9	3 Fair - Minor Problems	Proposed for Removal	fair base, structure and vigor. growing close to powerlines.
1482	No		Black Walnut	Juglans hindsii		7, 5.5	54	14	2 Major Structure or Health Problems	Proposed for Removal	swollen base. fair structure, weeping branches. high amount of dead branches. good foliage health.

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	Multi-Stem (in.)	DBH (in.)	Measured at (in.)	Canopy Radius	Arborist Rating	Construction Impacts	Field Notes
1483	No		Chinaberry	Melia azedarach		4, 3, 2, 2	54	14	3 Fair - Minor Problems	To be Determined	multi stem at grade. good vigor.
1484	Yes		Valley Oak	Quercus lobata		7	54	16	3 Fair - Minor Problems	Proposed for Removal	good base. 6" from fence. good foliage health. unbalanced vanopy east, partially understory. good vigor.
1485	Yes		Valley Oak	Quercus lobata		11, 8.5, 7.5, 6	54	16	2 Major Structure or Health Problems	To be Determined	4 codominant unions with swelling, staining and included bark, poor base structure. good canopy structure. good foliage health. fair/poor vigor.
1486	Yes		Valley Oak	Quercus lobata		12	54	24	3 Fair - Minor Problems	To be Determined	dbh approximate, could not access tree. growing in closed off small fence area. good structure and vigor. 5" low stem at grade.
1487	No		London Plane	Platanus x hispanica		11, 7	54	16	2 Major Structure or Health Problems	Proposed for Removal	large old stem tear out failures on base, aggressive wound wood response. one sided southwest. poor canopy stem structures. diseased/damaged foliage throughout. fair/low vigor.
1488	No		London Plane	Platanus x hispanica		11, 10, 9.5	54	23	2 Major Structure or Health Problems	Proposed for Removal	large, deep 2' by 2' open codominant union well, swollen base. fair canopy structure. minor foliage damage. fair/low vigor.

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	Multi-Stem (in.)	DBH (in.)	Measured at (in.)	Canopy Radius	Arborist Rating	Construction Impacts	Field Notes
1489	No		Fruitless Mulberry	Morus alba		21	36	20	2 Major Structure or Health Problems	To be Determined	elevated tension roots east. leans heavy west over fence. crowded, crossing multi stem union at 5'. crowded canopy stems. good foliage health. fair/low vigor.
1490	Yes		Valley Oak	Quercus lobata		17.5	54	26	3 Fair - Minor Problems	To be Determined	good base and flare, grows around concrete slab west. codominant at 13'. good canopy structure. dominant west canopy. good vigor.
1491	Yes		Valley Oak	Quercus lobata		8.5	54	12	3 Fair - Minor Problems	To be Determined	fair base, growing around concrete slab for city electrical box. growing under powerlines, will have to be aggressively pruned eventually. good structure and vigor.
1492	Yes		Valley Oak	Quercus lobata		14.5, 13.5	54	35	3 Fair - Minor Problems	To be Determined	codominant at 1', included bark in codominant union. wire wrapping around east stem. powerline guy wire contacting west stem at 12'. topped center of canopy. broad canopy stems. fair vigor.
1493	Yes		Valley Oak	Quercus lobata		18.5	54	30	3 Fair - Minor Problems	Proposed for Removal	good base and flare. pruned north canopy for powerline clearance. leans west. good vigor.

APPENDIX 3
GENERAL DEVELOPMENT GUIDELINES

Definitions

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

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

Methods Used in Tree Protection:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Final

Transportation Impact Study for Starbucks Store & Panda Express Restaurant on Auburn Boulevard

Prepared for:

CITRUS HEIGHTS CALIFORNIA

Prepared by:

FEHR & PEERS

February 15, 2023

RS22-4192

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Executive Summary

INTRODUCTION/BACKGROUND

This study analyzes the potential transportation impacts associated with a proposed Starbucks Store and Panda Express Restaurant that would be situated on the east side of Auburn Boulevard directly south of Whyte Avenue. The project site straddles the City of Citrus Heights/City of Roseville and Sacramento County/Placer County border.

This report is prepared to serve as the supporting transportation impact study for the environmental review being processed by the City of Citrus Heights. While this study provides valuable analysis and information to the City of Roseville, future development of Panda Express (or another project) on the north parcel will require further entitlement analysis and review through the City of Roseville.

PROJECT OVERVIEW

According to the project site plan (*Starbucks + Retail Proposed Site Plan*, McCandless & Associates Architects, September 23, 2022), the proposed project would include the following land use components:

- Demolition of an existing 106 square-foot (s.f.) Java Detour coffee kiosk
- Demolition of an existing 1,447 s.f. liquor store
- Construction of a 2,170 s.f. Starbucks Coffee store with drive-through window
- Construction of a 2,600 s.f. restaurant (identified as a Panda Express) with drive-through window

The segment of Auburn Boulevard along the project frontage will be modified within the next several years as part of the City of Citrus Heights' *Auburn Boulevard – Phase 2 Complete Streets Plan*. The project site plan reflects the planned changes in access, which include the following:

- Close the most southerly driveway (near "Tea It").
- Close the most northerly driveway on Auburn Boulevard (near Java Detour).
- Provide full access (via a traffic signal) at the central driveway with a west leg serving the Citrus Grove Shopping Center.

If the Panda Express Restaurant was constructed, the inbound driveway from Whyte Avenue would be closed and the outbound driveway would be modified to permit both inbound and outbound travel. Additionally, the off-street parking supply for Hoss Lee Academy would also be reduced by 28 spaces.

EXISTING CONDITIONS

Fehr & Peers conducted field observations and reviewed video data collected by National Data Services with respect to turning movements at the Auburn Boulevard/Whyte Avenue intersection. The presence of a DO NOT BLOCK INTERSECTION sign (along with KEEP CLEAR pavement markings) and recurring congestion on northbound Auburn Boulevard cause a variety of atypical and often undesirable travel behaviors, which are described in detail in Chapter 2.

All study intersections operate at LOS D or better except for the following, which operate at LOS F during the PM peak hour:

- Auburn Boulevard/Whyte Avenue (eastbound left-turn/through movement)
- Auburn Boulevard/Jack in the Box Driveway/Java Detour Driveway (eastbound approach)

Traffic levels on Whyte Avenue east of Auburn Boulevard are influenced by operations at the Hoss Lee Academy. This Cosmetology and Esthetician Training School has operating hours from 8:30 AM to 4:00 PM on weekdays for classes. Traffic data collection and field observations show a pronounced spike in travel to the school in the 30 minutes prior to school starting. About 38 vehicles complete the southbound Auburn Boulevard to eastbound Whyte Avenue movement during the AM peak hour. Despite the relatively low turning volume, a maximum queue of 125 feet (i.e., about 5 vehicles) was observed between 8:15 and 8:30 AM, with all 5 vehicles arriving within a 30-second span. This queue is a result of the surge in southbound left-turning traffic accessing the Hoss Lee Academy. As further evidence, a supplemental site visit observed a maximum queue of 6 southbound left turn vehicles shortly after 8:15 AM.

Based on the multiple days of data collection and observations of video by Fehr & Peers staff, the following general conclusion is drawn regarding travel behavior in the southbound left-turn lane at the Auburn Boulevard/Whyte Avenue intersection:

- Southbound left-turns typically arrive in a random fashion, with the notable exception of between 8:15-8:30 AM (i.e., prior to start of Hoss Lee Academy). Depending on when they arrive, southbound left-turns can experience almost no delay or upwards of 1 minute of delay. Longer delays do not occur because the intersection is blocked, but because there is a continuous flow of northbound traffic on Auburn Boulevard. Strong compliance with the DO NOT BLOCK INTERSECTION sign and KEEP CLEAR pavement marking was observed.

Maximum northbound Auburn Boulevard queues often spill back from the I-80 EB ramps intersection to the second driveway (i.e., Citrus Grove Driveway/Central Driveway) during both peak hours. The data and field observations suggest that the queue can extend beyond the Tea It Driveway. Queues are not continuously

present, however. They quickly build (as traffic is released from the upstream signalized intersections) and then typically dissipate (though not always) as the light at the I-80 EB ramps intersection turns green.

PROJECT TRAVEL CHARACTERISTICS

The proposed Starbucks store would generate approximately 219 AM peak hour and 85 PM peak hour gross trips, while the Panda Express restaurant would generate about 3 AM peak hour and 195 PM peak hour gross trips. Pass-by trip percentages of 80% and 55% (PM peak hour only) were applied for the Starbucks store and Panda Express restaurant, respectively. Pass-by trips are trips already on the adjacent roadway system that make an intermediate stop at the project site on their way to a primary destination. They do not add traffic to the adjacent roadway system but are added into and out of the project driveways. Site trips were also subtracted for uses demolished by the proposed project.

In total, the project would generate about 174 net pass-by trips and 45 net new external vehicle trips in the AM peak hour. During the PM peak hour, the project would generate 175 net pass-by trips and 95 net new external vehicle trips. A large majority of project trips would travel northbound or southbound on Auburn Boulevard.

EXISTING PLUS PROJECT CONDITIONS

Potential transportation impacts on the surrounding transportation system were analyzed under existing conditions assuming implementation of Phase 2 of the *Auburn Boulevard Complete Streets Plan*.

Phase 2 of the *Auburn Boulevard Complete Streets Plan* would result in the following changes to the roadway network and its operation within the study area, as outlined in the "Study of Planned Improvements on Auburn Boulevard in Citrus Heights, CA" final technical memorandum (April 11, 2022).

<u>Auburn Boulevard/Whyte Avenue</u>

- Installation of a triangular raised median on the westbound approach to prohibit outbound through or left turns.
- Installation of a narrow raised median in the northbound and southbound left-turn lanes, though northbound and southbound left-turns would continue to be permitted.

<u>Auburn Boulevard/Jack in the Box Driveway/Java Detour Driveway</u>

- Closure of the Java Detour driveway.
- Installation of a raised median to prohibit inbound and outbound left turns at the Jack in the Box driveway.

Auburn Boulevard/Tea It Driveway

- Closure of Tea It driveway

Auburn Boulevard/Citrus Grove Shopping Center Driveway/Central Driveway

- Conversion to a signalized intersection with crosswalks on all four approaches and an offset driveway configuration.
- Provision of a dedicated left-turn and a shared through/right lane on the eastbound and westbound approaches, which would be operated with protected left-turn phasing.
- Prohibition of northbound and southbound "right-turns on red" due to the driveway offset and stop bar setbacks.
- Addition of a narrow raised median on the northbound and southbound approaches.
- Signal coordination with the Auburn Boulevard/I-80 Eastbound Off-Ramp/Orlando Avenue intersection.

Project trips were added to existing conditions assuming implementation of Phase 2 of the *Auburn Boulevard Complete Streets Plan*. All study intersections would operate at LOS E or better under existing plus project conditions except for the Auburn Boulevard/Whyte Avenue intersection during the PM peak hour. This operation is not considered deficient since the City of Roseville's LOS policy only pertains to signalized intersections.

Maximum queues for movements at the Whyte Avenue and Auburn Boulevard driveway intersections were estimated. The maximum queue would exceed the available storage on the westbound approach to the signalized Auburn Boulevard/Citrus Grove Driveway/Central Driveway during both peak hours. During the AM and PM peak hours, the westbound left-turn lane would result in a maximum queue of 4 and 6 vehicles, respectively. A maximum queue of 4 vehicles is expected during the AM peak hour in the westbound through/right turn lane.

This analysis found that the project would not cause vehicle queues in the southbound left-turn lane at Auburn Boulevard/Whyte Avenue to exceed the available storage under typical conditions. However, there may be occasional instances where the queue temporarily exceeds the turn pocket length, but those conditions will typically dissipate quickly.

INTERIM SCENARIO

Project access was evaluated for an interim scenario in which both projects are constructed and the improvements from the *Auburn Boulevard Complete Streets Plan* are not yet constructed. A range of project access options was quantitatively analyzed under interim conditions, including various turn restrictions and

control types at the project driveway, Citrus Grove Shopping Center driveway, and Whyte Avenue. The following safety issues were considered:

- The left turn movement from westbound Whyte Avenue to southbound Auburn Boulevard is extremely challenging to perform and the frequency of vehicles attempting this movement would increase with the addition of Panda Express project vehicles.
- If westbound left-turns are prohibited at Whyte Avenue, motorists desiring to travel southbound on Auburn Boulevard would need to perform a U-turn, which is not permitted at the adjacent signalized intersection of Auburn Boulevard/Orlando Avenue/I-80 Eastbound Off-Ramp. This could result in about 70 PM peak hour project trips performing difficult or illegal U-turns, or using private property or other streets for turnarounds.

A concept of allowing direct outbound left-turns from the project driveway onto southbound Auburn Boulevard was also considered. However, by doing so, the driveway across the street would need to be modified to allow outbound left-turns, and direct outbound vehicles from the project site would need to find gaps in through traffic, which frequently spills back beyond this driveway during peak hours.

Considering the turning movement challenges at the project driveway and Whyte Avenue, as well as the above safety concerns, the following Conditions of Approval are recommended for the Starbucks Store to address the potential project timing issue:

- Prior to the opening of the Starbucks Store, a traffic signal shall be present and operational at the project driveway on Auburn Boulevard.
- In the event the Starbucks applicant chooses to advance the construction of the traffic signal at their own expense, they shall be required to submit to the City of Citrus Heights a recommended traffic signal coordination plan that would interconnect the new signal with the signal at the I-80 EB Ramps.

City of Roseville staff mentioned during a conference call (held on February 8, 2023) that they would require a more detailed site plan and additional analysis before they would consider any types of recommendations or Conditions of Approval for the Panda Express or any other use on the north parcel.

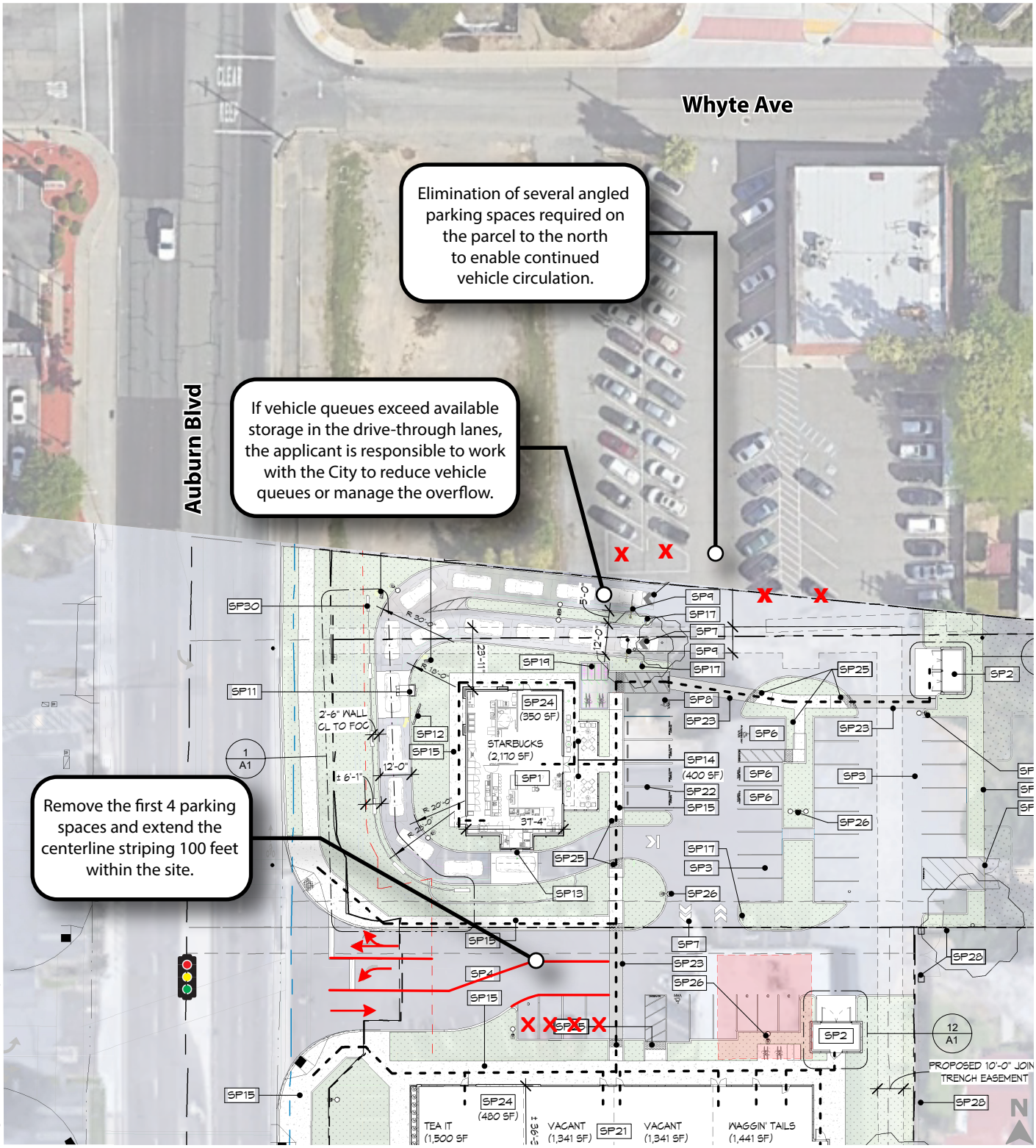
RECOMMENDATIONS FOR STARBUCKS STORE

On-site circulation and project access were evaluated for both the Starbucks store and Panda Express restaurant to the extent possible. Recommended improvements for the Starbucks store include the following (See Table 12 for additional details):

- Remove the first 4 parking spaces on the south side of the signalized project driveway on Auburn Boulevard and extend the centerline striping 100 feet within the site.

- Eliminate several angled parking spaces on the very south portion of the north parcel to enable continued vehicle circulation within the drive aisles.
- If the City Engineer observes that vehicle queues exceed available storage in the Starbucks drive-through lanes and extend into the adjacent parking lot, the applicant is responsible to work with the City to reduce vehicle queues or manage the overflow.

Figure ES-1 illustrates the study recommendations at the project site.



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— Striping (not raised)

Figure ES-1

Project Recommendations for Starbucks Store

Chapter 1. **Introduction**

This study analyzes the potential transportation impacts associated with a proposed Starbucks Store and Panda Express Restaurant that would be situated on the east side of Auburn Boulevard directly south of Whyte Avenue. The project site straddles the City of Citrus Heights/City of Roseville and Sacramento County/Placer County border. This report includes an in-depth intersection operations analysis, a detailed site access review, and a comprehensive evaluation of on-site circulation.

BACKGROUND

In May 2022, the City of Citrus Heights retained Fehr & Peers to perform a transportation impact study for the proposed Starbucks Store. During that study, it became apparent that development of the vacant parcel directly to the north (within the City of Roseville) could affect the conclusions of the Starbucks study. Because the property to the north was owned/controlled by the same applicant and development activity for that parcel was being considered, it was decided that a joint study that would consider development of both parcels would be appropriate. Staff from Citrus Heights, Roseville, and Fehr & Peers met in September 2022 to discuss the scope of the joint study. It was agreed that this report would be prepared to serve as the supporting transportation impact study for the environmental review being processed by the City of Citrus Heights. While this study also provides valuable analysis and information to the City of Roseville, future development of a Panda Express Restaurant (or another project) on the north parcel will require further entitlement analysis and review through the City of Roseville (e.g., on-site/off-site parking, drive through queueing, internal circulation, off-site traffic impacts, etc.).

PROJECT OVERVIEW

Figure 1 displays the project site plan (*Starbucks + Retail Proposed Site Plan*, McCandless & Associates Architects, September 23, 2022). According to the project site plan, the proposed project would include the following land use components:

- Demolition of an existing 106 square-foot (s.f.) Java Detour coffee kiosk
- Demolition of an existing 1,447 s.f. liquor store
- Construction of a 2,170 s.f. Starbucks Coffee store with drive-through window
- Construction of a 2,600 s.f. restaurant (identified as a Panda Express[1]) with drive-through window

[1] Although the project site plan describes this pad as a "Quick Serve Retail (QSR) Pad", it was revealed during the conference call on September 7, 2022, with Fehr & Peers, City of Roseville, and City of Citrus Heights staff that a Panda Express restaurant is being considered.

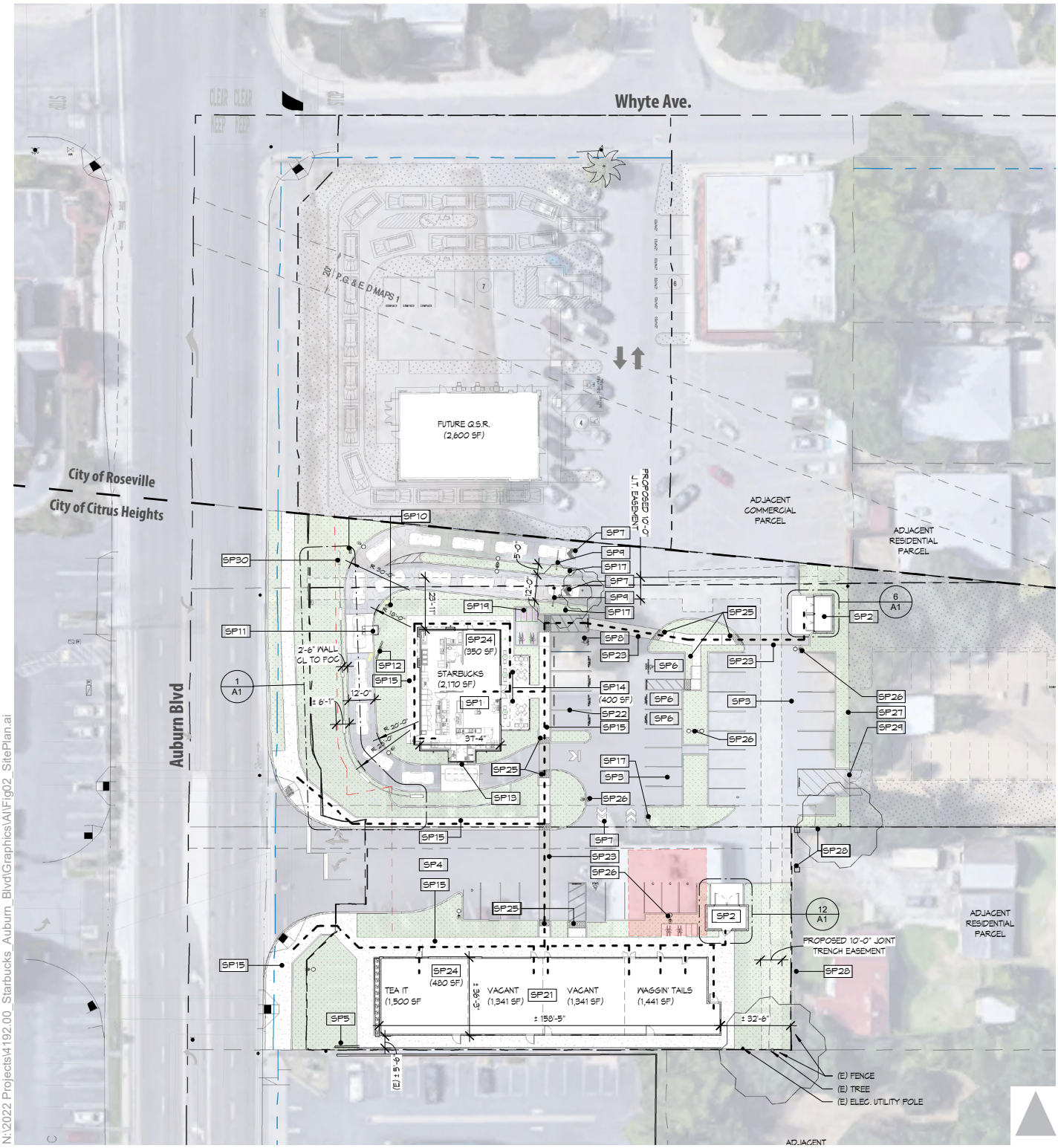

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Figure 1

Site Plan

The project site currently has three driveways onto Auburn Boulevard. One driveway is situated adjacent to an on-site retail building. For reference, "Tea It" is the tenant within that building visible from Auburn Boulevard.

A second driveway is situated 80 feet to the north of the "Tea It" driveway. A third driveway is situated 80 feet north of the second driveway. The two southerly driveways are restricted to right-turns only by a raised median on Auburn Boulevard. The third driveway allows full access via a two-way left-turn lane. Additionally, the project site has one inbound-only driveway and one outbound-only driveway on Whyte Avenue.

Because the two projects would share project driveway access and be internally connected, they were analyzed together. However, recognizing that each project is subject to a separate environmental review and approval processes, applicable policies and standards of each agency are applied specifically for the project under each agency's control. Additionally, separate sets of recommendations are made for each project in recognition that it is plausible for one project to be approved/constructed, while the other is not.

The segment of Auburn Boulevard along the project frontage will be modified within the next several years as part of the City of Citrus Heights' *Auburn Boulevard – Phase 2 Complete Streets Plan*. The project site plan reflects the planned changes in access, which include the following:

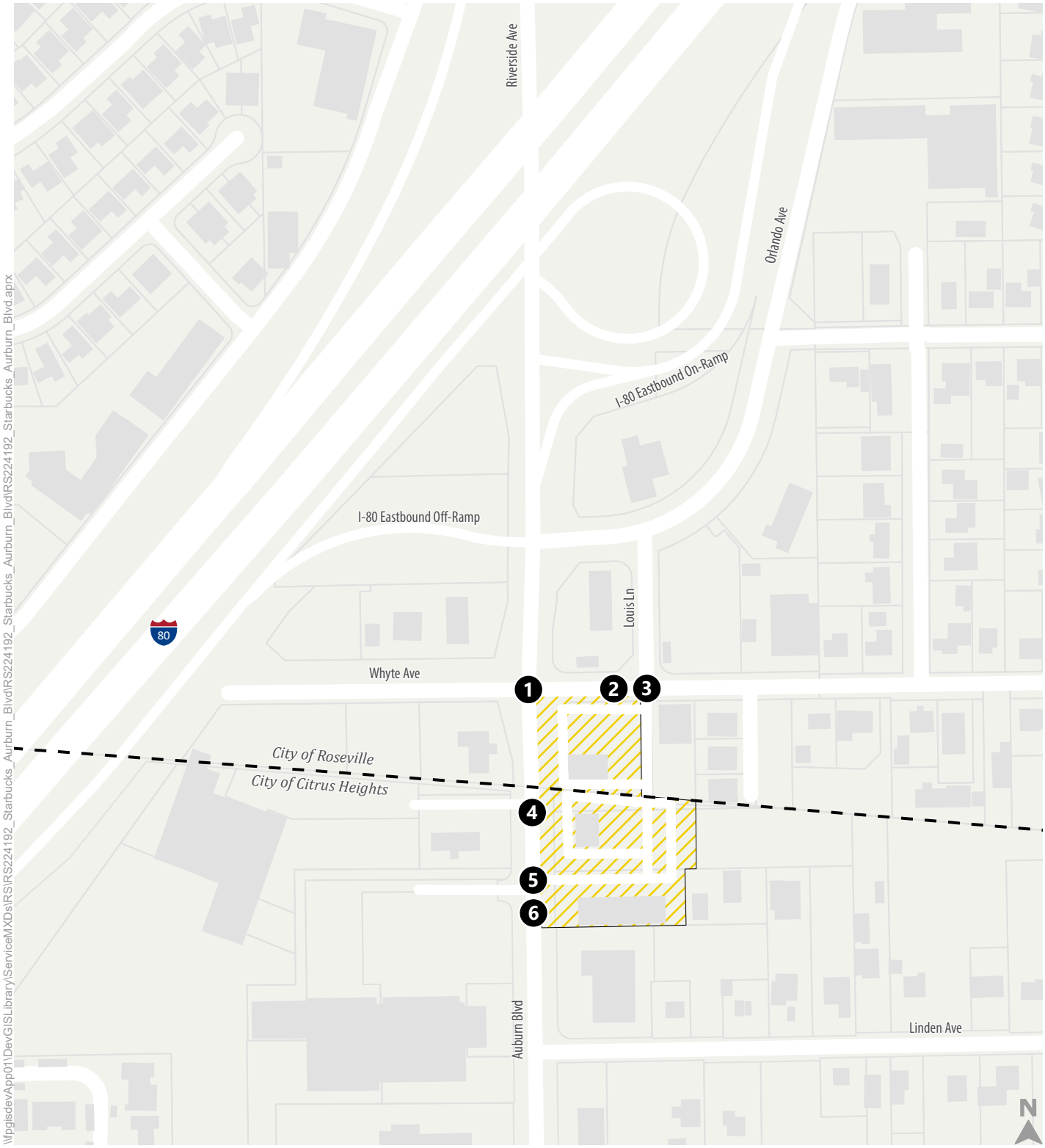
- Close the most southerly driveway (near "Tea It").
- Close the most northerly driveway on Auburn Boulevard (near Java Detour).
- Provide full access (via a traffic signal) at the central driveway with a west leg serving the Citrus Grove Shopping Center.

The westerly portion of the parcel to be occupied by Panda Express Restaurant is vacant, while the easterly portion is a paved parking lot used by the Hoss Lee Academy which operates within the building immediately east of the parcel. If the Panda Express Restaurant was constructed, the inbound driveway from Whyte Avenue would be closed and the outbound driveway would be modified to permit both inbound and outbound travel. The off-street parking supply for Hoss Lee Academy would also be reduced by 28 spaces.

STUDY AREA AND TIME PERIODS

Figure 2 shows the project location including its proximity to Interstate 80, as well as study intersections and driveways. Project effects are studied at the Auburn Boulevard/Whyte Avenue intersection and the 5 driveways (3 on Auburn Boulevard and 2 on Whyte Avenue) described above and shown in Figure 2.

Traffic operations are analyzed during the typical weekday AM and PM peak hours. However, as discussed in Chapter 2, the traffic data collection effort to document vehicle queuing on Auburn Boulevard at Whyte Avenue covered an extended time period to ensure that any mid-day surges in queues were recorded.



1 Study Intersection

Project Site

Figure 2

Note: Refer to Figure 6 for specific driveway names and adjacent land uses.

Study Area

ANALYSIS SCENARIOS

The following scenarios are analyzed in this study:

- Existing Conditions – represents October 2022 conditions.
- Existing Plus Project Conditions – represents existing conditions with the addition of both projects and assuming implementation of Phase 2 of the *Auburn Boulevard Complete Streets Plan*.
- Existing Plus Project Under Interim Conditions – represents existing conditions with the addition of both projects prior to the completion of Phase 2 of the *Auburn Boulevard Complete Streets Plan*. The term "Interim" is used because such a condition may only exist for a short period of time (i.e., a year or less) but will have its own set of access requirements.

ANALYSIS METHODOLOGY

This study follows applicable procedures described in the *City of Citrus Heights Transportation Impact Study (TIS) Guidelines* (March 2021) and Section 4 of the *City of Roseville Design Standards* (January 2020). These documents provide guidance on a variety of study parameters ranging from analysis scenarios, study locations, and specific analysis methods.

Level of service is a qualitative measure of traffic operating conditions whereby a letter grade, from A (the least congested) to F (the most congested), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion and delay under stop-and-go conditions.

Table 1 displays the average delay ranges associated with each LOS category. For signalized intersections, LOS is based on the average delay experienced by all vehicles passing through the intersection. For unsignalized intersections, LOS is evaluated separately for each individual movement with delay reported for the critical (i.e., worst case) turning movement.

Traffic operations at the study intersections were analyzed using procedures contained in the *Highway Capacity Manual, 7th Edition* (Transportation Research Board, 2022). These methodologies were applied using Cubic-Trafficware's Synchro 11 software program, which considers vehicle volumes, lane configurations, pedestrian volumes, heavy vehicle percentages, and other pertinent parameters of intersection operations. Consistent with both City of Citrus Heights and Roseville study guidelines, this study applies a 1.0 peak hour factor (PHF) to report average conditions over the entire peak hour.

Table 1: Intersection Level of Service Definitions

Level of Service	Average Control Delay (seconds/vehicle) [1]	
	Signalized	Unsignalized
A	0 – 10.0	0 – 10.0
B	10.1 – 20.0	10.1 – 15.0
C	20.1 – 35.0	15.1 – 25.0
D	35.1 – 55.0	25.1 – 35.0
E	55.1 – 80.0	35.1 – 50.0
F	> 80.0	> 50.0

Notes:
[1] Control delay includes initial deceleration delay, queue move-up time, stopped delay, and acceleration delay based on Highway Capacity Manual (Transportation Research Board, 2016).
Source: Fehr & Peers, 2022.

LEVEL OF SERVICE STANDARDS

The *City of Citrus Heights General Plan* (amended 2019) contains various transportation-related goals and policies. Those relevant to this study are listed below.

> *Policy 29.2: Measure customer satisfaction related to vehicle travel using level of service (LOS) according to procedures in the latest version of the Highway Capacity Manual published by the Transportation Research Board. 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 this 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*

According to this policy, an exception to LOS E is allowed at the project site driveways along Auburn Boulevard. Policy 29.2 specifies that turn pocket lengthening and signal timing modifications (in lieu of widening of exempt roadways) may be considered for development projects that adversely affect vehicle travel and other modes.

The City of Roseville's *General Plan 2035* (2020) also contains transportation-related goals related to intersection LOS. *Policy CIRC2.1* states as follows:

> *Maintain a LOS "C" standard at a minimum of 70 percent of all signalized intersections and roadway segments in the City during the a.m. and p.m. peak hours. Exceptions to the LOS "C" standard may be considered where improvements required to achieve the standard would adversely affect pedestrian, bicycle, or transit access, and where feasible LOS improvements and travel demand-reducing strategies have been exhausted.*

As stated above, this policy pertains only to signalized intersections. Given that the study intersections within the City of Roseville (i.e., at Whyte Avenue/Auburn Boulevard and driveways along Whyte Avenue) are unsignalized, those study intersections are not subject to any specific City of Roseville LOS thresholds. However, LOS at those locations is nonetheless reported for informational purposes.

Chapter 2. **Existing Conditions**

This chapter describes the existing roadway, bicycle, pedestrian, and transit network within the study area.

EXISTING ROADWAY NETWORK

Figure 3 displays the existing roadway network in the study area. The following are descriptions of the primary roadways in the vicinity of the project:

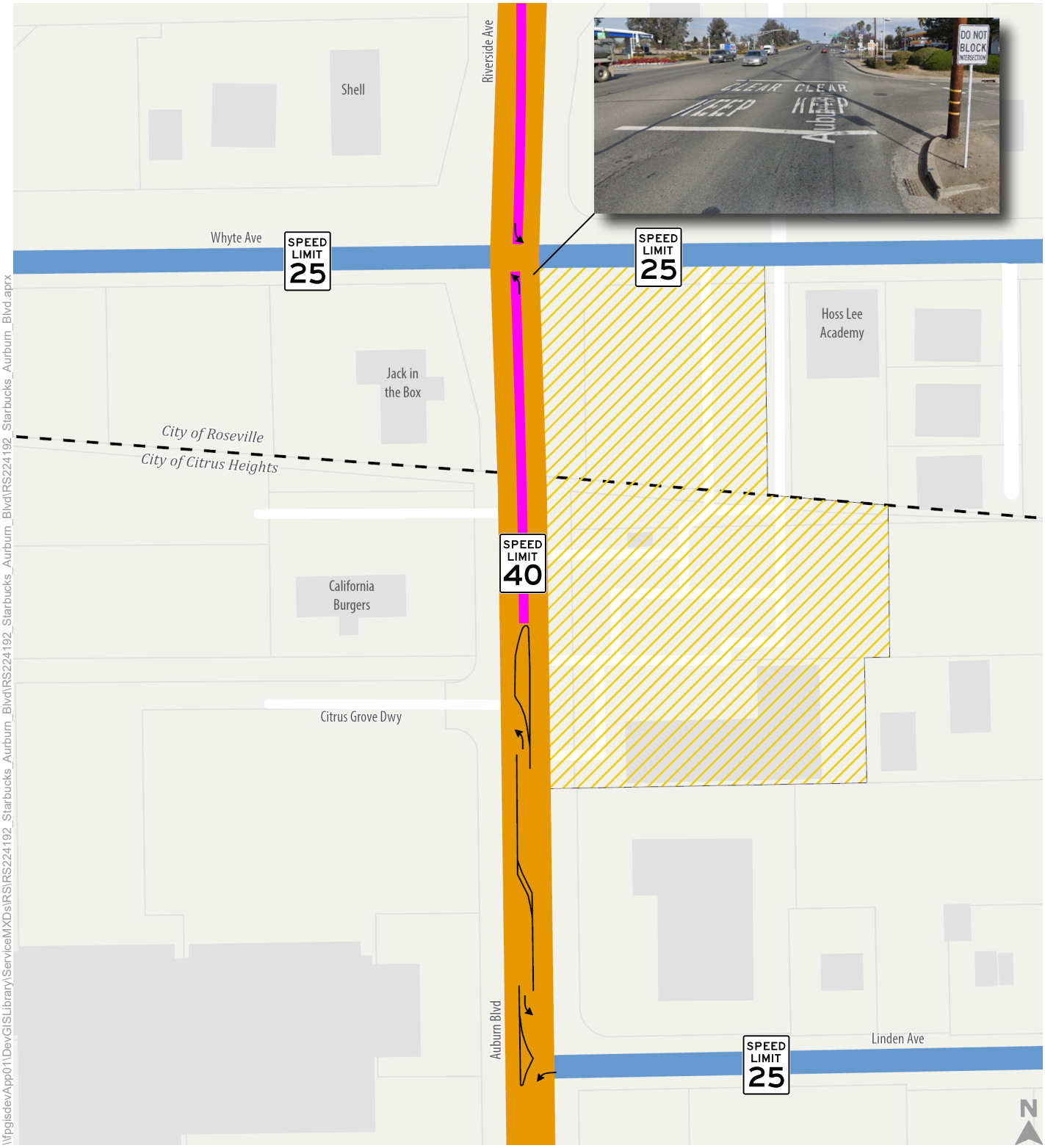
- **Auburn Boulevard** is a four-lane north/south, median-divided arterial that provides access to a variety of land uses and major east/west arterials, connecting to Interstate 80 (I-80) and then becoming Riverside Avenue. Within the project vicinity, it has a posted speed limit of 40 miles per hour (mph) northbound, 35 mph southbound north of the Tea It driveway and 40 mph southbound south of the Tea It driveway.
- **Whyte Avenue** is an east/west collector street within the City of Roseville's jurisdiction. Within the study area, it begins 475 feet west of Auburn Boulevard and extends easterly to Mariposa Avenue. Whyte Avenue provides access to the Louis/Orlando Transit Center and Cirby Park & Ride situated between Whyte Avenue and Orlando Avenue. Whyte Avenue has a posted speed limit of 25 mph.

The City of Citrus Heights' truck route map identifies Auburn Boulevard from the north City limits to Stock Ranch Commercial Center (on Auburn Boulevard west of Sylvan Road) as a local truck route[2], while the City of Roseville's truck route map labels Auburn Boulevard from the south City limits to Cirby Way as an STAA truck route that exceeds the California length limit[3].

Travel Behaviors at Auburn Boulevard/Whyte Avenue Intersection

The side-street, stop-controlled Auburn Boulevard/Whyte Avenue intersection is located approximately 250 feet south of the signalized Auburn Boulevard/I-80 Eastbound Ramps/Orlando Avenue intersection. This short distance causes northbound traffic stopped at the I-80 Eastbound Ramps intersection to frequently spill back through Whyte Avenue and beyond. The extent of queuing is described in more detail later in this chapter. To accommodate turning movements at the intersection, "KEEP CLEAR" pavement markings and a "DO NOT BLOCK INTERSECTION" sign is present for northbound motorists within the Auburn Boulevard/Whyte Avenue intersection (see **Image 1**). Compliance with these regulatory messages is discussed later in this chapter.

[2] See link to "Truck Route Map (PDF)" at the following website: https://www.citrusheights.net/819/Truck-Routes
[3] See link to "Truck Route Map" at the following website: https://www.roseville.ca.us/government/departments/public_works/roadways_traffic/transportation_permits___truck_routes



Project Site
Raised Median
Number of Lanes
Four Lanes
Two Lanes
Two-Way Left-Turn Lane

*Posted Speed Limit on southbound Auburn Blvd changes from 35 MPH to 40 MPH just south of the Citrus Grove Driveway.

Figure 3

Lanes, Posted Speed Limits, & Median Treatments - Existing Conditions

Image 1: View of KEEP CLEAR pavement markings and DO NOT BLOCK INTERSECTION sign facing northbound traffic on Auburn Boulevard at Whyte Avenue.

Fehr & Peers conducted field observations and reviewed the video data collected by National Data Services (NDS) with respect to turning movements at the intersection. The presence of the DO NOT BLOCK INTERSECTION sign and recurring congestion on northbound Auburn Boulevard cause a variety of atypical and often undesirable travel behaviors, which are described below:

- In general, northbound through traffic complied with the DO NOT BLOCK INTERSECTION signage. There were relatively few instances in which a southbound left-turning vehicle was blocked by northbound traffic sitting within the intersection. **Image 2** illustrates a typical condition in which northbound motorists provided ample space for southbound left-turns to be made.
- During peak periods, left turns from westbound Whyte Avenue are challenging due to northbound queued traffic. **Image 3** shows a white SUV performing this movement during the PM peak hour. These movements often require the motorist to enter the intersection to cross northbound traffic and then wait for a gap in southbound Auburn Boulevard traffic to merge.
- Left-turns from eastbound Whyte Avenue are also difficult to perform due to northbound queued traffic and southbound left-turning vehicles. **Image 4** shows an eastbound left-turn motorist utilizing the two-way left-turn lane (TWLTL) north of Whyte Avenue to bypass a southbound vehicle waiting to turn left to Whyte Avenue.

Image 2: Example of PM peak hour traffic complying with the DO NOT BLOCK INTERSECTION sign.

Image 3: White SUV turning left from westbound Whyte Avenue onto southbound Auburn Boulevard.

- Motorists turning right from westbound Whyte Avenue were often able to use the KEEP CLEAR zone within the intersection to merge onto northbound Auburn Boulevard, thereby reducing their delays and queues (see **Image 2** for example).
- The southeast corner of the Auburn Boulevard/Whyte Avenue intersection has an approximate 10-foot curb return radius. As shown in **Image 5**, this causes northbound right-turning buses to encroach a considerable amount into the westbound lane.

Image 4: View of eastbound Whyte Avenue left-turning vehicle bypassing southbound left-turn vehicles to travel northbound on Auburn Boulevard.

Appendix A to this report contains screenshots taken from the video data collection. These screenshots illustrate a variety of other awkward vehicle turning movements, conflicts between vehicles, and other conditions. Examples include the following:

- Narrow width of Whyte Avenue east of Auburn Boulevard causes conflicts between eastbound and westbound vehicles.
- Conflicts occur in the southbound left-turn lane involving southbound and eastbound left-turns.
- Some northbound motorists unexpectedly stop at the DO NOT BLOCK INTERSECTION sign despite free-flowing conditions ahead.
- Conflicts occur in the center median south of Whyte Avenue.

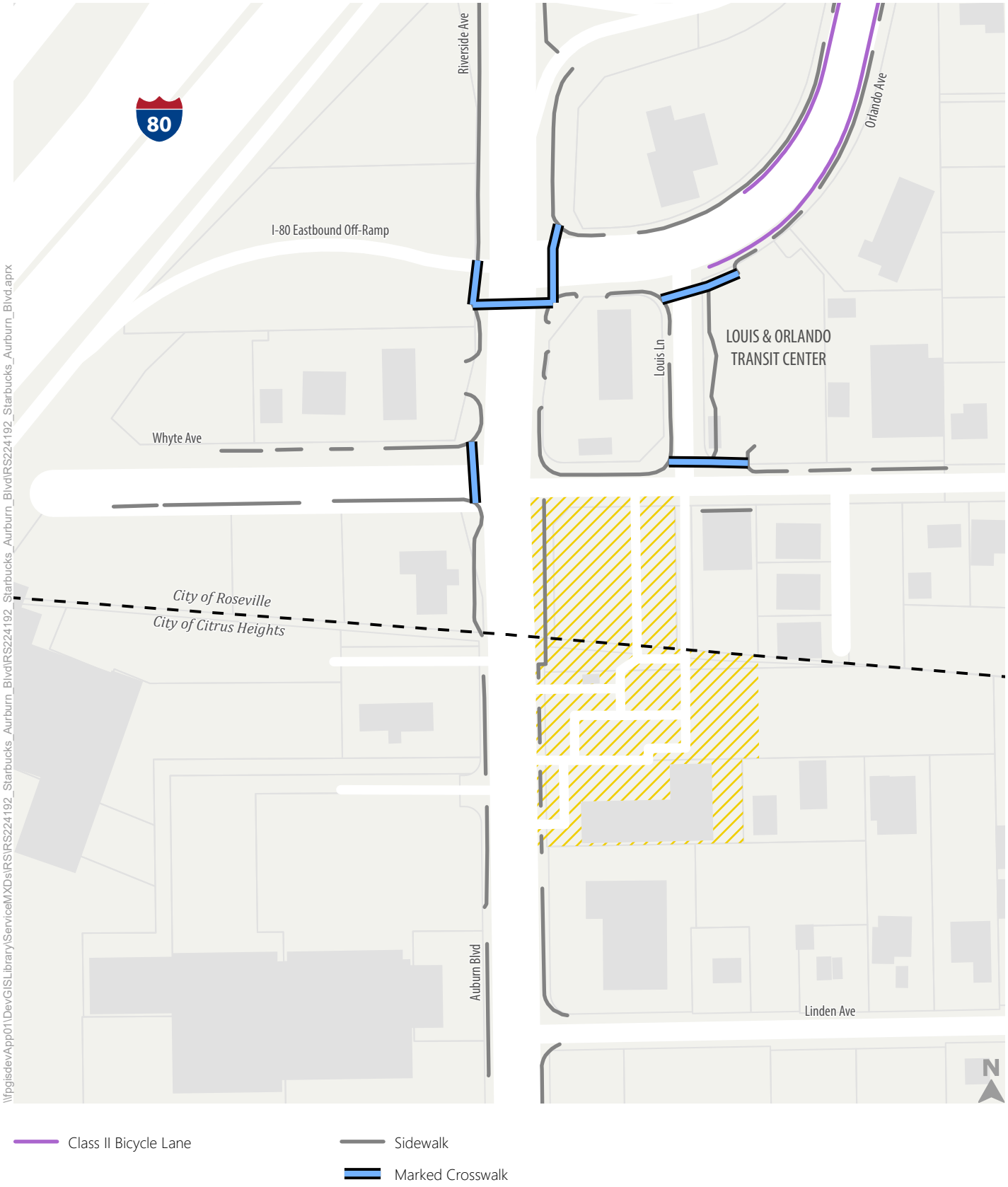
Image 5: Bus using westbound Whyte Avenue travel lane to turn right from northbound Auburn Boulevard.

EXISTING BICYCLE AND PEDESTRIAN NETWORK

Figure 4 shows existing bicycle and pedestrian facilities in the study area. As shown, there are no bicycle lanes in the immediate project vicinity. The nearest bicycle lanes are Class II bike lanes (on-street with appropriate pavement markings and signage) on Orlando Avenue to the north and on Twin Oaks Avenue to the south.

Within the study area, sidewalks are continuous on Auburn Boulevard, including along the project frontage. However, sidewalks are not provided along the south side of Whyte Avenue along the project frontage, except along the front of Hoss Lee Academy. Additionally, a marked crosswalk is provided on the west leg of the Whyte Avenue/Auburn Boulevard intersection, but not on the east leg. The nearest marked crosswalk across Auburn Boulevard is on the south leg of the Orlando Avenue/I-80 Off-Ramp/Auburn Boulevard intersection.

During the AM and PM peak hours, pedestrian and bicycle activity was low at all study intersections (i.e., 8 or less pedestrian crossings per hour and 8 or less bicycles per hour). Field observations revealed some pedestrians walking across Auburn Boulevard at unmarked locations between Whyte Avenue and Linden Avenue. Some of these movements were likely associated with usage of the Louis/Orlando Bus Transfer Station located east of Auburn Boulevard between Whyte Avenue and Orlando Avenue. As discussed in Chapter 3, Phase 2 of the *Auburn Boulevard Complete Streets Plan* will substantially improve the bicycling and walking environment along this segment of Auburn Boulevard.



Note: Bicycle and Pedestrian facilities only shown on Auburn Blvd, Whyte Ave, Louis Lane, and Orlando Ave.

Figure 4

Bicycle & Pedestrian Facilities - Existing Conditions

EXISTING TRANSIT FACILITIES AND SERVICES

Figure 5 displays transit facilities and services in the study area. As shown, the Louis/Orlando Transit Center is located across Whyte Avenue from the north project frontage. This center serves as a connection hub and bus stop for 9 routes across 3 agencies, including Sacramento Regional Transit (SacRT), Roseville Transit, and Placer County Transit.

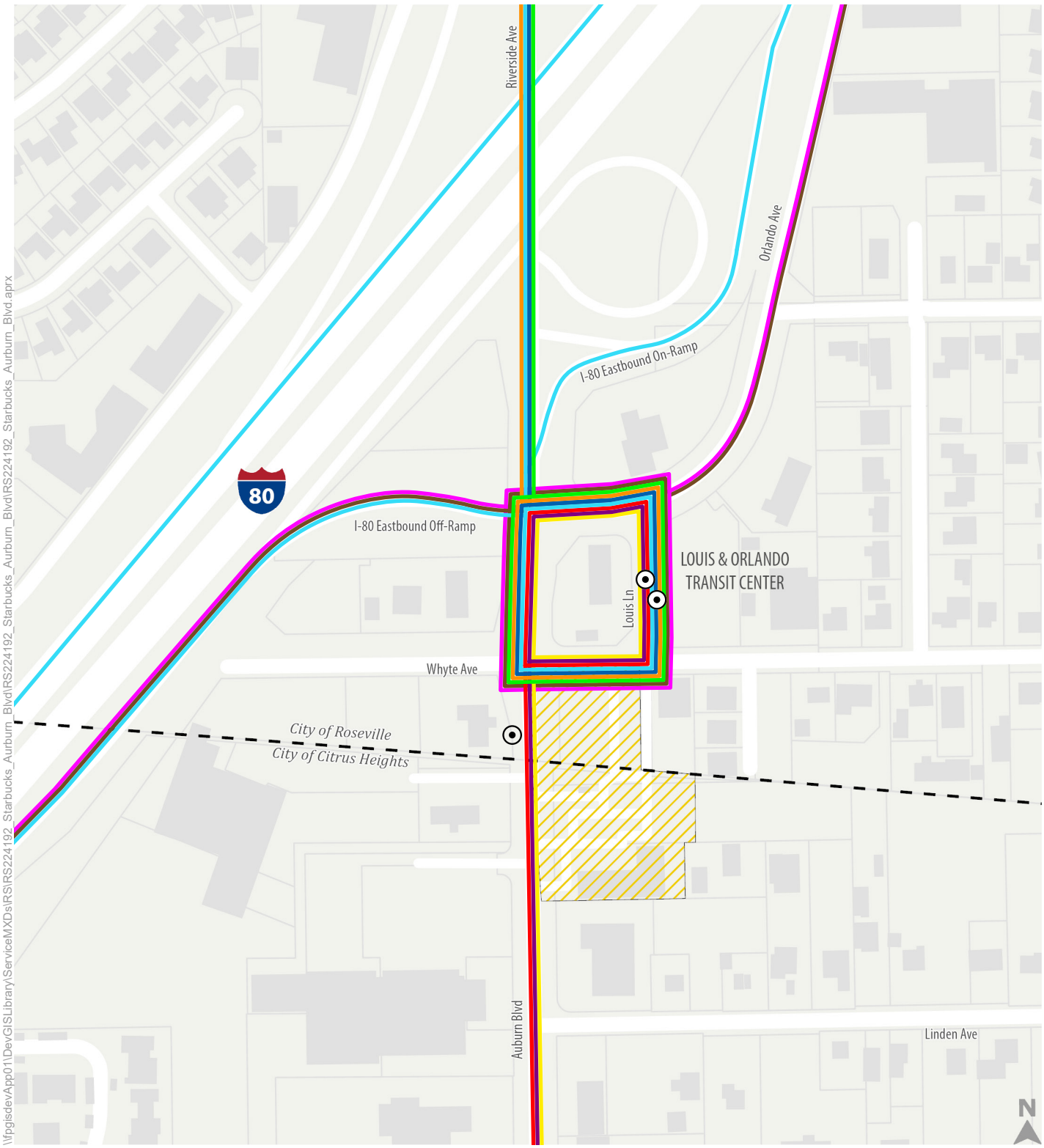
SacRT operates Routes 21, 25, and 93 along the project's frontage on Auburn Boulevard. Each route is described briefly below.

- **Route 21** connects riders from Louis/Orlando Transit Center to the Mather Field/Mills Light Rail Station in Rancho Cordova, and it includes a stop at the Sunrise Mall Transit Center. The route runs Monday through Friday between 5:52 AM and 10:45 PM at approximately 30-minute headways both northbound and southbound. Reduced services and headways are also provided on Saturday and Sunday.
- **Route 25** provides service between the Louis/Orlando Transit Center and the Marconi/Arcade Light Rail Station in Sacramento. The route operates daily, with reduced service and headways on Saturday and Sunday. On weekdays, the route generally has 30-minute headways northbound and southbound, and it runs between 5:40 AM and 10:56 PM.
- **Route 93** provides service between the Louis/Orlando Transit Center and the Watt/I-80 Light Rail Station. This route runs daily, with reduced service and headways on weekends. On weekdays, Route 93 generally has 30-minute headways in both directions and runs between 5:43 AM and 9:49 PM.

SacRT also offers SmaRT Ride, which is a door-to-door transit service provided in select geographic areas (such as Citrus Heights). Riders can request a ride by making a request on a mobile app, and specifying the pick-up and destination address, both of which must be within the service zone, which includes the Cities of Antelope, Citrus Heights, Fair Oaks, and Orangevale, as well as the Historic Folsom Light Rail Station. The mobile app will provide passengers with an estimated pick-up time and drop-off window, which is a function of overall demand.

Roseville Transit operates 3 local routes (Routes A, B, and R) and 2 commuter routes (Routes AM4 and PM1) along the project's frontage on Whyte Avenue. Each route is described briefly below.

- **Route A** is a local clockwise loop that connects riders from Louis/Orlando Transit Center to locations near I-80, including the Galleria Transfer Point, the Civic Center Transfer Point, the Sutter Roseville Medical Center, and the Sierra Gardens Transfer Point. The route runs on weekdays between 6:00 AM and 6:00 PM at 30-minute headways and between 6:00 PM and 9:53 PM at hourly headways. Reduced services and headways are also provided on Saturday.



Project Site

Bus Stop

Roseville Transit

- Route A
- Route B
- Route R (Weekday Peak)
- Route AM4
- Route PM1

Sacramento Regional Transit

- Route 93
- Route 25
- Route 21

Placer County Transit

- Auburn to Light Rail (Watt/I-80)

Figure 5

Transit Facilities - Existing Conditions

- **Route B** is a counterclockwise loop of Route A. The route operates daily, with reduced service and headways on Saturday. On weekdays, the route has 30-minute headways between 6:10 AM and 6:40 PM and hourly headways between 6:40 PM and 9:43 PM.
- **Route R** provides local service between Louis/Orlando Transit Center and various stops along Riverside Avenue, Cirby Way, and Foothills Boulevard, terminating near the northern terminus of Foothills Boulevard. Route R runs only on weekdays during AM (7:30 to 8:57) and PM (3:53 to 5:20) peak periods.
- **Route AM4** provides morning commuter service between the Louis/Orlando Transit Center and downtown Sacramento. This route leaves the Louis/Orlando Transit Center at 6:00 AM on weekdays, makes stops at the Maidu and Taylor/I-80 park-and-rides, and arrives at 9th/I Street in Sacramento at 6:46 AM. A reverse commute is available that picks passengers up in downtown and arrives at the Louis/Orlando Transit Center at 7:24 AM.
- **Route PM1** provides evening commuter service between downtown Sacramento and the Louis/Orlando Transit Center. This route leaves 15th/N Street at 3:25 PM and arrives at the Louis/Orlando Transit Center at 4:05 PM, before continuing to the Maidu and Saugstad park-and-rides, among other destinations. No reverse commute option is available for this route.

In addition to fixed route service, Roseville Transit also offers curb-to-curb shared transit service and complimentary ADA paratransit service within City limits. Riders can reserve a ride by calling at least one day in advance and receiving a 30-minute pick-up window at the requested pick-up location. Same-day trips are provided at a premium fare when space is available.

TRAFFIC DATA COLLECTION

Traffic counts were conducted at the 6 study intersections/driveways in the morning (7 to 9 AM), mid-day (11 AM to 1 PM), and evening (3 to 6 PM) peak periods on Wednesday, October 26, 2022, except for the driveway intersections on Whyte Avenue, which were only counted during the evening peak period. At those study driveways, morning peak period count data was used from counts conducted on Wednesday, June 1, 2022. All counts included vehicle turning movements, heavy vehicles, bicyclists, and pedestrians. At the time of the counts, weather conditions were dry and nearby schools were in session. Based on a review of video footage, the Java Detour kiosk was not open during the morning, mid-day, or evening peak hours on October 26, 2022.

Maximum vehicle queue data was collected (in 15-minute increments) on Wednesday, October 26, 2022, for the following movements and time periods.

- Southbound left-turn from Auburn Boulevard to Whyte Avenue – 24 hours
- Northbound through movement on Auburn Boulevard at Whyte Avenue – morning, mid-day, and evening (only 4 to 6 PM) peak periods
- Northbound left-turn from Auburn Boulevard to the Citrus Grove Shopping Center driveway – morning, mid-day, and evening peak periods

- Northbound left-turn from Auburn Boulevard to the Jack in the Box driveway – morning, mid-day, and evening peak periods

The mid-day peak period was counted to determine if it has certain peaks in travel or queuing that would require it to be studied. Based on the data collected, total intersection volumes at the Auburn Boulevard study intersections/driveways during the mid-day peak hour were between 11% and 14% less than total intersection volumes during the morning peak hour and between 24% and 26% less than those of the evening peak hour. In the aggregate, Auburn Boulevard side-street approach volumes between Whyte Avenue and the Tea It driveway were similar between mid-day and evening peak hours. Additionally, the queue data showed that maximum vehicle queues during the mid-day peak hour were equal to or less than maximum queues during the evening peak hour. Based on this evaluation of volume and queue data, the mid-day peak hour was removed from further analysis.

INTERSECTION OPERATIONS

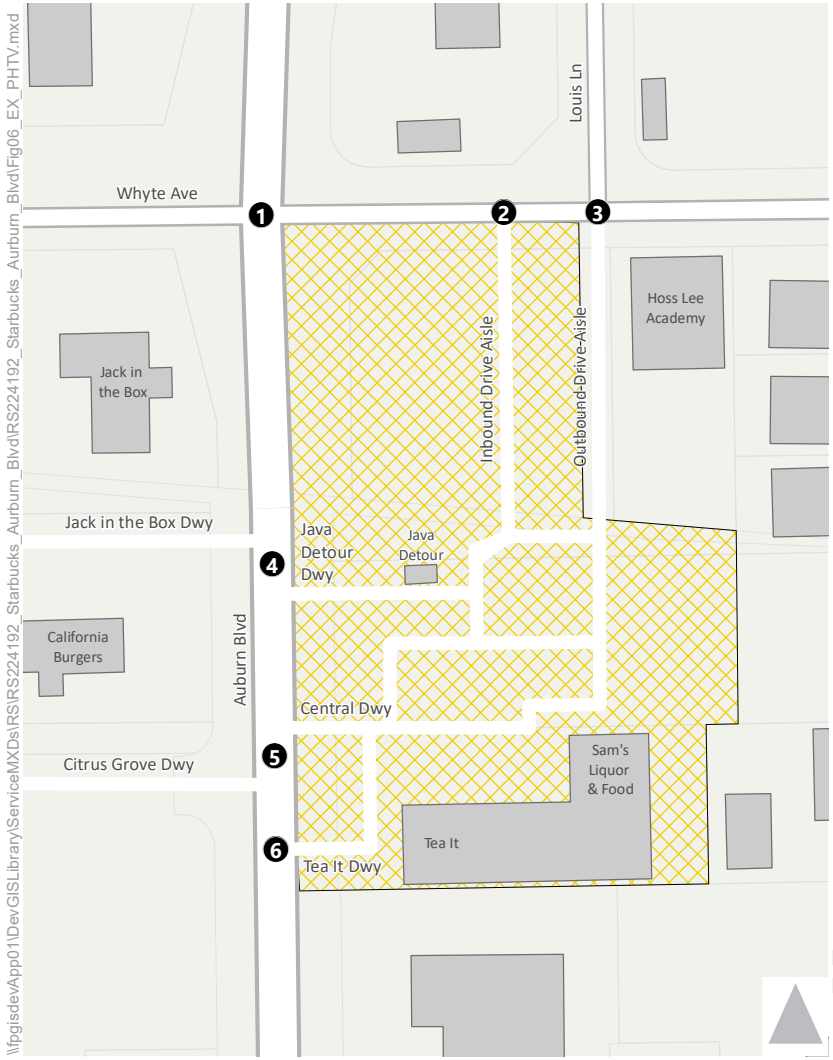
The system peak hours of the study intersections/driveways on Auburn Boulevard occurred from 7:30 to 8:30 AM and 4:15 to 5:15 PM. Trucks represented about 2% of traffic on Auburn Boulevard during the morning and evening peak hours. **Figure 6** displays peak hour turning movement volumes, traffic controls, and lane configurations at study intersections and driveways.

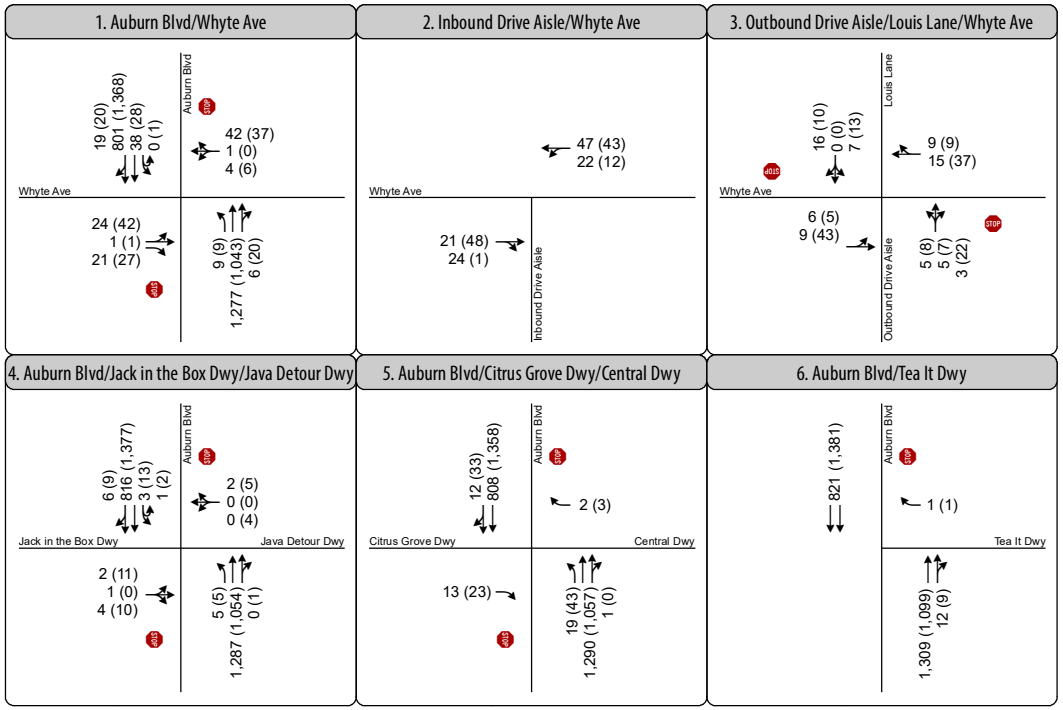
Traffic levels on Whyte Avenue east of Auburn Boulevard are influenced by operations at the Hoss Lee Academy, which is situated immediately east of the project site. This Cosmetology and Esthetician Training School has operating hours from 8:30 AM to 4:00 PM on weekdays for classes. Traffic data collection and field observations show a pronounced spike in travel to the school in the 30 minutes prior to school starting.

Table 2 displays peak hour intersection operations under existing conditions. See **Appendix B** for technical calculations. All study intersections operate at LOS D or better except for the following, which operate at LOS F during the PM peak hour:

- Auburn Boulevard/Whyte Avenue (eastbound left-turn/through movement)
- Auburn Boulevard/Jack in the Box Driveway/Java Detour Driveway (eastbound approach)

Image 6 shows a typical queue of 3 vehicles on eastbound Whyte Avenue during the PM peak hour.





1 Study Intersection
Project Site
Turn Lane
AM (PM) Peak Hour Traffic Volume
Stop Sign

Note: All Traffic counts were collected on Wednesday, October 26, 2022 except for the AM peak hour at Intersections 2 and 3, which was collected on Wednesday, June 1, 2022.

Figure 6

Peak Hour Traffic Volumes and Lane Configurations - Existing Conditions

Table 2: Peak Hour Level of Service – Existing Conditions

Intersection	Jurisdiction	Control	LOS/Delay (Worst Movement)[1]	
			AM Peak Hour	PM Peak Hour
1. Auburn Boulevard / Whyte Avenue	City of Roseville	SSSC	D / 30 (EBLT)	F / 62 (EBLT)
2. Whyte Avenue / Inbound Drive Aisle	City of Roseville	Uncontrolled	A / 7 (WBLT)	A / 7 (WBLT)
3. Whyte Avenue / Outbound Drive Aisle	City of Roseville	SSSC	A / 9 (NBLTR)	A / 9 (SBL)
4. Auburn Boulevard / Jack in the Box Driveway / Java Detour Driveway	City of Citrus Heights	SSSC	D / 33 (EBLTR)	F / 88 (EBLTR)
5. Auburn Boulevard / Citrus Grove Driveway / Central Driveway	City of Citrus Heights	SSSC	B / 14 (WBR)	C / 15 (EBR)
6. Auburn Boulevard / Tea It Driveway	City of Citrus Heights	SSSC	B / 14 (WBR)	B / 13 (WBR)

Notes: SSSC = Side-Street Stop Controlled.
[1] For side-street stop controlled and uncontrolled intersections, level of service and delay for the worst movement are reported with the movement listed in parentheses. Delay is reported in seconds per vehicle.
Source: Fehr & Peers, 2022.

Image 6: Queue of 3 vehicles waiting to turn left from eastbound Whyte Avenue onto northbound Auburn Boulevard during the PM peak hour.

VEHICLE QUEUING

Northbound Auburn Boulevard

Table 3 summarizes the observed (on October 26, 2022) peak hour maximum vehicle queues in 15-minute increments on northbound Auburn Boulevard. This table indicates that maximum northbound queues often spill back from the I-80 EB ramps intersection to the second driveway (i.e., Citrus Grove Driveway/Central Driveway) during both peak hours. The data and field observations suggest that the queue can extend beyond the Tea It Driveway. Queues are not continuously present, however. They quickly build (as traffic is released from the upstream signalized intersections) and then typically dissipate (though not always) as the light at the I-80 EB ramps intersection turns green.

Table 3: Peak Hour Observed Vehicle Queues – Existing Conditions

Time Period	Maximum Vehicle Queue	
	Northbound Through at Auburn Blvd./ I-80 Eastbound Off-Ramp/Orlando Ave.	Southbound Left-Turn at Auburn Blvd./Whyte Ave.
7:30 to 7:45 AM	500 ft	25 ft
7:45 to 8:00 AM	>500 ft[1]	75 ft
8:00 to 8:15 AM	475 ft	50 ft
8:15 to 8:30 AM	>500 ft[1]	125 ft
4:15 to 4:30 PM	>500 ft[1]	25 ft
4:30 to 4:45 PM	450 ft	50 ft
4:45 to 5:00 PM	400 ft	25 ft
5:00 to 5:15 PM	>500 ft[1]	25 ft

Notes:
[1] Vehicle queues beyond 500 feet could not be observed from field camera's vantage point.
Source: Fehr & Peers, 2022, based on observed conditions on Wednesday, October 26, 2022.

Southbound Left Turn at Auburn Boulevard/Whyte Avenue

Figure 6 shows that 38 vehicles complete the southbound Auburn Boulevard to eastbound Whyte Avenue movement during the AM peak hour. Despite the relatively low turning volume, a maximum queue of 125 feet (i.e., about 5 vehicles) was observed between 8:15 and 8:30 AM. This queue is a result of the aforementioned surge in southbound left-turning traffic accessing the Hoss Lee Academy.

Table 4 shows the timing and duration of southbound left-turn queues of at least 2 vehicles during the busiest 30-minute increments of the AM and PM peak hours. The table indicates that the maximum queue of 5 vehicles occurred at 8:28 AM, with all 5 vehicles arriving within a 30-second span.

Table 4: Characteristics of AM & PM Peak Conditions with Southbound Left-Turn Queues of Two or More Vehicles – Existing Conditions

Time Period	Southbound Left-Turn Volume	Arrival Time of 1st Vehicle in Queue[1]	Delay Experienced by 1st Vehicle	Maximum Queue (Vehicles)	Queue Affected by Blockage of KEEP CLEAR area?
8:00-8:15 AM	9	8:02 AM	26 seconds	2	No
		8:03 AM	57 seconds	2	No
		8:04 AM	33 seconds	2	No
8:15-8:30 AM	21	8:20 AM	69 seconds	4	No
		8:24 AM	58 seconds	4	No
		8:28 AM	38 seconds	5	No
4:00-4:15 PM	10	4:02 PM	76 seconds	2	No
		4:04 PM	23 seconds	2	No
4:15-4:30 PM	9	4:15 PM	10 seconds	2	No

Notes:
[1] Rounded to the nearest full minute.
Source: Fehr & Peers, 2022, based on review of field cameras from October 26, 2022, data collection.

The chart below shows the maximum queue in 15-minute increments across the entire count day. It clearly shows a spike in queuing from 8:15 to 8:30 AM.

As further evidence of the surge in vehicle queuing that occurs in the southbound left-turn lane, a supplemental set of field observations were performed on Thursday, December 1, 2022. As shown in **Image 7** below, a maximum queue of 6 southbound left turn vehicles was observed shortly after 8:15 AM.

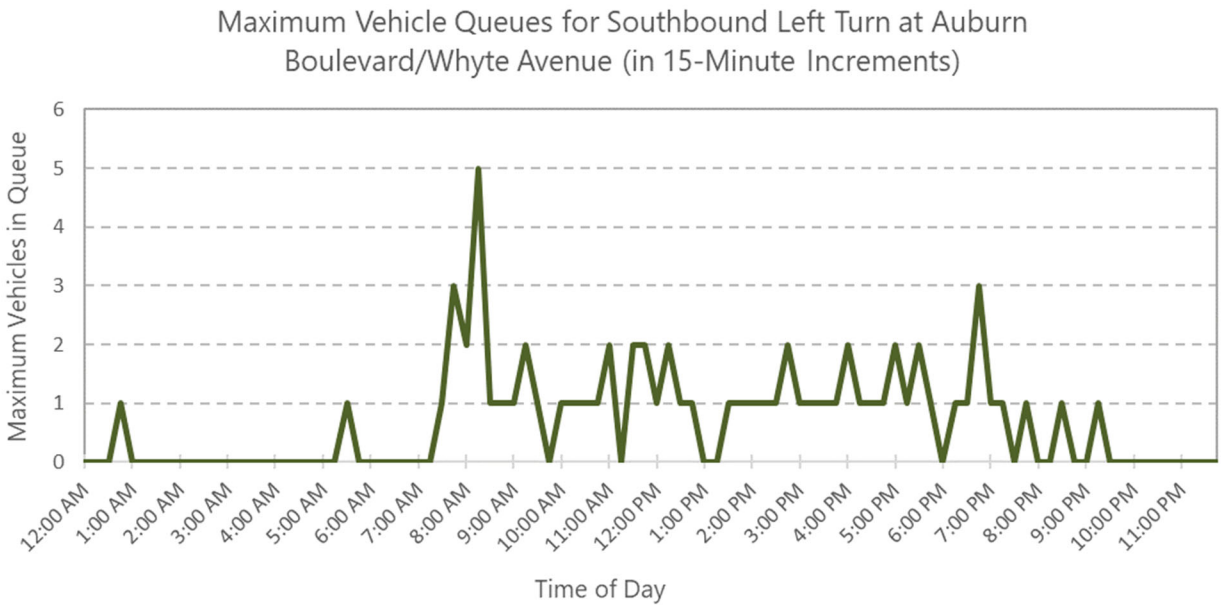


Image 7: Queue of 6 vehicles waiting to turn left from southbound Auburn Boulevard onto eastbound Whyte Avenue at 8:15 AM on Thursday, December 1, 2022.

Based on the multiple days of data collection and observations of video by Fehr & Peers staff, the following general conclusion is drawn regarding travel behavior in the southbound left-turn lane at the Auburn Boulevard/Whyte Avenue intersection:

- Southbound left-turns typically arrive in a random fashion, with the notable exception of between 8:15-8:30 AM (i.e., prior to start of Hoss Lee Academy). Depending on when they arrive, southbound left-turns can experience almost no delay or upwards of 1 minute of delay. Longer delays do not occur because the intersection is blocked, but because there is a continuous flow of northbound traffic on Auburn Boulevard. Strong compliance with the DO NOT BLOCK INTERSECTION sign and KEEP CLEAR pavement marking was observed.

Chapter 3. **Existing Plus Project Conditions**

This chapter analyzes the potential transportation impacts of the proposed project on the surrounding transportation system under existing conditions assuming implementation of Phase 2 of the *Auburn Boulevard Complete Streets Plan*.[4]

ROADWAY NETWORK AND OPERATION CHANGES

Phase 2 of the *Auburn Boulevard Complete Streets Plan* would result in the following changes to the roadway network and its operation within the study area, as outlined in the "Study of Planned Improvements on Auburn Boulevard in Citrus Heights, CA" final technical memorandum (April 11, 2022).

Auburn Boulevard/Whyte Avenue

- Installation of a triangular raised median on the westbound approach to prohibit outbound through or left turns.
- Installation of a narrow raised median in the northbound and southbound left-turn lanes, though northbound and southbound left-turns would continue to be permitted.[5]

Auburn Boulevard/Jack in the Box Driveway/Java Detour Driveway

- Closure of the Java Detour driveway.
- Installation of a raised median to prohibit inbound and outbound left turns at the Jack in the Box driveway.

Auburn Boulevard/Tea It Driveway

- Closure of Tea It driveway

[4] The precise timing of project construction and completion of Phase 2 Auburn Boulevard Complete Streets is not known at this time. Since site planning and access provisions for the proposed project incorporate the Complete Streets improvements, they are assumed in place together.

[5] City of Citrus Heights staff indicated that final design drawings for the Phase 2 Auburn Boulevard Complete Streets project will include lengthening this turn lane to its maximum feasible length of 140 feet. Note that the raised median north of Whyte Avenue will restrict driveway movements at the Chevron and Shell gas stations to right-turns only. It will also preclude the ability of left-turns on eastbound Whyte Avenue to utilize the southbound left-turn as a TWLTL to perform a two-stage crossing.

Auburn Boulevard/Citrus Grove Shopping Center Driveway/Central Driveway

- Conversion to a signalized intersection with crosswalks on all four approaches and an offset driveway configuration.
- Provision of a dedicated left-turn and a shared through/right lane on the eastbound and westbound approaches, which would be operated with protected left-turn phasing[6].
- Prohibition of northbound and southbound "right-turns on red" due to the driveway offset and stop bar setbacks.
- Addition of a narrow raised median on the northbound and southbound approaches.
- Signal coordination with the Auburn Boulevard/I-80 Eastbound Off-Ramp/Orlando Avenue intersection.

PROJECT SITE PLAN: LAND USE AND VEHICULAR ACCESS

The proposed project would include the following land use components:

- Demolition of an existing 106 s.f. Java Detour coffee kiosk
- Demolition of an existing 1,447 s.f. liquor store
- Construction of a 2,170 s.f. Starbucks Coffee store with drive-through window
- Construction of a 2,600 s.f. Panda Express restaurant with drive-through window

Along Whyte Avenue, the project would eliminate the inbound-only driveway and reconfigure the parking lot to allow inbound and outbound movements to occur from the current outbound-only driveway.

PROJECT TRAVEL CHARACTERISTICS

Trip Generation

Although the *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021) contains coffee shop and fast-food restaurant trip generation rates, it is unknown whether this data, pulled from stores and restaurants across the US from the 1990's through 2020, would be representative of trips generated by a Starbucks store and Panda Express Restaurant. Therefore, it was determined that a traffic data collection effort should be undertaken at comparable facilities in the region.

[6] A swept path analysis of a pair of WB-50 trucks performed in the final technical memorandum demonstrated that both the eastbound and westbound left turns can occur simultaneously.

In June 2022, weekday traffic data was collected during the AM peak hour at two existing Starbucks drive-through locations. Counts were limited to the AM peak hour because Starbucks stores are known to be busier during the AM versus the PM peak hour. This data was used to estimate the AM peak hour trip generation for the proposed Starbucks store. **Table 5** displays the number of trips observed at each Starbucks store that was counted. These two stores were specifically identified for data collection because they are situated in the general project site vicinity, have similar store sizes with drive-through ordering windows, and are physically located a short distance (i.e., less than one-half mile) from Interstate 80. As shown in Table 5, they generated an average of 219 AM peak hour trips, with the difference in trips between the two stores being less than 2%. About two-thirds of vehicle trips were associated with drive-through orders.

Table 5: AM Peak Hour Trip Generation – Starbucks Coffee With Drive-Through

Location	Peak Hour	Trip Generation[1]		
		In	Out	Total
5411 Diablo Drive (Sacramento County)	7:30 to 8:30 AM	110	107	217
709 Cirby Way (City of Roseville)	7:15 to 8:15 AM	114	106	220
	Average	112	107	219

Notes:
[1] Based on AM peak period (6:30 to 9:30 AM) data collected on Wednesday, June 1, 2022.
Source: Fehr & Peers, 2022

Based on direction from City of Citrus Heights and City of Roseville staff, data was also collected at an existing Panda Express restaurant (with drive-through) to estimate the peak hour trip generation of the proposed restaurant. **Table 6** shows the number of trips observed at the counted Panda Express restaurant in the Natomas area of the City of Sacramento. Counts were collected on various dates in November 2022, as indicated by the footnotes in the table. The chosen Panda Express restaurant is less than one mile from Interstate 5, has a similar size to the proposed restaurant, and has a drive-through ordering window.

As shown, based on the average of two different count days, the Panda Express restaurant generated an average of 3 AM peak hour trips. Since the restaurant does not open to customers until 10 AM, these trips were made by employees, deliveries, etc.

Table 6: Peak Hour Trip Generation – Panda Express Restaurant With Drive-Through

Location	Peak Hour	Trip Generation		
		In	Out	Total
2940 Del Paso Boulevard (City of Sacramento)	7:45 to 8:45 AM[1]	2	1	3
	5:00 to 6:00 PM[2]	105	90	195

Notes:
[1] Based on AM (7:45 to 8:45 AM) data collected on Monday, November 21, and Tuesday, November 22, 2022.
[2] Based on PM peak hour (4:00 to 6:00 PM) data collected on Thursday, November 17, 2022.
Source: Fehr & Peers, 2022

During the PM peak hour, a substantial volume of trips (195) was observed at the Natomas Panda Express restaurant. This result was somewhat surprising as the same store was counted by Fehr & Peers in 2012 and generated 108 PM peak hour trips. The Trip Generation Manual indicates a 2,600 square-foot fast-food restaurant with drive-through window would generate 86 PM peak hour trips, though restaurants of that size generated between 40 to 200 PM peak hour trips, indicating quite a bit of variability. As an additional data point to consider, Fehr & Peers conducted a trip generation count at the Panda Express restaurant located on Blue Oaks Boulevard in Roseville on Thursday, December 1, 2022. That count yielded 140 PM peak hour trips. Thus, to ensure a conservative analysis, the Panda Express restaurant was analyzed based on the trip generation totals shown in Table 6.

Table 7 summarizes peak hour vehicle trip generation estimates for each project component. These estimates show both trips added and trips subtracted (i.e., associated with a demolished use). Table 7 also includes an estimate of pass-by trips for the Starbucks store and Panda Express restaurant. Pass-by trips are trips already on the adjacent roadway system that make an intermediate stop at the project site on their way to a primary destination. They do not add traffic to the adjacent roadway system but are added into and out of the project driveways.

As shown in Table 7, the project would result in 174 net pass-by trips and 45 net new trips during the AM peak hour. During the PM peak hour, the project would result in 175 net pass-by trips and 95 net new trips.

Table 7: Project Vehicle Trip Generation

Land Use	Size[1]	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Java Detour Coffee Kiosk[2]	0.106 KSF	0	0	0	0	0	0
Liquor Store[3]	1.447 KSF	-2	-1	-3	-5	-5	-10
Starbucks Store[4]	2.170 KSF	+112	+107	+219	+42	+43	+85
Panda Express Restaurant[5]	2,600 KSF	+2	+1	+3	+105	+90	+195
Gross Project Trips		**112**	**107**	**219**	**142**	**128**	**270**
Pass-By Trips (Starbucks Store)[6]		89	85	174	34	34	68
Pass-By Trips (Panda Express Restaurant) [7]		0	0	0	58	49	107
Net Pass-By Trips		**89**	**85**	**174**	**92**	**83**	**175**
Net New External Project Trips		**23**	**22**	**45**	**50**	**45**	**95**

Notes:
[1] KSF = thousand square feet.
[2] On the day of counts (October 26, 2022), Java Detour was "temporarily closed". Therefore, intersection/driveway counts and project trip generation reflect site conditions with Java Detour closed.
[3] Trip generation derived from weighted average trip rate (AM peak hour) and the fitted curve equation (PM peak hour) of the "Strip Retail Plaza (<40k)" land use category (ITE Code 822).
[4] AM peak hour trip generation based on data collected at two similar Starbucks drive-through stores located in the City of Roseville and Sacramento County (see Table 5). PM peak hour trip generation is derived from the weighted average trip rate of the "Coffee/Donut Shop with Drive-Through Window" land use category (ITE Code 937).
[5] Trip generation based on data collected at a similar Panda Express restaurant with drive-through ordering window located in the City of Sacramento (See Table 6).
[6] The *Trip Generation Manual, 11th Edition* (ITE, 2021) provides a limited data sample whose average pass-by percentage was 90% in the AM peak hour and 98% in the PM peak hour. To be conservative, 80% of trips were assumed as pass-by trips, similar to other coffee store studies prepared by Fehr & Peers in the City of Citrus Heights.
[7] Pass-by trip percentage of 55% during the PM peak hour is derived from data in the *Trip Generation Manual, 11th Edition* appendices.
Source: *Trip Generation Manual, 11th Edition* (ITE, 2021); Fehr & Peers, 2022

Trip Distribution

Per standard practice, separate trip distribution percentages were prepared for new trips versus pass-by trips. The distribution of pass-by trips is primarily a function of the amount of traffic in each direction of Auburn Boulevard during each peak hour and the ease of performing pass-by movements from either direction. In contrast, the distribution of new trips considers the likely trip origin (for inbound trips to the project) and destination (for outbound trips from the project). The expected percentages are presented below.

New Trips

As shown in **Table 8**, 60% of new project trips are expected to be distributed to/from the north, with 36% to/from the south, and 4% to/from the east on Whyte Avenue. The slightly greater percentage to the north takes into consideration the site's proximity to Interstate 80 and the likelihood that both uses attract "diverted link trips" off Interstate 80. Additionally, review of the earlier June 1, 2022, traffic counts (which included Java Detour in operation) showed greater overall levels of vehicles turning to the north.

Pass-by Trips

During the AM peak hour, 75% of pass-by trips are expected to come from northbound motorists on Auburn Boulevard for the following reasons:

- There is considerably more traffic heading northbound than southbound.
- Nearly all trips generated by the project site during the AM peak hour are made by the Starbucks Store. And of those that are pass-by, some will likely have work destinations that require travel on I-80.

The resulting pass-by percentages shown in **Table 9** take the differing directional traffic composition into consideration. The percentages also consider that performing a pair of right-turns (i.e., from northbound Auburn Boulevard) is typically easier than performing a pair of left-turns (i.e., from southbound Auburn Boulevard).

During the PM peak hour, 60% of pass-by trips are expected to come from the heavier southbound direction of travel. This percentage considers the presence of many residential areas south of the project site and the likelihood of performing a pass-by trip to the Panda Express restaurant for dinner (especially in the popular drive-through lane).

Table 8: Project Trip Distribution (Net New External)

Origin/Destination	Percentage of Project Trips (Net New External)
Auburn Boulevard north of Whyte Avenue	60%
Auburn Boulevard south of Project Driveway	36%
Whyte Avenue east of Louis Lane	4%

Source: Fehr & Peers, 2022

Table 9: Project Trip Distribution (Pass-By)

Direction of Travel Prior to Accessing Site	Percentage of Project Trips (Pass-By)	
	AM Peak Hour	PM Peak Hour
Southbound Auburn Boulevard	25%	60%
Northbound Auburn Boulevard	75%	40%

Source: Fehr & Peers, 2022

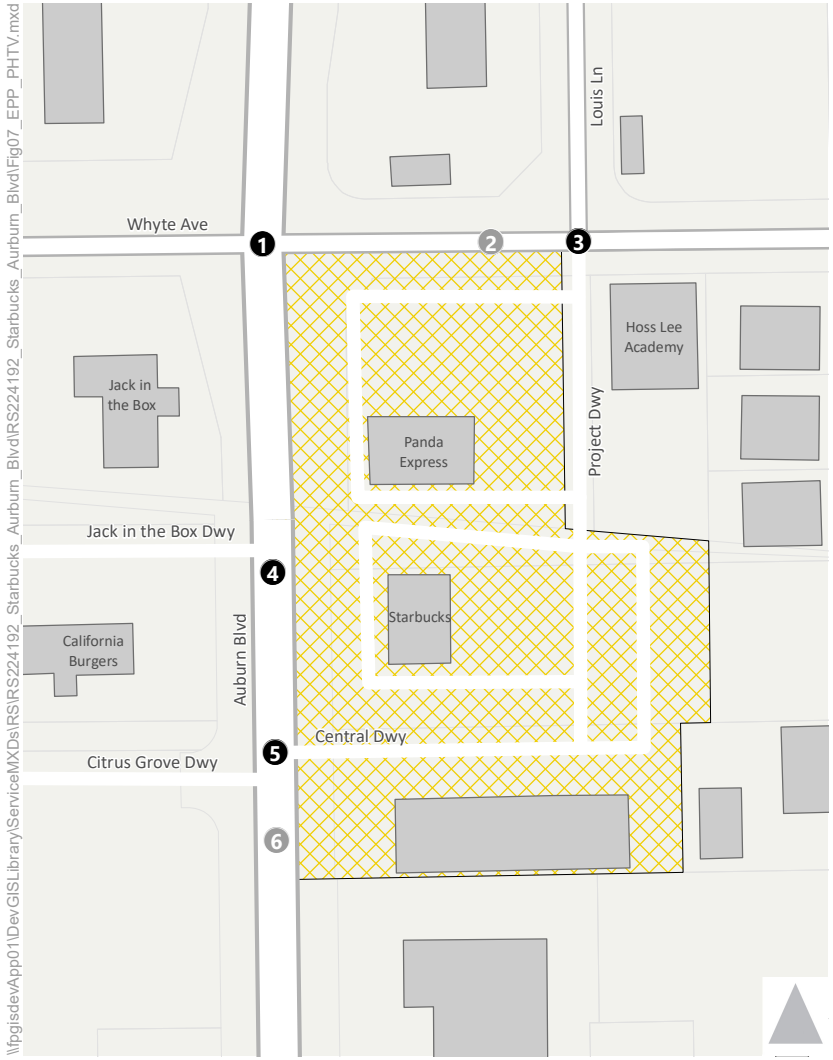
INTERSECTION OPERATIONS

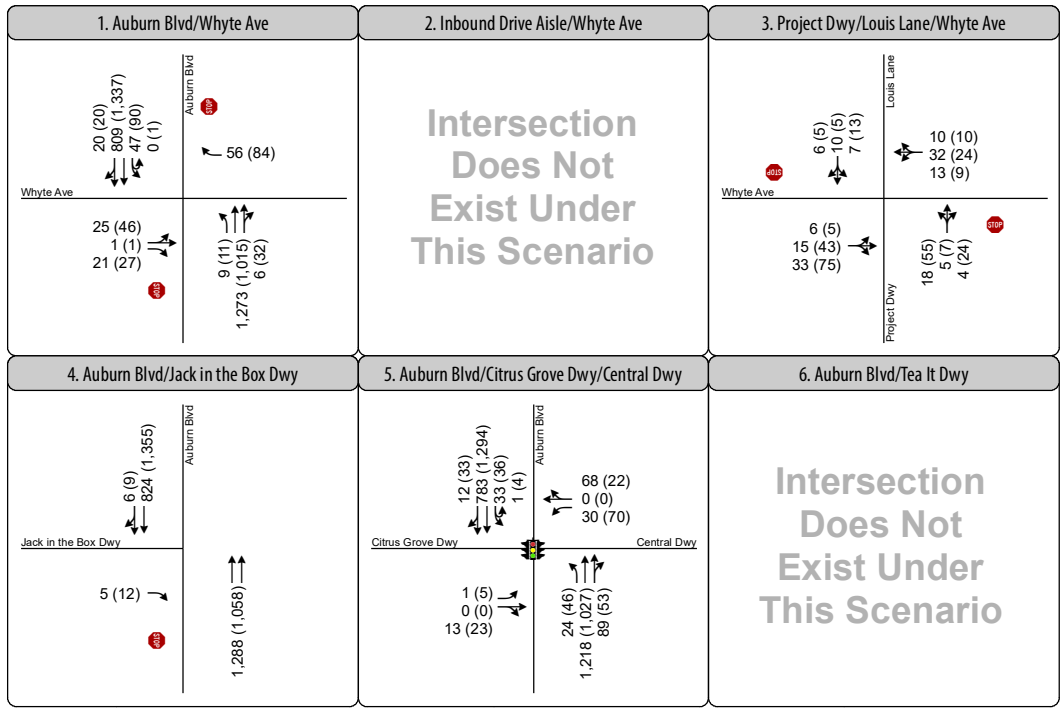
Project trips were added to existing conditions assuming implementation of Phase 2 of the *Auburn Boulevard Complete Streets Plan*. Only trips from the to-be-demolished liquor store are subtracted, since the Java Detour coffee kiosk was closed on the day traffic counts were conducted (i.e., trips associated with Java Detour are not part of the existing conditions traffic volumes). **Figure 7** displays the resulting AM and PM peak hour turning movement volumes, traffic controls, and lane configurations at study intersections and driveways under existing plus project conditions.

Table 10 displays the operational results at the study intersections under existing plus project conditions (refer to **Appendix C** for technical calculations). Operations would improve at the Auburn Boulevard/Jack in the Box Driveway/Java Detour Driveway intersection because of the closure of the Java Detour driveway and prohibition of all left turns at the Jack in the Box driveway. At the Auburn Boulevard/Whyte Avenue intersection, traffic operations are largely affected by the following two factors under existing plus project conditions:

- Installation of a narrow raised median on the north leg – this prevents eastbound left turn vehicles from completing a two-stage crossing (using the two-way left turn lane as vehicles do under existing conditions), thus increasing delay to the eastbound left-turn/through lane group.

- Signal coordination between the Auburn Boulevard/Citrus Grove Driveway/Central Driveway intersection and the Auburn Boulevard/I-80 Eastbound Off-Ramp/Orlando Avenue intersection – this results in greater platooning of vehicles along Auburn Boulevard, which provides additional opportunities for Whyte Avenue side street vehicles to complete their movements (thereby offsetting some of the additional delays associated with elimination of the two-stage crossing).





1 Study Intersection

Project Site

Traffic Signal

Turn Lane

AM (PM) Peak Hour Traffic Volume

Stop Sign

Note: Assumes implementation of the Auburn Boulevard Complete Streets project.

Figure 7

Peak Hour Traffic Volumes and Lane Configurations - Existing Plus Project Conditions

All study intersections would operate at LOS E or better under existing plus project conditions except for the Auburn Boulevard/Whyte Avenue intersection during the PM peak hour. This operation is not considered deficient since the City of Roseville's LOS policy only pertains to signalized intersections.

Table 10: Peak Hour Level of Service – Existing Plus Project Conditions

Intersection	Jurisdiction	Control	LOS/Delay (Worst Movement)[1]			
			Existing Conditions		Existing Plus Project Conditions	
			AM	PM	AM	PM
1. Auburn Boulevard / Whyte Avenue	City of Roseville	SSSC	D / 30 (EBLT)	F / 62 (EBLT)	E / 40 (EBLT)	F / 73 (EBLT)
2. Whyte Avenue / Inbound Drive Aisle	City of Roseville	Uncontrolled	A / 7 (WBLT)	A / 7 (WBLT)	-	
3. Whyte Avenue / Outbound Drive Aisle	City of Roseville	SSSC	A / 9 (NBLTR)	A / 9 (SBLTR)	A / 10 (NBLTR)	A / 10 (NBLTR)
4. Auburn Boulevard / Jack in the Box Driveway / Java Detour Driveway	City of Citrus Heights	SSSC	D / 33 (EBLTR)	F / 88 (EBLTR)	A / 10 (EBR)	B / 12 (EBR)
5. Auburn Boulevard / Citrus Grove Driveway / Central Driveway	City of Citrus Heights	SSSC / Signal	B / 14 (WBR)	C / 15 (EBR)	A / 7	A / 8
6. Auburn Boulevard / Tea It Driveway	City of Citrus Heights	SSSC	B / 14 (WBR)	B / 13 (WBR)	-	

Notes: SSSC = Side-Street Stop Controlled.
[1] For signal control, average delay is the weighted average for all movements. For side-street stop controlled and uncontrolled intersections, level of service and delay for the worst movement is reported with the movement listed in parentheses. Delay is reported in seconds per vehicle.
Source: Fehr & Peers, 2022.

VEHICLE QUEUING

Maximum Queues at Project Driveways

Table 11 displays the maximum queues for critical turn movements at the project driveways along Auburn Boulevard and Whyte Avenue. The methodology described in *Estimation of Maximum Queue Lengths at Unsignalized Intersections* (ITE Journal, 2001) was used to estimate maximum queues for movements at the Whyte Avenue driveway intersection. The SimTraffic microsimulation model was used to estimate maximum queues at the Auburn Boulevard/Citrus Grove Shopping Center Driveway/Central Driveway intersection. Maximum queues are based on an average of ten simulation runs. As shown in Table 11, the maximum queue

would exceed the available storage on the westbound approach to the signalized Auburn Boulevard/Citrus Grove Driveway/Central Driveway during both peak hours. During the PM peak hour, the westbound left-turn lane would serve 70 vehicles, resulting in a maximum queue of 6 vehicles. A maximum queue of 4 vehicles is expected during the AM peak hour for both the westbound left turn and through/right turn movements. Recommendations to address these queues are discussed in Chapter 5.

Table 11: Maximum Queues at Project Accesses – Existing Plus Project Conditions

Project Access Intersection	Movement	Storage Length	Maximum Queues	
			AM Peak Hour	PM Peak Hour
3. Whyte Avenue / Project Driveway (Unsignalized)	Westbound Left/Through	-	25 ft	25 ft
	Northbound Left/Through/Right	65[1] ft	25 ft	50 ft
5. Auburn Boulevard / Citrus Grove Driveway / Central Driveway	Southbound Left	110[2] ft	75 ft	100 ft
	Westbound Left	60[1] ft	**100 ft**	**150 ft**
	Westbound Through/Right	70[1] ft	**100 ft**	50 ft

Notes: **Bold** indicates exceedance of available storage length.
[1] Storage distance measured to the first intersecting drive aisle or parking space.
[2] Per *Auburn Boulevard Complete Streets – Phase 2 Design*.
Source: Fehr & Peers, 2022.

Southbound Left Turn at Auburn Boulevard/Whyte Avenue

Between existing and existing plus project conditions, the southbound left turn movement volume would experience the following increases in travel demand:

- AM peak hour – from 38 to 47 vehicles. This increase is due to the location of the Starbucks drive-through entrance (situated on the north end of the Starbucks site), which would encourage a small number of inbound drivers to make a southbound left-turn at Auburn Boulevard/Whyte Avenue (versus continuing southerly to use the signalized entry). Additionally, the Panda Express is estimated to add 1 southbound left-turn at the Auburn Boulevard/Whyte Avenue intersection.
- PM peak hour – from 28 to 90 vehicles. This increase is mostly due to the location of the Panda Express restaurant, and particularly its proposed drive-through entrance on the north end of the project site, although the Starbucks store would also add some trips.

During the AM peak hour, the Starbucks could potentially increase the southbound left-turn queue by one vehicle. As was documented in Chapter 2, a maximum queue of 5 or 6 vehicles occurred between 8:15 and 8:30 AM, but soon dissipated. The potential exists for a vehicle queue to exceed the 140 feet of available storage for a very short duration (i.e., one minute or less). Queues are not expected to extend back to the I-80 Eastbound Ramps/Auburn Boulevard intersection on a recurring basis.

The project (Panda Express restaurant and Starbucks store combined) would add an average of one vehicle per minute to the southbound left-turn lane during the PM peak hour. Field observations at these stores/restaurants indicate that arriving traffic is dispersed throughout the hour and does not have pronounced peaks such as occurs at Hoss Lee Academy. Thus, even if two vehicles were to simultaneously arrive in the left-turn lane, resulting in a total of 4 queued vehicles, the available storage of 140 feet would be sufficient.

In conclusion, this analysis has found that the project would not cause vehicle queues in the southbound left-turn lane to exceed the available storage on a recurring basis. However, there may be occasional instances where the queue temporarily exceeds the turn pocket length, but those conditions will typically dissipate quickly.

Chapter 4. **Interim Scenario**

This chapter summarizes the evaluation Fehr & Peers conducted as part of the draft report to evaluate an interim scenario where both projects were developed before implementation of the *Auburn Boulevard Complete Streets* project.

A range of project access options was quantitatively analyzed under interim conditions, including various turn restrictions and control types at the project driveway, Citrus Grove Shopping Center driveway, and Whyte Avenue. The following safety issues were considered:

- As documented in Chapter 2, the left turn movement from westbound Whyte Avenue to southbound Auburn Boulevard is extremely challenging to perform and the frequency of vehicles attempting this movement would increase with the addition of Panda Express project vehicles.
- If westbound left-turns are prohibited at Whyte Avenue, then motorists desiring to travel southbound on Auburn Boulevard would need to perform a U-turn, which is not permitted at the adjacent signalized intersection of Auburn Boulevard/Orlando Avenue/I-80 Eastbound Off-Ramp. This could result in about 70 PM peak hour project trips performing difficult or illegal U-turns, or using private property or other streets for turnarounds.

A concept of allowing direct outbound left-turns from the project driveway onto southbound Auburn Boulevard was also considered. However, by doing so, the driveway across the street would need to be modified to allow outbound left-turns. Direct outbound vehicles from the project site would include both trips from the Starbucks, Panda Express, and Hoss Lee Academy. Those movements would need to find gaps in through traffic, which frequently spills back beyond this driveway during peak hours (i.e., not too dissimilar to the situation present at Whyte Avenue currently).

Considering the turning movement challenges at the project driveway and Whyte Avenue, as well as the above safety concerns, the following Conditions of Approval are recommended for the Starbucks Store to address the potential project timing issue:

- Prior to the opening of the Starbucks Store, a traffic signal shall be present and operational at the project driveway on Auburn Boulevard (situated in the correct ultimate location).
- In the event the Starbucks applicant chooses to advance the construction of the traffic signal at their own expense, they shall be required to submit to the City of Citrus Heights a recommended traffic signal coordination plan that would interconnect the new signal with the signal at the I-80 EB Ramps.

City of Roseville staff mentioned during a conference call (held on February 8, 2023) that they would require a more detailed site plan and additional analysis before they would consider any types of recommendations or Conditions of Approval for the Panda Express or any other use on the north parcel.

Chapter 5. **Project Access and On-Site Circulation Review**

This chapter evaluates project access, on-site circulation and expected vehicle queues at the Starbucks drive-through lane.

PROJECT ACCESS

Driveway Throat Depths

Chapter 3 demonstrated that the Panda Express Restaurant driveway on Whyte Avenue would have adequate on-site stacking for exiting traffic. This is important because lack of on-site storage could block the path of inbound traffic, causing vehicles to queue back onto the adjacent public street.

However, the Starbucks store driveway on Auburn Boulevard would not have adequate throat depth. To provide an adequate throat depth, Fehr & Peers recommends the following (under an assumed condition where the new traffic signal is constructed):

- Remove the first 4 parking spaces on the south side of the driveway and extend the centerline striping 100 feet within the site. This improvement is illustrated on **Figure 8.**

Vehicular Ingress from Whyte Avenue

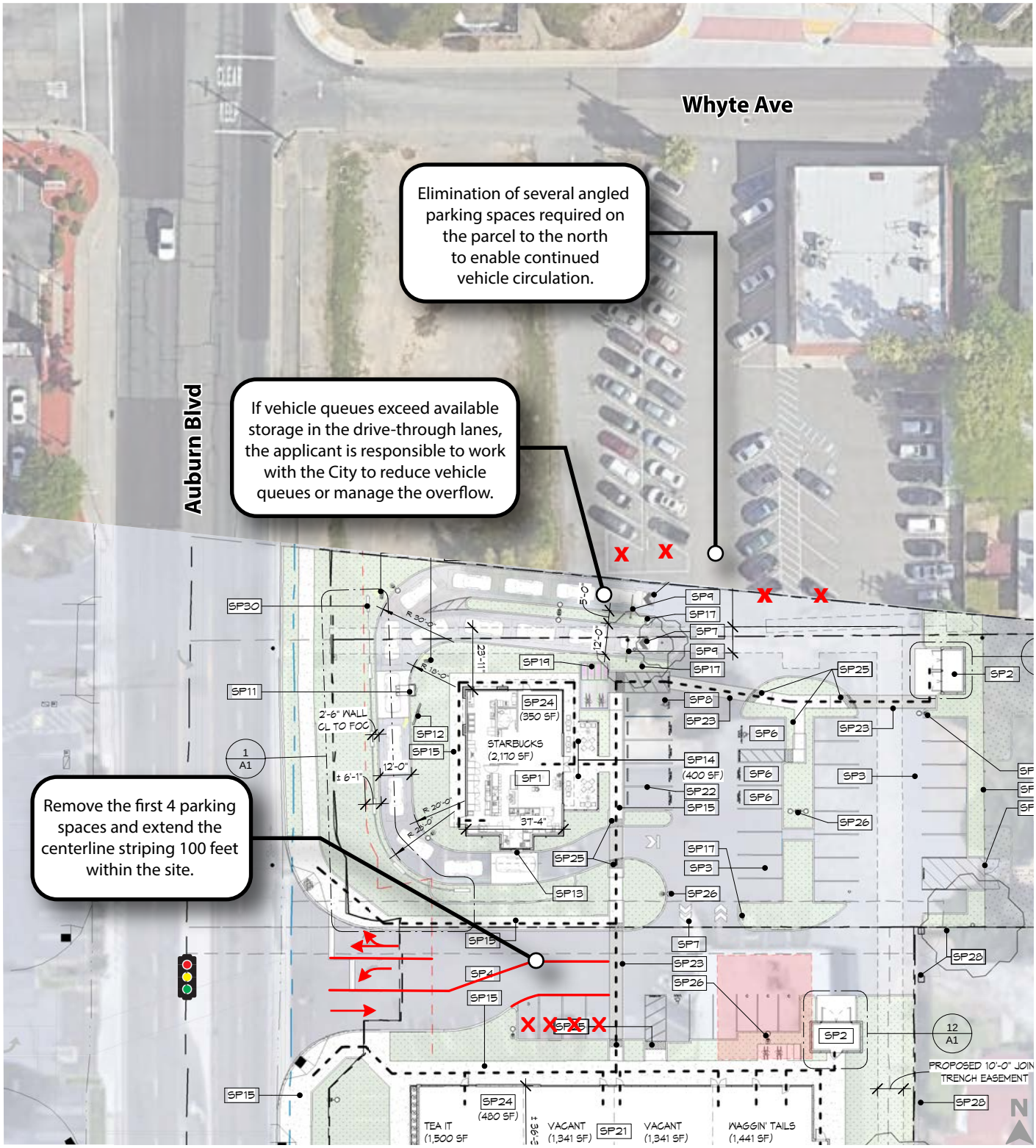
City of Roseville design standards do not require construction of left or right turn lanes into project driveways on collector streets, such as Whyte Avenue. Thus, no modifications to Whyte Avenue at this driveway are necessary.

Vehicular Ingress from Auburn Boulevard

Access to the Starbucks Store driveway was analyzed under Existing Plus Project (ultimate) conditions. As shown in Table 11, the storage length from the *Auburn Boulevard Complete Streets* project would be adequate to contain the southbound left turn AM/PM peak hour maximum vehicle queues.

Auburn Boulevard/Whyte Avenue Southeast Corner Modifications

The project site plan indicates that the southeast corner of this intersection would be reconstructed to have a 25 to 30 feet curb return radius. This design will better accommodate buses that turn right from northbound Auburn Boulevard versus the current approximately 10-foot curb return.



\\fpgisdevApp01\DevGIS\Library\ServiceMXDs\RS\RS224192_Starbucks_Auburn_Blvd\RS224192_Starbucks_Auburn_Blvd\RS224192_Starbucks_Auburn_Blvd.aprx

— Striping (not raised)

Figure 8

Project Recommendations for Starbucks Store

Whyte Avenue Improvements

The site plan indicates that the existing edge of pavement on the south side of Whyte Avenue along the project frontage will be upgraded in its current location. The site plan does not show sufficient details to confirm whether curb, gutter, and sidewalk would be provided.

ON-SITE CIRCULATION

The Starbucks Coffee store includes a drive-through entrance situated at the north property boundary. If Starbucks is constructed and Panda Express is not, the current angled parking lot to the north would remain and become a circulation constraint. Specifically, vehicles traveling in the southbound direction (from Whyte Avenue) would be unable to turn left to access the northbound return parking aisle or access the Starbucks drive-through lane (due to insufficient driveway width). To address this issue, Fehr & Peers recommends the following:

- The project should ensure that circulation in the north parcel is maintained by eliminating several angled parking spaces on the north parcel as shown on Figure 8.

As described previously, the Panda Express restaurant would result in the loss of 28 off-street existing parking spaces on the north parcel that are currently utilized by the Hoss Lee Academy. In fact, during the December 1, 2022, field observations, parking demands from that center extended into vacant parking stalls on the south parcel. With both projects constructed, Hoss Lee Academy parking may occupy parking spaces adjacent to the Panda Express restaurant. This, in turn, could potentially lead to isolated parking shortfalls in some areas of the two projects. To the extent this occurs, there is potential for overflow parking demand to occur along Whyte Avenue. To address these conditions, the following are recommended:

- City of Roseville and Citrus Heights staff should evaluate the joint parking requirements and adequacy of parking supply for the two projects. Between 8:30 AM and 4:00 PM, the Hoss Lee Academy has a parking demand in the range of 50 to 60 spaces (as evidenced on December 1, 2022, and as shown in the Google Maps aerial taken on a weekday morning).

- The project architect for the Panda Express restaurant should evaluate the potential to reconfigure parking directly south of the Hoss Lee Academy building to increase the parking yield.

- City of Roseville staff should identify where on-street parking should be permitted versus prohibited along the project's frontage on Whyte Avenue. Conditions to consider include maintaining a clear sight distance triangle at the project driveway and the Louis/Orlando driveway on the north side of the street, the varying width of Whyte Avenue, and other factors.

The portion of the project site plan showing the Panda Express restaurant does not contain the necessary site plan element details to allow for a comprehensive on-site circulation review. Driveway widths are not shown, and it is not clear whether sidewalks or pedestrian linkages would be provided along the project's public street frontages. Additional review would be required to evaluate these, and other details.

STARBUCKS DRIVE-THROUGH QUEUING

The site plan shows approximately 345 feet of total available storage in the Starbucks drive-through lane, with the first 200 feet of storage split between two ordering lanes. Fehr & Peers conducted average length queuing distance measurements at two Starbucks drive-through locations in the Sacramento region in July 2022. The two stores exhibited an average distance occupied of about 23 feet per vehicle. If the proposed store has the same type of vehicle fleet and driver behaviors, the drive-through lane would have storage for about 15 vehicles. Note that the site plan shows 17 vehicles that could be stored within the drive-through lane.

As described in Chapter 3, weekday traffic data was collected at two existing Starbucks drive-through locations in June 2022. In addition to collecting trip generation data, the following additional data was collected between 6:30 AM and 9:30 AM:

- Maximum queues (in vehicles) in 15-minute increments
- Service rate (i.e., the rate at which the drive-through window processes vehicles)

The data showed that both Starbucks locations had comparable drive-through operations. Both locations had an AM peak hour maximum queue of 9 drive-through vehicles. One location served an average of 1.03 vehicles per minute, while the other served an average of 1.10 vehicles per minute, which represents a difference in terms of service rate of less than 7 percent. This data suggests that if the proposed Starbucks store operates at a service rate similar to that observed at the Starbucks data collection locations, then the available drive-through storage would be sufficient to contain the expected vehicle queue of 9 vehicles during the AM peak hour without queues extending into the adjacent parking lot. However, if the service rate at the proposed Starbucks is considerably lower than 1.03 vehicles per minute, maximum drive-through queues would extend beyond 9 vehicles.

PROJECT RECOMMENDATIONS

Table 12 summarizes project recommendations and provides additional background, reasoning, effectiveness, and/or other information. These recommendations pertain only to the Starbucks store. Based on the conference call held on February 8, 2023, the City of Roseville will require a more detailed site plan and additional analysis before they would consider any types of recommendations or Conditions of Approval for the Panda Express or any other use on the north parcel. Additional analysis would include evaluations of

parking overflow at Hoss Lee Academy, permitted versus prohibited on-street parking on Whyte Avenue, internal circulation, drive-through queuing, and other topics related to circulation and access.

Table 12: Recommendations for Starbucks Store

Recommendation	Notes
Interim Conditions (Prior to Implementation of *Auburn Boulevard Complete Streets* Project)	
Prior to the opening of the Starbucks Store, a traffic signal shall be present and operational at the project driveway on Auburn Boulevard (situated in the correct ultimate location).	The signalized intersection should be consistent with the lane configurations and signal timing/phasing parameters of the *Auburn Boulevard Complete Streets* plan.
In the event the Starbucks applicant chooses to advance the construction of the traffic signal at their own expense, they shall be required to submit to the City of Citrus Heights a recommended traffic signal coordination plan that would interconnect the new signal with the signal at the I-80 EB Ramps.	Signal coordination is consistent with the *Auburn Boulevard Complete Streets* project.
Ultimate Conditions (With Implementation of *Auburn Boulevard Complete Streets* Project)	
Remove the first 4 parking spaces on the south side of the signalized project driveway on Auburn Boulevard and extend the centerline striping 100 feet within the site.	This is necessary under the scenario where a traffic signal is installed due to inadequate throat depth. See Figure 8 for illustrative purposes.
Eliminate several angled parking spaces on the very south portion of the north parcel.	This is necessary to maintain continued vehicle circulation on the north parcel.
If the City Engineer observes that vehicle queues exceed available storage in the Starbucks drive-through lanes and extend into the adjacent parking lot, the applicant is responsible to work with the City to reduce vehicle queues or manage the overflow.	This study suggests that if the proposed Starbucks store operates at a service rate similar to that observed at the data collection locations, then the available drive-through storage would be sufficient to contain the expected vehicle queue of 9 vehicles during the AM peak hour.

Source: Fehr & Peers, 2023.

Attachment 5

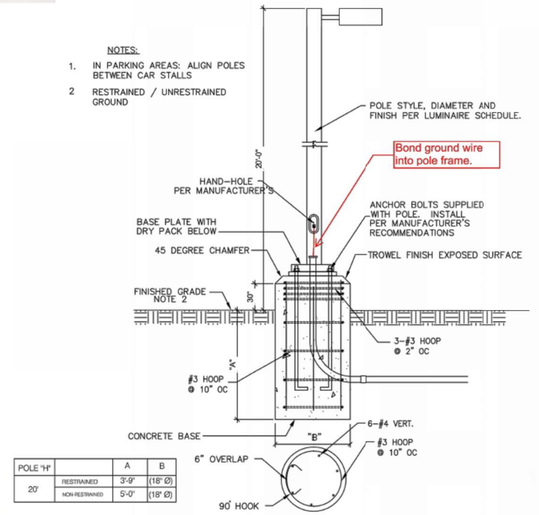
PROPOSED SITE PLAN
1" = 30'-0"

SITE PLAN LEGEND

- PROPERTY LINE
- ADJACENT PARCELS PROPERTY LINE
- (E) R.O.W.
- (E) OR PROPOSED EASEMENT
- ACCESSIBLE PATH OF TRAVEL
- (N) LANDSCAPE PLANTERS, SEE LANDSCAPE PLAN

SITE PLAN KEYNOTES

SP1	(N) BUILDING
SP2	(N) COVERED TRASH ENCLOSURE WITH NEW KEYED FROST-FREE RECESSED HOSE BIB ACCESSIBLE TO TRASH ENCLOSURE. HOSE BIB SHALL BE CONNECTED TO 1/2" COPPER PIPE AND EXPOSED AND VISIBLE FOR TENANTS CONNECTION.
SP3	PARKING LOT WITH AC PAVING
SP4	(N) SITE ACCESS DRIVEWAY
SP5	(E) FREESTANDING INTERNALLY ILLUMINATED MONUMENT SIGN TO REMAIN
SP6	(N) CLEAN AIR/VANPOOL/EV PARKING SPACE, TYP. OF 3 (ONE VAN ACCESSIBLE)
SP7	(N) THERMOPLASTIC SITE WAYFINDING DIRECTIONAL ARROWS- INCOMING ARROWS SHALL BE GREEN, OUTGOING ARROWS SHALL BE WHITE
SP8	(N) VAN ACCESSIBLE PARKING SPACE WITH ACCESSIBLE PARKING SIGN
SP9	(N)HEIGHT RESTRICTION BAR
SP10	(N) PREVIEW MENU BOARD
SP11	(N) DIGITAL ORDER SCREEN, CANOPY AND DETECTOR LOOP
SP12	(N) ORDER MENU BOARD
SP13	(N) DRIVE THRU TRANSACTION WINDOW
SP14	OUTDOOR SEATING AT CONCRETE PATIO WITH PERIMETER RAILING
SP15	(N) SIDEWALK
SP16	(N) CONCRETE WHEELSTOP, TYP.
SP17	(N) FREESTANDING INTERNALLY ILLUMINATED DIRECTIONAL SIGNAGE
SP18	(N) SHORT TERM BICYCLE PARKING
SP19	(N) LONG TERM BICYCLE PARKING
SP20	(E) BUILDING TO BE REMOVED
SP21	(E) BUILDING TO REMAIN
SP22	(N) MOBILE ORDER PARKING SPACE, TYP. OF 4
SP23	(N) MARKING AT PEDESTRIAN CROSSING IN VEHICULAR AREA
SP24	INDOOR SEATING AREA
SP25	(N) CURB RAMP W/ TRUNCATED DOMES, TYP.
SP26	(N) POLE LIGHT, TYP. SEE PHOTOMETRIC PLAN
SP27	(E) FENCE TO BE REMOVED & REPLACED, SEE 8/A1 FOR (N) FENCE DESIGN
SP28	(E) FENCE & ACCESS GATE TO ADJ. RESIDENTIAL LOT TO REMAIN
SP29	(N) GATE ACCESS TO BACK OF LOT
SP30	(N) DRIVE THRU LANE SCREEN WALL, SEE 142/A1



POLE "H"		A	B
20'	RESTRAINED	3'-9"	(18" Ø)
	NON-RESTRAINED	5'-0"	(18" Ø)

LIGHT POLE DETAIL

Scale: N.T.S.

PROJECT NORTH

REVISIONS		
#	Date	Description

PROJECT FOR:
STARBUCKS + RETAIL
8550 & 8516 AUBURN BLVD.
CITRUS HEIGHTS, CA 95610

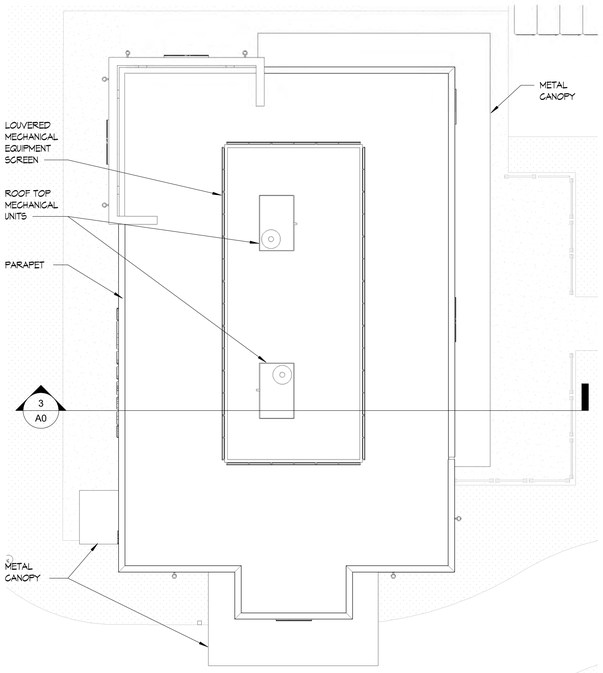
MCCANDLESS & ASSOCIATES ARCHITECTS, INC.
420 1/2 FIRST STREET, SUITE 204
WOODLAND, CA 95695
PH (530) 662-4148
www.mccandlessarch.com

PROPOSED SITE PLAN

DESIGN REVIEW

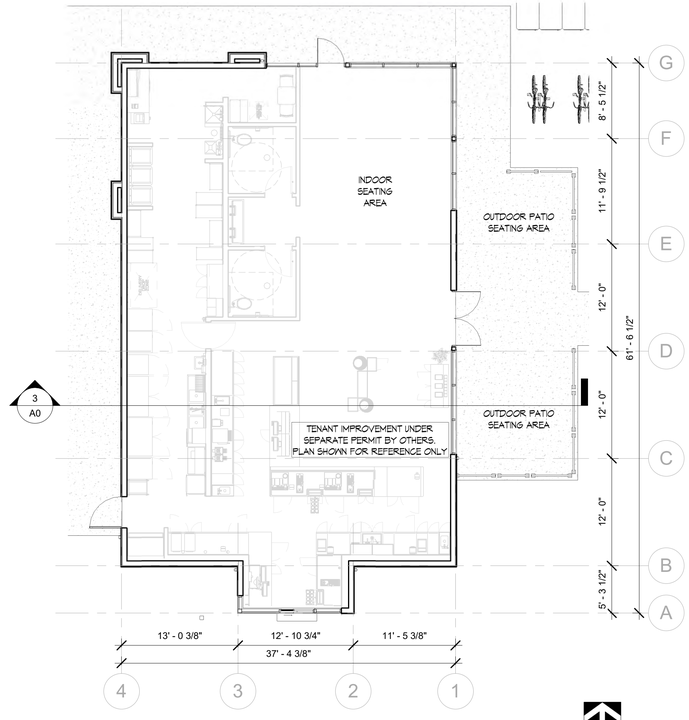
DRAWN	MAA
CHECKED	MAA
DATE	04/24/2023
SCALE	As indicated
JOB #	18-155
SHEET	A2

Attachment 6



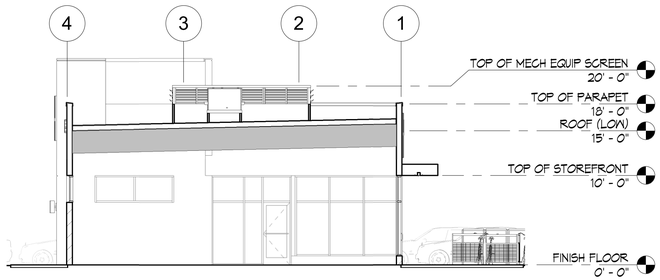
2 PROPOSED ROOF PLAN
1/8" = 1'-0"

PROJECT NORTH



1 PROPOSED FLOOR PLAN
1/8" = 1'-0"

PROJECT NORTH



3 BUILDING CROSS SECTION
1/8" = 1'-0"

5 NORTHWEST PERSPECTIVE VIEW OF (E) BLDG.

PROJECT CONTACTS

CLIENT
COASTAL STAR PARTNERS, LLC
851 JEFFERSON BLVD.
WEST SACRAMENTO, CA 95691
PH: (415) 987-9044
ATTN: CALLIE HUFF

ARCHITECT
MCCANDLESS & ASSOCIATES ARCHITECTS, INC.
428 1/2 FIRST STREET
WOODLAND, CA 95695
PH: (530) 662-9146
ATTN: BILL MCCANDLESS

CIVIL ENGINEER
RSC ENGINEERING, INC.
1420 ROCKY RIDGE DRIVE
SUITE 150
ROSEVILLE, CA 95661
PH: (916) 788-2884
ATTN: JAI SINGH, PE

LANDSCAPE ARCHITECT
GARTH RUFFNER LANDSCAPE ARCHITECT
4120 DOUGLAS BLVD.
SUITE 306, PMB 301
ROSEVILLE, CA 95746
PHONE: (916) 797-2516
ATTN: GARTH RUFFNER

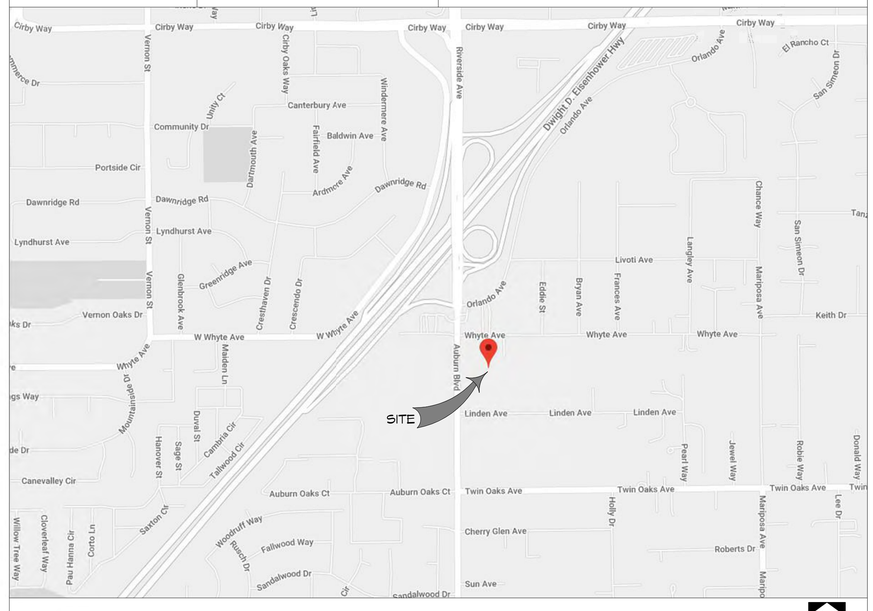
PARKING ANALYSIS

EXISTING PARKING SPACES	38 SPACES (EXCLUDING NAGGIN' TAILS YARD AREA)
PARKING REQUIREMENTS	
RESTAURANT:	ONE PARKING SPACE PER 50 SQUARE FEET OF SEATING AREA (INDOOR AND OUTDOOR)
RETAIL / ANIMAL CARE:	ONE PARKING SPACE PER 250 S.F. OF FLR. AREA
REQUIRED PARKING	
STARBUCKS:	±350 S.F. TOTAL OF INDOOR SEATING & ±400 S.F. OF OUTDOOR SEATING AREAS TO BE PROVIDED = ±750 S.F. 750 / 50 = 15 SPACES REQUIRED
TEA IT:	±480 S.F. TOTAL OF INDOOR SEATING TO BE PROVIDED 480 / 50 = 10 SPACES REQUIRED
RETAIL / ANIMAL CARE::	(E) TENANT B - VACANT: 1,341 S.F. (E) TENANT C - VACANT: 1,341 S.F. (E) TENANT D - NAGGIN' TAILS: 1,441 S.F. SUBTOTAL 4,123 S.F. RETAIL + ANIMAL CARE: 1 PKG. SPACE REQ'D FOR EA. 250 S.F. OF FLR. AREA 4,123 / 250 = 17 SPACES REQUIRED
TOTAL SPACES REQUIRED	15 + 10 + 17 = 42 SPACES POSSIBLE PARKING REDUCTIONS: -15% FOR TRANSIT SUPPORT (BIKE LOCKERS) 15% OF 42 = -6 SPACES 42 - 6 = **36 TOTAL SPACES REQUIRED**
ACCESSIBLE SPACES REQUIRED	2 ACCESSIBLE SPACES
CLEAN AIR/CARPOOL/EV REQUIRED	1 CLEAN AIR/CARPOOL/EV SPACE - REQ'D AT (N) BLDG. ONLY
PARKING PROVIDED	
STANDARD SPACES	24 SPACES
STANDARD (MOBILE ORDER) SPACES	4 SPACE
COMPACT SPACES	5 SPACES
ACCESSIBLE SPACES	2 VAN ACCESSIBLE SPACE
CLEAN AIR/CARPOOL/EV	3 (1 VAN ACCESSIBLE) - REQ'D AT (N) BLDG. ONLY
TOTAL:	**A TOTAL OF 38 SHARED SPACES ARE PROVIDED**
DRIVE-THRU STACKING	RESTAURANTS REQ. MIN. 120' ORDER PT TO P/U WIN.
BICYCLE PARKING	REQUIRED AT (N) BUILDING ONLY. REQUIRED / PROVIDED SHORT TERM: 1 SPACES / 8 SPACES LONG TERM: 1 SPACES / 6 SPACES

PROJECT DATA

PROJECT DESCRIPTION:	NEW STARBUCKS BUILDING WITH DRIVE-THRU (SHELL ONLY), PARTIAL REMOVAL OF EXISTING RETAIL BUILDING, SITE IMPROVEMENTS
JURISDICTION:	CITY OF CITRUS HEIGHTS, SACRAMENTO COUNTY
ZONING:	SPECIAL PLANNING AREA (SPA) AUBURN BLVD. COMMERCIAL (ABC) GATEWAY DISTRICT COMMERCIAL CENTER (GDCC)
PARCEL NUMBERS:	204-000-0010-001, 411-0010-002, 411-0010-017
BUILDING CODE:	2019 CALIFORNIA BUILDING CODE 2019 CALIFORNIA MECHANICAL CODE 2019 CALIFORNIA ELECTRICAL CODE 2019 CALIFORNIA PLUMBING CODE 2019 CALIFORNIA FIRE CODE 2019 CALIFORNIA ENERGY CODE 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE ALL LOCAL ORDINANCES
OCCUPANCY TYPE:	(E) BUILDING: GROUP A2 (TEA'T), GROUP M (RETAIL), GROUP B (NAGGIN' TAILS ANIMAL CARE) (N) BUILDING: GROUP A2 (FUTURE TENANT - STARBUCKS)
BUILDING TYPE:	TYPE V-B, UNSPRINKLERED
ALLOWABLE AREA:	A-2: 6,000 S.F. MAX. B, M: 9,000 S.F. MAX.
SITE AREA:	.17 ACRES + 1.4 ACRES + .66 ACRES = 2.23 ACRES AREA OF WORK = 1.54 ACRES (EXCLUDES 0.69 ACRES OCCUPIED BY NAGGIN' TAILS DOGGIE DAY CARE AT EAST SIDE OF PARCEL)
BUILDING AREA:	AREA DEMOLISHED: -1,441 SF (LIQUOR STORE); -180 SF (KIOSK); -1,601 SF TOTAL PROPOSED: (E) BLDG. 5,623 SF; (N) BLDG. 2,170 SF COVERED AREA: 2,941 SF; 440 SF TOTAL AREA: 8,564 SF; 2,610 SF
BUILDING HEIGHT:	MAXIMUM 40 FEET; PROPOSED 20 FEET, 1 STORY
FLOOR AREA RATIO:	MAXIMUM FAR = 0.60 FOR COMMERCIAL PROPOSED FAR = 0.12
BUILDING SETBACKS:	AUBURN BLVD. FRONTAGE: MINIMUM REQUIRED 5' REAR: 20' SIDE (INTERIOR): 20'

SHEET INDEX



VICINITY MAP

PROJECT NORTH

REVISIONS

#	Date	Description

PROJECT FOR:
STARBUCKS + RETAIL
8550 & 8516 AUBURN BLVD.
CITRUS HEIGHTS, CA 95610

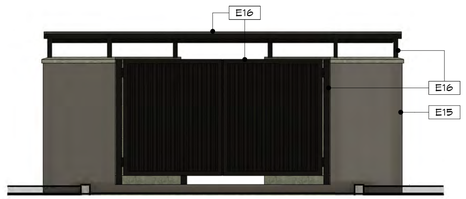
MCCANDLESS & ASSOCIATES ARCHITECTS, INC.
428 1/2 FIRST STREET, SUITE 204
WOODLAND, CA 95695
PH (530) 662-9146
www.mccandlessarch.com

TITLE SHEET

DESIGN REVIEW

DRAWN	MAA
CHECKED	MAA
DATE	04/24/2023
SCALE	1/8" = 1'-0"
JOB #	18-155
SHEET	A0

2 DRIVE THRU SCREEN WALL ELEVATION
3/16" = 1'-0"



14 TRASH ENCLOSURE - (E) BLDG. - NORTH ELEVATION
1/4" = 1'-0"

11 TRASH ENCLOSURE - (E) BLDG. - EAST ELEVATION
1/4" = 1'-0"

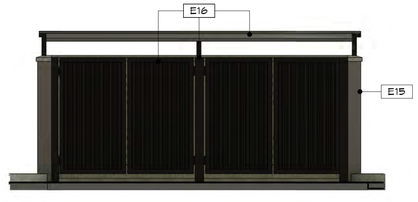
8 TRASH ENCLOSURE (SBX) - NORTH ELEVATION
1/4" = 1'-0"

5 TRASH ENCLOSURE (SBX) - EAST ELEVATION
1/4" = 1'-0"

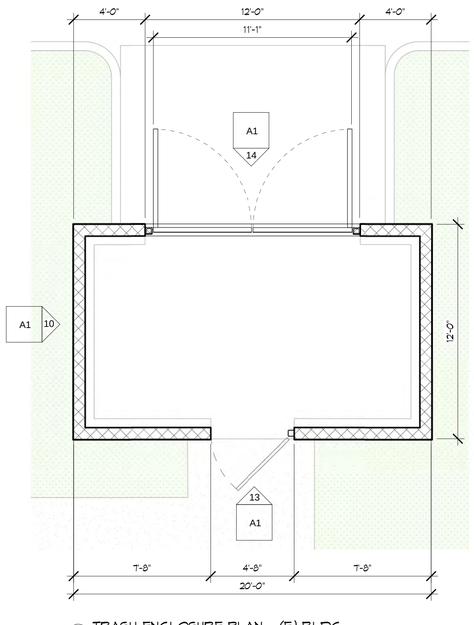
13 TRASH ENCLOSURE - (E) BLDG. - SOUTH ELEVATION
1/4" = 1'-0"

10 TRASH ENCLOSURE - (E) BLDG. - WEST ELEVATION
1/4" = 1'-0"

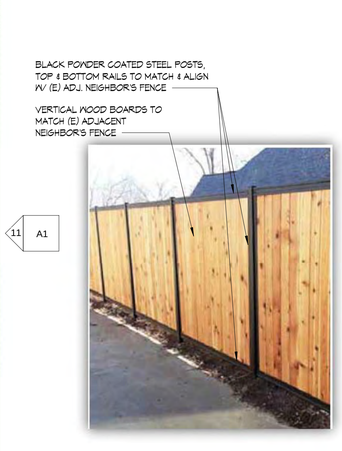
7 TRASH ENCLOSURE (SBX) - SOUTH ELEVATION
1/4" = 1'-0"



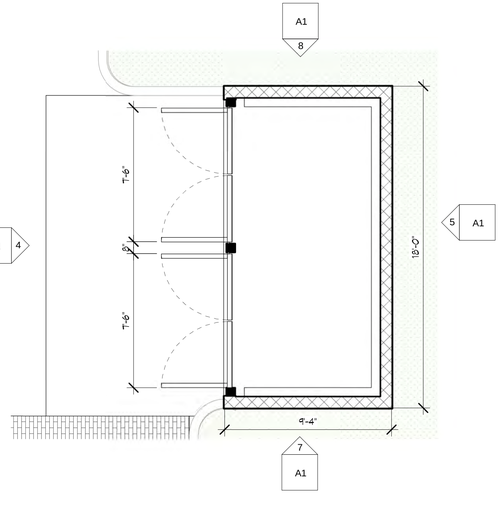
4 TRASH ENCLOSURE (SBX) - WEST ELEVATION
1/4" = 1'-0"



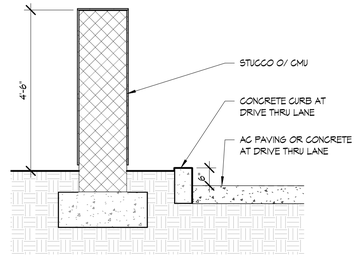
12 TRASH ENCLOSURE PLAN - (E) BLDG.
1/4" = 1'-0"



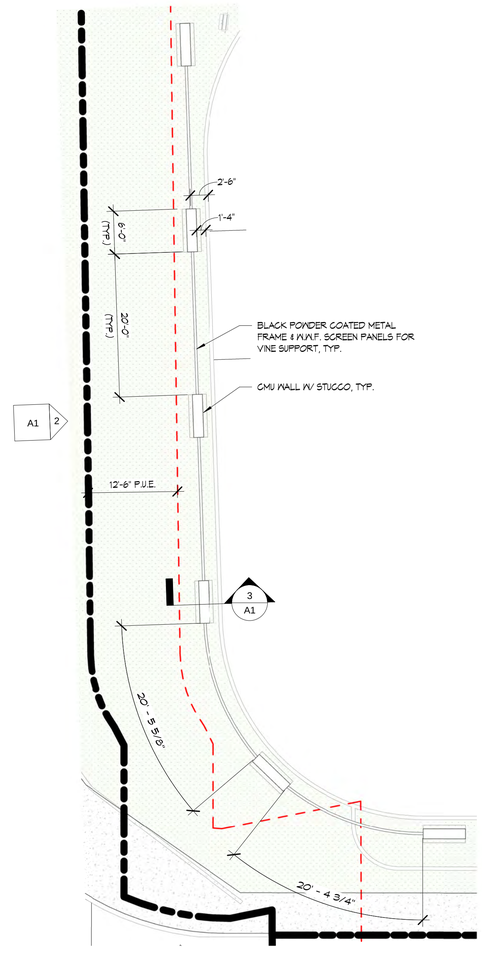
9 (N) WOOD FENCE



6 TRASH ENCLOSURE PLAN - SBX
1/4" = 1'-0"



3 SCREEN WALL SECTION
1/2" = 1'-0"



1 PLAN OF DRIVE LANE THRU SCREEN WALL
1" = 10'-0"

EXTERIOR ELEVATION KEYNOTES

E15	STUCCO O/ CMU, PAINT COLOR: BENJAMIN MOORE 'SILHOUETTE' (AF-655)
E16	STEEL FRAME & CORRUGATED METAL PANELS AT TRASH ENCLOSURE ROOF & GATES, PAINT COLOR: DARK BRONZE
E17	STEEL FRAME W/ 3"X3" BLACK VINYL COATED W.V.F. PANELS AT DRIVE THRU SCREEN W.M.F. FRAME PAINT COLOR: DARK BRONZE

MATERIALS

STUCCO
SHERWIN WILLIAMS
"DOVETAIL" (SW7018)

STEEL FRAME & CORRUGATED PANELS
DARK BRONZE

STUCCO AT TRASH ENCLOSURE & (N) DRIVE THRU SCREEN WALL
BENJAMIN MOORE "SILHOUETTE"
(AF-655)

REVISIONS

#	Date	Description

PROJECT FOR:
STARBUCKS + RETAIL
8550 & 8516 AUBURN BLVD.
CITRUS HEIGHTS, CA 95610

MCCANDLESS & ASSOCIATES ARCHITECTS, INC.
428 1/2 FIRST STREET, SUITE 204
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PH ▲ (530) 662-4148
www.mccandlessarch.com

SCREEN WALL & TRASH ENCLOSURE
DESIGN REVIEW

DRAWN	Author
CHECKED	Checker
DATE	09/23/2022
SCALE	As indicated
JOB #	18-155
SHEET	A1

1 PROPOSED EAST ELEVATION
1/8" = 1'-0"

2 PROPOSED NORTH ELEVATION
1/8" = 1'-0"

3 PROPOSED WEST ELEVATION
1/8" = 1'-0"

4 PROPOSED SOUTH ELEVATION
1/8" = 1'-0"

EXTERIOR ELEVATION KEYNOTES

E1	3-COAT STUCCO, PAINT COLOR: SHERWIN WILLIAMS "DOVETAIL" (SW7018)
E2	THIN BRICK: ENDICOTT 1/2" MODULAR VELOUR, COLOR: MANGANESE BROWN
E3	COMPOSITE VERTICAL SIDING, NEWTECHWOOD UH58, COLOR: PERUVIAN TEAK
E4	ALUMINUM CANOPY WITH RECESSED CAN LIGHTING, ALUCOBOND, COLOR FOCUS BLACK
E5	ALUMINUM STOREFRONT, COLOR: DARK BRONZE, GLAZING: CLEAR
E6	FLUSH METAL DOOR & FRAME
E7	ALUMINUM PARAPET CAP, PAINT, COLOR: DARK BRONZE
E8	INTERNALLY ILLUMINATED 8" MIN ADDRESS NUMBERS, COLOR WHITE
E9	INTERNALLY ILLUMINATED BUILDING MOUNTED SIGNAGE, UNDER SEPARATE PERMIT
E10	WALL SCONCE, COLOR: DARK BRONZE
E12	EXTRUDED ALUMINUM LOUVERED EQUIPMENT SCREEN. COLOR: ARCHITECTURAL LOUVERS MEDIUM BRONZE
E13	METAL DOWNSPOUT, PAINT COLOR: DARK BRONZE
E14	ALUMINUM COMPOSITE PANEL SIDING: ALUCOBOND PLUS RAINSCREEN 1, COLOR: FOCUS BLACK

MATERIALS

STUCCO
SHERWIN WILLIAMS
"DOVETAIL" (SW7018)

THIN BRICK VENEER
ENDICOTT 1/2" MODULAR VELOUR
COLOR: MANGANESE BROWN

VERTICAL COMPOSITE SIDING
NEWTECHWOOD UH58
COLOR: PERUVIAN TEAK

ALUMINUM COMPOSITE PANEL SIDING & METAL CANOPY
ALUCOBOND, COLOR FOCUS BLACK II

STARBUCKS

REVISIONS

#	Date	Description

PROJECT FOR:
STARBUCKS + RETAIL
8550 & 8516 AUBURN BLVD.
CITRUS HEIGHTS, CA 95610

MCCANDLESS & ASSOCIATES ARCHITECTS, INC.
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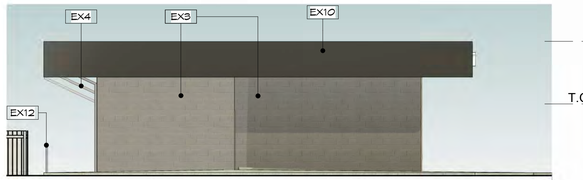
WOODLAND, CA 95695
PH (530) 662-4148
www.mccandlessarch.com

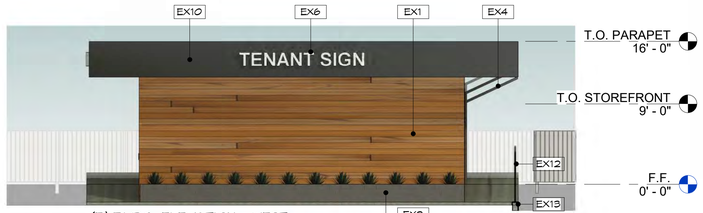
PROPOSED ELEVATIONS

DESIGN REVIEW

DRAWN	MAA
CHECKED	MAA
DATE	09/23/2022
SCALE	As indicated
JOB #	18-155
SHEET	A3

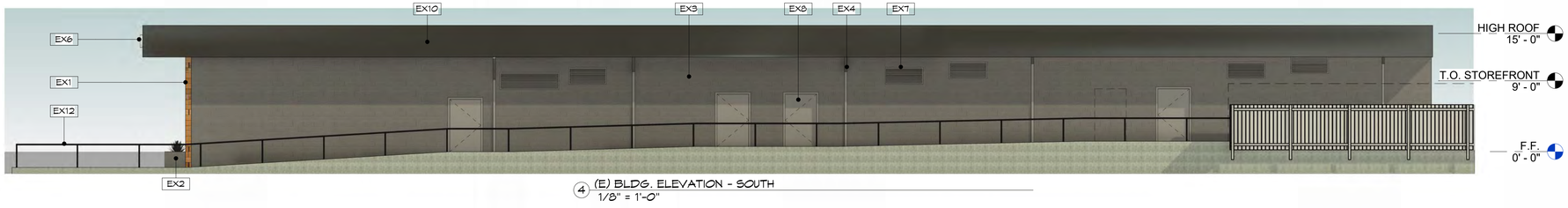


1 (E) BLDG. ELEVATION - EAST
1/8" = 1'-0"



3 (E) BLDG. ELEVATION - WEST
1/8" = 1'-0"

2 (E) BLDG. ELEVATION - NORTH
1/8" = 1'-0"



4 (E) BLDG. ELEVATION - SOUTH
1/8" = 1'-0"

EXISTING BUILDING

EXISTING BUILDING - EAST ELEVATION

EXISTING BUILDING - NORTH ELEVATION AT BREEZEWAY

EXISTING BUILDING - NORTH ELEVATION

EXISTING BUILDING - NORTH ELEVATION AT PORTION OF BUILDING TO BE DEMOLISHED

EXISTING BUILDING - WEST ELEVATION

EXISTING BUILDING - SOUTH ELEVATION

PHOTOGRAPHS OF EXISTING BUILDING

EXTERIOR ELEVATION KEYNOTES

EX1	(E) EXTERIOR WALL TO REMAIN W/ (N) 1x8 HORIZONTAL WOOD CLADDING
EX2	(E) CMU PLANTER TO REMAIN. (N) PAINT COLOR: SHERWIN WILLIAMS "GAUNTLET GRAY" (SW-7019)
EX3	(E) CMU EXTERIOR WALL TO REMAIN. (N) PAINT COLOR: SHERWIN WILLIAMS "GAUNTLET GRAY" (SW-7019)
EX4	(E) METAL GUTTERS & DOWNSPOUTS TO REMAIN. (N) PAINT COLOR SHALL MATCH ADJACENT WALL OR FASCIA.
EX5	(E) STUCCO O/ CMU EXTERIOR WALL TO REMAIN. (N) PAINT COLOR: SHERWIN WILLIAMS "GAUNTLET GRAY" (SW-7019)
EX6	(N) INTERNALLY ILLUMINATED BUILDING MOUNTED SIGNAGE (SHOWN FOR REFERENCE ONLY), UNDER SEPARATE PERMIT
EX7	(E) METAL LOUVERED OPENINGS TO REMAIN. (N) PAINT COLOR: MATCH ADJ. WALL COLOR
EX8	(E) METAL DOORS & FRAMES TO REMAIN. (N) PAINT COLOR: MATCH ADJ. WALL COLOR
EX9	(E) STOREFRONT TO REMAIN, TYP.
EX10	(N) PAINTED METAL FASCIA. PAINT COLOR: MATCH ALUCOBOND FOCUS BLACK II
EX12	(E) METAL RAILING TO REMAIN. (N) PAINT COLOR: SHERWIN WILLIAMS "GAUNTLET GRAY" (SW-7019)
EX13	(E) CONCRETE WALK & RETAINING WALL TO REMAIN

MATERIALS

(E) BUILDING - EXTERIOR WALLS (STUCCO, CMU)
SHERWIN WILLIAMS "GAUNTLET GRAY" (SW7019)

(E) BUILDING - (N) HORIZONTAL WOOD CLADDING
THERMORY KODIAK SPRUCE CLADDING - 1x8
GROOVED C15 (JEM) SEALED TO MAINTAIN
ORIGINAL COLOR

(N) METAL FASCIA
PAINT COLOR TO MATCH ALUCOBOND
FOCUS BLACK II

REVISIONS

#	Date	Description

PROJECT FOR:
STARBUCKS + RETAIL
8550 & 8516 AUBURN BLVD.
CITRUS HEIGHTS, CA 95610

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428 1/2 FIRST STREET, SUITE 204
WOODLAND ▲ CA 95695
PH ▲ (530) 662-4148
www.mccandlessarch.com

EXISTING BUILDING ELEVATIONS

DESIGN REVIEW

DRAWN	MAA
CHECKED	MAA
DATE	04/24/2023
SCALE	As indicated
JOB #	18-155
SHEET	A4

Attachment 8

FF=163.50
PAD=162.33

AUBURN BLVD.

VARIES

1 inch = 10 ft.

CURB CUTS WITH ROCK LINED SWALE

ENGSTROM PROPRIETIES, INC.

REV NO.	DATE	DESCRIPTION	ENG INT.	BY	DATE CITY APPROVED

RSC ENGINEERING
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661 Fax:916.788.4408
Ph:916.788.2884

PROJECT NO:	270-002
DRAWN BY:	RSC Eng
CHECKED BY:	RSC Eng
DESIGNED BY:	RSC Eng

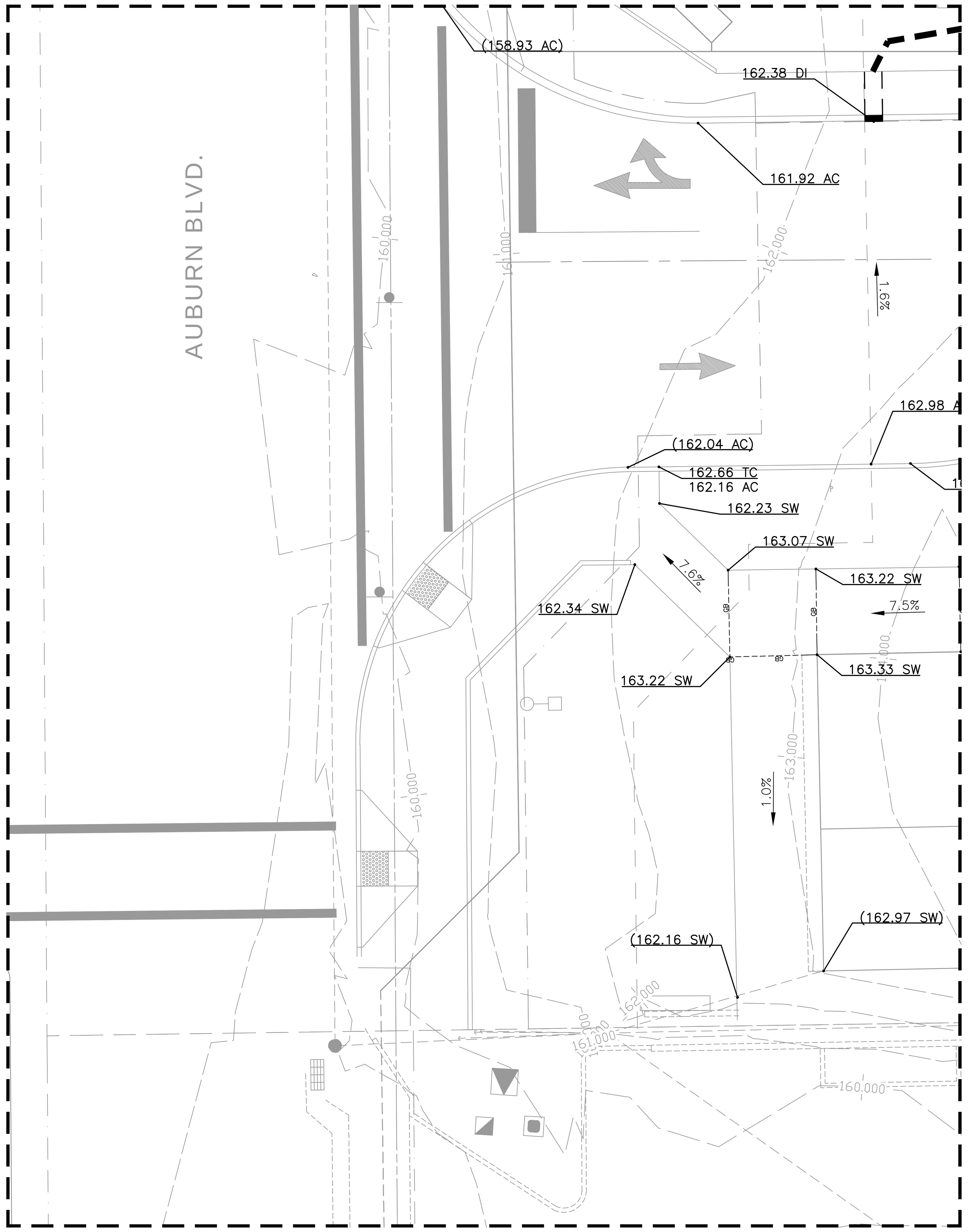
PRELIMINARY PLANS FOR
Auburn & Whyte
STARBUCKS
CITRUS HEIGHTS, CA

SHEET TITLE
PRELIMINARY GRADING PLAN

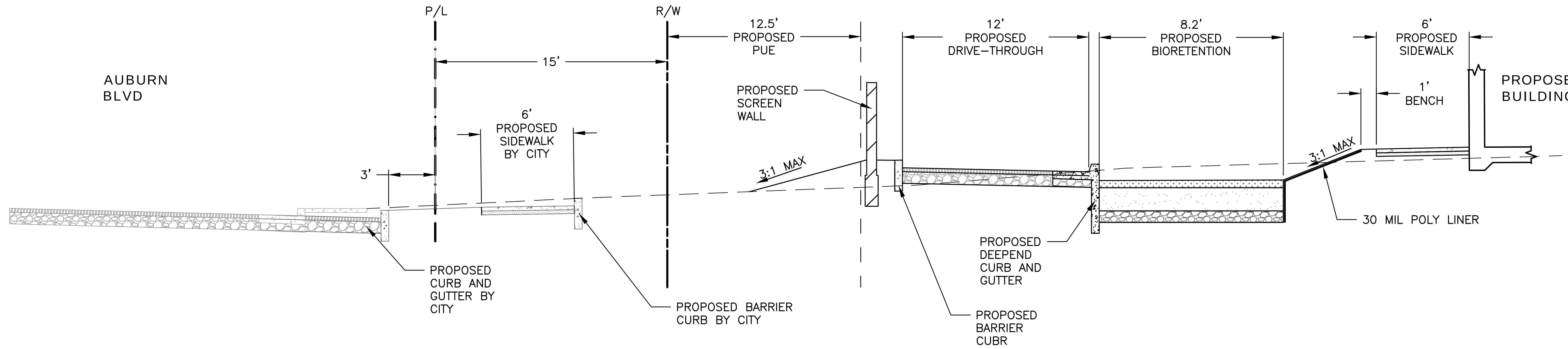
SHEET NO.
GR1

DATE: SEPTEMBER 29, 2022

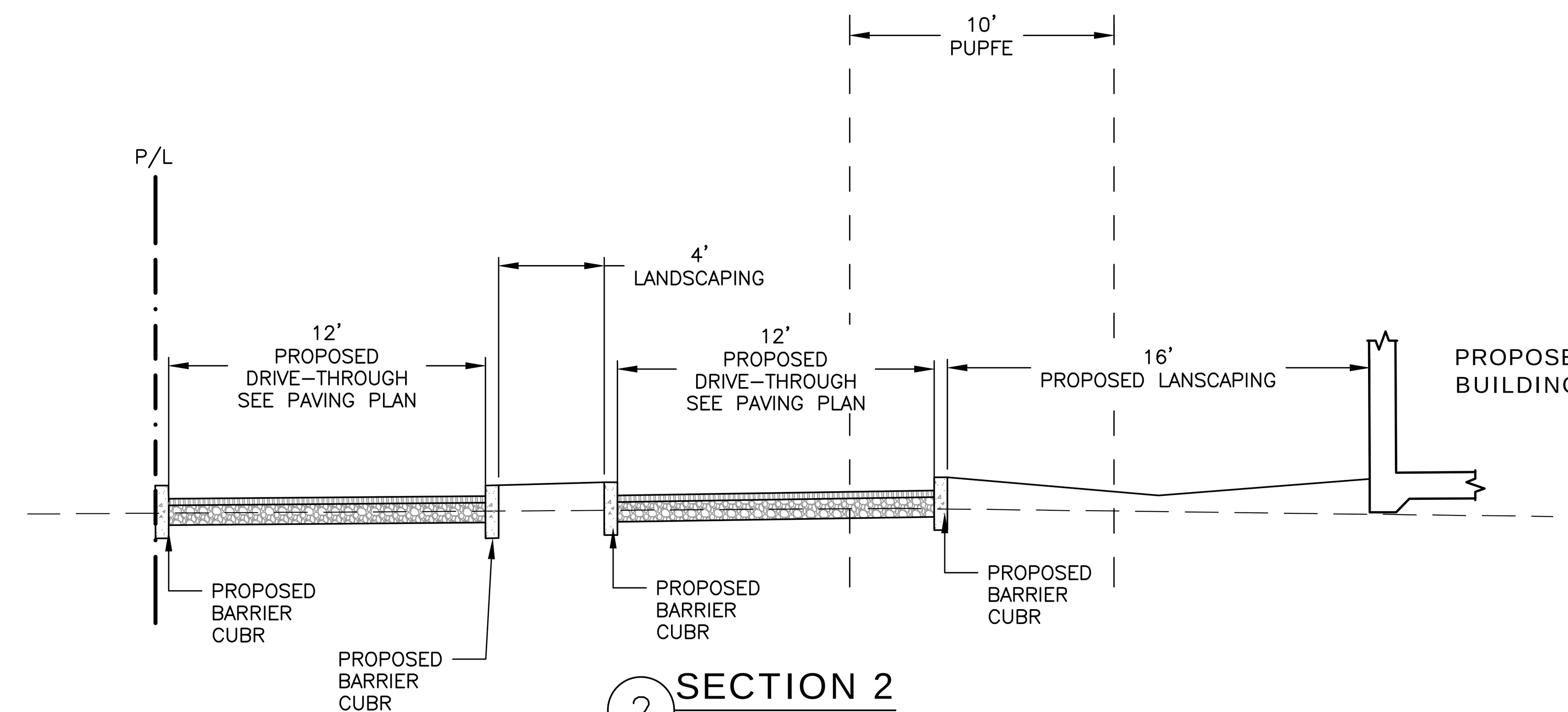
Know what's **below.** **Call** before you dig.



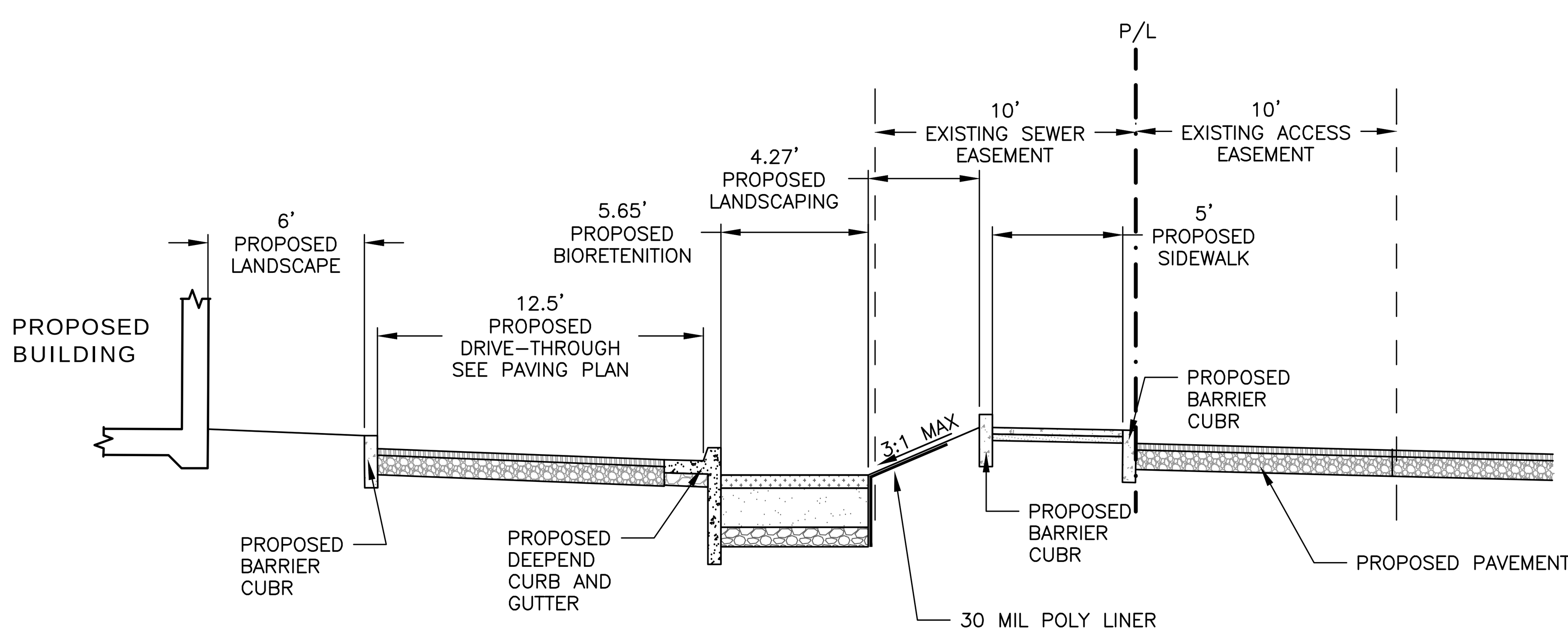
1 ENLARGEMENT 1
1:10



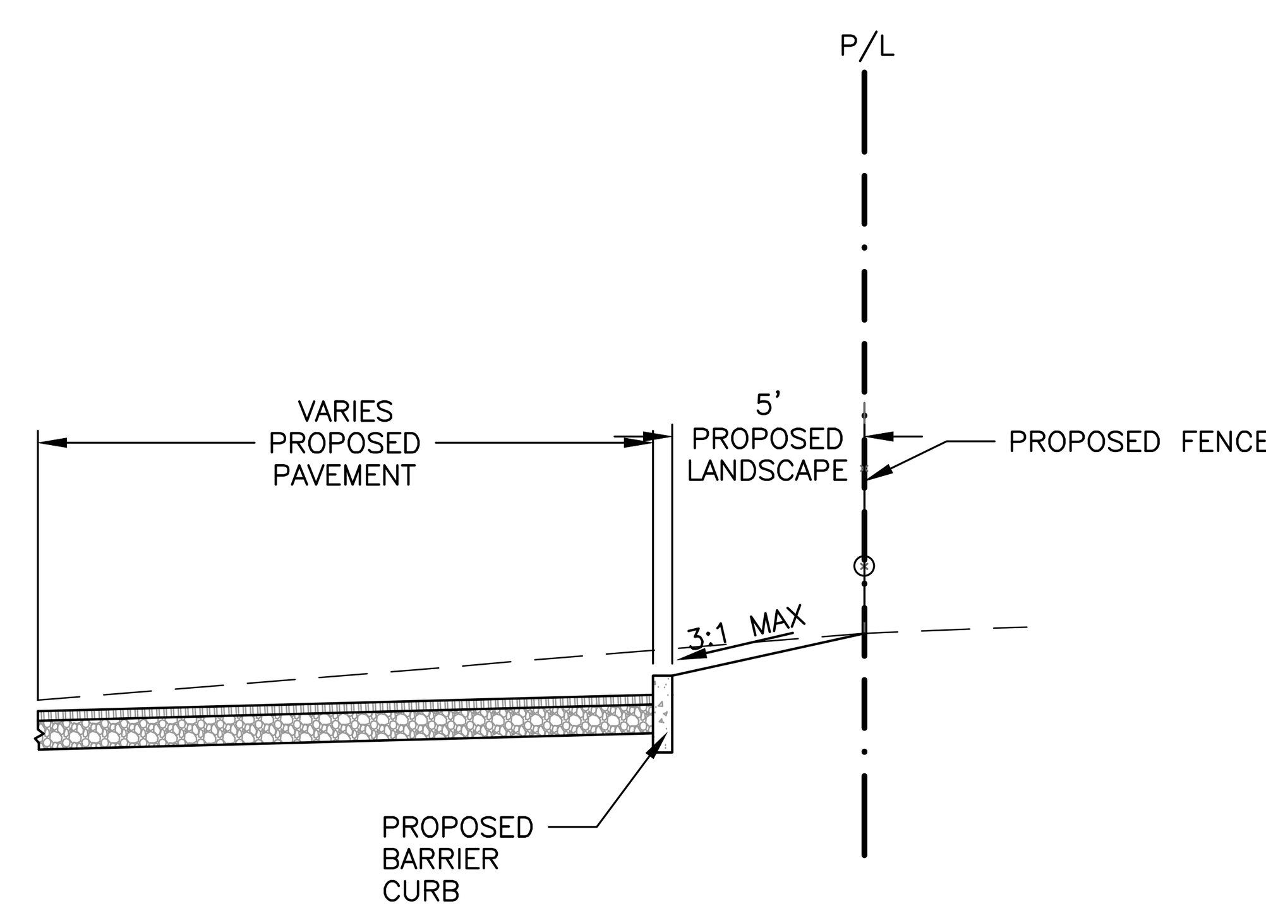
1 SECTION 1
NOT TO SCALE



2 SECTION 2
NOT TO SCALE



4 SECTION 4
NOT TO SCALE



3 SECTION 3
NOT TO SCALE

Know what's **below.**
Call before you dig.

ENGSTROM PROPRIETIES, INC.

REV NO.	DATE	DESCRIPTION	ENG INT.	BY	CITY APPROVED DATE
△					
△					
△					
△					
△					

RSC ENGINEERING
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661
Ph: 916.788.2884 Fax: 916.788.4408

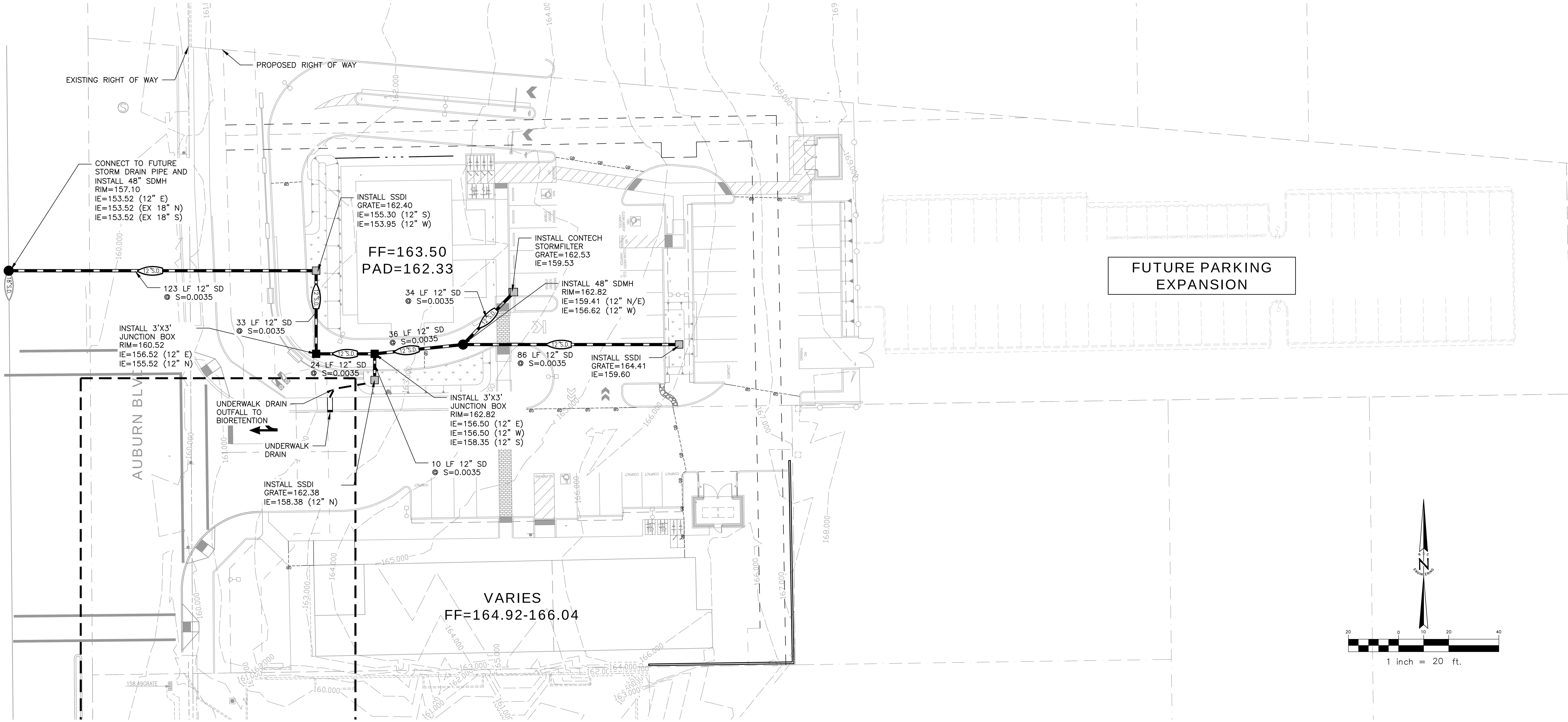
PROJECT NO: 270-002
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

PRELIMINARY PLANS FOR
Auburn & Whyte
STARBUCKS
CITRUS HEIGHTS, CA

SHEET TITLE
PRELIMINARY GRADING SECTIONS

SHEET NO.
GR2

DATE: SEPTEMBER 29, 2022



Know what's **below.**
Call before you dig.

ENGSTROM PROPRIETIES, INC.

REV NO.	DATE	DESCRIPTION	ENG INT.	BY CITY APPROVED	DATE

RSC ENGINEERING
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661
Ph: 916.788.2884 Fax: 916.788.4408

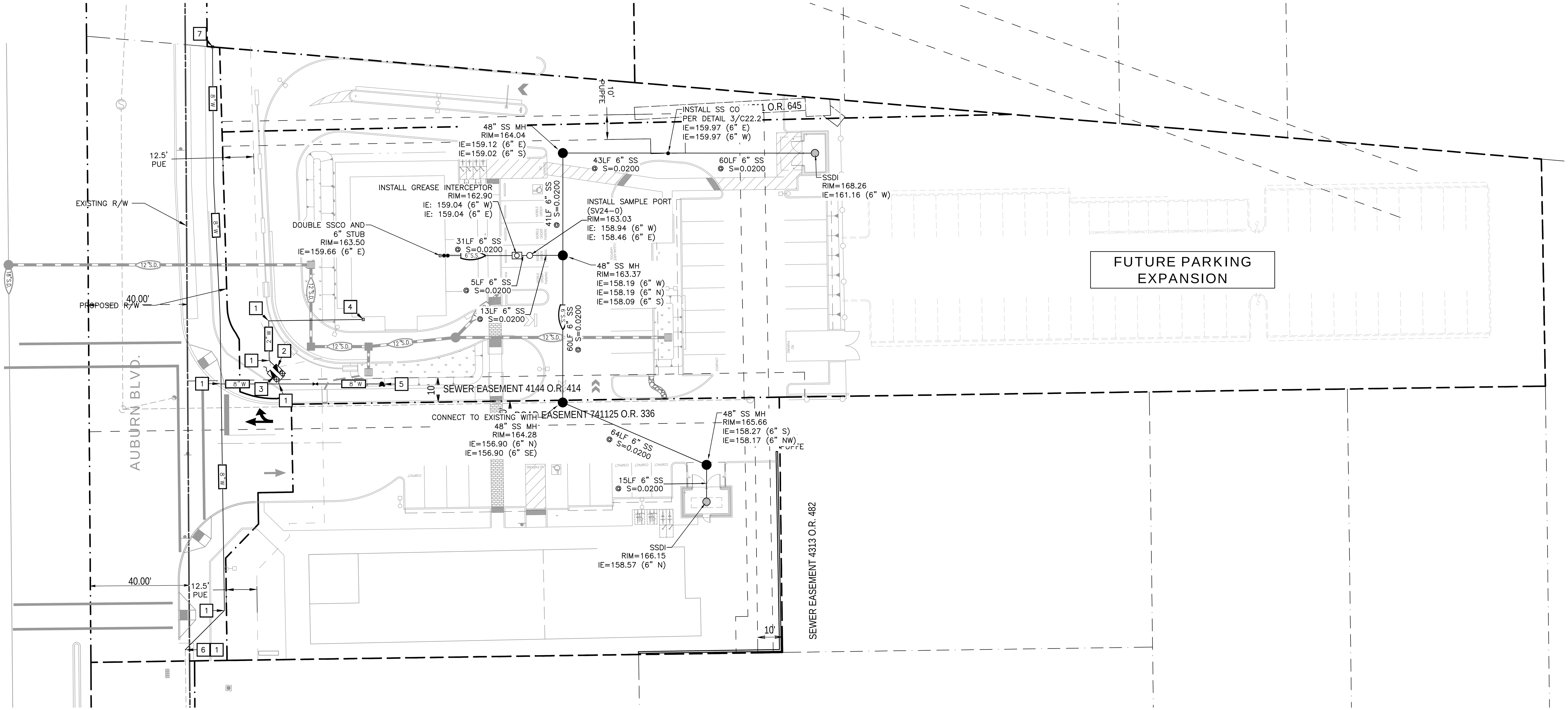
PROJECT NO: 270-002
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

PRELIMINARY PLANS FOR
Auburn & Whyte
STARBUCKS
CITRUS HEIGHTS, CA

SHEET TITLE
PRELIMINARY STORMDRAIN

SHEET NO.
SD1

DATE: SEPTEMBER 29, 2022



WATER KEYNOTES	
1	WATER FITTING
2	CONTRACTOR SHALL CONSTRUCT 1.5" LANDSCAPE WATER SERVICE
3	CONTRACTOR SHALL CONSTRUCT 2" COMMERCIAL WATER SERVICE
4	2" BUILDING DOMESTIC WATER POINT OF CONNECTION.
5	NEW FIRE HYDRANT.
6	TIE INTO EXISTING WATER MAIN.
7	STUB FOR FUTURE USE

N

20 0 10 20 40

1 inch = 20 ft.

Know what's **below.**
Call before you dig.

ENGSTROM PROPRIETIES, INC.

REV NO.	DATE	DESCRIPTION	ENG INT.	BY	CITY APPROVED DATE
△					
△					
△					
△					
△					

RSC ENGINEERING
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661
Ph: 916.788.2884 Fax: 916.788.4408

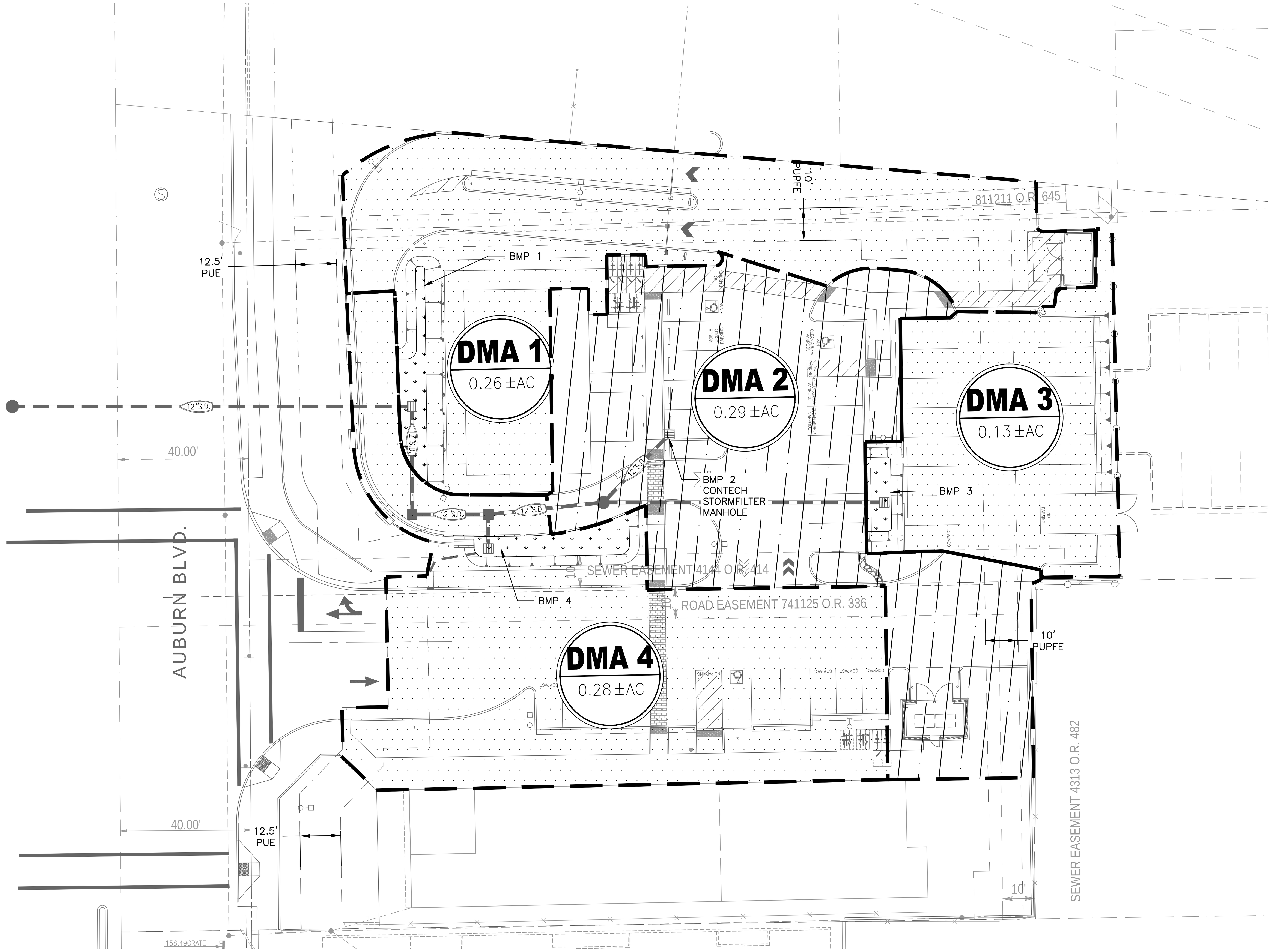
PROJECT NO: 270-002
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

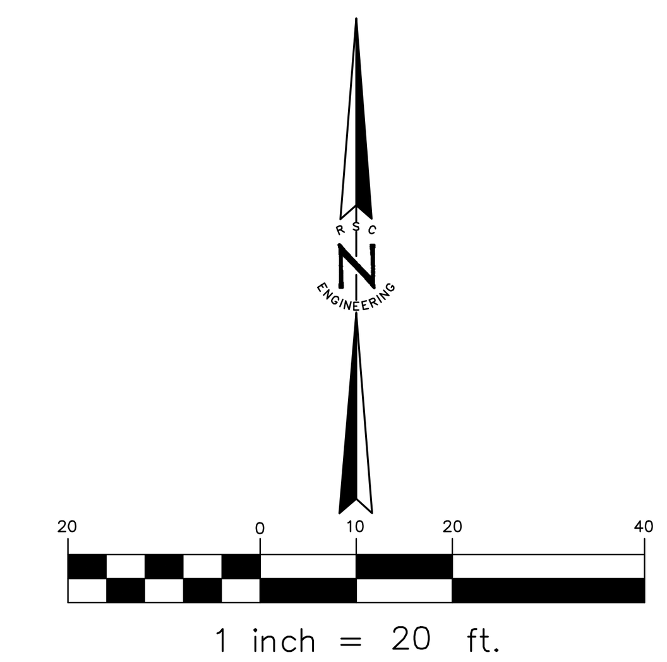
PRELIMINARY PLANS FOR
Auburn & Whyte
STARBUCKS
CITRUS HEIGHTS, CA

SHEET TITLE
PRELIMINARY UTILITY PLAN

SHEET NO.
UT1

DATE: SEPTEMBER 29, 2022





LEGEND

- STORMWATER PLANTER
- DRAINAGE MANAGEMENT AREAS TREATED BY CONTECH STORMFILTER UNIT
- DRAINAGE MANAGEMENT AREAS TREATED BY STORMWATER PLANTER

DRAINAGE MANAGEMENT AREAS DRAINING TO STORMWATER PLANTERS

DMA NUMBER	BMP NUMBER	TOTAL DMA AREA (SF)	STORMWATER PLANTER AREA (SF)	STORMWATER PLANTER DEPTH (INCHES)	SOIL MEDIA DEPTH (INCHES)	STORMWATER GRAVEL DEPTH (INCHES)	STORMWATER VOLUME PROVIDED (CF)	WATER QUALITY VOLUME REQUIRED (CF)
1	1	11,510	347	12	18	9	347	336
3	3	5,693	175	12	18	9	175	166
4	4	12,359	363	12	18	9	363	360
	TOTAL	17,203	522					

THE STORMWATER PLANTERS ARE SIZED USING APPENDIX E OF THE STORMWATER QUALITY DESIGN MANUAL FOR THE SACRAMENTO REGION (SWQDM).

1. STORM WATER VOLUME PROVIDED = (STORMWATER DEPTH + MEDIA DEPTHX0.3 + GRAVEL DEPTHX0.4) X STORMWATER PLANTER AREA
2. STORM WATER VOLUME REQUIRED = P_0XDMA AREA/12
WHERE: P_0=MAXIMIZED DETENTION VOLUME FOR A 12 HOUR DRAW DOWN TIME (75% IMPERVIOUS) PER FIGURE E-4 IN THE SWQDM
3. % COMPLIANT=STORMWATER VOLUME PROVIDED/STORMWATER VOLUME REQUIRED

DRAINAGE MANAGEMENT AREAS DRAINING CONTECH STORMFILTER UNITS

DMA NUMBER	BMP NUMBER	TOTAL DMA AREA (SF)	WQF REQUIRED (CFS)	WQF PER CARTRIDGE (CFS) (18" CARTRIDGE)	NUMBER OF CARTRIDGES REQUIRED	NUMBER OF CARTRIDGES PROVIDED	WQF PROVIDED (C.F.)
2	2	12638	0.052	0.033	1.583	2	0.066
		12,638					

WQF=CiA, WHERE:
C=RUNNOF COEFFICIENT = .9
i=INTENSITY= .2 FOR SACRAMENTO COUNTY
A=AREA DMA (ACRES)

ENGSTROM PROPRIETIES, INC.

REV NO.	DATE	DESCRIPTION	ENG INT.	BY	DATE CITY APPROVED

RSC ENGINEERING
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661
Ph: 916.788.2884 Fax: 916.788.4408

PROJECT NO: 270-002
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

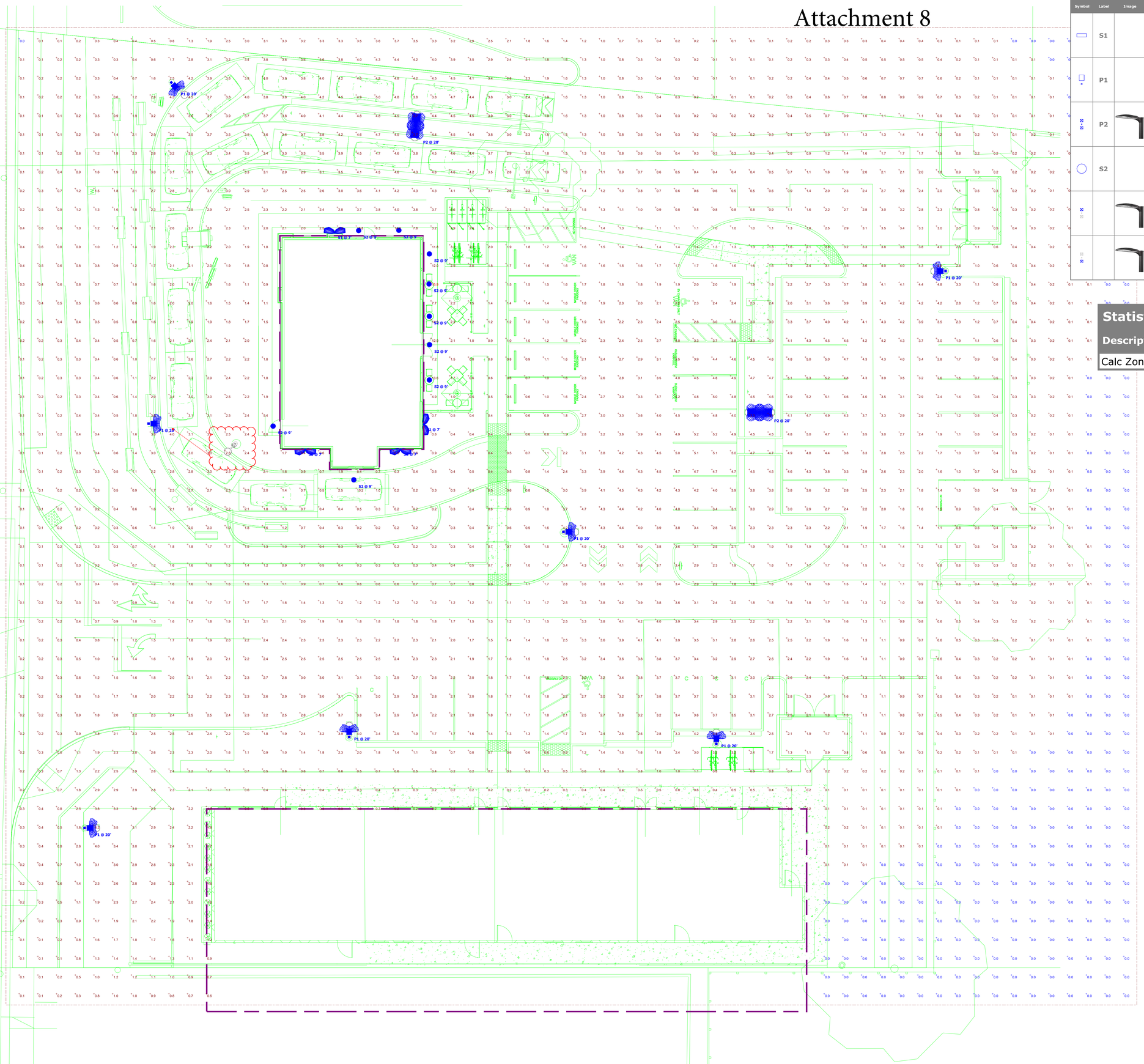
PRELIMINARY PLANS FOR
Auburn & Whyte
STARBUCKS
CITRUS HEIGHTS, CA

SHEET TITLE
PRELIMINARY STORMWATER QUALITY PLAN

SHEET NO.
SW1

DATE: SEPTEMBER 29, 2022

Attachment 8



Schedule

Symbol	Label	Image	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage	Plot
	S1		4	GENERATION BRANDS	700OWASP930BDZUNVS	LED WALL SCONCE	1	379	1	15	Max: 86cd
	P1		7	Lithonia Lighting	DSX1 LED P3 30K T3M MVOLT HS	DSX1 LED P3 30K T3M MVOLT with houseside shield	1	9188	1	102	Max: 6579cd
	P2		2	Lithonia Lighting	DSX1 LED P3 30K T5M MVOLT	DSX1 LED P3 30K T5M MVOLT	1	12118	1	204	Max: 4822cd
	S2		9	Juno Lighting	2LEDTG2SQ-B27F-WWH w/ 2LEDDRVG2-6-120	2" SQUARE DOWNLIGHT WHITE 600L LED	1	656	1	7.5	Max: 1192cd
				Lithonia Lighting	DSX1 LED P3 30K T5M MVOLT	DSX1 LED P3 30K T5M MVOLT	1	12118	1	102	Max: 4822cd
				Lithonia Lighting	DSX1 LED P3 30K T5M MVOLT	DSX1 LED P3 30K T5M MVOLT	1	12118	1	102	Max: 4822cd

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #2	+	1.6 fc	15.9 fc	0.0 fc	N/A	N/A

VISUAL

Starbucks
Auburn Blvd,
Citrus Heights, CA

Designer

Date
1/23/2020
Scale
Not to Scale
Drawing No.

Summary

Attachment 9

PARKING LOT SHADE CALCULATIONS:

TREE TYPE	AREA/ FULL		QUANTITY FULL	3/4	1/2	1/4	SUBTOTAL		TOTAL	
20' DIA. TREES										
CALLISTEMON VIMINALIS	314	S.F.	0	0	2	1	393	S.F.		
CHILOPSIS LINEARIS	314	S.F.	3	1	4	0	1806	S.F.		
							20' TOTAL:		2198	S.F.
25' DIA. TREES										
PARKINSONIA X.	490	S.F.	0	0	3	0	735	S.F.		
							25' TOTAL:		735	S.F.
35' DIA. TREES										
PISTACHIA CHINENSIS	962	S.F.	5	0	5	0	7215	S.F.		
QUERCUS ILEX	962	S.F.	1	0	4	2	3367	S.F.		
							35' TOTAL:		10582	S.F.
							PARKING AREA:		25214	S.F.
							SHADE REQUIRED:	50%	12607	S.F.
							SHADE PROVIDED:	54%	13515	S.F.

PLANT LIST & LEGEND

SYMBOL	BOTANIC NAME/COMMON NAME	SIZE
	CALLISTEMON VIMINALIS/WEEPING BOTTLEBRUSH	15 GALLON
	CHILOPSIS LINEARIS 'TIMELESS BEAUTY'/DESERT WILLOW	15 GALLON
	PARKINSONIA X. 'DESERT MUSEUM/PALO VERDE	15 GALLON
	PISTACIA CHINENSIS/CHINESE PISTACHE	15 GALLON
	QUERCUS ILEX/HOLLY OAK	15 GALLON
	ULMUS WILSONIANA "PROSPECTOR"/PROSPECTOR ELM	15 GALLON
	SHRUB & GROUNDCOVER AREA:	
	ARCTOSTAPHYLOS D. "HOWARD McMINN"/MANZANITA*	5 GALLON
	BACCHARIS PILULARIS 'PIGEON POINT/DWF. COYOTE BRUSH*	1 GALLON
	CALLISTEMON VIMINALIS 'LITTLE JOHN'/DWARF BOTTLBRUSH	5 GALLON
	CAREX DIVULSA/EURASIAN GRAY SEDGE*	1 GALLON
	CHONDROPETALUM TECTORUM/DWF. CAPE RUSH*	5 GALLON
	CISTUS COBARIENSIS 'LITTLE MISS SUNSHINE/YELLOW ROCKROSE	5 GALLON
	DIANELLA REVOLUTA 'ALLYN-CITATION"/COOLVISTA FLAX LILY	1 GALLON
	HETEROMELES ARBUTIFOLIA/TOYON (LARGE SCREEN PLANT)	5 GALLON
	LOMANDRA LONGIFOLIA 'LOMLON/LIME TUFF MAT RUSH	1 GALLON
	NERIUM O. "DWARF RED"/PETITE RED OLEANDER	5 GALLON
	NANDINA DOMESTICA 'GULF STREAM'/DWF. HEAVENLY BAMBOO	5 GALLON
	NEPETA X. FAASSENII/CATMINT	1 GALLON
	PENSTEMON HETEROPHYLLUS 'MARGARITA B.O.P./BEARD TONGUE	1 GALLON
	ROSA CALIFORNICA/WILD ROSE*	5 GALLON
	ROSA X. HYBRIDA 'MEIRADENA'/ICECAP ROSE	5 GALLON
	ROSA X. 'MEIJOCOS'/PINK DRIFT ROSE	1 GALLON
	WESTRINGIA FRUTICOSA 'MUNDI'/MUNDI COAST ROSEMARY	1 GALLON
	WATER QUALITY PLANTER: SEE PLANTS MARKED W/ '*' ABOVE	

NOTE: ALL PROPOSED PLANTS ARE LISTED AS 'LOW' OR 'VERY LOW' WATER USERS IN THE STATE'S W.U.C.O.L.S. IV DATABASE.

Garth Ruffner Landscape Architect (916) 797-2576
4120 Douglas Blvd., Suite 306, #301, Roseville, CA 95746-5936
GarthRuffner.com California R.L.A. #2808

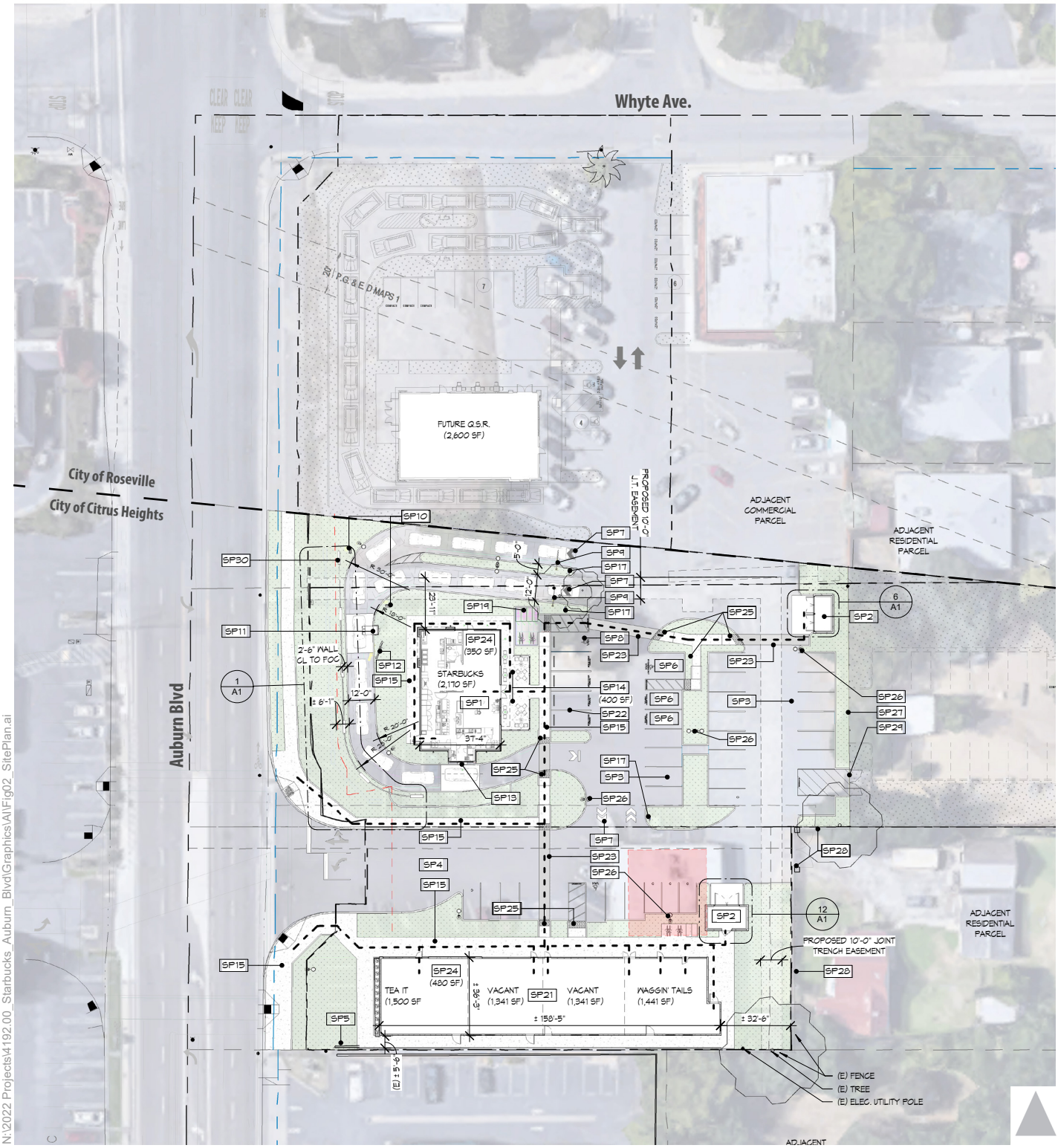
PRELIMINARY LANDSCAPE PLAN

SCALE: 1"=20'

PROJECT NORTH

McCANDLESS & ASSOCIATES ARCHITECTS, INC.
428 1/2 FIRST STREET, SUITE 204 ▲ WOODLAND, CA 95695

STARBUCKS + RETAIL
8600/8550/8516 AUBURN BLVD.
OCTOBER 26, 2022



N:\2022 Projects\4192.00_Starbucks_Auburn_Blvd\Graphics\AI\Fig02_SitePlan.ai

Figure 1

Site Plan

CITRUS HEIGHTS
Solid roots. New growth.

Memorandum

DATE: **May 10, 2023**

TO: **Members of the Planning Commission**

FROM: **Casey Kempenaar, Community Development Director**
Regina Cave, General Services Director

SUBJECT: **Five- year Capital Improvement Program (C.I.P.)**

City staff has updated the Five-year Capital Improvement Program (CIP) for FYs 2023/24 – 2027/28. The CIP is a five-year expenditure plan and financing strategy, which provides a comprehensive view of major capital improvements.

Section 65401 of the State Government Code (Planning and Zoning Law) requires that, before the City Council can adopt the CIP, the Planning Commission must make a finding that it conforms with the General Plan. Staff has reviewed the proposed CIP and determined that it is consistent with the General Plan.

Recommended Action

Staff recommends that the Planning Commission find that the CIP conforms to the General Plan.

MOTION NO. 1: MOVE TO FIND THAT THE CITY OF CITRUS HEIGHTS CAPITAL IMPROVEMENT PROGRAM (2023/24 – 2027/28) CONFORMS WITH THE GENERAL PLAN.

(NOTE: THE CIP WILL BE PROVIDED AS A SEPARATE ATTACHMENT)

Citrus Heights
Planning Commission Meeting Minutes
March 22, 2023
Draft

MEETING CALLED TO ORDER
Chair called meeting to order at 6:00 pm

1. **FLAG SALUTE:** Commissioner Remick led the flag salute.

2. **ROLL CALL:** Commission Present: Flowers, Price, Remick, Scheeler, Semenenko, Shishko, Vice Chair Price, Chair Van Duker
   ABSENT: (0)
   STAFF PRESENT: Bermudez, Cochran, Hildebrand, Hodgson, Kempenaar, Pellegrini

3. **CONSENT CALENDAR**
   Approval of minutes for February 22, 2023
   MOTION 1: Approval of minutes for February 22, 2023
   M/S: Price/Flowers
   AYES: (7) Flowers, Price, Remick, Scheeler, Semenenko, Shishko, Vice Chair Price, Chair Van Duker
   NOES: (0)
   ABSENT: (0)

4. **REGULAR CALENDAR**

   a. **Objective Design and Development Standards – Auburn Boulevard**. Staff presented the review of proposed objective design and development standards for mixed-use and multi-family residential development within the Auburn Boulevard Specific Plan Area. The Planning Commission's recommendations will be forwarded to the City Council who will take final action. Environmental Determination: The review of the project is exempt from CEQA under section 5061((b)(3).**Project Planner: Alison Bermudez**

Senior Planner Alison Bermudez and Caroline Chochran, consultant from Opticos Design, made a presented on the draft Auburn Boulevard Booklet and why the adoption of the proposed objective standards are needed. The presentation included an overview of the following:

- What are objective standards
- The purpose of objective design standards
- The tools needed to create/implement objective design standards
- Discretionary vs. Ministerial review process
- The input received from the stakeholder group which helped for the standard
- Graphic demonstration of sample project applying how a building could look applying the design guidelines of the Auburn Boulevard Specific Plan vs how a building would look applying the objective design standards

The Commission discussed the objective standards and discussed the following:

- Impact to current businesses
- Hot the standards were crated for Citrus Heights
- Demographics of walkable communities
- Clarification on the type of fountain listed in the standards
- Applicability of the proposed standards to the vacant property at Sylvan Corners under review
- Project application processing for projects choosing not to follow the objective design

standards

City Attorney made comment no public present

MOTION 1: Motion 1: Adopt a Resolution to find the Auburn Boulevard Objective Design Standards are exempt from the California Environmental Quality Act (CEQA) under Section 15061(b)(3) of the Guidelines which states that a project is exempt from CEQA when the activity is covered by the common sense exemption that CEQA applies only to projects which have the potential for causing a significant impact to the environment.

M/S: Flowers/Price

AYES: (7) Flowers, Price, Remick, Scheeler, Semenenko, Shishko, Vice Chair Price, Chair Van Duker
NOES: (0)
ABSENT: (0)

Motion 2: Adopt a Resolution to recommend the City Council approve the Auburn Boulevard Objective Design Standards that support design and development standards for mixed-use and multi-family residential development within the Auburn Boulevard Specific Plan area.

M/S: Flowers/Scheeler

AYES: (7) Flowers, Price, Remick, Scheeler, Semenenko, Shishko, Vice Chair Price, Chair Van Duker
NOES: (0)
ABSENT: (0)

5. ADJOURNMENT

Meeting adjourned at 6:45 pm

Respectfully Submitted,

Stacy Hildebrand
Planning Commission Secretary

STAFF REPORT

Community Development Department
Planning Division
6360 Fountain Square Dr.
Citrus Heights, CA 95621
www.citrusheights.net
(916) 727-4740

Hearing Date:
May 10, 2023

File Number:
PLN-23-02

Application Type:
Tentative Parcel Map

Assessor's Parcel Number:
216-0110-009-0000

Prepared by:
Alison Bermudez, Senior Planner

Project Name: Robertson Parcel Map

Project Address: 8020 Twin Oaks Ave

Gross Acreage: 5 acres	**Net Acreage:** Parcel 1: 3.38/Parcel 2: 1.62 acre	**Maximum FAR:** N/A **Provided FAR:**
Current Zoning: RD1	**Proposed Zoning:** No Change	**Neighborhood Association:** 6

Surrounding Zoning:		**Surrounding Land Use Designation**	**Actual Use:**
On-site:	RD1	Very Low Density	Single-Family Residential
North:	RD1	Very Low Density	Single-Family Residential
South:	RD1	Very Low Density	Single-Family Residential
West:	RD1	Very Low Density	Single-Family Residential
East:	RD1	Very Low Density	Single-Family Residential

Environmental Status:

(X) Exempt Section 15315 (Minor Land Divisions)
( ) Negative Declaration
( ) Mitigated Negative Declaration
( ) Previous Negative Declaration
( ) Environmental Impact Report
( ) Previous Environmental Impact Report

Planning Department Recommendations:

( ) Approve
(X) Approve with conditions (Attachment 2)
( ) Denial

Applicant:	John Masha MJM Engineering 6105 Seven Cedars Pl Granite Bay, CA 957465150	**Property Owner:**	Ernestine D Robertson Revocable Living Trust 8020 Twin Oaks Ave Citrus Heights, CA 95610

SUMMARY RECOMMENDATION

The Planning Division recommends the Planning Commission make the following motions:

1. Adopt Resolution 23-__ determining the project is Categorically Exempt from CEQA per Section 15315 (Minor Land Divisions) of the California Environmental Quality Act;
2. Approve a Tentative Parcel Map to allow the division of an existing 5-acre parcel into two parcels, 3.38 and 1.62 acres in size, located at 8020 Twin Oaks Ave, subject to the findings contained in the staff report and the conditions of approval provided as Attachment 2.

BACKGROUND

The subject site is a relatively flat 5-acre parcel on south side of Twin Oaks Avenue, approximately 1,300 feet east of Sunrise Boulevard. This large parcel is bifurcated by Cripple Creek, which meanders from the northeast corner of the property south and makes a horseshoe turn towards the northwest corner, surrounding an existing home. The property has a tree-lined frontage along Twin Oaks Avenue and a significant tree growth along both side of the creek and adjacent to the existing homes.

PROJECT DESCRIPTION

The applicant is requesting approval to subdivide the 5-acre parcel into two lots, each meeting the one-acre minimum lot size required for the RD-1 zoning district. The parcel has two existing residential units. The proposed land division would subdivide the property into two lots, resulting in each home being on its own parcel. The proposed parcel line will follow the creek and create a parcel on the north side of the creek (Parcel 1) and a lot on the south side of the creek (Parcel 2). New parcel 2 will continue to be accessed via an existing easement located off Manager Way. At this time there is no development proposed on either parcel. Any future development will be required to comply with the required zoning and development standards.

TENTATIVE PARCEL MAP (FILE # PLN-23-02)

Tentative Parcel Map – *Description of Request*

The Tentative Parcel Map proposes to subdivide an existing 5-acre parcel into two lots, placing each of the existing homes on a separate parcel. There is no additional development proposed at this time.

Tentative Parcel Map – *Analysis of Request*

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

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

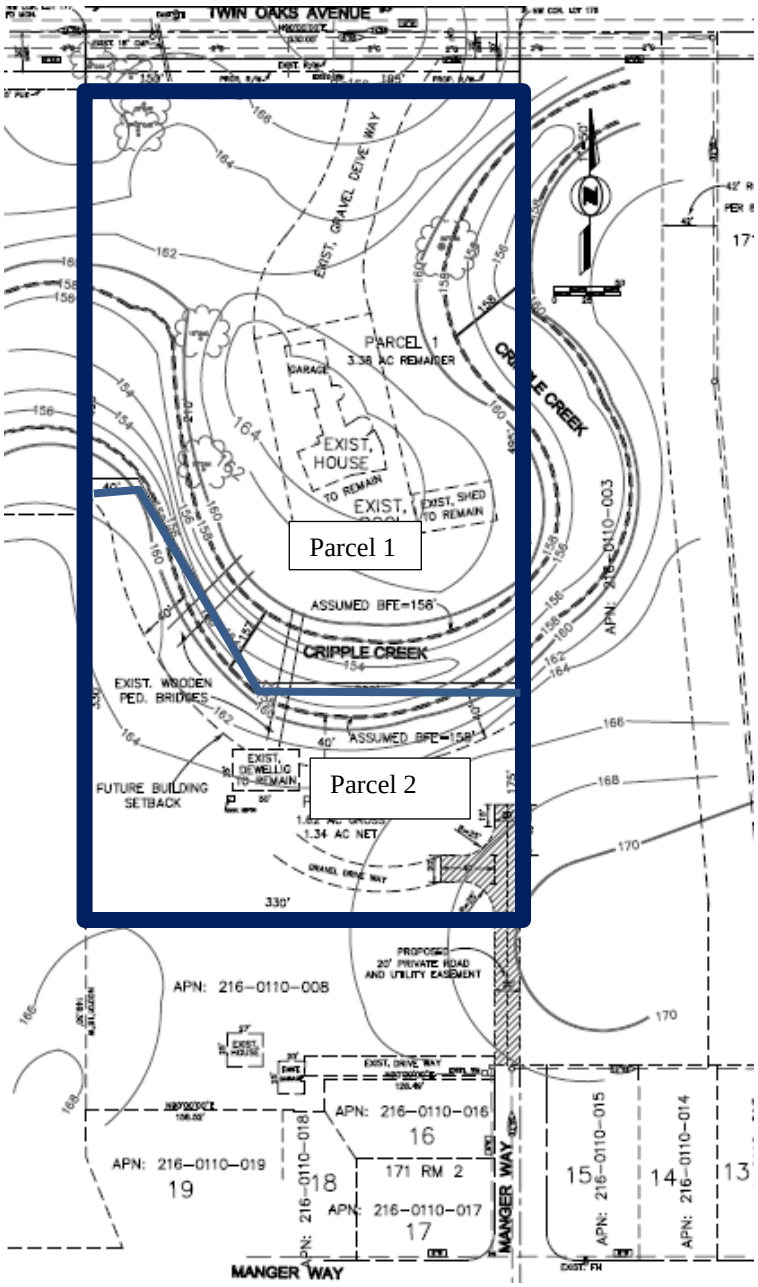
The site has a General Plan designation of Very Low Density (VLD). This designation is reserved primarily for single-family residences and compatible uses and allows a density of up to four (4) units per acre. The zoning designation is RD1, which allows a density of one (1) unit per net acre. The project area consists of 5-acres of land to be subdivided into two lots—each meeting the minimum lot size of 1-acre.

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

- Goal 7: Ensure that new development in rural areas is compatible with the surrounding neighborhood
- Goal 24: Increase homeownership opportunities to ensure a balance of housing and household types.
- Goal 26: Develop, conserve, and improve the housing stock to ensure decent accommodations for all segments of the community.
- Goal 28: Ensure housing opportunities for all segments of the community.

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

Figure 1: Proposed Parcel Map



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

The site is rectangular in shape and is bisected by Cripple Creek, which provides a natural dividing line for two parcels. The site has two existing homes and after separation, each home would be on its own individual parcel.

The proposal satisfies the minimum lot size in the RD-1 zone. Table I below shows minimum parcel size and width requirements in the RD-1 zone and the proposed size and width of each lot:

Table I

RD-1 Zone Development Standards		
Parcel	**1-acre Net Parcel Size**	**75 ft. Min. Parcel Width**
1	3.38 acre	330 feet
2	1.62 acre	175 feet

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

There are no proposed changes to the existing site beyond the modifications planned to the existing access easement needed to meet fire department's access requirements. Based on the information, the site is physically suited for the proposed land division and complies with the General Plan and the Zoning Code.

- ***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.***

Access

As described earlier, the property is bifurcated by Cripple Creek and has an existing home on the north side of the creek and a second home on the south side of the creek. The home on the north side has direct access from Twin Oaks Avenue and the home on the south side is served by an easement accessed from Manager Way. The proposed land division will not change these existing access points. However, the easement serving future Parcel 2 will require an increase in width (20 feet) and the installation of appropriate road surface material for Fire Department access. Condition 8 will require these improvements prior to recordation of the final map.

Frontage Improvements

There are not frontage improvements required for either Twin Oaks Avenue or Manger Way. However, should either parcel be further developed, the owner will be required to install the necessary frontage improvements as described in Condition 11. The owner is being required to dedicate and pave approximately 10 feet of land adjacent to Twin Oaks Ave to align the roadway to its full right-of-way width (30 feet from centerline).

Tree Preservation

The parcel has numerous trees, especially within the creek and along its banks, but there are no trees proposed for removal with this application. The City's Tree Preservation Ordinance requires the preservation and protection of oak trees greater than 6 inches in diameter and other species greater than 19 ices in diameter. Any future development in or near trees will require the preparation of an arborist report and submission of a Tree Permit.

Tentative Parcel Map – Conclusion

Based on the information provided in the analysis above, staff recommends approval of the Tentative Parcel Map subject to the findings listed in the staff report and the conditions of approval provided as Attachment 2.

ENVIRONMENTAL DETERMINATION

This project is categorically exempt from CEQA under Class 15 of the CEQA Guidelines as a minor land division. The proposed division meets all requirements for this Class 15 exemption under CEQA in that:

- The proposal is in conformance with the General Plan and zoning;
- The project is not requesting any variances or exceptions;
- The site has adequate access to all utilities;
- The parcels are able to provide the required access;
- The parcel was not involved in a division of a larger parcel within the previous two years;
- The parcel does not have an average slope greater than 20 percent; and
- The parcel has not been identified to be within the 100-year flood zone.

PUBLIC OUTREACH

Property owners within 500 feet of the project site were mailed a meeting notice as required. A notice was also for this hearing was published in the Citrus Heights Messenger. Additionally, the site was posted with signage providing information on the proposed project.

RECOMMENDED MOTIONS

The Planning Division recommends the Planning Commission make the following motions:

1. Adopt Resolution 23-__ determining the project is Categorically Exempt from CEQA per Section 15315 (Minor Land Divisions) of the California Environmental Quality Act;
2. Approve a Tentative Parcel Map to allow the division of an existing 5-acre parcel into two parcels, 3.38 and 1.62 acres in size, located at 8020 Twin Oaks Ave, subject to the findings contained in the staff report and the conditions of approval provided as Attachment 2.

Attachments

1. Resolution 23-03
2. Conditions of Approval
3. Proposed Tentative Map

RESOLUTION NO. 2023-04

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CITRUS HEIGHTS, CALIFORNIA, FINDING THAT THE PROJECT IS CATEGORICALLY EXEMPT FROM CEQA PER SECTION 15315 OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, RELATING TO MINOR LAND DIVISIONS, AND APPROVING THE PROJECT FOR THE ROBERTSON PARCEL MAP LOCATED AT 8020 TWIN OAKS AVENUE

WHEREAS, pursuant to the California Environmental Quality Act ("CEQA") (Pub. Resources Code, ' 21000 et seq.), the project is categorically exempt from CEQA per Section 15315, related to Minor Land Divisions;

WHEREAS, the project is within the city limits on a project site of no more than five acres substantially surrounded by urban uses, does not result in substantial environmental effects, is consistent with the existing General Plan and Zoning regulations, and is adequately served by utilities and public services;

WHEREAS, the Planning Commission of the City of Citrus Heights finds that the Categorical Exemption is applicable to the proposed parcel map, and no further review is required;

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 Planning Commission does hereby approves the Parcel Map application (PLN-23-02) with the referenced conditions of approval for 8020 Twin Oaks Avenue.

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 10th day of May 2023, by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED

Andrew Van Duker, Chairperson

ATTESTED

Stacy Hildebrand,
Planning Commission Secretary

TENTATIVE PARCEL MAP
CONDITIONS OF APPROVAL
8020 Twin Oaks Avenue
PLN-23-02

GENERAL CONDITIONS

1. The development approved by this action is approval of a tentative map to two (2) residential lots from a single lot as described in the staff report. The project applicant shall submit for final map within three (3) years from the date of the approval. Extensions in time shall be subject to 106.64.070 of the Zoning Code and in compliance with the Subdivision Map Act. [Planning]

2. The project does not include the approval of any construction. A separate permit is required to construct any new structures on the property. [Planning]

PRIOR TO RECORDATION OF THE FINAL MAP

3. The address for Parcel 2 shall be changed to a Manger Way address. Please contact Planning Division at (916) 727-4740 to apply for an address change. (Planning)
4. Add/include the 12.5-foot Public Utility Easement (PUE) adjacent and south of the proposed Right-of-Way (ROW) on Twin Oaks Avenue. (Engineering)
5. A note shall be added to the final map stating that no structures, walls, solid fencing, or fill material are allowed within the FEMA100-year floodplain limits. (Engineering)
6. Include acknowledgement in the Owner's Statement on the Parcel Map that the proposed 20' Private Road and Utility Easement shall be recorded upon sale of either Parcel 2 or APN 216-0110-008. (Engineering)
7. All existing private utilities located on-site will require private easements benefiting Parcel 2 (either from Parcel 1 or APN 216-0110-008, whichever applies). Private easements shall be dedicated on final map and/or by separate instruments to be recorded concurrently with the map. (Engineering)
8. Private access road from Manger Way to conform to Sacramento Metro Fire requirements and specifications. This may require additional tree removal and reconstruction of existing driveways on Manger Way. (Engineering)
9. Dedicate adequate ROW such that the back of proposed ROW is 30 feet south of the centerline of Twin Oaks Avenue. Resulting in approximately 10 feet of additional roadway ROW along Twin Oaks Avenue. (Engineering)
10. Dedicate a minimum 12.5-foot wide PUE along Twin Oaks Avenue this will be adjacent to the dedicated ROW. (Engineering and SMUD)
11. The Parcel Map shall have the following note:

    IMPROVEMENT REQUIREMENTS
    The following improvements shall be constructed in accordance with the City of Citrus Heights Standards prior to issuance of any permit or other grant of approval for the development hereon created Parcel 1.
    STREET: Class A Required
    SEWERS: Required

DRAINAGE: Required
STREET LIGHTS: Required
WATER/HYDRANTS: As Required by Water and/or Fire Districts

12. Prior to recording the map, applicant must pay the Quimby Act fees, please contact the Sunrise Recreation and Parks District (916-725-PARK). (SRPD)
13. Confirmation from Sacramento Area Sewer District shall be submitted to the City's Engineering Division stating any sewer impact fees for this map have been paid OR that no fees are due (916-876-6100). (SASD)
14. Prior to recording the Map, applicant must provide proof of payment for the full fiscal year of any applicable County Taxes (https://eproptax.saccounty.net/#secured). (Engineering)
15. Provide Fire Access Agreement between all parcels connected to and served by fire access. Fire Access Agreement shall be recorded with the Public Recorders Office having jurisdiction. (SMF)
16. Provide Fire Access Roadway Maintenance Agreement (RMA) between all parcels connected to and served by the fire access roadway. The Fire Access Roadway Maintenance Agreement shall be recorded with the Public Recorders Office having jurisdiction. The roadway maintenance agreement shall include the following:

    a) Provisions for the necessary repair and maintenance of the roadway surface
    b) Removal of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of thirteen feet six inches (13' 6") or width of twenty feet (20')
    c) Provisions for the maintenance, repair, and/or replacement of NO PARKING-FIRE LANE signage or striping
    d) Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems (SMF)

17. Proposed parcel 2 is currently being serviced by a lateral which crosses APN 216-0110-008. Therefore, a private sewer easement must be granted from APN 216-0110-008 to proposed parcel 2. A note stating the following must be placed on the Final Map: "PRIVATE SEWER EASEMENT WILL BE GRANTED TO PROPOSED PARCEL 2". (SASD)

PRIOR TO THE APPROVAL OF IMPROVEMENT PLANS

18. Site shall meet the pre and post Best Management Practices (BMP's) for Stormwater Mitigation per State of California requirements. The City is a member of the Sacramento Stormwater Quality Partnership and uses their guidelines and requirements. The following is their link: http://www.sactostormwater.org/SSQP/development.asp (Enginerring)
19. The project shall adhere to the State of California's General Construction Permit requirements. Provide documentation of compliance with applicable requirements. (Engineering)

20. The existing building is currently connected to public sewer. Any required construction and/or modification to the public sewer system must be to the satisfaction of SASD prior to the approval of improvement plans. SASD Design Standards and Specifications apply to any onsite and offsite public sewer construction. (SASD)

21. Sacramento Area Sewer District (SASD) requires each building on each lot with a sewage source to have a separate connection to SASD's sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel must have a separate connection to a private onsite sewer line or a separate connection to the SASD public sewer line. These improvements must be shown on the plans. 9SASD)

22. All onsite sewer plans and offsite sewer plans must be submitted separately to SASD for review and approval. (SASD)

23. Alignment of all main lines and structures must provide a minimum of 1 foot vertical clearance and 5 feet horizontal clearance from all other utilities and improvements. Sewer is to be located a minimum of 10 feet (measured horizontally) from any structure or footing. Show public sanitary sewer and water supply facilities in accordance with the Health and Safety Code. (SASD)

24. Lower Laterals must not directly connect to main lines more than 19 feet deep / directly to trunk lines (lines with flow greater than 1 MGD) connection to Manger Way will only be allowed at a manhole. (SASD)

25. Installation of a public cleanout is required at the right-of-way. These improvements must be shown on the plans. (SASD)

26. To obtain sewer service, construction of SacSewer sewer infrastructure will be required. Current SacSewer Standards and Specifications apply to any offsite or onsite public sewer construction or modification. These improvements must be shown on the plans. Field modifications to new or existing precast manhole bases are not allowed. (SASD)

27. The Applicant shall provide separate SMUD service points to each parcel to the satisfaction of SMUD. (SMUD)

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

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

30. Each individual parcel will require its own dedicated metered water service once water service is requested by the property owner(s). Since there is an existing service which would remain on parcel containing the existing structure, the two newly created parcels would require a new service for each. (CHWD)

31. Any water lines that cross between the two new resultant parcels must be severed and capped so each parcel's water system is isolated within said parcel. (CHWD)

32. Civil improvement plans shall be submitted for review and approval to the Sacramento Metropolitan Fire District for acceptance of the access road, fire apparatus turn around and fire hydrant locations. (SMF)

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

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

35. SMUD has existing overhead 12kV facilities along the western and souther property lines that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation. (SMUD)

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

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

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

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

PRIOR TO THE ISSUANCE OF A BUILDING PERMIT

40. Future improvements on the resultant parcels shall be designed and constructed in accordance with the City of Citrus Heights and County of Sacramento Improvement Standards. (Engineering)

41. All development impact fees Multi-Modal Fees, Transit Fees, County Drainage Fees, and all outside agency impact fees shall be paid prior to issuance of the building permit. (Engineering)

42. Any work to be performed in the public ROW requires a separate Encroachment Permit from the City's General Services Department https://www.citrusheights.net/456/Encroachment-Permits. (Engineering)

PRIOR TO GRANTING FINAL OCCUPANCY

43. The following street frontage improvements along Twin Oaks Avenue are required and shall be constructed prior to issuance of occupancy approval should development occur on created Parcel 1:
    a. Widening of street paving
    b. Type 2 curb & gutter
    c. Type A driveway(s)
    d. One (1) streetlight on Twin Oaks Avenue
    e. Storm drain system (as needed per drainage study)
    f. Striping for Class II Bike Lane

44. Certificate of Release (COR) plans shall be submitted for review and approval to the Sacramento Metropolitan Fire District for the following structures:

    Single family dwellings, duplexes, ADU's and manufactured homes that meet any of the following:

    a. If the new dwelling exceeds 3,599 square feet or an ADU exceeds 1,200 sq. ft.
    b. Constructed where no public water is available
    c. Have the furthest point of the habitable structure more than 150 feet from a public paved road
    d. Undergo an alteration/addition that results in an increase of 50 percent or more, and the final total area is over 3,599 square feet.

    Note: Mobile homes and manufactured housing of any size require a COR from the Fire District. (SMF)

45. Residential fire sprinkler plans shall be submitted for review and approval to the Sacramento Metropolitan Fire District for all new one and two family dwellings in accordance with the California Residential Code. (SMF)

46. Approved numbers or addresses shall be placed on all new or existing buildings in such a position as to be easily read from the street or road fronting the property. The minimum size of the numbers shall not be less than six (6) inches and shall be mounted immediately adjacent to a light source and shall also contrast with their background. (SMF)

47. Residential roof coverings shall consist of materials having a minimum Class C rating. (SMF)

    Advisory: The installation of security gates across a fire apparatus access road shall be authorized by the Chief and meet the requirements of The County Emergency Access Gates and Barriers Standard. Plans shall be submitted prior to installation.

If this property is sold prior to development, the seller shall disclose the above requirements to the buyer.
Sacramento Metropolitan Fire District requirements are not to be construed as abrogating more restrictive requirements by other agencies having jurisdiction. Final acceptance is subject to field approval and completion of required tests.

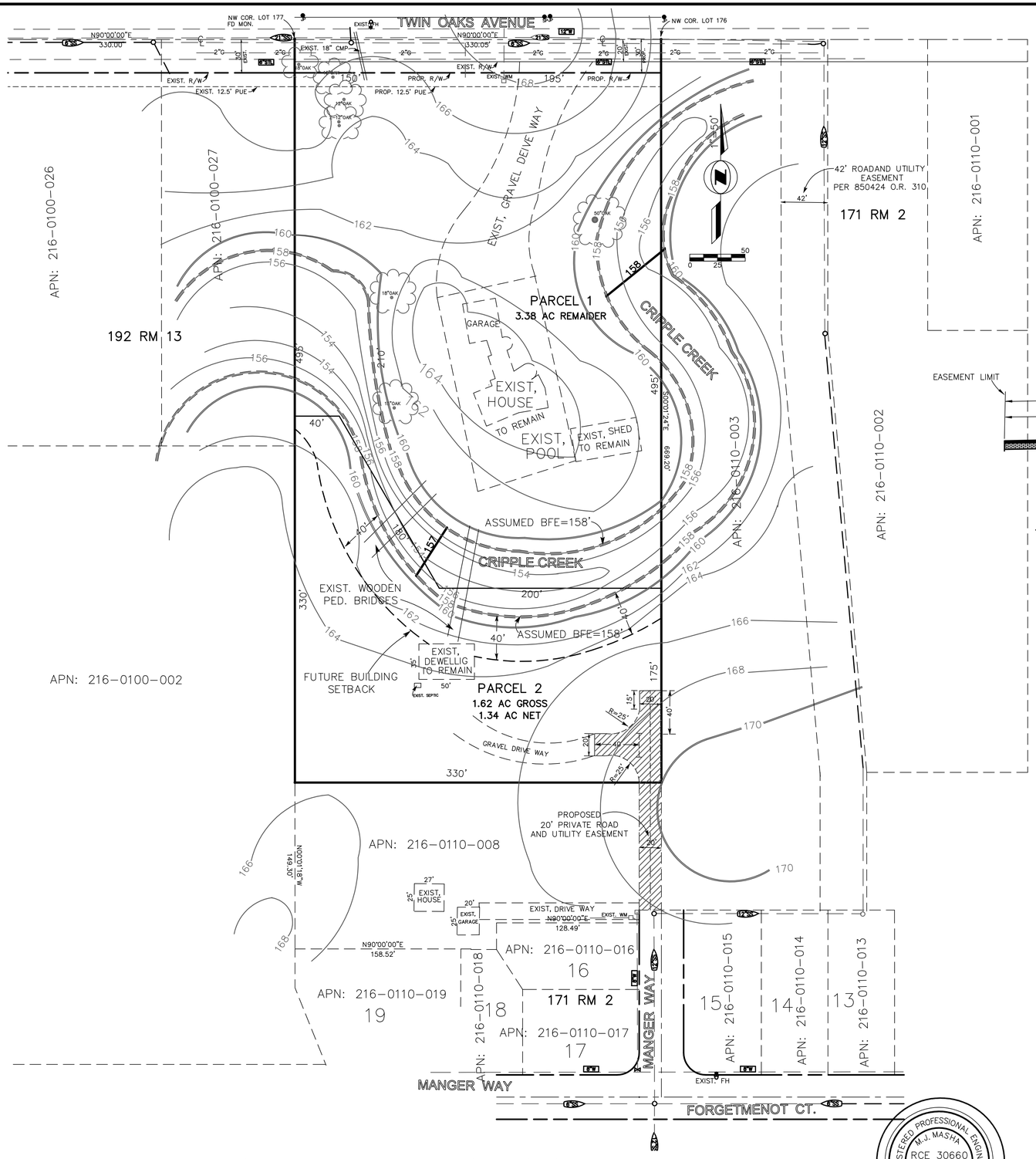
48. Developer agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person not a party to this Tentative Parcel Map challenging the validity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

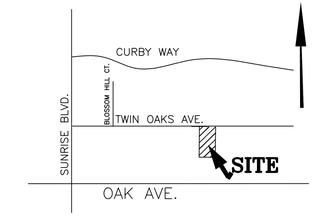
TENTATIVE PARCEL MAP FOR :

8020 TWIN OAKS AVE.

CITY OF CITRUS HEIGHTS, CA.

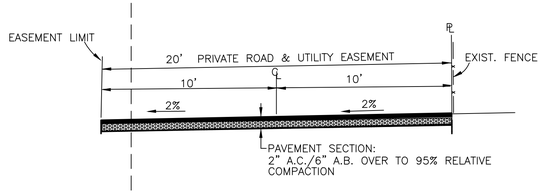
APN: 216-0110-009-0000





VICINITY MAP

NTS



TYPICAL PRIVATE DRIVE
20' PRIVATE DRIVE CROSS SECTION
(NTS)

NOTE

1- USED SACRAMENTO COUNTY DWR DRAINAGE FACILITIES MAP FOR EXISTING TOPO OF THE SITE
2- PARCELS 1 ACCESS IS FROM TWIN OAKS AVE.
3- PARCEL 2 TO ACCESS FROM MANGER WAY TO THE SOUTH.

OWNER:	Ernestine Robertson 8020 Twin Oaks Ave. Citrus Heights, CA 95610 PHONE: 916-721-0703
APPLICANT/ENGINEER:	MJM ENGINEERING 6105 SEVEN CEDARS PL GRANITE BAY, CA. 95746 PHONE: 916-791-2131
A.P.N.	216-0110-009-0000
AREA	5.0± ACRES GROSS
EXISTING ZONING	RD-1
PROPOSED ZONING	RD-1
PROPOSED USE	2 SINGLE FAMILY HOMES
EXISTING USE	ONE SINGLE FAMILY HOME
PROPOSED IMPROVEMENTS	CITY OF CITRUS HEIGHTS STANDARDS
WATER SUPPLY	CITRUS HEIGHTS WATER
SEWAGE DISPOSAL	SACRAMENTO COUNTY
STORM DRAINAGE	SACRAMENTO COUNTY
FIRE PROTECTION	SACTO METRO FIRE DIST.
SCHOOL DISTRICT	SAN JUAN UNIFIED
PARK DIST.	SNRISE PARK & RECREATION DISTRICT
ELECTERICITY	SMUD
GAS	PG&E
TELEPHONE	CITIZENS UTILITY CO.
PARCEL DESCRIPTION	PORTION OF TRACK 177 CITRUS HEIGHTS ADDITION 8 BM 12 PAGE 42

LEGEND

EXISTING	DESCRIPTION
	CURB, GUTTER & SIDEWALK
24"D	STORM DRAIN PIPE & SIZE
8"SS	SANITARY SEWER PIPE & SIZE
8"W	DOMESTIC WATER PIPE & SIZE
	EXIST. FENCE
	FIRE HYDRANT
	EXIST. FIRE HYDRANT
160	EXIST. CONTOUR
	EXIST. TREES
DWY	DRIVE WAY
R/W	RIGHT OF WAY
BFE	BASE FLOOD ELEV.
PUE	PUBLIC UTILITY EASEMENT
C.L.	CENTERLINE
	DRAINAGE FLOW DIRECTION
SS	EXIST. SEWER SERVICE
WS	EXIST. WATER SERVICE
	EXIST POWER POLE

Utility Representative

Utility	Representative	Telephone
Electricity: SMUD	TONY DIAZ	916-732-7347
Gas: PG&E	LARRY HAUGEN	916-386-5308
Telephone: AT&T	Michael Pierce	916-453-7163
Water: CITRUS HEIGHTS WATER	Timothy Kakanov	916-725-6873
Fire: Sacto Metro	DIANA SCHMIDT	916-859-4323
Sewer: Sacramento County	RAY VASSELI	916-876-6140
Drainage: Sacramento County	Eugene Balinski	916- 874-1765
Cable TV: COMCAST	Kip Miller	916-376-7783
U.S.A.		1-800 227-2600

Revisions

No.	DESCRIPTION	Appr. By:	Date

BENCH MARK
B.M. XXX-XX ELEV. XX,XX
XXXX

Submitted By:

REGISTERED PROFESSIONAL ENGINEER M.J. MASHA RCE 30660 CIVIL STATE OF CALIFORNIA

John Masha, R.C.E. 30660

MJM ENGINEERING
6105 Seven Cedars Pl.
Granite Bay, Ca. 95746
Tel. (916) 791-2131
mjmasha@att.net

TENTATIVE PARCEL MAP FOR
8020 TWIN OAKS AVE
CITY OF CITRUS HEIGHTS, Califorina

Scale: 1"=50'

Drawn By: MJM
Checked By: MJM
Date: OCT. 2022
Job No. 22-014

SHEET NO. 1 OF 1

STAFF REPORT

Community Development Department
Planning Division
6360 Fountain Square Dr.
Citrus Heights, CA 95621
www.citrusheights.net
(916) 727-4740

Hearing Date: May 10, 2023

File Number: PLN-22-06

Application Type: Design Review Permit , Use Permit & Tree Permit

Assessor's Parcel Number: 204-0010-001, 002 & 017

Prepared by: Alison Bermudez, Senior Planner
(916) 727-4741 abermudez@citrusheights.net

Project Name: Starbucks Retail Center at Auburn and Whyte

Project Address: 8516, 8850 and 8600 Auburn Boulevard

Gross Acreage: 2.23 acres	**Net Acreage:** 2.23 acres	**Maximum FAR:** .60 **Provided FAR:** .12
Current Zoning: Special Planning Area, Boulevard Plan	**Proposed Zoning:** N/A	**Neighborhood Association:** Sunrise Ranch (NA 6)

Surrounding Zoning:		**Surrounding Land Use Designation**	**Actual Use:**
On-site:	Special Planning Area – Boulevard Plan (Gateway District)	General Commercial	Retail Center
North:	Neighborhood Commercial	Neighborhood Commercial City of Roseville	Vacant
South:	Special Planning Area – Boulevard Plan (Gateway District)	General Commercial	Retail Shopping Center
West:	Special Planning Area – Boulevard Plan (Gateway District)	General Commercial	Retail Shopping Center
East:	RD 5 (Single-family) RD-20 (Multi-family)	Low/Medium Density Residential	Vacant/Single-family Residential

Environmental Status:

(x)Exempt Section 15332 (Infill Class 32)
()Negative Declaration
()Mitigated Negative Declaration
()Previous Negative Declaration
()Environmental Impact Report
()Previous Environmental Impact Report

Planning Department Recommendations:

()Approve
(x)Approve with conditions (Exhibit A)
()Denial

Applicant:	Callie Huff Coastal Star Partners 837 Jefferson Blvd. West Sacramento, CA 95691	**Property Owner:**	Mark Engstrom Coastal Star Partners 837 Jefferson Blvd. West Sacramento, CA 95691

SUMMARY RECOMMENDATION

The Planning Division recommends that the Planning Commission make the following motions:

1. Adopt Resolution No. 23-03, finding that the project is Categorically Exempt from CEQA per Section 15332 of the California Environmental Quality Act (Infill exemption Class 32);

2. Approve the Use Permit to allow a new retail building with drive-through services based upon the findings listed in the Staff Report and the conditions of approval listed in Exhibit A;

3. Approve the Design Review Permit to allow the construction of new 2,241 square foot retail building based upon the findings listed in the Staff Report and the conditions of approval listed in Exhibit A; and

4. Approve a Tree Permit to allow the removal of 10 trees for the development of the project and require mitigation for the loss of any protected trees based upon the findings listed in the Staff Report and the conditions of approval listed in Exhibit A.

BACKGROUND

The proposed project is located at the northernmost end of Auburn Boulevard, just south of the Placer/Sacramento County line, which also is the border of the City of Roseville and the City of Citrus Heights. The subject site is comprised of three separate parcels which include .17 acre parcel (APN: 204-0010-001) along the county line. This parcel alone is unusable for any development due to its small size and geometry, its frontage along Auburn Boulevard is approximately 40' wide, tapering along the City/County line to zero approximately 375 feet east of Auburn Boulevard.

Directly south of the above parcel is a 1.4 acre parcel (APN: 471-0010-002) with approximately 110' frontage along Auburn Boulevard and an existing 106 square foot coffee kiosk building in the parking lot on the front portion of the site. The back portion of the site is undeveloped with several mature trees. This open space is currently used for Waggin' Tails Doggie Day Care. This portion of the site will remain as-is and is not included in the scope of the proposed project.

South of the above parcel is a .66 acre parcel (APN: 471-0010-017) with approximately 103' frontage with an existing 6,840 square foot building built in 1960. The existing building is divided in two by a breezeway with 1,447 square foot on one side, currently occupied by Sam's Liquor & Food, and 5,623 on the other (south side) that currently has four tenant spaces, two spaces 1,341 square feet each are vacant, Tea It - a 1,500 square foot tea shop at the west end of the building also has an existing 480 square foot area of indoor seating and 300 square feet of outdoor seating, and Waggin' Tails Doggie Day Care, a 1,441 square foot space at the east end of the building.

The project is located within the City's upcoming Auburn Boulevard Complete Streets Project (Phase 2). As discussed further in this report, the timing for the development of project will be dependent upon the City's streetscape project as this development has been designed to coordinate with the new signalized driveway, frontage improvements and a number of utility improvements, which are part of the City's planned improvements. Although there is not a defined timeline for the City's project, it is anticipated to begin early 2024.

PROJECT DESCRIPTION

The project proposes the construction of a new Starbucks retail building with a drive-through service. The proposed Starbucks building is 2,241 square feet in area with outdoor and indoor seating in addition to the proposed drive-through. The new building will feature a 400 square foot plaza with outdoor seating for the patrons of the Starbucks. The project will retain the portion of the existing retail

building where Tea it and Waggin Tails are located (5,623 square feet) but proposes to remove the portion of the building occupied by the liquor store. The vacant coffee kiosk will also be removed. A number of site amenities are included with the project including increased landscaping, new lighting and other associated site improvements.

As part of the City's Auburn Boulevard Complete Streets Project (Phase 2) enhancements, a new intersection, signal and gateway arch is proposed, that is south of Whyte Avenue, and provides the site with a primary motor vehicle and pedestrian entry point. This new signal and driveway will eliminate the multiple existing driveways (3) that currently provide access to the site. The project also proposes to connect to existing development and future development to the north of this site within the City of Roseville.

The applicant currently owns the vacant property that is located to the north of this project, at the intersection of Auburn Boulevard and Whyte Avenue (8560 Auburn Blvd.). This property is located within the City of Roseville. The applicant is anticipating developing this site with a future "Quick Serve Restaurant" (QSR).Given the location of the new signal on Auburn Boulevard and the proposed drive-through operations, the City has requested that a development plan be provided that anticipates the development of both sites in each jurisdiction. As shown in this separate exhibit, (Attachment 10) access will ultimately be made available via a driveway connection to Whyte Avenue through the QSR site. A traffic study has been coordinated with the City of Roseville to analyze impacts from both uses.

The property extends further east than the existing and future parking lot. This area is currently fenced off and utilized as part of the existing dog grooming operations. It is not currently considered for development, although the site plan indicates that it may be a future parking area. In order to facilitate the development of this area as future parking Condition 81 has been added to allow for staff level review and approval.

USE PERMIT

The request is to allow drive-through service as part of the development of the proposed 2,241 square foot Starbucks restaurant. The drive-through service requires the issuance of a Use Permit.

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

- ***The proposed use is allowed within the Special Planning Area zoning district and complies with all other applicable provisions of the General Plan.***

The project site is located within the Boulevard Specific Plan (ABSP) and has a General Plan Designation of General Commercial. A restaurant/coffee shop is a permitted use within the Gateway District within the ABSP. As proposed, the Starbucks use will have a drive-through. A drive through is permitted in this district with the approval of a Use Permit.

The project will assist the City in implementing goals and policies found in the General Plan, including:

Policy 2.1 – Promote allowable Land Uses within a General Commercial designation.

Policy 8.1– Maintain economic strength of retail by focusing retail at major intersections.

Policy 10.5– Improve the appearance of the City by creating livelier, friendlier and safer spaces

The coffee shop use and the redevelopment of the existing center satisfy these General Plan policies.

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

The zoning designation for the subject property is SPA (Special Planning Area) which allows drive-through uses with the approval of a Use Permit. The Zoning Ordinance provides drive-through standards such as queuing length and visibility of the service lane from the street.

As proposed, the project meets the City's drive-through standards. The one exception to this statement is the screen wall that has been proposed as part of this development. The project is proposing to utilize a 2' 6" high wire mesh fence to provide vehicle screening adjacent to the Auburn Boulevard frontage. The City's requirement is to have a solid barrier in the form of a low wall to screen the vehicles that are queuing in the drive-through. This is similar to what has been required in other locations within the City (Sungarden Ave. Starbucks). In order to insure the same level of improvement is provided, a condition of approval has been added to require a solid screen that is acceptable to the Planning Department (DRP condition number 3). The addition of this provision and the proposed landscaping will conform to the City's drive-through screening standard.

The site plan indicates the entrance and exit of the drive-through service lane meets the development standards by providing the necessary separation between the drive-through lane and drive aisles. The drive-through lanes are 11 feet wide with greater than a 12 foot width on the radius. Adequate stacking area is provided with dual stacking lanes that are 120 feet from the lane entrance to order screen, and 90 feet of stacking from the order screen to the pick-up window, for a total of 210 feet of queuing. The proposal also complies with other provisions of the Zoning Code and the Municipal Code relating to parking, setbacks, building height, and other applicable development standards of the Code.

Based upon the information above, staff believes the project meets this required finding.

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

The General Plan land use designation is General Commercial (GC) which provides for retail uses, services, restaurants, professional and administrative offices, and other similar and compatible uses. The proposed development of a retail complex with a coffee shop is consistent with the General Plan land use designation ofGC. In addition the proposal is consistent with General Plan and Auburn Boulevard Specific Plan goals and policies that support viable and attractive development within major corridors and that encourage economic development. Some of the applicable General Plan goals and policies are as follows:

- *Goal 10: Achieve attractive, inviting and functional corridors.*
  - *Policy 10.1: Require superior architectural and functional site design features for new development projects along major corridors.*
  - *Policy 10.9: Require upgraded architectural and landscape features on projects involving auto intensive facilities.*
- *Goal 15: Diversify the local economy to meet the present and future employment, shopping, and service needs of Citrus Heights residents and sustain long-term fiscal health.*

The Auburn Boulevard Specific Plan (ABSP) establishes a distinct set of Design Guidelines and Development Standards. This project was evaluated against this criteria and found to be consistent. Based upon the information above, staff believes the project meets the goals of the General Plan, the ABSP and the required finding.

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

The new Starbucks coffee shop building will be constructed approximately 150 feet from any sensitive receptor. The drive-through operations are primarily located on the north, west and southern frontages of the building. A parking lot and landscaping improvements provide a buffer between the residential uses to the east of the site. There is a single family residential home that gains access through the site and has an existing upgraded wooden fence. A similar upgraded wooden fence is proposed for the area abutting the parking lot on the eastern boundary. The abutting property is a vacant remainder of the commercial property and does not impact residential uses. Should this area develop in the future, the use of a masonry wall will be considered at that time.

Noise

The operating hours for the Starbucks coffee shop are proposed to be 5 AM to midnight. Operating hours for the current occupied tenant spaces operate within these timeframes. The project has been conditioned (UP Condition 4) to restrict operating hours for the entire center to 5 AM to midnight. In the future, if extended hours are requested, a modification to the Use Permit will be required. No on-site alcohol service has been proposed as part of the project description. If on-site alcohol service is proposed in the future, the Use Permit will need to be modified.

Noise impacts, which can occur with external ordering devices associated with drive-through retails services, is mitigated through the use of an external communication/ordering system which has automatic volume controls so the volume of the speakers fluctuate based upon the ambient noise levels.

Lighting

The project will install lighting within the parking area and on the building. The fixtures on the building will be complimentary to the building's design. All fixtures are required to be shielded and directed downwards to ensure that light does not spill onto neighboring properties or adversely affect nighttime views. A photometric plan for the project was submitted which demonstrates the proposed plan meets the City's outdoor lighting regulations (Attachment 8).

Based upon the information discussed above, the design, location, size, and operating characteristics of the facility are compatible with the existing and future land uses in the vicinity.

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

The project is currently served by water, sewer, stormwater system, electricity and other utilities. The project has been designed to tie into the existing utility networks and the utility providers included conditions to ensure the project meets current standards and will be able to be served accordingly.

The project has overhead electric utilities on the northern property line and eastern property line. These will be undergrounded as part of the City's Auburn Boulevard Complete Streets Project (Phase 2). If the project moves forward prior to the streetscape project, this would be a project requirement (DRP Condition 4).

Based upon the analysis above and recommended conditions of approval are no identifiable physical constraints for the proposed use.

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

The site is surrounded by other commercial uses on three sides and has been designed to comply with the City's development standards, including the City's guidelines for drive-throughs. With the completion of the streetscape improvements, including the installation of a signal at the entry driveway, and the implementation of traffic improvements contained within the associated traffic study the impacts of the drive-through have been fully mitigated.

Use Permit - *Conclusion*
Based upon the information above, staff believes that the required findings to approve a Use Permit can be made that would authorize the operation of a drive-through restaurant subject to the findings and conditions of approval contained in the staff report.

Design Review Permit

Design Review Permit – Description of Request

The proposed project consists of a new 2,241 square foot (SF) Starbucks coffee shop with drive-through service. In order to accommodate this development, the project will remove an older retail building of approximately 1,800 s.f. and an existing drive-through coffee kiosk. The project will also install site amenities such as outdoor seating, landscaping, lighting and other associated site improvements. The existing retail building on the southern boundary will be retained.

Architectural Elevations
The Starbucks coffee shop will have a variety of exterior finishes including stucco, brick siding, composite vertical siding and aluminum vertical siding. Building accents include the use of metal canopies above windows and doorways, and building corners have been enhanced with a raised corner element. This cornerstone element is located on the northwest building corner adding architectural interest to the primary elevation that fronts onto Auburn Boulevard. The roof will be flat but vary in height from 15 feet to 23 feet.

The color palette for the project consists of earth-tone colors with a taupe stucco treatment and a brown color on the brick. A darker color "focus back", is used both on the building trim and metal awnings and will enhance the building. The parapet and the drive-through window are emphasized with the use of natural teak. The building facade will have a number of plane changes which are accented through the use of the color palette. Figure 1 depicts the proposed design and colors.

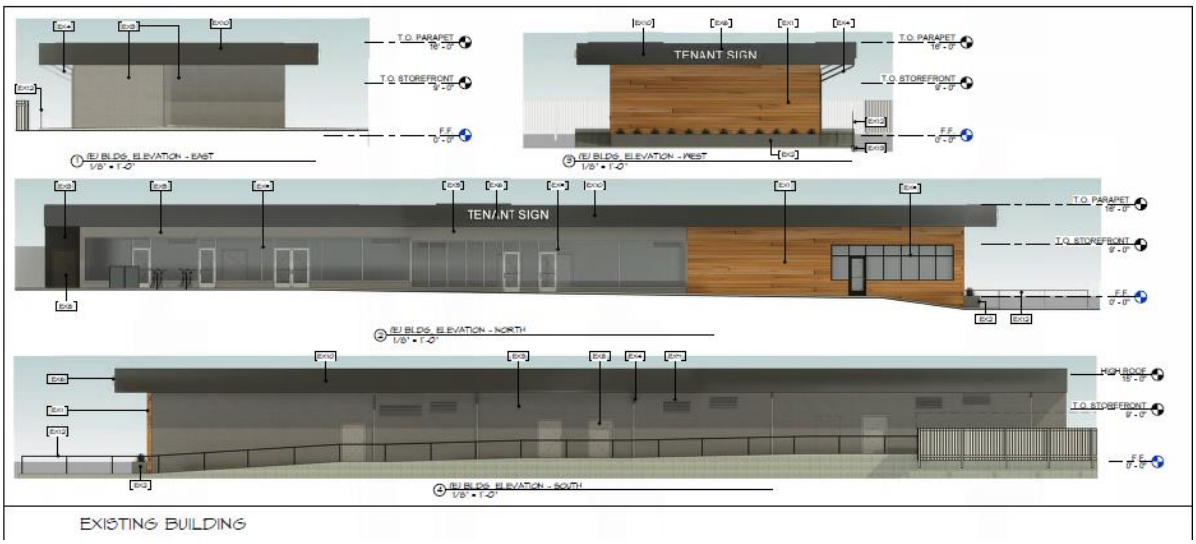
Figure 1: Color Elevations

East Elevation – Parking Lot

West Elevation – Auburn Blvd.

As shown in Figure 2, the existing retail building that is to remain will be updated in order to integrate with the new coffee shop. The building's existing stucco finish will be painted gray and new black metal fascia will be installed to accent the building. Additionally, the north and west sides of the building will received horizontal wood cladding siding. The color palette and materials will tie into the overall color scheme proposed by the coffee shop

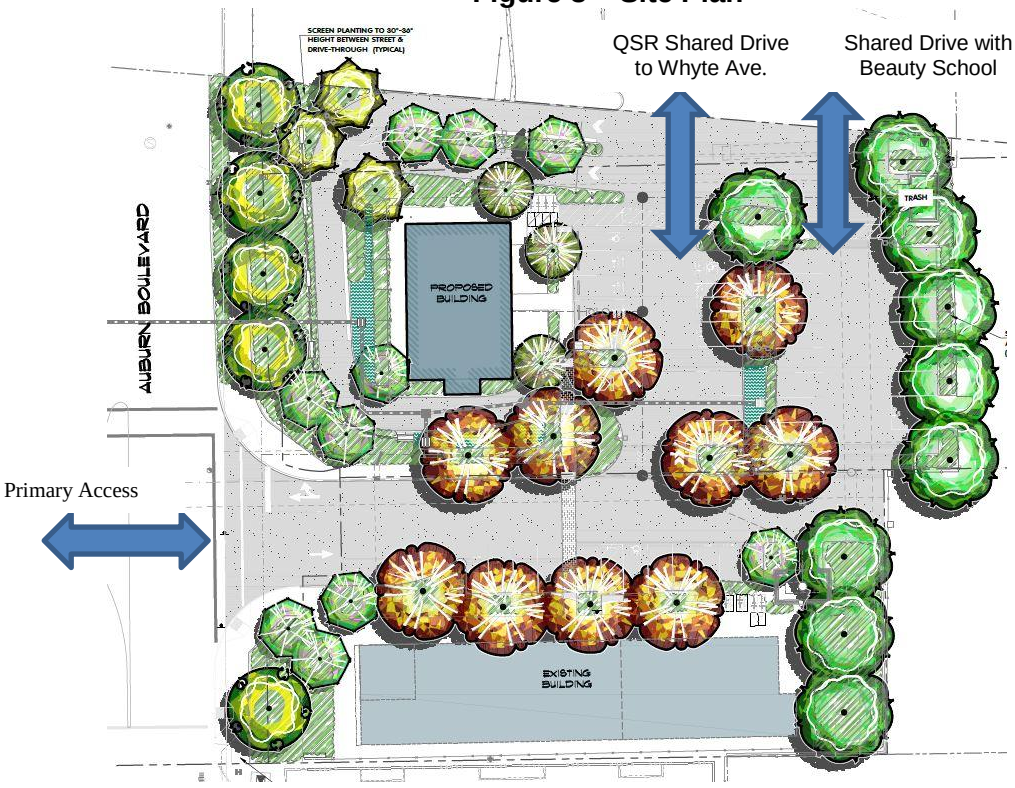
Figure 2 – Existing Building Elevations



Site Plan/Circulation

The project will be primarily accessed via the new traffic signal on Auburn Boulevard. This provides full traffic movements both accessing and egressing the site. The QSR parcel to the north of the project site will require a reciprocal access allowing for a driveway access on Whyte Avenue. This connection is a continuation of the existing connection between the two uses.

Figure 3 – Site Plan



Landscaping
The project will be upgrading the landscaping throughout the site. The frontage along Auburn Boulevard will be improved as part of the City's streetscape enhancement project. The project is proposing landscaping that conforms to the City's standards with a few exceptions. These exceptions are further addressed in the analysis component of this report
.

Drainage
The project includes a number of Low Impact Development (LID) principles including the installation of trash capture facilities that prevent trash and litter from entering the storm drain and roof drains which provide infiltration devices before excess stormwater enters the storm drain system.

Auburn/Whyte intersection
The City is intending to improve the Auburn Boulevard corridor as part of the Auburn Boulevard Complete Streets Project (Phase 2) in approximately 2024-2025. A traffic analysis that anticipates the development of this site and the property to the north, in the City of Roseville, has been completed. This traffic analysis has identified that certain improvements will be required to service the future development of two uses that will operate with drive-throughs. These improvements are fully discussed as part of the DRP analysis.

Design Review Permit – Analysis

The Citrus Heights Zoning Code requires that findings be made in order to approve a Design Review Permit. The required findings are listed below in italicized bold print and are followed by an evaluation of each finding.

- ***The Project complies with the applicable provisions of the Zoning Code.***
- ***The Project is consistent with the General Plan, the Auburn Boulevard Specific Plan.***
- ***The Project complies with all applicable design standards in Chapter 106.31 (Design Standards), and/or other applicable City design guidelines and policies.***

The project has been designed to comply with the development standards and design guidelines outlined in the Zoning Code, and the standards provided for Gateway District within the Boulevard Specific Plan. Compliance with the relevant standards is discussed below:

Height & Setback
As shown in the table below, the proposed project meets the height, FAR (Floor Area Ratio), and setback requirements of the Boulevard Specific Plan and Zoning Code. Height and setback standards are included in the Boulevard Plan, Figure 3.8.

Development Standards	Project	ABSP Allowance
Floor Area Ratio (FAR)	.12	.60
Building Height	23 ft.	50 feet
Building Setback to Adjacent Residential		
-East property line	Varies 32 ft. to 162 ft.	20 ft. minimum
Building Setback from Auburn Boulevard		
-west property line	50 ft.+	5 ft.
Building Setback to Adjacent Commercial		
- north property line	50 ft.	None

This project is located within the Gateway Commercial Center component of the plan area which establishes specific setback requirements. As shown in the table, the proposed project complies with the development standards established by the Boulevard Plan.

- ***The Project provides architectural design, building massing and scale appropriate to and compatible with the site surroundings and the community.***

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

Building Design

The General Plan encourages quality design and functional spaces within new developments along major corridors within the City. Due to the location of this project along the east side of Auburn Boulevard, within the Boulevard Specific Plan (Gateway District), the project design must meet City development standards and conform to the Auburn Boulevard Specific Plan as well. The new building faces west (towards Auburn Boulevard) and the west façade is presented with a variety of building materials including stucco, brick, teak vertical siding and metal vertical siding.

As depicted in Figure 2 and Attachment 6, the building has focused its architectural elements on enhancing the Auburn Boulevard frontage. The building is accessed via the parking area on the east side of the structure. The northwest corner features a raised cornerstone element and faux windows to help provide more of an architectural interest. The brick, stucco, vertical metal siding and teak wood elements all help to add interest to this elevation. The deviations in the parapet height and equipment screening also help to make an attractive elevation. The windows along the west side of the building are faux, but also add an element that helps to enhance the architecture on this elevation. The same design elements, with exception of the faux window treatment, are carried around to the remaining elevations of the building.

The proposed material and design elements proposed for the new structure will result in a building with superior design elements, and assure that it conforms to the intent of the design guidelines within the Zoning Ordinance, as well as the adopted Auburn Boulevard Specific Plan.

The existing retail building that will remain will be enhanced with materials and colors to tie back to the new building.

Drainage

The project is required to comply with a number of local and state regulations pertaining to drainage and stormwater treatment to protect the creek and reduce discharge of pollutants into the stormwater system. The project design includes a variety of Low Impact Development (LID) features to help retain any water run-off and filter pollutants. Included in the project's design are two bio-retention basin areas, one between the drive through and the west side of the building, and the other is located within the parking area. Based upon the preliminary drainage calculations, the project will meet the local and state requirements.

Walls/Fencing

Adjacent to the project site on the east boundary is existing residential development. The design standards include a provision for a boundary wall between different land uses, in this case between the commercial uses and the residential uses. There is an existing upgraded wood fence along the southeastern property line. This fence separates the existing retail building from the residential use that is east of the site and gains access through the commercial center. As proposed, this fence will remain. The applicant is proposing to construct an upgraded fence from this existing fence extending north approximately 120 linear feet. This fence will separate the developed commercial site from the undeveloped remainder that is located east of the site. Given, that this is an existing condition, and the majority of the improvement is acting as a division point between two commercial uses, this is an acceptable alternative to a masonry wall.

Lighting
The parking lot will be lit through the installation of LED fixtures on light poles. The parking lot lights will have full cut-off lenses to minimize off-site glare. A photo-metric plan has been provided indicating that there will be no light impacts to the surrounding residential uses. There are exterior lights indicated on the elevations provided. Wall sconce lighting fixtures are proposed the entrances to the Starbucks building. Light fixture designs will be the same design throughout the site, and consistent with the proposed Auburn Boulevard Specific Plan guidelines meeting the requirements of the outdoor lighting regulations (Condition 73).

Landscaping
The site currently has very little existing landscaping. This project will revitalize the site with new plantings and irrigation. There are several existing trees located on-site. A full evaluation of the existing trees and the project's impacts is addressed within the Tree Permit section of this report. Overall, the proposed landscaping improvements will conform to the City's design standards. There are three areas that have been identified as areas that do not conform to the City's requirements. These areas include; the proposed street tree along Auburn Boulevard, the planter width adjacent to the eastern boundary and the lack of a planter adjacent to the drive-through lane on the northern boundary.

The site frontage is part of the Auburn Boulevard Specific Plan, which has a specific street tree specified for uniformity. As proposed the project would install elm trees across the frontage of the project. The Specific Plan requires red maple trees to be installed as the primary street tree. Staff has included a condition of approval, Condition number 67, requiring red maple trees to be installed unless a modification is approved by the City's Arborist.

The planter adjacent to the eastern boundary and the parking lot is required to be 10 feet in width. As shown, this planter is at 6'-8" in width. The property to the east is owned by the applicant, so ownership does not prohibit the development of this planter to the required width. Condition number 34 has been included to address this item.

There is no planter proposed for the northern boundary adjacent to the drive-through. The future development of the QSR places the full burden of constructing a minimum 5 toot landscape strip between the future project on the Roseville parcel. The City wants to insure that this improvement is constructed with whichever project moves forward first, so Condition number 35 has been added to this project.

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

Parking
Figure 4 below provides the calculations for required parking based upon the Zoning Code. The project is utilizing an allowed 5% parking reduction (2 spaces) that is allowed within The Boulevard Plan. The Boulevard Plan was amended in 2018 to allow for parking reductions in certain situations to encourage the redevelopment of Auburn Boulevard. The project qualifies for a 5% reduction since it is within 1,350 linear feet of a bus transit facility. With the signal improvements on Auburn Blvd., there is a need for four of the spaces currently shown on the site plan to be eliminated. With the elimination of these spaces the project will provide a total of 33 on-site parking spaces. This is one parking space short of what is required, but is offset by the 5% reduction as shown below in Figure 4.

Figure 4 Parking Spaces Required For Project

Use	Project SF	Parking Ratio	Parking Required	Parking Provided
Starbucks	350 SF -Seating Area	1:50	7 spaces	-
Retail A	1,500 SF	1:50	10 spaces	-
Retail B-D	4,123 SF	1:250	17 spaces	-
		TOTAL =	**34 spaces**	**33 spaces**
		5% Reduction =	2 spaces	-
		Total Required after applying 5% reduction =	**32 spaces**	**33 spaces**

Based upon the calculations presented above, the project meets these required parking findings.

Circulation/Traffic

The project has one access point located along Auburn Boulevard. As mentioned this access will be fully signalized allowing for full turning movements both into and exiting the site. There is access to Whyte Avenue via the existing driveway that provides access to the existing beauty school. The proposed improvements eliminate multiple driveway cuts on Auburn Boulevard, consistent with the goals of the Specific Plan.

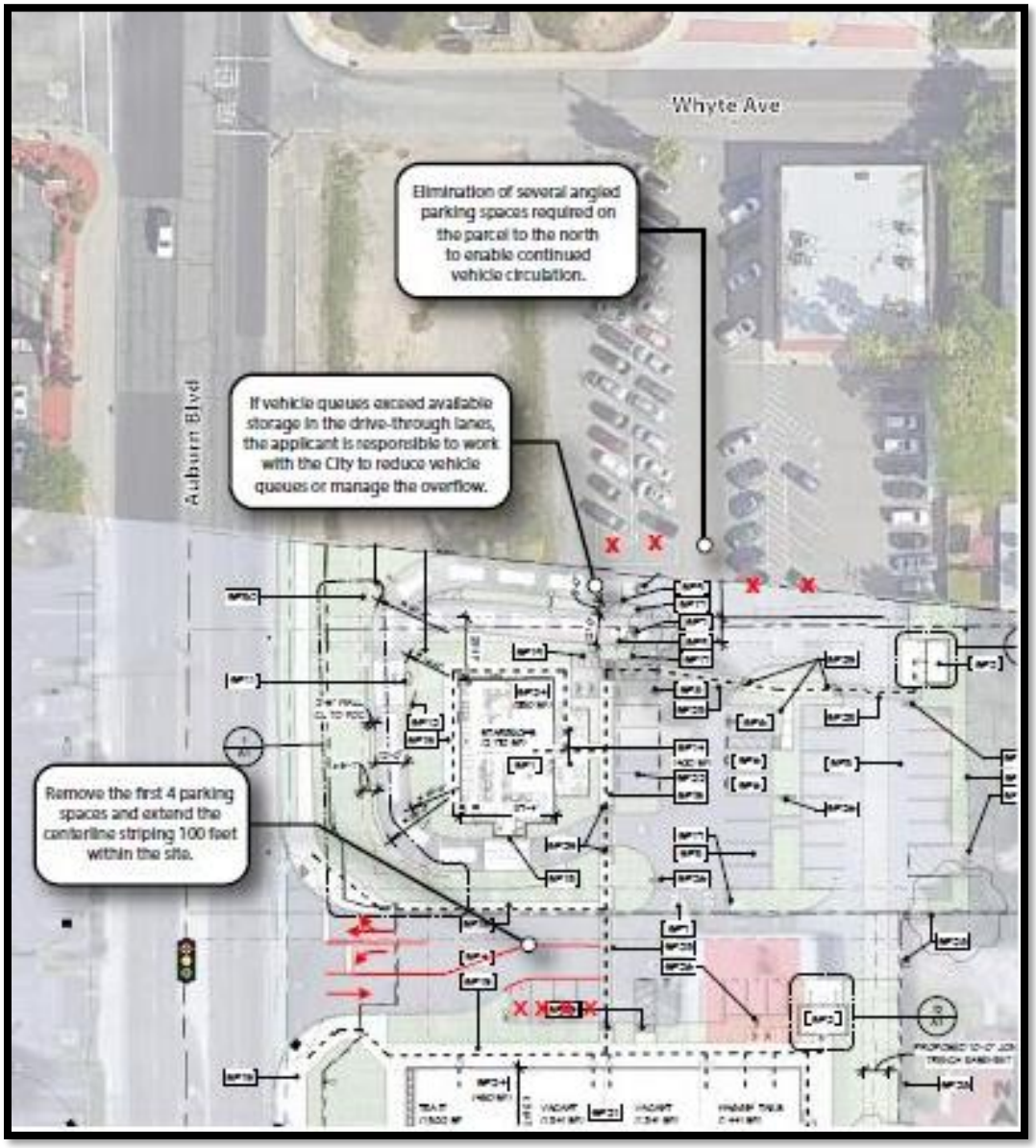
The project driveway, as well as the on-site circulation system, provide adequate access to/from the surrounding roadway network. Delivery vehicles will use the same access as passenger vehicles and there is adequate accessibility provided for these vehicles. Additionally, emergency vehicle access and maneuverability (during construction and normal operation) will be confirmed at all drive aisle locations and adequate turnarounds are provided. Based on the site plan, the Project site includes adequate access to accommodate emergency fire vehicles.

Pedestrian access is made available via the future frontage improvements that will tie to new sidewalk access that will be improved as part of the project. All uses will have improved pedestrian pathways to key features on-site. The east side of the new building has exterior seating that can be accessed via the distinct pavement improvement within the parking area and the new sidewalk. These improvements also provide a link between the new building and the existing retail building.

As part of the project review, a Transportation Impact Study (TIS) was completed to analyze the proposed on-site circulation and traffic impacts with the project. The TIS reviewed peak hour turning movements at the nearby intersection (Auburn and Whyte), the expected trip generation with the project and the adequacy of vehicle storage within the drive-through lane. A copy of the complete TIS is provided as Attachment 4. This study also included the potential impacts associated with the future development of the QSR on the adjacent site located in Roseville. Additionally, the TIS analyzed the project in two conditions; an interim condition (prior to the streetscape project being completed) and buildout with the QSR project.

In reviewing the TIS with the City of Roseville staff, it was determined that due to the conflicts with left-hand turning movements, both onto Auburn Boulevard and Whyte Avenue, an interim set of improvements was not feasible. The major improvement that mitigates all traffic movements that have been analyzed is the installation of the future signal at the project's driveway entrance. This significant improvement is part of the City's Auburn Boulevard Complete Streets project that is anticipated to be constructed in the 2024-25 timeframe. With the construction of this improvement and some minor alterations to the on-site parking fields this project will conform to the City's traffic impact standards. The following figure 5 provides a visual representation of these mitigating improvements:

Figure 5 Circulation Improvements



To mitigate any traffic or circulation issues the project description incorporates the measures recommended within the TIS. These measures are as follows:

- Prior to the opening of the Starbucks Store, a traffic signal will be present and operational at the project driveway on Auburn Boulevard. It is anticipated that this improvement will be completed with implementation of the Auburn Boulevard Complete Streets Project.
- The project will construct on-site improvements that are consistent with the signal design as represented in the Auburn Boulevard Complete Streets Project, including the removal of proposed parking to meet the minimum throat depth for the signal.
- The project will modify the parking configuration on the northern property line to insure through circulation between this site and Whyte Avenue. In order to achieve this, parking spaces on the adjacent property to the north may need to be eliminated. The project applicant will work with the adjacent property to the north achieve a through circulation

pattern.

- If the City determines that vehicle queues exceed the available storage in the Starbucks drive-through lanes, and traffic extends into the adjacent parking lot, the property owner will work with the City to implement the necessary measures to reduce vehicle queues.

With the implementation of these measures, all on-site and off-site circulation and parking measures will be adequately addressed and ensure that traffic, circulation and parking issues are minimized.

Frontage Improvements
The frontage along Auburn Boulevard, will include landscaping and screening. The improvements will be coordinated to meet the design of the future Auburn Boulevard Complete Streets Project. Frontage improvements will enhance the look of the corridor and achieve the elimination of multiple existing driveway cuts entering the site. Elimination of these driveways will provide for a better pedestrian environment and improved vehicle circulation and safety.

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

As proposed, the project complies with this design standard.

Design Review Permit – Conclusion

Based upon the analysis above, staff concludes that the findings can be made to approve the Design Review Permit to allow for the construction of a 2,241 square foot Starbucks coffee shop with associated drive-through and site improvements including parking, lighting and landscaping. The rehabilitation of the existing retail building meets the City's goals when complying with the conditions of approval.

Tree Permit

Tree Permit – *Description and Analysis*

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

The Citrus Heights Zoning Code requires that findings be made in order to approve a Tree Permit. The required findings are listed below in italicized bold print and are followed by an analysis of the request.

- ***The approval of the Tee Permit will not be detrimental to the public health, safety or welfare, and approval of the Tree Permit is consistent with the provisions of the Zoning Code.***

- ***Measures have been incorporated into the permit to mitigate impacts to remaining trees and replace the trees removed.***

An Arborist Report has been prepared to evaluate the existing trees on the property (Attachment 3). Tyler Thomson, ISA Certified Arborist was on site June 27, 2022. A total of 37 trees on the site were evaluated and 14 additional trees on the surrounding sites were included due to their proximity to the development. The report identified that 32 trees are protected according to the City of Citrus Heights Tree preservation ordinance. Twenty-one of the protected trees are located on the neighboring

parcels and could potentially be impacted by the development. Of the 32 protected trees, 9 are being recommended for removal requiring mitigation.

Tree Species	Trees Inventoried	Trees on Site1	Protected Trees	Protected Trees proposed for Removal
Valley Oak, Quercus lobata	34	23	30	9
Interior Live Oak, Quercus wislizeni	1	1	0	0
California Black Walnut, Juglans hindsii	1	0	1	0
California Fan Palm, Washingtonia filifera	1	1	0	0
Other Landscape Trees, Not Protected	14	12	-	-
Totals	51	37	32	9

The California Fan Palm is not required to be mitigated, as well as any dead protected trees. Based on these facts a total of 9 protected trees are proposed to be removed with 7 of these being eligible for mitigation. The 7 trees to be removed will require mitigation (93 inches). Mitigation credits are provided on an inch-for-inch basis when the new trees are planted. The remaining mitigation inches, if any, will be required to pay the mitigation fee of $298.00 per inch. The final calculations will be prepared once the final landscape plan is approved (Tree permit Condition 2).

Tree Number	DBH	Species	Protected Tree	Reason for Removal	Requires Mitigation
103	16	Valley Oak	Yes	Dead	No
110	13	Valley Oak	Yes	Health/Construction	Yes
1465	14	Valley Oak	Yes	Health/Construction	Yes
1466	16	Valley Oak	Yes	Health/Construction	Yes
1471	12	Valley Oak	Yes	Construction	Yes
1472	13	Valley Oak	Yes	Construction	Yes
1480	6	Live Oak	Yes	Health/Construction	No
1481	6	Valley Oak	Yes	Construction	Yes
1493	19	Valley Oak	Yes	Construction	Yes
1494	NA	NA	Yes	Construction	NA
Total Inches for Mitigation					**93**

Tree Permit - *Conclusion*

The majority of trees are proposed to be retained as part of the development. Due to the proximity of proposed improvements, all remaining trees require specific mitigation to ensure the trees are preserved. General protections measures are included for all trees to remain and several specific preservation requirements are proposed for several trees due to their characteristics. The preservation measures identified in the Arborist Report are incorporated into the Tree Permit conditions of approval and the applicant is required to submit a Final Tree Impact Assessment prior to the start of construction activities.

The Arborist Report failed to analyze tree number 1494. This tree is proposed for removal as part of the construction impacts. Prior to approval of a building permit, the applicant will need to update the arborist report to address the project impacts and mitigation based on this proposed tree removal. This item has been address in Condition 2 of the Tree Permit. With this tree added to the list of removals, the total protected tree removals is 10 trees.

Based on the analysis above and the fact that the applicants will be required to replace the loss of the protected trees proposed for removal, staff recommends approval of the Tree Permit.

ENVIRONMENTAL DETERMINATION

As part of the project review, several technical studies were completed including a Transportation Impact Study and Arborist Report. Based upon the applicant's project plans, description and conditions of approval each of the completed technical studies concluded project would not result in any significant environmental impacts. This is largely achieved by implementing project improvements in compliance with the city's General Plan and Zoning provisions. Therefore, the project qualifies for an infill exemption as per Section 15332 Class 32, under the California Environmental Quality Act (CEQA).

PUBLIC OUTREACH

The project is located within the Sunrise Ranch Neighborhood Association (Neighborhood 6). The association was informed of the proposed project and as of the writing of this report, the Neighborhood Association has not provided comments either for or against the project.

RECOMMENDED MOTIONS

The Planning Division recommends the Planning Commission make the following motions:

1. Adopt Resolution No. 23-03, finding that the project is Categorically Exempt from CEQA per Section 15332 of the California Environmental Quality Act (Infill exemption Class 32);

2. Approve the Use Permit to allow a new retail building with drive-through services based upon the findings listed in the Staff Report and the conditions of approval listed in Exhibit A;

3. Approve the Design Review Permit to allow the construction of new 2,241 square foot retail building based upon the findings listed in the Staff Report and the conditions of approval listed in Exhibit A; and

4. Approve a Tree Permit to allow the removal of 10 trees for the development of the project and require mitigation for the loss of any protected trees based upon the findings listed in the Staff Report and the conditions of approval listed in Exhibit A.

Attachments:

1. Resolution
    - Exhibit A: Conditions of Approval
    - Exhibit B: Environmental Determination
2. Project Description
3. Arborist Report
4. Traffic Impact Study (TIS)
5. Site Plan
6. Exterior Elevations
7. Civil Plans
8. Landscape Plans
9. Photometric Plan
10. Joint Site Plan with QSR in City of Roseville

RESOLUTION NO. 2023-03

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CITRUS HEIGHTS, CALIFORNIA, FINDING THAT THE PROJECT IS CATEGORICALLY EXEMPT FROM CEQA PER SECTION 15332 OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, RELATING TO IN-FILL DEVELOPMENT PROJECTS, AND APPROVING THE USE PERMIT AND DESIGN REVIEW PERMIT FOR THE STARBUCKS RETAIL CENTER LOCATED AT 8540 AUBURN BOULEVARD

WHEREAS, pursuant to the California Environmental Quality Act ("CEQA") (Pub. Resources Code, ' 21000 et seq.), the project is categorically exempt from CEQA per Section 15332, related to In-Fill Development Projects;

WHEREAS, the Planning Commission of the City of Citrus Heights held a public hearing on May 10, 2023, wherein public testimony was taken; and

WHEREAS, the Planning Commission of the City of Citrus Heights finds that the Categorical Exemption as outlined in Exhibit B is applicable to the proposed Use Permit, Design Review Permit and Tree Permit and no further review is required; and

WHEREAS, the proposed Use Permit and Design Review Permit are consistent with the Zoning Code and General Plan enacted at the time of the application submittal and the project is approved with conditions as shown in Exhibit A.

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 Planning Commission does hereby approve the Use Permit, Design Review Permit and Tree Permit for the retail center at 8540 Auburn Boulevard.

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 10th day of May, 2023 by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED

Andrew Van Duker, Chairperson

ATTEST

Stacy Hildebrand,
Planning Commission Secretary

Exhibits

A. Conditions of Approval
B. Environmental Determination

EXHIBIT A

CONDITIONS OF APPROVAL FOR STARBUCKS AND RETAIL CENTER PROJECT AT AUBURN AND WHYTE
Planning Commission Hearing May 10, 2023

USE PERMIT CONDITIONS OF APPROVAL

1) The Use Permit approval shall be exercised within a three (3) year period from the date of the Notice to Proceed issued by the City for the Auburn Boulevard Complete Streets Project (estimated to be February 2024). The applicant may file a written request for an extension of time before the expiration of the permit as defined in Section 106.64.070 of the Zoning Code. (Planning)

2) This project is approved as described and as shown in Attachments 1 through 10 and as conditioned or modified below. (Planning)

3) The communication ordering system for the drive-through shall have an automatic volume control so the volume of the speaker fluctuates based upon the ambient noise levels. At no time shall the noise exceed the levels allowed by the City's Noise Regulations. (Police and Planning)

4) Hours of operation for the center shall not exceed 5:00 AM to Midnight. Should a tenant desire to extend beyond those operating hours, approval of a modification to the Use Permit is required. (Planning)

5) Minor modifications to the Use Permit may be approved by the Planning Division. Significant changes will require approval by the Planning Commission. (Planning)

6) The project shall comply with all regulations of the City of Citrus Heights including the city's Municipal Code and Building Code. (Planning)

7) The project shall comply with all requirements of all servicing agencies of the City of Citrus Heights including but not limited to Sacramento Metropolitan Fire District, Citrus Heights Water District and Sacramento Area Sewer District. (Planning)

8) To the maximum extent practical, the following measures should be incorporated into the project construction operations:

   - Noise-generating construction activities shall not occur within the hours identified in Municipal Code Section 34-88(5).

   - All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition.

   - All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of project activity.

   - Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible.

- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.

- Project area and site access road speed limits shall be established and enforced during the construction period.

- Written notice shall be provided to residents within 500 feet of the project site of the construction schedules. The notice shall include a contact name and phone number should the residents have a question or concern with construction noise levels. (Planning)

9) Shall any nuisances arise at the site including noise from the ordering devices, late night hours, loitering or other health and safety issues, the applicant shall provide security measure(s) onsite acceptable to the Community Development Director and Chief of Police. If after reasonable notice and an opportunity to correct those problems, any public nuisances remain onsite, including any health and safety issues, the City can impose reduced operational hours or require a security company to provide onsite security during hours of concern. (Police and Planning)

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

DESIGN REVIEW PERMIT CONDITIONS OF APPROVAL

1) The Design Review Permit approval shall be exercised within a three (3) year period from the date of the issuance of the Notice to Proceed issued by the City for the Auburn Complete Streets Project (estimated to be February of 2024). The applicant may file a written request for an extension of time before the expiration of the permit as defined in Section 106.64.070 of the Zoning Code. (Planning)

2) This project is approved as described and as shown in Attachments 1 through 10 and as conditioned or modified below. (Planning)

3) The 2’-6” mesh fencing adjacent to the drive-through adjacent to Auburn Boulevard, shall be replaced with a solid screen wall. The design of the screen wall shall be reviewed and approved by the Planning Department. (Planning)

4) The project is responsible for certain utility improvements, should it proceed prior the City’s construction of the Auburn Boulevard streetscape project. The project will be responsible

for undergrounding overhead powerlines on the north and east boundaries of the project to the satisfaction of the City and Sacramento Municipal Utilities District (SMUD). (Planning)

5) Minor modifications to the Design Review Permit may be approved by the Planning Division. Significant changes will require approval by the Planning Commission. (Planning)

6) A master sign program shall be submitted and approved by the Planning Division should the project create four or more tenants. The master sign program shall meet the requirements of Zoning Code Section 106.38. (Planning)

7) The project shall comply with all regulations of the City of Citrus Heights including the city's Municipal Code and Building Code. (Planning)

8) The project shall comply with all requirements of all servicing agencies of the City of Citrus Heights including but not limited to Sacramento Metropolitan Fire District (SMFD), Citrus Heights Water District (CHWD) and Sacramento Area Sewer District (SASD). (Planning)

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

10) Construction hours are limited to 6:00 a.m.to 8:00 p.m. on weekdays and 7:00 a.m. to 8:00 p.m. on weekends. (Building)

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

12) The project's post-development (proposed) stormwater runoff cannot exceed the pre-development (existing) runoff. (Engineering)

13) The existing buildings are currently connected to public sewer. Any required construction and/or modification to the public sewer system must be to the satisfaction of Sacramento Area Sewer District (SASD) prior to the approval of improvement plans. SASD Design Standards and Specifications apply to any onsite and offsite public sewer construction. (SASD)

14) SASD Design Standards and Specifications require minimum 6-inch lower laterals for commercial and industrial buildings. Demolishing of the building may require replacing the existing 4-inch lower lateral to a 6-inch lower lateral. (SASD)

15) Construction of a grease trap or a sand oil separator may be required. The applicant must verify with the applicable jurisdiction's building department. (SASD)

16) If the proposed garbage enclosure will contain a drain to the sewer, it must be covered. (SASD)

17) SMUD has existing overhead 12kV facilities along the east side of Auburn Boulevard, through the northern part of the project site, and along the southern perimeter of the project site that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 safety clearances during construction and upon building completion. If the required clearances

cannot be maintained, the Applicant shall be responsible for the cost of relocation.(SMUD)

18) SMUD has existing underground 12kV facilities on the Project Site that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 128 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation. (SMUD)

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

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

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

22) SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs. There are existing utility easements on the parcel that will need to be located on the site plan. (SMUD)

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

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

25) The Applicant shall provide separate SMUD service points to each parcel to the satisfaction of SMUD. (SMUD)

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

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

28) To the maximum extent practical, the following measures should be incorporated into the project construction operations:

- Noise-generating construction activities shall not occur within the hours identified in Municipal Code Section 34-88(5).

- All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition.

- All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of project activity.

- Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible.

- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.

- Project area and site access road speed limits shall be established and enforced during the construction period.

- Written notice shall be provided to residents within 500 feet of the project site of the construction schedules. The notice shall include a contact name and phone number should the residents have a question or concern with construction noise levels. (Planning)

Conditions Required Prior to Issuance of Building Permit

29) Improvement plans shall remove the first 4 parking spaces on the south side of the signalized project driveway on Auburn Boulevard and extend the centerline striping 100 feet within the site, as depicted in Figure 5 of the staff report and on page 49 of the Traffic Impact Study. Improvement plans shall reflect that the parking spaces that are located off-site, on the property to the north of the site (Hoss Lee parcel), shall be removed to allow for through circulation, per the Traffic Impact Study.(Engineering)

30) An easement or PUE, if necessary, shall be dedicated to CHWD along the Auburn Blvd. frontage or elsewhere on-site to accommodate water meter boxes, backflows and sprinkler RPDA device. (CHWD)

31) This location does not have a water main along the frontage of the property along Auburn Boulevard. Improvement Plans will show the location of the water main extension, intended to be installed as part of the Auburn Boulevard Complete Streets project. An 8” water main from the north property line of 8516 Auburn Blvd. northward to the north property line of the proposed development site (south property line of 8560 Auburn Blvd.) shall be installed prior to the building occupancy. All water service, irrigation and fire lines, if required, shall be connected to this new 8” service line. (CHWD).

32) The applicant shall submit a Construction Traffic Management Plan (plan) to minimize traffic impacts to public streets and maintain a high level of safety for all roadway users. (Engineering)

33) The applicant shall install construction fencing around the staging, equipment storage, and construction area. The construction fencing shall be screened with mesh screening or slats, subject to Planning Division approval. (Planning)

34) Landscaping plans shall be amended to expand the planter along the eastern boundary adjacent to the parking area from 6'-8" to 10 feet in total width. Plans will be amended to reflect that the area of expansion is fully landscaped. (Planning)

35) To ensure that a landscape strip is installed north of the drive-through, the project will install a minimum 5 foot planter strip on property that is located north of the site (8560 Auburn Blvd.). If the adjacent parcel has been developed with this planter in place, then no further action is required. If the planter cannot be installed due to ownership issues or other circumstances, then the drive-through lanes will be reduced to a single lane, allowing for a landscape strip with a minimum of 5 feet in width to be installed with this project. Plans will be amended to reflect this modification to the site improvements prior to issuance of building permits. (Planning)

36) The existing retail building that will remain shall be enhanced with color palate and materials as shown in the approved plans. These improvements shall be completed prior to approval of occupancy. (Planning)

37) A pre-construction nesting survey shall be conducted within 14 days of any demolition or construction activities proposed during the nesting season (Feb 1 – Aug 31). If active nests are found, no work shall commence until an avoidance and monitoring plan is developed by a qualified biologist in coordination with the CDFW. If a setback is approved, no work shall occur with the setback area until the fledglings are capable of flight and are no longer reliant on the nest tree, as determined by the qualified biologist. (Planning)

38) Required development fees shall be paid prior to building permit issuance. Fee rates assessed shall be calculated during the building permitting process. (Engineering)

39) Prior to approval of the improvement plans, a pipeline video inspection of the existing storm drain system shall be submitted to the Engineering Division for review and approval. The existing SD system may need to be cleared of debris prior to connection of the new SD system. (Engineering)

40) The owner must contact Sacramento Area Sewer District (SASD) Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to determine if sewer impact fees are due. Fees are to be paid prior to the issuance of building permits. (SASD)

41) Site shall meet the pre and post construction Best Management Practices (BMP's) for Stormwater Mitigation per State of California requirements. Storm Drain runoff shall drain into landscaping or other Stormwater quality mitigating feature before entering the public Storm Drain system. The City of Citrus Heights is a member of the Sacramento Stormwater Quality Partnership and uses their guidelines and requirements. The following is their link: http://www.sactostormwater.org/SSQP/development.asp.

(Engineering)

42) The project shall adhere to the State of California's General Construction Permit requirements. Provide documentation of compliance with applicable requirements. A WDID# and SWPPP must be submitted and approved prior to ANY soil disturbing activity on the site.(Engineering)

43) Post-project stormwater runoff cannot exceed the runoff from the previous existing (demolished) commercial development. Calculations must be provided to demonstrate compliance with this requirement. (Engineering)

44) The project shall provide approved fire apparatus turnaround or circulation through the site meeting turning radii as required by SMFD. The fire apparatus turnaround shall conform to Sacramento Metro Fire Districts, Fire Prevention Standard #3. The fire access turn-around shall be located within 50 feet of the end of the access roadway. (SMFD)

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

46) Plans shall include a note that reads, "Fire apparatus access roads shall be designed and maintained to support the imposed live load of 80,000 pounds, with a maximum axle load of 31,000 pounds, and meet Public Works Standards for roadways. A report, prepared by a registered geotechnical engineer, verifying the ability of the road to bear the required minimum weight, shall be submitted with any plan indicating construction of roadway. Verification of constructed roadway shall be provided by a registered geotechnical engineer prior to final of the project." .(SMFD)

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

48) The applicant shall meet the following: Civil Site Plans and Architectural Plans shall be submitted and approved prior to Final Building Permit being issued. Fire Sprinkler and Fire Alarm plans shall be submitted prior to Final Building Permit being issued if required for this project. Please note: The Sacramento Metro Fire District does not allow deferred submittals for Fire Sprinkler or Fire Alarm plans. (SMFD)

Required Prior to Final or Occupancy

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49) The applicant shall provide a Fire Access Agreement between all parcels connected to and served by fire access. Fire Access Agreement shall be recorded with the Public Recorders Office having jurisdiction. (SMFD)

50) The applicant shall provide a Fire Access Roadway Maintenance Agreement (RMA) between all parcels connected to and served by the fire access roadway. The Fire Access Roadway Maintenance Agreement shall be recorded with the Public Recorders Office having jurisdiction. The roadway maintenance agreement shall include the following:
    a. Provisions for the necessary repair and maintenance of the roadway surface
    b. of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of thirteen feet six inches (13' 6") or width of twenty feet (20')
    c. Provisions for the maintenance, repair, and/or replacement of NO PARKING-FIRE LANE signage or striping
    d. Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems (SMFD)

51) Approved numbers or addresses shall be placed on all new or existing buildings in such a position as to be easily read from the street or road fronting the property. The minimum size of the numbers shall not be less than six (6) inches and shall be mounted immediately adjacent to a light source and shall also contrast with their background (SMFD)

52) Prior to any occupancy, the project shall install the following street frontage improvements along the east side of Auburn Boulevard. Improvements shall align with the City's future Auburn Boulevard, Phase 2 improvement project and shall meet current City standards and all accessibility requirements:
    a. Vertical curb (Type 2) and gutter;
    b. 6-ft wide separated sidewalk with a landscaping planter (irrigated);
    c. Type A commercial driveway;
    d. Accessible ramps at northeast and southeast corners of signalized intersection;
    e. Any required storm drain system as determined during the design stage; and
    f. Streetlights (quantity and location to be determined). (Engineering)

53) Project shall dedicate a 12.5-ft Public Utilities Public Facilities Easements (PUPFE) for all three parcels along Auburn Boulevard. (Engineering)

54) The signalized intersection at Auburn Boulevard at the proposed driveway location is part of the city's future streetscape project. Prior to ANY occupancy, the following items shall be completed:
    a. Dedicate any required Right-of-Way (ROW) and/or Public Utilities & Public Facilities Easements (PUPFE) for the future traffic signal appurtenances on Auburn Boulevard, as needed.
    b. Dedicate a PUPFE to underground existing overhead power & utility lines along north property line. The location & dimensions of easement shall be determined by City staff.
    c. Grant a Right-of-Entry for the future construction of the City's street improvement project for Auburn Boulevard. (Engineering)

55) Recordation of mutual access easements to access Auburn Blvd. is required between the four parcels listed below:

a. 8516 Auburn Blvd (APN: 204-0010-017)
b. 8518 Auburn Blvd (APN: 204-0010-016)
c. 8550 Auburn Blvd (APN: 204-0010-002)
d. 8600 Auburn Blvd (APN: 204-00100001) (Engineering)

56) Recordation or proof of and existing mutual access easement, between the project site and the property located at the southeast corner of Auburn Boulevard and Whyte Avenue within Placer County (8560 Auburn Blvd.) and the property located at 200 Whyte Avenue (Hoss Lee Academy), shall be provided to the Engineering Department. (Engineering)

57) Prior to building final or occupancy, a lot merger or boundary line adjustment for the two parcels with Assessor's Parcel Numbers (APN): 204- 0010-001 and 204-0010-002 shall be recorded. (Engineering)

58) The State Water Board's Trash Amendment requires that all commercial, industrial, and multi-family sites achieve full trash capture compliance by 2030. Trash capture is the developed site's ability to capture trash debris and litter from the property before it enters the public storm-water system. This site has been identified as a moderate trash generating property. This project is required to develop a full trash capture management plan that complies with the State Water Resource Control Board requirements. Prior to any occupancy of the proposed building, a Trash Maintenance Declaration for the property must be reviewed and approved by the City, and filed with the County of Sacramento's Recorder's Office. (Engineering)

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

60) Dedicate 12.5-ft Public Utilities Easement (PUE) along Auburn Boulevard. The PUE shall be located behind the existing Right-of-Way (ROW) per City Standards.(Engineering)

61) The applicant shall install a backflow device, including insulated enclosure and concrete pad, per current Citrus Heights Water District (CHWD) specifications. (CHWD)

62) The applicant may be required to install a new meter, meter setter, meter box, and meter location to the satisfaction of CHWD. (CHWD)

63) The installation of a secondary backflow (sized appropriately) is required down-stream of the primary backflow to isolate the irrigation system from the domestic supply. (CHWD)

64) The installation of the water distribution system modifications will be by the developer's contractor at the developer's expense. (CHWD)

65) Any easements granted to the District for the water facilities will be prepared by the developer at the developer's expense. (CHWD)

66) The applicant shall meet the following: Civil Site Plans, Fire Service Underground Plans, Fire Sprinkler Plans, Fire Alarm Plans and Architectural Plans shall be submitted prior to Final Building Permit being issued. (SMFD)

67) Prior to installation of Landscaping, the project Landscape Architect shall submit documentation to the City that demonstrates:

- Soil has been tested and prepared as necessary based on the Soils Analysis.
- The Irrigation has been installed compliant with the Zoning Code and approved landscape plan.
- The City's Arborist will have reviewed and approved the tree type along the Auburn Boulevard frontage, and accepted that elm trees conform to the Auburn Boulevard Specific Plan. If not approved, then the project shall install red maples.
- Tree planting sites comply with the minimum soil volume as identified in the Zoning Code and landscape plan. (Planning)

68) Prior to Final of Building Permit, the project Landscape Architect shall:

- Certify in writing that the landscaping has been installed in compliance with the Zoning Code and approved landscape plan.
- Demonstrate and certify in writing that the irrigation has been installed and is in compliance with the Zoning Code and landscape irrigation plans. The City may require an irrigation audit performed by a certified irrigation auditor. (Planning)

69) The walls of the trash enclosures and the screening wall shall be treated with anti-graffiti coating. (Planning)

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

71) Parking lot surface and double-striping shall be maintained in good repair. Wheel stops shall be installed to conform to the City's standards. (Planning)

72) Any graffiti shall be removed within 24-hours (Planning)

73) Outdoor lighting shall be installed in conformance with the Auburn Boulevard Specific Plan (ABSP) and maintained in good working order. (Planning)

74) All landscaping shall remain watered and in a healthy condition. (Planning)

75) Following occupancy of the building, there shall be no storage of goods outside of the building including the service areas adjacent to the drive-through lane. (Planning)

76) Site shall meet the pre and post-construction Best Management Practices (BMP's) for Stormwater Mitigation per State of California requirements, including Low Impact Design (LID) features to mitigate quality of stormwater runoff. The City is a member of the Sacramento Stormwater Quality Partnership and uses their guidelines and requirements. The following is their link: http://www.beriverfriendly.net/ (Engineering)

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

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.

- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the lead agency, the City of Citrus Heights, and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to their satisfaction.

- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Sacramento County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the Public Resources Code). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the Public Resources Code). A Native American representative from a culturally and geographically affiliated tribe should also assess the significance of the find pursuant to PRC §21080.3.2 (a). Having just an archaeologist evaluate resources is inappropriate, especially if the resource is Native American in origin and may be considered a Tribal Cultural Resource. Also, UAIC would like to rebury any Native American human remains with appropriate dignity and respect, with the landowner's permission.

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

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

79) A certificate of occupancy shall only be issued after construction of a fully operational traffic signal on Auburn Blvd at the proposed project driveway. Construction and installation of this traffic signal is currently included in the city's Auburn Boulevard Complete Streets Phase 2 Project and is estimated to be fully operational no later than September 1, 2025. Should the city's Auburn Blvd Complete Streets Phase 2 Project timeline change or not result in an operation signal by this date, the developer shall be required to install the signal or issuance of the certificate of occupancy may be delayed. A fully operational signal may include permanent signals poles, gateway arch and/or other temporary poles and measures as approved by the City Engineer to allow safe egress from the project site onto southbound Auburn Blvd.(Engineering)

80) Bicycle lockers shown on the approved site plan shall be replaced with a minimum of two exposed bicycle parking spaces. Parking space location and bicycle racks to be approved by the Planning Department. (Planning)

81) The conceptual parking lot layout on the eastern portion of the project site is not approved as part of this project approval. If it is determined that this additional parking is needed to support this project or the future project to the north, in the City of Roseville, then a subsequent application will be made to the City for amending the Design Review Permit. If all impacts can be addressed through on-site improvements that are consistent with the City's development standards, this amendment can be approved administratively. (Planning)

TREE PERMIT CONDITIONS OF APPROVAL

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

2) Prior to issuance of a building permit, the Arborist Report will be updated to address the size, condition and removal of tree # 1494. Additionally, all required mitigation fees shall

be paid for the approved removal of protected trees that have been identified within the final landscape plan. (Planning)

3) The Tree Permit shall be exercised within a three (3) year period from the date of final approval otherwise the Tree Permit shall expire. (Planning)

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

5) The following protected trees are authorized for removal:

Tree #'s
103, 110, 1465, 1466, 1471, 1472, 1480, 1481, 1493 & 1494

6) The applicant shall provide landscaping as shown in Attachment 8. Minor modifications are allowed with approval by the Planning Division. (Planning)

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

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

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

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

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

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

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

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

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

15) The project's certified arborist shall immediately treat any severed or damaged roots (NOTE: Without exception, all digging shall be done using hand tools, no machine trenching shall be allowed in the dripline of any tree). Minor roots less than one (1) inch in diameter may be cut, but damaged roots shall be traced back and cleanly cut behind any split, cracked or damaged area. Major roots over one (1) inch in diameter may not be cut without approval of an arborist and any arborist recommendations shall be implemented. (Planning)

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

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

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

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

ATTACHMENT 1 – EXHIBIT B

ENVIORNMENTAL DETERMINATION

ENVIRONMENTAL DETERMINATION

City Staff recommends that the Planning Commission determine that the recommended action is exempt from the requirements of the California Environmental Quality Act (CEQA) in accordance with Section 15332 (Categorical Exemptions; Class 32) of the CEQA Guidelines, which exempts in-fill development projects consistent with the applicable general plan designation and on a project site of no more than five acres substantially surrounded by urban uses.

As part of the project review, several technical studies were completed including a Transportation Impact Analysis and Arborist Report. Based upon the applicant's project plans, description and conditions of approval each of the completed technical studies concluded project would not result in any significant environmental impacts. This is largely achieved by implementing project improvements in compliance with the City's General Plan, Zoning provisions and development standards.

The exceptions to categorical exemptions identified in Section 15300.2 of the CEQA Guidelines are inapplicable because the land is in an urbanized area with no environmentally sensitive habitats or species of concern on the property, there has been no successive effort to intensify land uses in the area, and no unusual circumstances exist that would pose a reasonable possibility of having a significant effect on the environment, and the project does not negatively affect historic resources. Based on this analysis, no significant environmental effects would result from this project, and therefore, the project qualifies for an infill exemption as per Section 15332 Class 32, under the California Environmental Quality Act (CEQA).

McCANDLESS & ASSOCIATES ARCHITECTS, INC.

PROJECT NARRATIVE & OPERATIONAL STATEMENT

8600, 8550 - Starbucks Café With Drive Thru

&

8516 Auburn Blvd - Existing Multi-Tenant Building

The proposed project is located on 3 separate parcels along Auburn Blvd. in the City of Citrus Heights just south of the Placer/Sacramento County line, which also is the border of the City of Roseville & the City of Citrus Heights. Directly along the county line is a .17 acre parcel (APN: 204-0010-001). This parcel alone is unusable for any development due to its small size & geometry, its frontage along Auburn Blvd. is approximately 40' wide, tapering along the City/County line to zero approximately 375' east of Auburn Blvd.

Directly south of the above parcel is a 1.4 acre parcel (APN: 471-0010-002) with approximately 110' frontage along Auburn Blvd. & an existing 106 s.f. coffee kiosk building in the parking lot on the front portion of the site. The back portion of the site is undeveloped with several mature trees. This open space is currently used for Waggin' Tails Doggie Day Care. This portion of the site will remain as-is and is not included in the scope of work.

South of the above parcel is a .66 acre parcel (APN: 471-0010-017) with approximately 103' frontage & has an existing 6,840 s.f. building built in 1960. The existing building is divided in two by a breezeway with 1,447 s.f. on one side, currently occupied by Sam's Liquor & Food, open every day from 9:00am – 11:00pm, & 5,623 on the other (south side) that currently has four tenant spaces, two spaces 1,341 s.f. each are vacant, Tea It - a 1,500 SF tea shop at the west end of the building, is open Wed - Sun from 11:00am -6:00pm serving lunch & beverages, with an existing 480 SF area of indoor seating & 300 SF area of outdoor seating, and Waggin' Tails Doggie Day Care, a 1,441 s.f. space at the east end of the building, open Mon – Fri, 7:00am – 6:00pm.

The Citrus Heights zoning designation for these 3 parcels is SPA – Special Planning Area, within the Auburn Boulevard Commercial (ABC) Zoning District they fall within the Gateway District Commercial Center (GDCC). Within the GDCC Drive-through retail requires a Use Permit, but General Retail & Coffee Shops are allowed.

The proposed project includes demolishing the coffee kiosk & the 1,447 s.f. portion of the existing building (liquor store) & constructing a new 2,241 square foot Starbucks cafe with 400 square foot exterior (uncovered) patio seating area. The existing building that will remain have painted concrete masonry exterior walls with some areas of painted stucco & T-111 wood siding, metal storefronts & a cantilevered stucco parapet with a metal roofing detail. This building will not undergo exterior improvements other than to patch & repair the fascia where the roof interfaced with the liquor store that is being removed.

Site improvements for the project include removing the existing parking lot & installing new AC paved drive aisles & parking areas, a new drive thru lane, a new trash enclosure for each building, new concrete sidewalks & new landscaping. In addition to these site improvements, there are several traffic and on-site circulation improvements that are necessary in order mitigate the project's traffic impacts to Auburn Boulevard and the surrounding streets. These improvements have been identified within the projects accompanying Traffic Impact Study (TIS), completed by Fehr and Peers, dated February 15, 2023.

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As identified by the TIS, the project will complete the following improvements and implement the future operational measures:

- Prior to the opening of the Starbucks Store, a traffic signal shall be present and operational at the project driveway on Auburn Boulevard. It is anticipated that this improvement will be completed with implementation of the Auburn Boulevard Complete Streets Project.
- The project will construct on-site improvements that are consistent with the signal design as represented in the Auburn Boulevard Complete Streets Project, including the removal of proposed parking to meet the minimum throat depth for the signal.
- The project will modify the parking configuration on the northern property line to insure through circulation between this site and Whyte Avenue. In order to achieve this, parking spaces on the adjacent property to the north may need to be eliminated. The project applicant will work with the adjacent property to the north achieve a through circulation pattern.
- If the City determines that vehicle queues exceed the available storage in the Starbucks drive-through lanes, and traffic extends into the adjacent parking lot, the property owner will work with the City to implement the necessary measures to reduce vehicle queues.

By incorporating these physical, and possible future operational items into the project, traffic and circulation issues that have been fully analyzed will be completely mitigated.

Typical Starbucks hours of operation are 4:30am – 9:00 pm with 3-5 employees per shift. No change is proposed in the operating hours for the existing tenants that will remain, Tea It & Waggin' Tails (see above).

The proposed Starbucks building is sited along Auburn Blvd. with the main entrance facing East toward the parking lot & the drive thru lane wrapping the building with landscaping on either side. The majority of the building's users will access the site from the parking lot & drive thru lane. A typical Starbucks serves approximately 60% of customers from the drive thru lane. The proposed siting of the building was designed for the convenience of the majority of the building's users, while also providing convenient pedestrian access from the street & existing adjacent building.

The new Starbucks building's modern design enhances a pedestrian friendly atmosphere with an inviting patio seating area and appealing finish materials. The building design finishes include stucco, brick & vertical wood siding, aluminum storefronts, and metal canopies. The parking areas and trash enclosure are located at the rear of the site and are screened by trees and drought tolerant landscaping. The site design proposes a single main driveway off Auburn Blvd. that is located at a new traffic signal intersection that is part of the Auburn Blvd. Complete Streets plan. Thirty eight (38) parking spaces have been provided, which meets the minimum requirement of the City of Citrus Heights for the proposed uses.

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California Tree and Landscape Consulting, Inc.

June 29, 2022

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Email: callie@epropinc.com

PRELIMINARY ARBORIST REPORT & TREE INVENTORY

RE: APN's #204-0010-001, 204-0010-002 & 204-0010-017, 8600, 8550 & 8516 Auburn Blvd, City of Citrus Heights jurisdiction, California

Executive Summary:
Callie Huff, from Engstrom Properties, contacted California Tree and Landscape Consulting, Inc. to inventory and evaluate the protected trees on the site or within 25' of development for purposes of evaluating the impacts to the trees for pursuant to the development plan by Starbucks + Retail by MoCandless & Associates Architects dated June 29, 2022. The properties are located at 8600, 8550 & 8516 Auburn Blvd, in the City of Citrus Heights, California. See Supporting Information Appendix 1 –Tree Location Map.

Tyler Thomson, ISA Certified Arborist #WE-12751A was on site June 27, 2022. A total of 37 trees on the site were evaluated and 14 additional trees on the surrounding sites were included due to their proximity to the development. 32 Trees are protected according to the City of Citrus Heights Tree Preservation ordinance. 21 of the protected trees are solely on this property, of which, 9 are proposed for removal. 11 protected trees are located on the neighboring parcels and could be impacted by development of the parcel.

Tree Species	Trees Inventoried	Trees on the Site[1]	Protected Trees	Protected Trees proposed for Removal
Valley Oak, Quercus lobata	34	23	30	8
Interior Live Oak, Quercus wislizeni	1	1	0	0
California Black Walnut, Juglans hindsii	1	0	1	0
California Fan Palm, Washingtonia filifera	1	1	1	1
Other Landscape Trees, Not Protected	14	12	-	-
Totals	**51**	**37**	**32**	**9**

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

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

METHODS

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

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

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

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

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

Terms

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

Protected Root Zone

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

Arborist Rating

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

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

Notes:

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

Actions — Recommended actions to increase health and longevity.

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

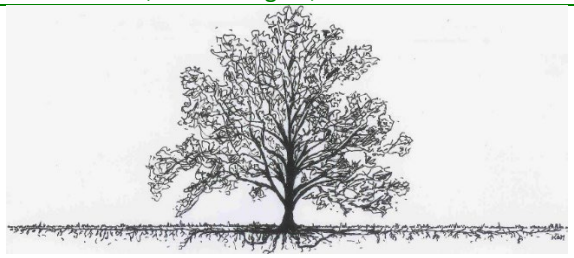
Impact Term:	Long Term Result of Impact:
Negligible	Tree is unlikely to show any symptoms. Chance of survival post development is excellent. Impacts to the Protected Root Zone are less than 5%.
Minor	Tree is likely to show minor symptoms. Chance of survival post development is good. Impacts to the Protected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

DISCUSSION

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

Root Structure

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



The reality of where roots are generally located

Pruning Mature Trees for Risk Reduction and/or Development Clearance

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

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

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

Arborist Classifications

There are different types of Arborists:

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

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

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

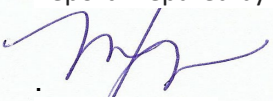
Consulting Arborist: An American Society of Consulting Arborists Registered Consulting Arborist is someone who has been trained and then tested to have specialized knowledge of trees; and trained and tested to provide high quality reports and documentation. You can look up registered consulting arborists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

RECOMMENTATIONS: SUMMARY OF TREE PROTECTION MEASURES

The Owner and/or Developer should ensure the project arborist's protection measures are incorporated into the site plans and followed. Tree specific protection measures can be developed when grading plans are available.

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

Report Prepared by:



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Nicole Harrison
Registered Consulting Arborist #719
ISA Certified Arborist #WC-6500AM, TRAQ
American Society of Consulting Arborists, RCA #719

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

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California Tree & Landscape Consulting, Inc.

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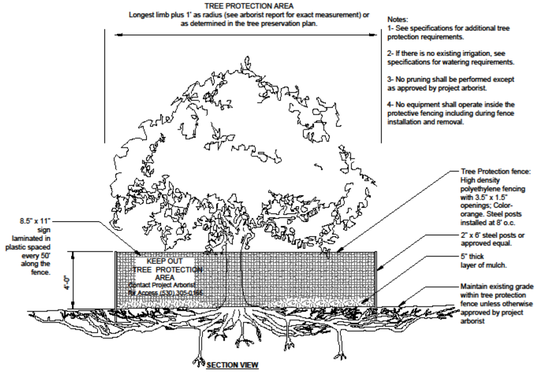
TREE PROTECTION GENERAL REQUIREMENTS

1. The project arborist for this project is California Tree & Landscape Consulting. The primary contact information is Nicole Harrison (530) 305-0165. The project arborist may continue to provide expertise and make additional recommendations during the construction process if and when additional impacts occur or tree response is poor. Monitoring and construction oversight by the project arborist is recommended for all projects and required when a final letter of assessment is required by the jurisdiction.
2. The project arborist should inspect the exclusionary root protection fencing installed by the contractors prior to any grading and/or grubbing for compliance with the recommended protection zones. Additionally, the project arborist shall inspect the fencing at the onset of each phase of construction. The root protection zone for trees is specified as the 'canopy radius' in Appendix 2 in the arborist report unless otherwise specified by the arborist. Note 'dripline' is not an acceptable location for installation of tree protection fencing.
3. The project arborist should directly supervise any clearance pruning, irrigation, fertilization, placement of mulch and/or chemical treatments. If clearance pruning is required, the Project Arborist should approve the extent of foliage elevation and oversee the pruning to be performed by a contractor who is an ISA Certified Arborist. Clearance pruning should include removal of all the lower foliage that may interfere with equipment PRIOR to having grading or other equipment on site.
4. No trunk within the root protection zone of any trees shall be removed using a backhoe or other piece of grading equipment.
5. Clearly designate an area on the site that is outside of the protection area of all trees where construction materials may be stored, and parking can take place. No materials or parking shall take place within the protection zones of any trees on or off the site.
6. Any and all work to be performed inside the protected root zone fencing, including all grading and utility trenching, shall be approved and/or supervised by the project arborist.
7. Trenching, if required, inside the protected root zone shall be approved and/or supervised by the project arborist and may be required to be performed by hand, by a hydraulic or air spade, or other method which will place pipes underneath the roots without damage to the roots.
8. The root protection zone for trees is specified as the 'canopy radius' in Appendix 2 in the arborist report unless otherwise specified by the arborist. Note 'dripline' is not an acceptable location for installation of tree protection fencing.



S-X TREE PROTECTION

TREE INVENTORY MAP

>Tree locations are approximate and were collected using apple iOS products.
>Property line information was downloaded from Sacramento County on 05/15/2020. >Development plans provided by Engstrom Properties, Inc. on 6/29/2022.

Property Line
Measured Tree Canopy

Arborist Rating
- 0 Dead
- 1 Extreme Structure or Health Problems
- 2 Major Structure or Health Problems
- 3 Fair - Minor Problems
- 4 Good - No Apparent Problems
- 5 Excellent

8600, 8550, & 8516 Auburn Blvd

Provided for: Callie Huff, Engstrom Properties, Inc.

ADDRESS

Date: 6/30/2022

Sheet No.
TPP 1.0

APPENDIX 2 – TREE INFORMATION DATA

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	Multi-Stem (in.)	DBH (in.)	Measured at (in.)	Canopy Radius	Arborist Rating	Construction Impacts	Field Notes
100	Yes		Valley Oak	Quercus lobata		11	54		0 Dead	N/A	offsite. standing intact, 100% dead.
101	Yes		Valley Oak	Quercus lobata		7	54	17	2 Major Structure or Health Problems	To be Determined	shared tree. fair structure leans slightly east. partial understory structure. moderate/high foliage disease/damage throughout. fair vigor.
102	Yes	Yes	Valley Oak	Quercus lobata		13	54	22	3 Fair - Minor Problems	To be Determined	offsite tree, codominant at 5'. moderate branch die back. fair structure and vigor.
103	Yes		Valley Oak	Quercus lobata		16	54		0 Dead	Proposed for Removal	standing intact dead.
104	Yes	Yes	Valley Oak	Quercus lobata		12	24	32	2 Major Structure or Health Problems	To be Determined	offsite tree. 2 long, dead canopy stems. poor structure. fair foliage health. low vigor
105	Yes	Yes	Valley Oak	Quercus lobata	14, 14	28	24	34	3 Fair - Minor Problems	To be Determined	offsite tree. codominant at grade and at 3'. northwest stem leans heavy over property. fair structure and vigor.
106	Yes	Yes	Valley Oak	Quercus lobata		9	54	20	3 Fair - Minor Problems	To be Determined	offsite tree. fair structure and vigor. leans 12' over lot.

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	Multi-Stem (in.)	DBH (in.)	Measured at (in.)	Canopy Radius	Arborist Rating	Construction Impacts	Field Notes
107	Yes	Yes	Valley Oak	Quercus lobata		18	36	33	3 Fair - Minor Problems	To be Determined	offsite tree. low lateral branch extends heavy northwest over lot by 30'. fair overall structure and vigor.
108	Yes	Yes	Valley Oak	Quercus lobata	6, 6	12	54	16	3 Fair - Minor Problems	To be Determined	offsite tree, codominant at grade. leans 13' north over property line.
109	Yes	Yes	Valley Oak	Quercus lobata		13	54	22	3 Fair - Minor Problems	To be Determined	offsite tree. 10' high lateral leans 18' south over lot.
110	Yes		Valley Oak	Quercus lobata		13	54	26	1 Extreme Structure or Health Problems	Proposed for Removal	old apical trunk stem failure cavity at 10'. unbalanced possibly weakly attached canopy stem leans south over lot. significant branch die back. low vigor.
111	No	Yes	Valley Oak	Quercus lobata		5.5	54	10	2 Major Structure or Health Problems	To be Determined	growing directly under powerlines. topped 80% of canopy. low vigor.
112	Yes	Yes	Valley Oak	Quercus lobata		16	54	26	3 Fair - Minor Problems	To be Determined	offsite tree. dbh approximate. topped for powerlines lines. fair structure besides topping. good foliage health.

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	Multi-Stem (in.)	DBH (in.)	Measured at (in.)	Canopy Radius	Arborist Rating	Construction Impacts	Field Notes
113	No		Acacia	Acacia sp.	10, 8		54		0 Dead	Proposed for Removal	2 stems 10" and 8" dead. standing intact.
114	No		Chinaberry	Melia azedarach	6, 6, 5, 5		54	16	2 Major Structure or Health Problems	Proposed for Removal	stump that re grew many sprouts. swollen base with extensive decay. large codominant stem failed last year on west side.
115	No		Acacia	Acacia abyssinica	5, 4		54		0 Dead	Proposed for Removal	codominant at grade. standing intact dead.
116	No	Yes	Weeping Willow	Salix babylonica		7	54	7	3 Fair - Minor Problems	To be Determined	canopy to ground west over property line, overhangs 5'.
117	No	Yes	Wild Plum	Prunus sp.		6	54	10	3 Fair - Minor Problems	To be Determined	overhangs property 8'.
118	No		Purple-Leaf Plum	Prunus cerasifera		11	6	14	2 Major Structure or Health Problems	Proposed for Removal	swollen base with 30% dead bark. multi stem at 1'. dead 5" stem. rubbing canopy stems lean southeast.
119	No		Crape Myrtle	Lagerstroemia indica		4.5	54	6	3 Fair - Minor Problems	Proposed for Removal	multiple sprouts at base. good structure and vigor.

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	Multi-Stem (in.)	DBH (in.)	Measured at (in.)	Canopy Radius	Arborist Rating	Construction Impacts	Field Notes
120	No		Camphor	Cinnamomum camphora		3, 2, 2, 2, 2	54	9	3 Fair - Minor Problems	Proposed for Removal	multi stem at grade, circular shape. good vigor. short tree.
121	No		Arizona Cypress	Hesperocyparis arizonica		11	54	16	2 Major Structure or Health Problems	Proposed for Removal	spiral shaped base and trunk, 40% dead bark. good canopy. fair vigor.
1465	Yes		Valley Oak	Quercus lobata		14	12	12	1 Extreme Structure or Health Problems	Proposed for Removal	90% dead. foliage remains on south side on southernmost trunk.
1466	Yes		Valley Oak	Quercus lobata		6, 6, 4	54		1 Extreme Structure or Health Problems	Proposed for Removal	multi stem at grade, crossing rubbing stems with a total of 60% dead bark. mostly dead canopy. low vigor.
1467	No		Valley Oak	Quercus lobata		5	48	10	2 Major Structure or Health Problems	To be Determined	fair structure and vigor. completely understory tree.

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	Multi-Stem (in.)	DBH (in.)	Measured at (in.)	Canopy Radius	Arborist Rating	Construction Impacts	Field Notes
1468	Yes		Valley Oak	Quercus lobata		17	54	32	3 Fair - Minor Problems	To be Determined	good base. small low lateral branch west. 8" low lateral branch south over lot. good structure. minor branch die back in canopy.
1469	Yes		Valley Oak	Quercus lobata		22.5	6	32	3 Fair - Minor Problems	To be Determined	multi stem at 1', crowded stems with included bark. fair foliage health. fair/low vigor.
1470	Yes		Valley Oak	Quercus lobata		16.5	54	32	3 Fair - Minor Problems	To be Determined	close to fence. garbage on west base. good structure and vigor.
1471	Yes		Valley Oak	Quercus lobata		12	12	18	2 Major Structure or Health Problems	Proposed for Removal	swollen base. swollen included bark below codominant union. sparse foliage. 30% branch die back. yellowing foliage. low vigor.
1472	Yes		Valley Oak	Quercus lobata		6.5, 5.5	54	13	2 Major Structure or Health Problems	Proposed for Removal	small diameter Pecan Tree 1' west. codominant at grade, swollen weak attachment with decay and staining. yellowing foliage. low vigor.
1473	No		Valley Oak	Quercus lobata		5	54	12	2 Major Structure or Health Problems	To be Determined	swollen, unbalanced base. understory tree with poor structure. 40% branch die back. low vigor.

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	Multi-Stem (in.)	DBH (in.)	Measured at (in.)	Canopy Radius	Arborist Rating	Construction Impacts	Field Notes
1474	Yes		Valley Oak	Quercus lobata		15	54	20	1 Extreme Structure or Health Problems	To be Determined	old apical trunk stem failure cavity at 10'. one lateral branch remains. 80% branch die back. weak branch attachment, leans heavy south over lot.
1475	Yes		Valley Oak	Quercus lobata		33.5	54	45	2 Major Structure or Health Problems	To be Determined	good base and flare. 6" elevated root, very established and possibly girdling root collar. good flare. codominant at 14'. 30% die back. multiple canopy branch failures up to 8". branch tip die back. heavy canopy south over lot. recommend watering and pruning.
1476	Yes	Yes	Valley Oak	Quercus lobata		26	54	40	3 Fair - Minor Problems	To be Determined	dbh approximate, property unable to access tree. pruned north canopy for powerlines. heavy lean southwest over lot. moderate/minor branch die back. good foliage health. fair vigor.
1477	Yes	Yes	Valley Oak	Quercus lobata		25.8	54	40	3 Fair - Minor Problems	To be Determined	good base and flare. leans moderately/heavy south. low canopy south. heavy canopy branches.

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	Multi-Stem (in.)	DBH (in.)	Measured at (in.)	Canopy Radius	Arborist Rating	Construction Impacts	Field Notes
1478	Yes	Yes	Black Walnut	Juglans hindsii		30	24	40	2 Major Structure or Health Problems	To be Determined	minor swelling in base and codominant union. crowded codominant union at 4'. dead top 15' of south canopy. staining on north trunk with smell of decay present. fair foliage health. moderate canopy branch die back. fair/low vigor.
1479	Yes		California Fan Palm	Washingtonia filifera		33	54	13	2 Major Structure or Health Problems	Proposed for Removal	eroded base, somewhat compromised, no bark until 3'. all fronds yellowing.
1480	No		Interior Live Oak	Quercus wislizeni		5.5	54	13	1 Extreme Structure or Health Problems	Proposed for Removal	swollen, unbalanced base with 30% dead bark and decayed heartwood. heavy lean southwest. 50% branch die back. 50% dying canopy foliage. low vigor.
1481	No	No	Valley Oak	Quercus lobata		5.5	54	9	3 Fair - Minor Problems	Proposed for Removal	fair base, structure and vigor. growing close to powerlines.
1482	No		Black Walnut	Juglans hindsii		7, 5.5	54	14	2 Major Structure or Health Problems	Proposed for Removal	swollen base. fair structure, weeping branches. high amount of dead branches. good foliage health.

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	Multi-Stem (in.)	DBH (in.)	Measured at (in.)	Canopy Radius	Arborist Rating	Construction Impacts	Field Notes
1483	No		Chinaberry	Melia azedarach		4, 3, 2, 2	54	14	3 Fair - Minor Problems	To be Determined	multi stem at grade. good vigor.
1484	Yes		Valley Oak	Quercus lobata		7	54	16	3 Fair - Minor Problems	Proposed for Removal	good base. 6" from fence. good foliage health. unbalanced vanopy east, partially understory. good vigor.
1485	Yes		Valley Oak	Quercus lobata		11, 8.5, 7.5, 6	54	16	2 Major Structure or Health Problems	To be Determined	4 codominant unions with swelling, staining and included bark, poor base structure. good canopy structure. good foliage health. fair/poor vigor.
1486	Yes		Valley Oak	Quercus lobata		12	54	24	3 Fair - Minor Problems	To be Determined	dbh approximate, could not access tree. growing in closed off small fence area. good structure and vigor. 5" low stem at grade.
1487	No		London Plane	Platanus x hispanica		11, 7	54	16	2 Major Structure or Health Problems	Proposed for Removal	large old stem tear out failures on base, aggressive wound wood response. one sided southwest. poor canopy stem structures. diseased/damaged foliage throughout. fair/low vigor.
1488	No		London Plane	Platanus x hispanica		11, 10, 9.5	54	23	2 Major Structure or Health Problems	Proposed for Removal	large, deep 2' by 2' open codominant union well, swollen base. fair canopy structure. minor foliage damage. fair/low vigor.

Field Tag #	Protected By Code	Offsite	Species Common Name	Species Botanical Name	Multi-Stem (in.)	DBH (in.)	Measured at (in.)	Canopy Radius	Arborist Rating	Construction Impacts	Field Notes
1489	No		Fruitless Mulberry	Morus alba		21	36	20	2 Major Structure or Health Problems	To be Determined	elevated tension roots east. leans heavy west over fence. crowded, crossing multi stem union at 5'. crowded canopy stems. good foliage health. fair/low vigor.
1490	Yes		Valley Oak	Quercus lobata		17.5	54	26	3 Fair - Minor Problems	To be Determined	good base and flare, grows around concrete slab west. codominant at 13'. good canopy structure. dominant west canopy. good vigor.
1491	Yes		Valley Oak	Quercus lobata		8.5	54	12	3 Fair - Minor Problems	To be Determined	fair base, growing around concrete slab for city electrical box. growing under powerlines, will have to be aggressively pruned eventually. good structure and vigor.
1492	Yes		Valley Oak	Quercus lobata		14.5, 13.5	54	35	3 Fair - Minor Problems	To be Determined	codominant at 1', included bark in codominant union. wire wrapping around east stem. powerline guy wire contacting west stem at 12'. topped center of canopy. broad canopy stems. fair vigor.
1493	Yes		Valley Oak	Quercus lobata		18.5	54	30	3 Fair - Minor Problems	Proposed for Removal	good base and flare. pruned north canopy for powerline clearance. leans west. good vigor.

APPENDIX 3
GENERAL DEVELOPMENT GUIDELINES

Definitions

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

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

Methods Used in Tree Protection:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Final

Transportation Impact Study for Starbucks Store & Panda Express Restaurant on Auburn Boulevard

Prepared for:

CITRUS HEIGHTS CALIFORNIA

Prepared by:

FEHR & PEERS

February 15, 2023

RS22-4192

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Executive Summary

INTRODUCTION/BACKGROUND

This study analyzes the potential transportation impacts associated with a proposed Starbucks Store and Panda Express Restaurant that would be situated on the east side of Auburn Boulevard directly south of Whyte Avenue. The project site straddles the City of Citrus Heights/City of Roseville and Sacramento County/Placer County border.

This report is prepared to serve as the supporting transportation impact study for the environmental review being processed by the City of Citrus Heights. While this study provides valuable analysis and information to the City of Roseville, future development of Panda Express (or another project) on the north parcel will require further entitlement analysis and review through the City of Roseville.

PROJECT OVERVIEW

According to the project site plan (*Starbucks + Retail Proposed Site Plan*, McCandless & Associates Architects, September 23, 2022), the proposed project would include the following land use components:

- Demolition of an existing 106 square-foot (s.f.) Java Detour coffee kiosk
- Demolition of an existing 1,447 s.f. liquor store
- Construction of a 2,170 s.f. Starbucks Coffee store with drive-through window
- Construction of a 2,600 s.f. restaurant (identified as a Panda Express) with drive-through window

The segment of Auburn Boulevard along the project frontage will be modified within the next several years as part of the City of Citrus Heights' *Auburn Boulevard – Phase 2 Complete Streets Plan*. The project site plan reflects the planned changes in access, which include the following:

- Close the most southerly driveway (near "Tea It").
- Close the most northerly driveway on Auburn Boulevard (near Java Detour).
- Provide full access (via a traffic signal) at the central driveway with a west leg serving the Citrus Grove Shopping Center.

If the Panda Express Restaurant was constructed, the inbound driveway from Whyte Avenue would be closed and the outbound driveway would be modified to permit both inbound and outbound travel. Additionally, the off-street parking supply for Hoss Lee Academy would also be reduced by 28 spaces.

EXISTING CONDITIONS

Fehr & Peers conducted field observations and reviewed video data collected by National Data Services with respect to turning movements at the Auburn Boulevard/Whyte Avenue intersection. The presence of a DO NOT BLOCK INTERSECTION sign (along with KEEP CLEAR pavement markings) and recurring congestion on northbound Auburn Boulevard cause a variety of atypical and often undesirable travel behaviors, which are described in detail in Chapter 2.

All study intersections operate at LOS D or better except for the following, which operate at LOS F during the PM peak hour:

- Auburn Boulevard/Whyte Avenue (eastbound left-turn/through movement)
- Auburn Boulevard/Jack in the Box Driveway/Java Detour Driveway (eastbound approach)

Traffic levels on Whyte Avenue east of Auburn Boulevard are influenced by operations at the Hoss Lee Academy. This Cosmetology and Esthetician Training School has operating hours from 8:30 AM to 4:00 PM on weekdays for classes. Traffic data collection and field observations show a pronounced spike in travel to the school in the 30 minutes prior to school starting. About 38 vehicles complete the southbound Auburn Boulevard to eastbound Whyte Avenue movement during the AM peak hour. Despite the relatively low turning volume, a maximum queue of 125 feet (i.e., about 5 vehicles) was observed between 8:15 and 8:30 AM, with all 5 vehicles arriving within a 30-second span. This queue is a result of the surge in southbound left-turning traffic accessing the Hoss Lee Academy. As further evidence, a supplemental site visit observed a maximum queue of 6 southbound left turn vehicles shortly after 8:15 AM.

Based on the multiple days of data collection and observations of video by Fehr & Peers staff, the following general conclusion is drawn regarding travel behavior in the southbound left-turn lane at the Auburn Boulevard/Whyte Avenue intersection:

- Southbound left-turns typically arrive in a random fashion, with the notable exception of between 8:15-8:30 AM (i.e., prior to start of Hoss Lee Academy). Depending on when they arrive, southbound left-turns can experience almost no delay or upwards of 1 minute of delay. Longer delays do not occur because the intersection is blocked, but because there is a continuous flow of northbound traffic on Auburn Boulevard. Strong compliance with the DO NOT BLOCK INTERSECTION sign and KEEP CLEAR pavement marking was observed.

Maximum northbound Auburn Boulevard queues often spill back from the I-80 EB ramps intersection to the second driveway (i.e., Citrus Grove Driveway/Central Driveway) during both peak hours. The data and field observations suggest that the queue can extend beyond the Tea It Driveway. Queues are not continuously

present, however. They quickly build (as traffic is released from the upstream signalized intersections) and then typically dissipate (though not always) as the light at the I-80 EB ramps intersection turns green.

PROJECT TRAVEL CHARACTERISTICS

The proposed Starbucks store would generate approximately 219 AM peak hour and 85 PM peak hour gross trips, while the Panda Express restaurant would generate about 3 AM peak hour and 195 PM peak hour gross trips. Pass-by trip percentages of 80% and 55% (PM peak hour only) were applied for the Starbucks store and Panda Express restaurant, respectively. Pass-by trips are trips already on the adjacent roadway system that make an intermediate stop at the project site on their way to a primary destination. They do not add traffic to the adjacent roadway system but are added into and out of the project driveways. Site trips were also subtracted for uses demolished by the proposed project.

In total, the project would generate about 174 net pass-by trips and 45 net new external vehicle trips in the AM peak hour. During the PM peak hour, the project would generate 175 net pass-by trips and 95 net new external vehicle trips. A large majority of project trips would travel northbound or southbound on Auburn Boulevard.

EXISTING PLUS PROJECT CONDITIONS

Potential transportation impacts on the surrounding transportation system were analyzed under existing conditions assuming implementation of Phase 2 of the *Auburn Boulevard Complete Streets Plan*.

Phase 2 of the *Auburn Boulevard Complete Streets Plan* would result in the following changes to the roadway network and its operation within the study area, as outlined in the "Study of Planned Improvements on Auburn Boulevard in Citrus Heights, CA" final technical memorandum (April 11, 2022).

<u>Auburn Boulevard/Whyte Avenue</u>

- Installation of a triangular raised median on the westbound approach to prohibit outbound through or left turns.
- Installation of a narrow raised median in the northbound and southbound left-turn lanes, though northbound and southbound left-turns would continue to be permitted.

<u>Auburn Boulevard/Jack in the Box Driveway/Java Detour Driveway</u>

- Closure of the Java Detour driveway.
- Installation of a raised median to prohibit inbound and outbound left turns at the Jack in the Box driveway.

Auburn Boulevard/Tea It Driveway

- Closure of Tea It driveway

Auburn Boulevard/Citrus Grove Shopping Center Driveway/Central Driveway

- Conversion to a signalized intersection with crosswalks on all four approaches and an offset driveway configuration.
- Provision of a dedicated left-turn and a shared through/right lane on the eastbound and westbound approaches, which would be operated with protected left-turn phasing.
- Prohibition of northbound and southbound "right-turns on red" due to the driveway offset and stop bar setbacks.
- Addition of a narrow raised median on the northbound and southbound approaches.
- Signal coordination with the Auburn Boulevard/I-80 Eastbound Off-Ramp/Orlando Avenue intersection.

Project trips were added to existing conditions assuming implementation of Phase 2 of the *Auburn Boulevard Complete Streets Plan*. All study intersections would operate at LOS E or better under existing plus project conditions except for the Auburn Boulevard/Whyte Avenue intersection during the PM peak hour. This operation is not considered deficient since the City of Roseville's LOS policy only pertains to signalized intersections.

Maximum queues for movements at the Whyte Avenue and Auburn Boulevard driveway intersections were estimated. The maximum queue would exceed the available storage on the westbound approach to the signalized Auburn Boulevard/Citrus Grove Driveway/Central Driveway during both peak hours. During the AM and PM peak hours, the westbound left-turn lane would result in a maximum queue of 4 and 6 vehicles, respectively. A maximum queue of 4 vehicles is expected during the AM peak hour in the westbound through/right turn lane.

This analysis found that the project would not cause vehicle queues in the southbound left-turn lane at Auburn Boulevard/Whyte Avenue to exceed the available storage under typical conditions. However, there may be occasional instances where the queue temporarily exceeds the turn pocket length, but those conditions will typically dissipate quickly.

INTERIM SCENARIO

Project access was evaluated for an interim scenario in which both projects are constructed and the improvements from the *Auburn Boulevard Complete Streets Plan* are not yet constructed. A range of project access options was quantitatively analyzed under interim conditions, including various turn restrictions and

control types at the project driveway, Citrus Grove Shopping Center driveway, and Whyte Avenue. The following safety issues were considered:

- The left turn movement from westbound Whyte Avenue to southbound Auburn Boulevard is extremely challenging to perform and the frequency of vehicles attempting this movement would increase with the addition of Panda Express project vehicles.
- If westbound left-turns are prohibited at Whyte Avenue, motorists desiring to travel southbound on Auburn Boulevard would need to perform a U-turn, which is not permitted at the adjacent signalized intersection of Auburn Boulevard/Orlando Avenue/I-80 Eastbound Off-Ramp. This could result in about 70 PM peak hour project trips performing difficult or illegal U-turns, or using private property or other streets for turnarounds.

A concept of allowing direct outbound left-turns from the project driveway onto southbound Auburn Boulevard was also considered. However, by doing so, the driveway across the street would need to be modified to allow outbound left-turns, and direct outbound vehicles from the project site would need to find gaps in through traffic, which frequently spills back beyond this driveway during peak hours.

Considering the turning movement challenges at the project driveway and Whyte Avenue, as well as the above safety concerns, the following Conditions of Approval are recommended for the Starbucks Store to address the potential project timing issue:

- Prior to the opening of the Starbucks Store, a traffic signal shall be present and operational at the project driveway on Auburn Boulevard.
- In the event the Starbucks applicant chooses to advance the construction of the traffic signal at their own expense, they shall be required to submit to the City of Citrus Heights a recommended traffic signal coordination plan that would interconnect the new signal with the signal at the I-80 EB Ramps.

City of Roseville staff mentioned during a conference call (held on February 8, 2023) that they would require a more detailed site plan and additional analysis before they would consider any types of recommendations or Conditions of Approval for the Panda Express or any other use on the north parcel.

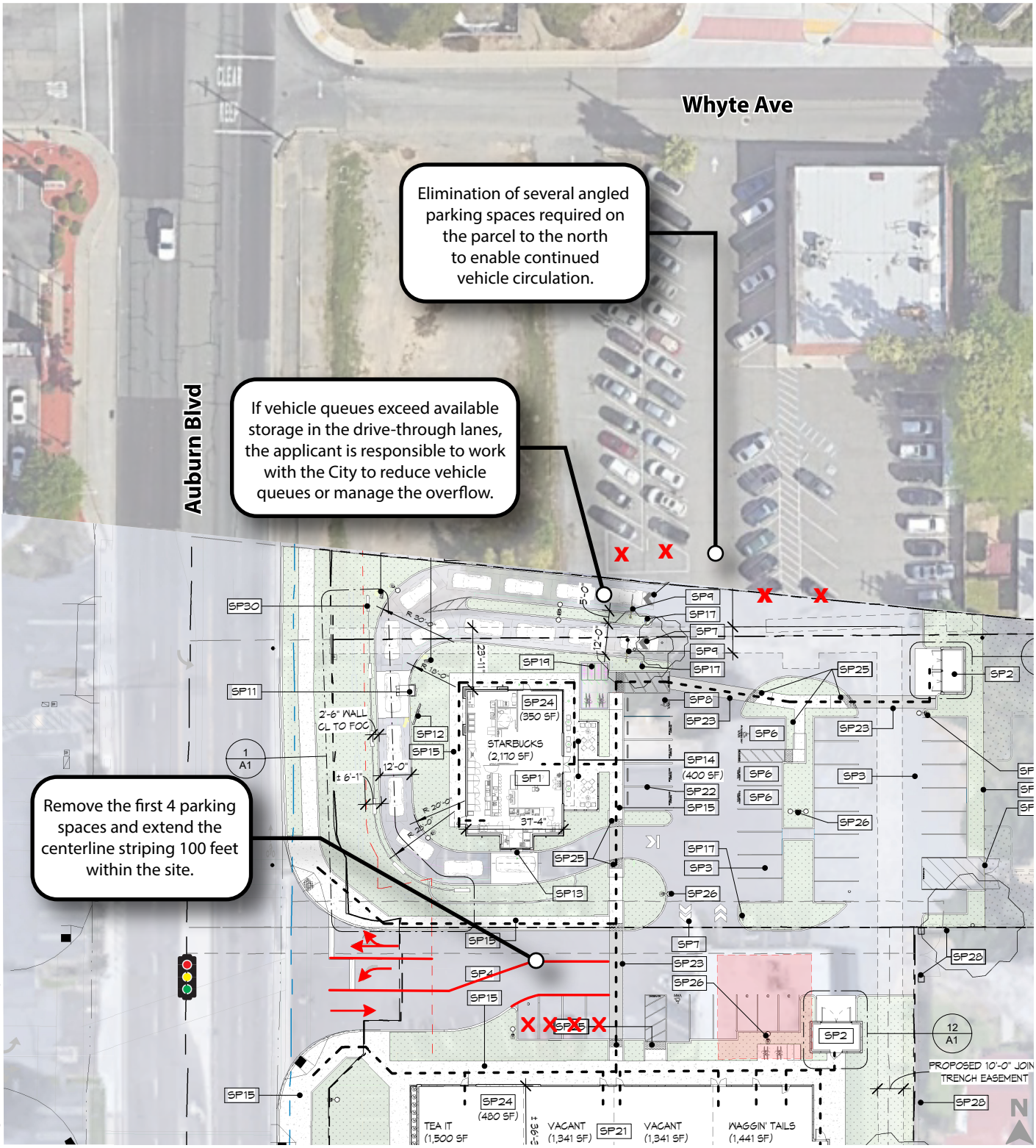
RECOMMENDATIONS FOR STARBUCKS STORE

On-site circulation and project access were evaluated for both the Starbucks store and Panda Express restaurant to the extent possible. Recommended improvements for the Starbucks store include the following (See Table 12 for additional details):

- Remove the first 4 parking spaces on the south side of the signalized project driveway on Auburn Boulevard and extend the centerline striping 100 feet within the site.

- Eliminate several angled parking spaces on the very south portion of the north parcel to enable continued vehicle circulation within the drive aisles.
- If the City Engineer observes that vehicle queues exceed available storage in the Starbucks drive-through lanes and extend into the adjacent parking lot, the applicant is responsible to work with the City to reduce vehicle queues or manage the overflow.

Figure ES-1 illustrates the study recommendations at the project site.



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— Striping (not raised)

Figure ES-1

Project Recommendations for Starbucks Store

Chapter 1. **Introduction**

This study analyzes the potential transportation impacts associated with a proposed Starbucks Store and Panda Express Restaurant that would be situated on the east side of Auburn Boulevard directly south of Whyte Avenue. The project site straddles the City of Citrus Heights/City of Roseville and Sacramento County/Placer County border. This report includes an in-depth intersection operations analysis, a detailed site access review, and a comprehensive evaluation of on-site circulation.

BACKGROUND

In May 2022, the City of Citrus Heights retained Fehr & Peers to perform a transportation impact study for the proposed Starbucks Store. During that study, it became apparent that development of the vacant parcel directly to the north (within the City of Roseville) could affect the conclusions of the Starbucks study. Because the property to the north was owned/controlled by the same applicant and development activity for that parcel was being considered, it was decided that a joint study that would consider development of both parcels would be appropriate. Staff from Citrus Heights, Roseville, and Fehr & Peers met in September 2022 to discuss the scope of the joint study. It was agreed that this report would be prepared to serve as the supporting transportation impact study for the environmental review being processed by the City of Citrus Heights. While this study also provides valuable analysis and information to the City of Roseville, future development of a Panda Express Restaurant (or another project) on the north parcel will require further entitlement analysis and review through the City of Roseville (e.g., on-site/off-site parking, drive through queueing, internal circulation, off-site traffic impacts, etc.).

PROJECT OVERVIEW

Figure 1 displays the project site plan (*Starbucks + Retail Proposed Site Plan*, McCandless & Associates Architects, September 23, 2022). According to the project site plan, the proposed project would include the following land use components:

- Demolition of an existing 106 square-foot (s.f.) Java Detour coffee kiosk
- Demolition of an existing 1,447 s.f. liquor store
- Construction of a 2,170 s.f. Starbucks Coffee store with drive-through window
- Construction of a 2,600 s.f. restaurant (identified as a Panda Express[1]) with drive-through window

[1] Although the project site plan describes this pad as a "Quick Serve Retail (QSR) Pad", it was revealed during the conference call on September 7, 2022, with Fehr & Peers, City of Roseville, and City of Citrus Heights staff that a Panda Express restaurant is being considered.

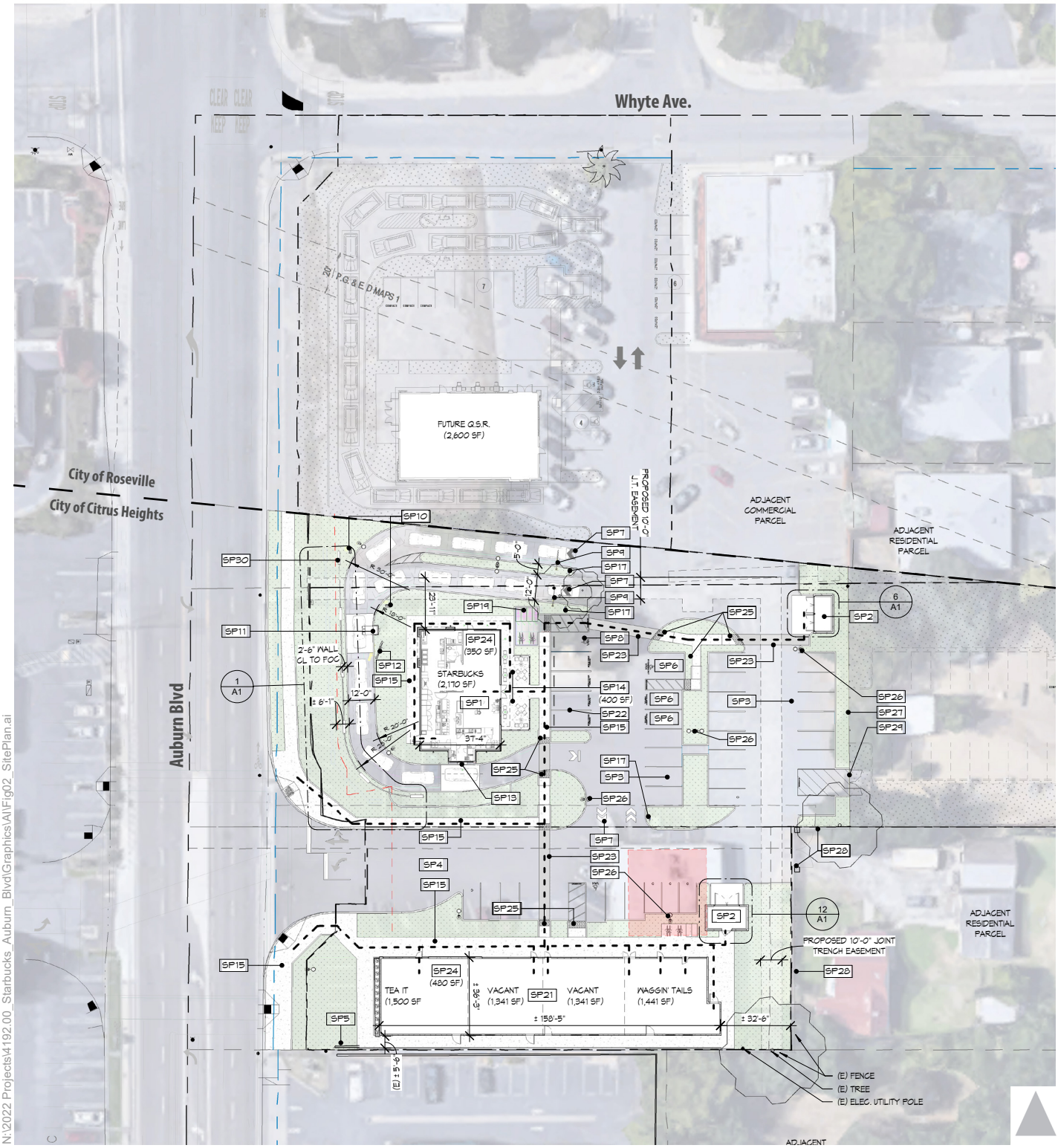

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Figure 1

Site Plan

The project site currently has three driveways onto Auburn Boulevard. One driveway is situated adjacent to an on-site retail building. For reference, "Tea It" is the tenant within that building visible from Auburn Boulevard.

A second driveway is situated 80 feet to the north of the "Tea It" driveway. A third driveway is situated 80 feet north of the second driveway. The two southerly driveways are restricted to right-turns only by a raised median on Auburn Boulevard. The third driveway allows full access via a two-way left-turn lane. Additionally, the project site has one inbound-only driveway and one outbound-only driveway on Whyte Avenue.

Because the two projects would share project driveway access and be internally connected, they were analyzed together. However, recognizing that each project is subject to a separate environmental review and approval processes, applicable policies and standards of each agency are applied specifically for the project under each agency's control. Additionally, separate sets of recommendations are made for each project in recognition that it is plausible for one project to be approved/constructed, while the other is not.

The segment of Auburn Boulevard along the project frontage will be modified within the next several years as part of the City of Citrus Heights' *Auburn Boulevard – Phase 2 Complete Streets Plan*. The project site plan reflects the planned changes in access, which include the following:

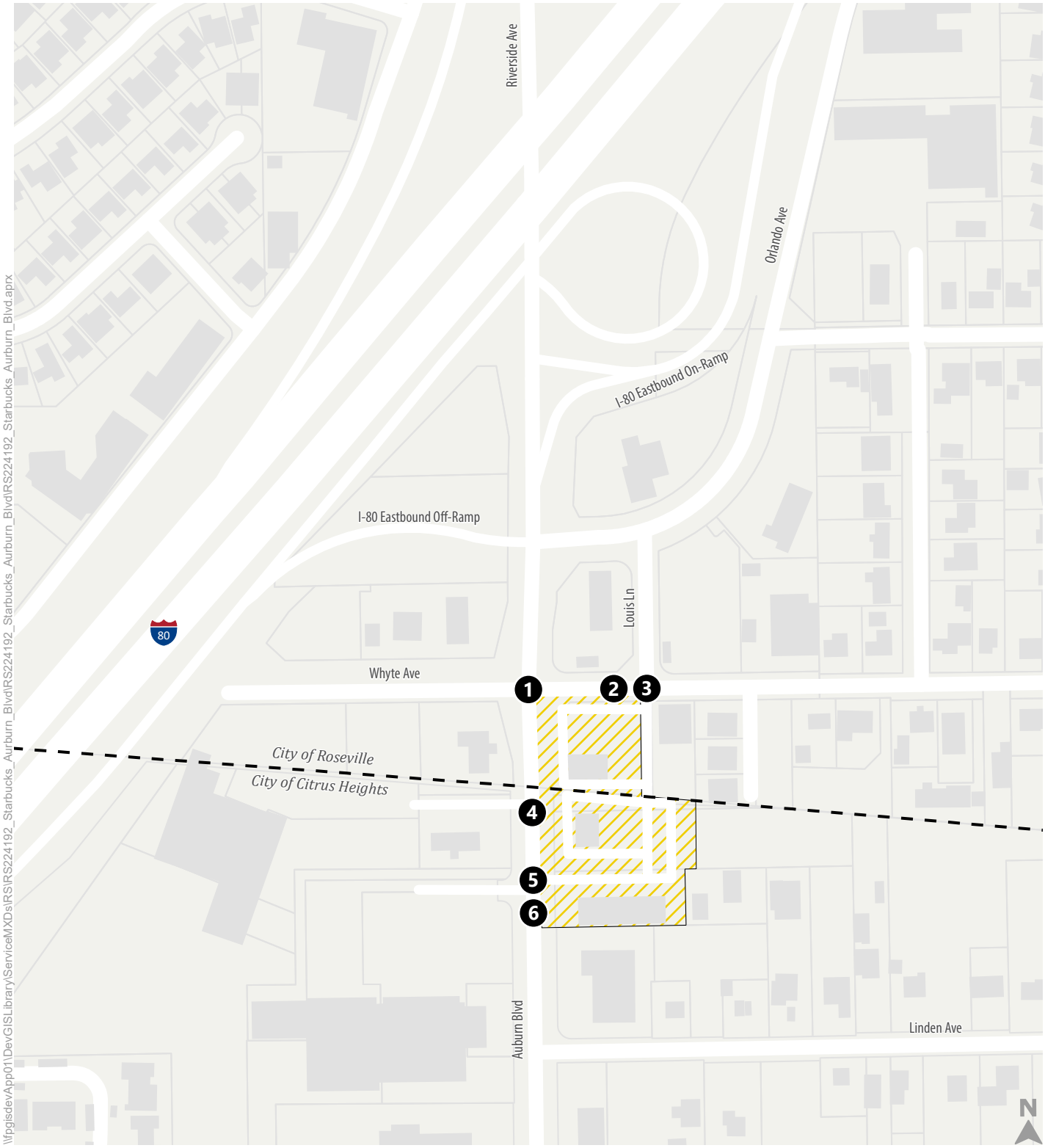
- Close the most southerly driveway (near "Tea It").
- Close the most northerly driveway on Auburn Boulevard (near Java Detour).
- Provide full access (via a traffic signal) at the central driveway with a west leg serving the Citrus Grove Shopping Center.

The westerly portion of the parcel to be occupied by Panda Express Restaurant is vacant, while the easterly portion is a paved parking lot used by the Hoss Lee Academy which operates within the building immediately east of the parcel. If the Panda Express Restaurant was constructed, the inbound driveway from Whyte Avenue would be closed and the outbound driveway would be modified to permit both inbound and outbound travel. The off-street parking supply for Hoss Lee Academy would also be reduced by 28 spaces.

STUDY AREA AND TIME PERIODS

Figure 2 shows the project location including its proximity to Interstate 80, as well as study intersections and driveways. Project effects are studied at the Auburn Boulevard/Whyte Avenue intersection and the 5 driveways (3 on Auburn Boulevard and 2 on Whyte Avenue) described above and shown in Figure 2.

Traffic operations are analyzed during the typical weekday AM and PM peak hours. However, as discussed in Chapter 2, the traffic data collection effort to document vehicle queuing on Auburn Boulevard at Whyte Avenue covered an extended time period to ensure that any mid-day surges in queues were recorded.



1 Study Intersection

Project Site

Figure 2

Note: Refer to Figure 6 for specific driveway names and adjacent land uses.

Study Area

ANALYSIS SCENARIOS

The following scenarios are analyzed in this study:

- Existing Conditions – represents October 2022 conditions.
- Existing Plus Project Conditions – represents existing conditions with the addition of both projects and assuming implementation of Phase 2 of the *Auburn Boulevard Complete Streets Plan*.
- Existing Plus Project Under Interim Conditions – represents existing conditions with the addition of both projects prior to the completion of Phase 2 of the *Auburn Boulevard Complete Streets Plan*. The term "Interim" is used because such a condition may only exist for a short period of time (i.e., a year or less) but will have its own set of access requirements.

ANALYSIS METHODOLOGY

This study follows applicable procedures described in the *City of Citrus Heights Transportation Impact Study (TIS) Guidelines* (March 2021) and Section 4 of the *City of Roseville Design Standards* (January 2020). These documents provide guidance on a variety of study parameters ranging from analysis scenarios, study locations, and specific analysis methods.

Level of service is a qualitative measure of traffic operating conditions whereby a letter grade, from A (the least congested) to F (the most congested), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion and delay under stop-and-go conditions.

Table 1 displays the average delay ranges associated with each LOS category. For signalized intersections, LOS is based on the average delay experienced by all vehicles passing through the intersection. For unsignalized intersections, LOS is evaluated separately for each individual movement with delay reported for the critical (i.e., worst case) turning movement.

Traffic operations at the study intersections were analyzed using procedures contained in the *Highway Capacity Manual, 7th Edition* (Transportation Research Board, 2022). These methodologies were applied using Cubic-Trafficware's Synchro 11 software program, which considers vehicle volumes, lane configurations, pedestrian volumes, heavy vehicle percentages, and other pertinent parameters of intersection operations. Consistent with both City of Citrus Heights and Roseville study guidelines, this study applies a 1.0 peak hour factor (PHF) to report average conditions over the entire peak hour.

Table 1: Intersection Level of Service Definitions

Level of Service	Average Control Delay (seconds/vehicle) [1]	
	Signalized	Unsignalized
A	0 – 10.0	0 – 10.0
B	10.1 – 20.0	10.1 – 15.0
C	20.1 – 35.0	15.1 – 25.0
D	35.1 – 55.0	25.1 – 35.0
E	55.1 – 80.0	35.1 – 50.0
F	> 80.0	> 50.0

Notes:
[1] Control delay includes initial deceleration delay, queue move-up time, stopped delay, and acceleration delay based on Highway Capacity Manual (Transportation Research Board, 2016).
Source: Fehr & Peers, 2022.

LEVEL OF SERVICE STANDARDS

The *City of Citrus Heights General Plan* (amended 2019) contains various transportation-related goals and policies. Those relevant to this study are listed below.

> *Policy 29.2: Measure customer satisfaction related to vehicle travel using level of service (LOS) according to procedures in the latest version of the Highway Capacity Manual published by the Transportation Research Board. 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 this 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*

According to this policy, an exception to LOS E is allowed at the project site driveways along Auburn Boulevard. Policy 29.2 specifies that turn pocket lengthening and signal timing modifications (in lieu of widening of exempt roadways) may be considered for development projects that adversely affect vehicle travel and other modes.

The City of Roseville's *General Plan 2035* (2020) also contains transportation-related goals related to intersection LOS. *Policy CIRC2.1* states as follows:

> *Maintain a LOS "C" standard at a minimum of 70 percent of all signalized intersections and roadway segments in the City during the a.m. and p.m. peak hours. Exceptions to the LOS "C" standard may be considered where improvements required to achieve the standard would adversely affect pedestrian, bicycle, or transit access, and where feasible LOS improvements and travel demand-reducing strategies have been exhausted.*

As stated above, this policy pertains only to signalized intersections. Given that the study intersections within the City of Roseville (i.e., at Whyte Avenue/Auburn Boulevard and driveways along Whyte Avenue) are unsignalized, those study intersections are not subject to any specific City of Roseville LOS thresholds. However, LOS at those locations is nonetheless reported for informational purposes.

Chapter 2. **Existing Conditions**

This chapter describes the existing roadway, bicycle, pedestrian, and transit network within the study area.

EXISTING ROADWAY NETWORK

Figure 3 displays the existing roadway network in the study area. The following are descriptions of the primary roadways in the vicinity of the project:

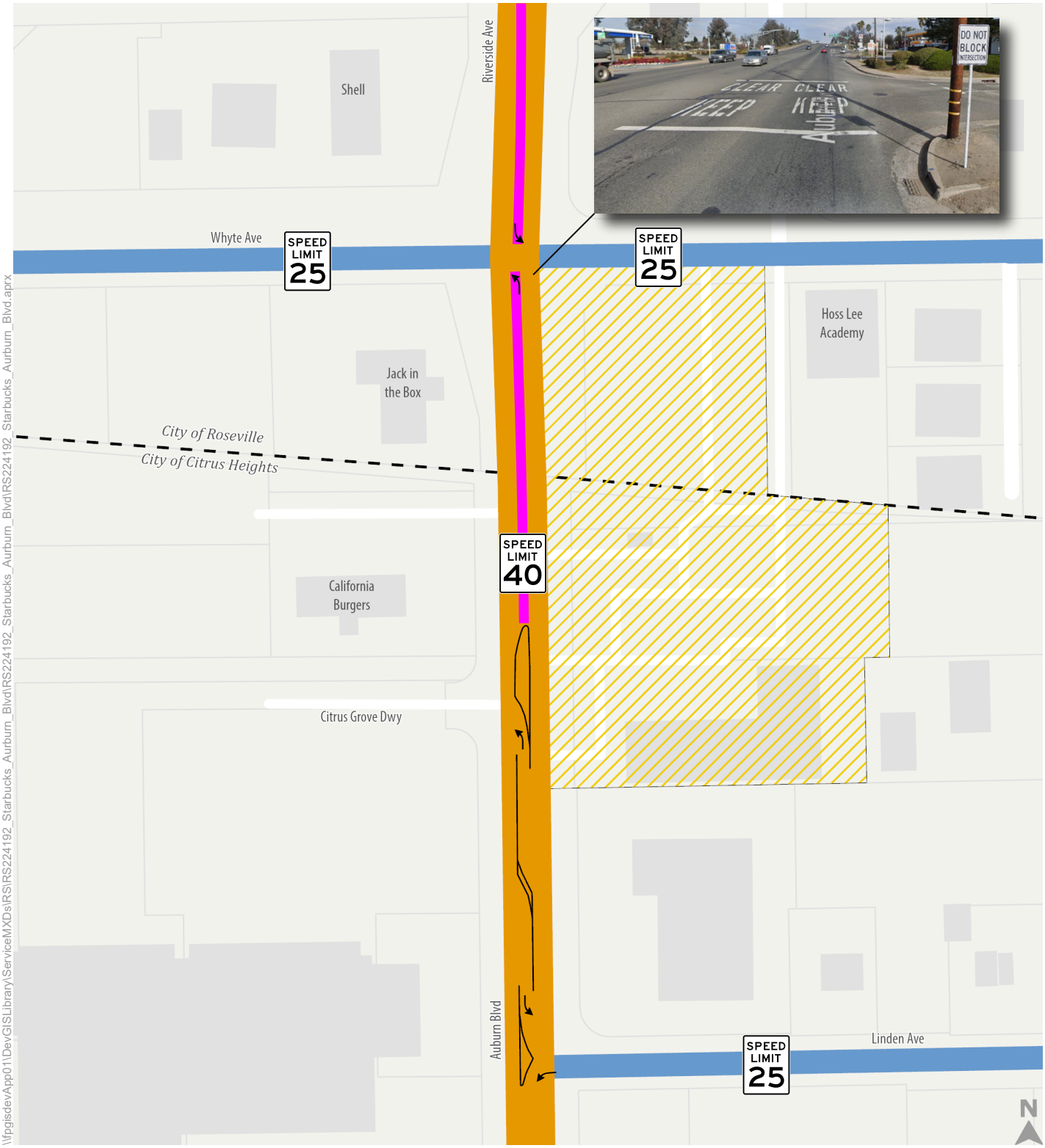
- **Auburn Boulevard** is a four-lane north/south, median-divided arterial that provides access to a variety of land uses and major east/west arterials, connecting to Interstate 80 (I-80) and then becoming Riverside Avenue. Within the project vicinity, it has a posted speed limit of 40 miles per hour (mph) northbound, 35 mph southbound north of the Tea It driveway and 40 mph southbound south of the Tea It driveway.
- **Whyte Avenue** is an east/west collector street within the City of Roseville's jurisdiction. Within the study area, it begins 475 feet west of Auburn Boulevard and extends easterly to Mariposa Avenue. Whyte Avenue provides access to the Louis/Orlando Transit Center and Cirby Park & Ride situated between Whyte Avenue and Orlando Avenue. Whyte Avenue has a posted speed limit of 25 mph.

The City of Citrus Heights' truck route map identifies Auburn Boulevard from the north City limits to Stock Ranch Commercial Center (on Auburn Boulevard west of Sylvan Road) as a local truck route[2], while the City of Roseville's truck route map labels Auburn Boulevard from the south City limits to Cirby Way as an STAA truck route that exceeds the California length limit[3].

Travel Behaviors at Auburn Boulevard/Whyte Avenue Intersection

The side-street, stop-controlled Auburn Boulevard/Whyte Avenue intersection is located approximately 250 feet south of the signalized Auburn Boulevard/I-80 Eastbound Ramps/Orlando Avenue intersection. This short distance causes northbound traffic stopped at the I-80 Eastbound Ramps intersection to frequently spill back through Whyte Avenue and beyond. The extent of queuing is described in more detail later in this chapter. To accommodate turning movements at the intersection, "KEEP CLEAR" pavement markings and a "DO NOT BLOCK INTERSECTION" sign is present for northbound motorists within the Auburn Boulevard/Whyte Avenue intersection (see **Image 1**). Compliance with these regulatory messages is discussed later in this chapter.

[2] See link to "Truck Route Map (PDF)" at the following website: https://www.citrusheights.net/819/Truck-Routes
[3] See link to "Truck Route Map" at the following website: https://www.roseville.ca.us/government/departments/public_works/roadways_traffic/transportation_permits___truck_routes



Project Site
Raised Median
Number of Lanes
Four Lanes
Two Lanes
Two-Way Left-Turn Lane

*Posted Speed Limit on southbound Auburn Blvd changes from 35 MPH to 40 MPH just south of the Citrus Grove Driveway.

Figure 3

Lanes, Posted Speed Limits, & Median Treatments - Existing Conditions

Image 1: View of KEEP CLEAR pavement markings and DO NOT BLOCK INTERSECTION sign facing northbound traffic on Auburn Boulevard at Whyte Avenue.

Fehr & Peers conducted field observations and reviewed the video data collected by National Data Services (NDS) with respect to turning movements at the intersection. The presence of the DO NOT BLOCK INTERSECTION sign and recurring congestion on northbound Auburn Boulevard cause a variety of atypical and often undesirable travel behaviors, which are described below:

- In general, northbound through traffic complied with the DO NOT BLOCK INTERSECTION signage. There were relatively few instances in which a southbound left-turning vehicle was blocked by northbound traffic sitting within the intersection. **Image 2** illustrates a typical condition in which northbound motorists provided ample space for southbound left-turns to be made.
- During peak periods, left turns from westbound Whyte Avenue are challenging due to northbound queued traffic. **Image 3** shows a white SUV performing this movement during the PM peak hour. These movements often require the motorist to enter the intersection to cross northbound traffic and then wait for a gap in southbound Auburn Boulevard traffic to merge.
- Left-turns from eastbound Whyte Avenue are also difficult to perform due to northbound queued traffic and southbound left-turning vehicles. **Image 4** shows an eastbound left-turn motorist utilizing the two-way left-turn lane (TWLTL) north of Whyte Avenue to bypass a southbound vehicle waiting to turn left to Whyte Avenue.

Image 2: Example of PM peak hour traffic complying with the DO NOT BLOCK INTERSECTION sign.

Image 3: White SUV turning left from westbound Whyte Avenue onto southbound Auburn Boulevard.

- Motorists turning right from westbound Whyte Avenue were often able to use the KEEP CLEAR zone within the intersection to merge onto northbound Auburn Boulevard, thereby reducing their delays and queues (see **Image 2** for example).
- The southeast corner of the Auburn Boulevard/Whyte Avenue intersection has an approximate 10-foot curb return radius. As shown in **Image 5**, this causes northbound right-turning buses to encroach a considerable amount into the westbound lane.

Image 4: View of eastbound Whyte Avenue left-turning vehicle bypassing southbound left-turn vehicles to travel northbound on Auburn Boulevard.

Appendix A to this report contains screenshots taken from the video data collection. These screenshots illustrate a variety of other awkward vehicle turning movements, conflicts between vehicles, and other conditions. Examples include the following:

- Narrow width of Whyte Avenue east of Auburn Boulevard causes conflicts between eastbound and westbound vehicles.
- Conflicts occur in the southbound left-turn lane involving southbound and eastbound left-turns.
- Some northbound motorists unexpectedly stop at the DO NOT BLOCK INTERSECTION sign despite free-flowing conditions ahead.
- Conflicts occur in the center median south of Whyte Avenue.

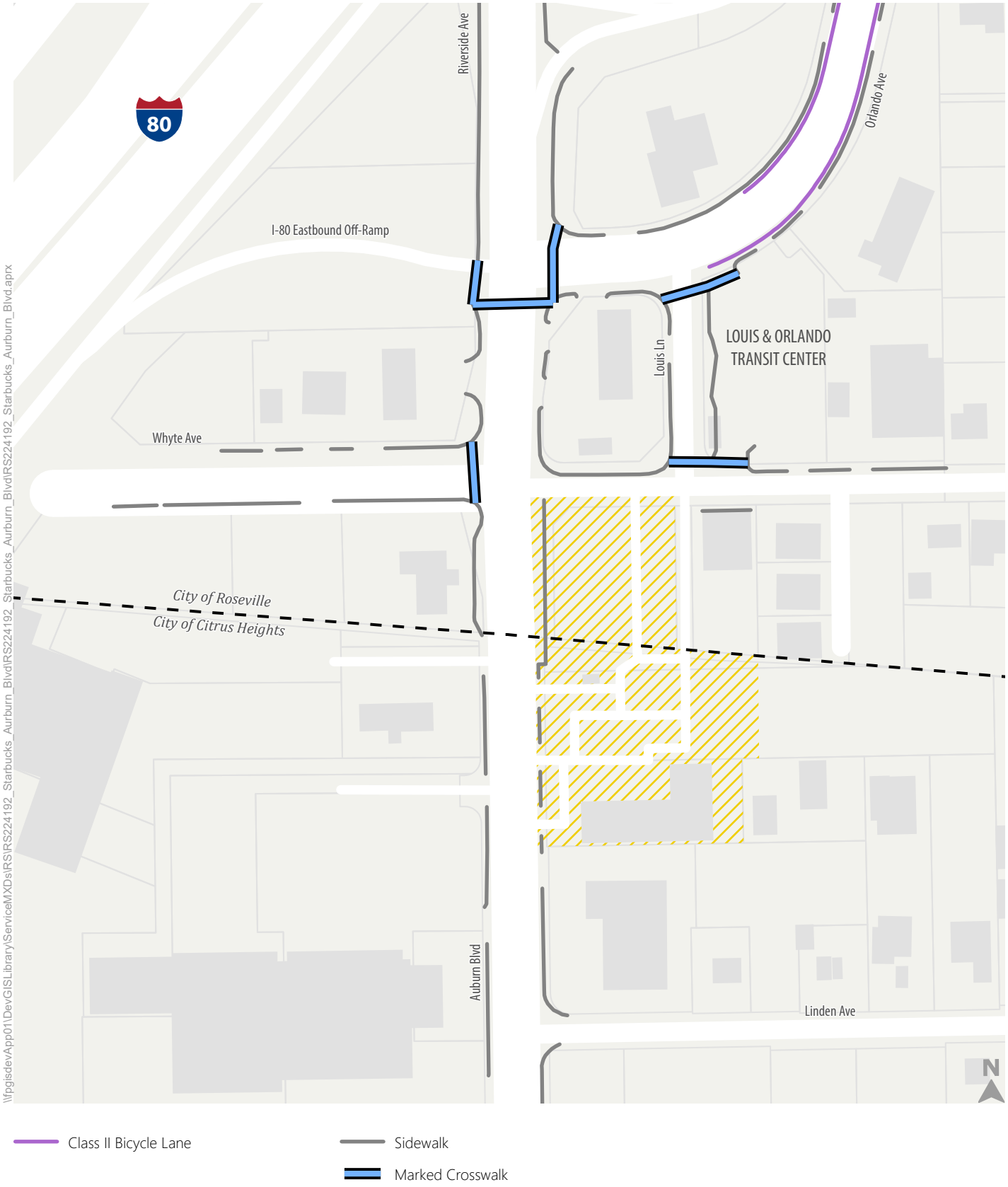
Image 5: Bus using westbound Whyte Avenue travel lane to turn right from northbound Auburn Boulevard.

EXISTING BICYCLE AND PEDESTRIAN NETWORK

Figure 4 shows existing bicycle and pedestrian facilities in the study area. As shown, there are no bicycle lanes in the immediate project vicinity. The nearest bicycle lanes are Class II bike lanes (on-street with appropriate pavement markings and signage) on Orlando Avenue to the north and on Twin Oaks Avenue to the south.

Within the study area, sidewalks are continuous on Auburn Boulevard, including along the project frontage. However, sidewalks are not provided along the south side of Whyte Avenue along the project frontage, except along the front of Hoss Lee Academy. Additionally, a marked crosswalk is provided on the west leg of the Whyte Avenue/Auburn Boulevard intersection, but not on the east leg. The nearest marked crosswalk across Auburn Boulevard is on the south leg of the Orlando Avenue/I-80 Off-Ramp/Auburn Boulevard intersection.

During the AM and PM peak hours, pedestrian and bicycle activity was low at all study intersections (i.e., 8 or less pedestrian crossings per hour and 8 or less bicycles per hour). Field observations revealed some pedestrians walking across Auburn Boulevard at unmarked locations between Whyte Avenue and Linden Avenue. Some of these movements were likely associated with usage of the Louis/Orlando Bus Transfer Station located east of Auburn Boulevard between Whyte Avenue and Orlando Avenue. As discussed in Chapter 3, Phase 2 of the *Auburn Boulevard Complete Streets Plan* will substantially improve the bicycling and walking environment along this segment of Auburn Boulevard.



Note: Bicycle and Pedestrian facilities only shown on Auburn Blvd, Whyte Ave, Louis Lane, and Orlando Ave.

Figure 4

Bicycle & Pedestrian Facilities - Existing Conditions

EXISTING TRANSIT FACILITIES AND SERVICES

Figure 5 displays transit facilities and services in the study area. As shown, the Louis/Orlando Transit Center is located across Whyte Avenue from the north project frontage. This center serves as a connection hub and bus stop for 9 routes across 3 agencies, including Sacramento Regional Transit (SacRT), Roseville Transit, and Placer County Transit.

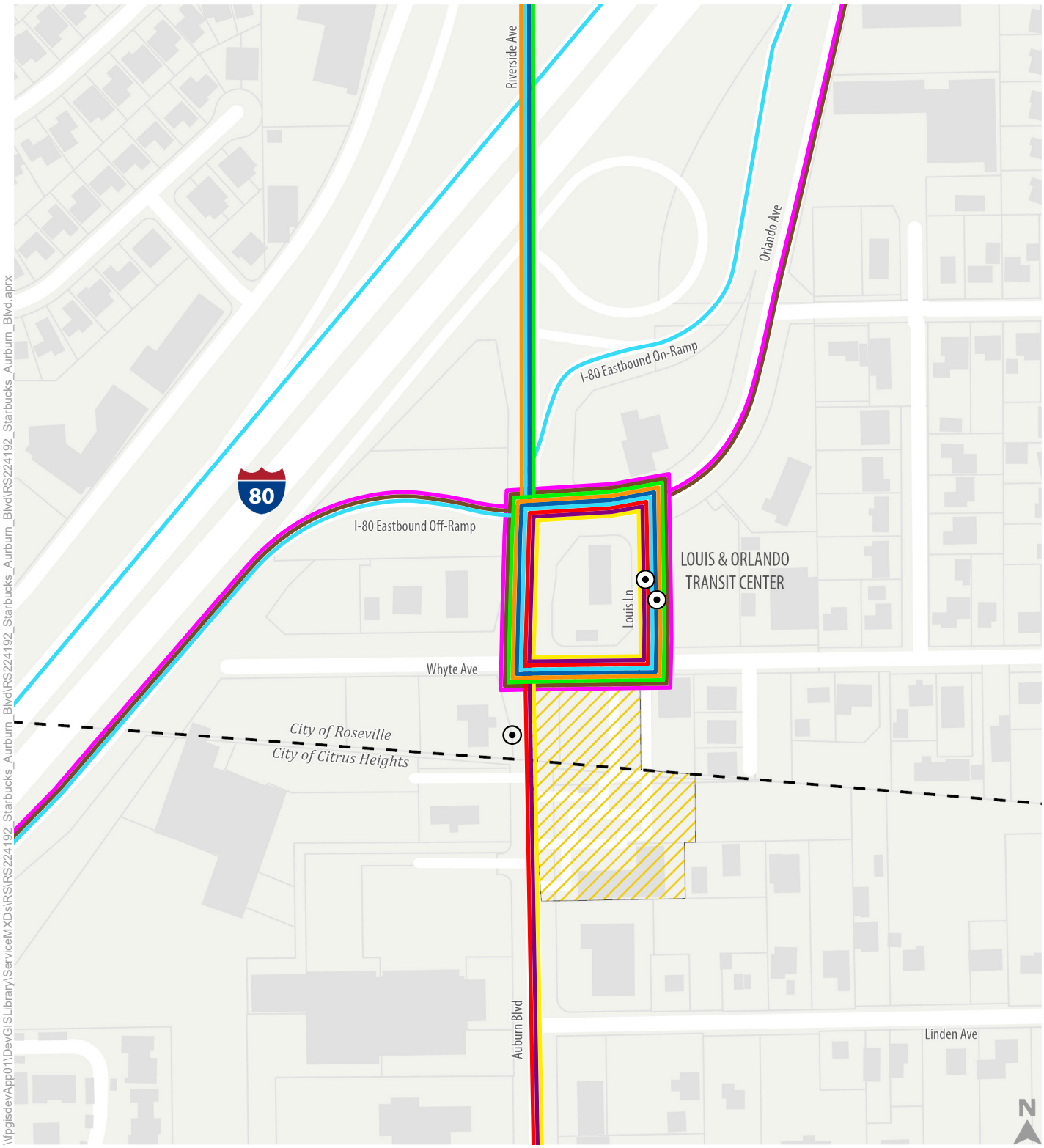
SacRT operates Routes 21, 25, and 93 along the project's frontage on Auburn Boulevard. Each route is described briefly below.

- **Route 21** connects riders from Louis/Orlando Transit Center to the Mather Field/Mills Light Rail Station in Rancho Cordova, and it includes a stop at the Sunrise Mall Transit Center. The route runs Monday through Friday between 5:52 AM and 10:45 PM at approximately 30-minute headways both northbound and southbound. Reduced services and headways are also provided on Saturday and Sunday.
- **Route 25** provides service between the Louis/Orlando Transit Center and the Marconi/Arcade Light Rail Station in Sacramento. The route operates daily, with reduced service and headways on Saturday and Sunday. On weekdays, the route generally has 30-minute headways northbound and southbound, and it runs between 5:40 AM and 10:56 PM.
- **Route 93** provides service between the Louis/Orlando Transit Center and the Watt/I-80 Light Rail Station. This route runs daily, with reduced service and headways on weekends. On weekdays, Route 93 generally has 30-minute headways in both directions and runs between 5:43 AM and 9:49 PM.

SacRT also offers SmaRT Ride, which is a door-to-door transit service provided in select geographic areas (such as Citrus Heights). Riders can request a ride by making a request on a mobile app, and specifying the pick-up and destination address, both of which must be within the service zone, which includes the Cities of Antelope, Citrus Heights, Fair Oaks, and Orangevale, as well as the Historic Folsom Light Rail Station. The mobile app will provide passengers with an estimated pick-up time and drop-off window, which is a function of overall demand.

Roseville Transit operates 3 local routes (Routes A, B, and R) and 2 commuter routes (Routes AM4 and PM1) along the project's frontage on Whyte Avenue. Each route is described briefly below.

- **Route A** is a local clockwise loop that connects riders from Louis/Orlando Transit Center to locations near I-80, including the Galleria Transfer Point, the Civic Center Transfer Point, the Sutter Roseville Medical Center, and the Sierra Gardens Transfer Point. The route runs on weekdays between 6:00 AM and 6:00 PM at 30-minute headways and between 6:00 PM and 9:53 PM at hourly headways. Reduced services and headways are also provided on Saturday.



Project Site

Bus Stop

Roseville Transit

- Route A
- Route B
- Route R (Weekday Peak)
- Route AM4
- Route PM1

Sacramento Regional Transit

- Route 93
- Route 25
- Route 21

Placer County Transit

- Auburn to Light Rail (Watt/I-80)

Figure 5

Transit Facilities - Existing Conditions

- **Route B** is a counterclockwise loop of Route A. The route operates daily, with reduced service and headways on Saturday. On weekdays, the route has 30-minute headways between 6:10 AM and 6:40 PM and hourly headways between 6:40 PM and 9:43 PM.
- **Route R** provides local service between Louis/Orlando Transit Center and various stops along Riverside Avenue, Cirby Way, and Foothills Boulevard, terminating near the northern terminus of Foothills Boulevard. Route R runs only on weekdays during AM (7:30 to 8:57) and PM (3:53 to 5:20) peak periods.
- **Route AM4** provides morning commuter service between the Louis/Orlando Transit Center and downtown Sacramento. This route leaves the Louis/Orlando Transit Center at 6:00 AM on weekdays, makes stops at the Maidu and Taylor/I-80 park-and-rides, and arrives at 9th/I Street in Sacramento at 6:46 AM. A reverse commute is available that picks passengers up in downtown and arrives at the Louis/Orlando Transit Center at 7:24 AM.
- **Route PM1** provides evening commuter service between downtown Sacramento and the Louis/Orlando Transit Center. This route leaves 15th/N Street at 3:25 PM and arrives at the Louis/Orlando Transit Center at 4:05 PM, before continuing to the Maidu and Saugstad park-and-rides, among other destinations. No reverse commute option is available for this route.

In addition to fixed route service, Roseville Transit also offers curb-to-curb shared transit service and complimentary ADA paratransit service within City limits. Riders can reserve a ride by calling at least one day in advance and receiving a 30-minute pick-up window at the requested pick-up location. Same-day trips are provided at a premium fare when space is available.

TRAFFIC DATA COLLECTION

Traffic counts were conducted at the 6 study intersections/driveways in the morning (7 to 9 AM), mid-day (11 AM to 1 PM), and evening (3 to 6 PM) peak periods on Wednesday, October 26, 2022, except for the driveway intersections on Whyte Avenue, which were only counted during the evening peak period. At those study driveways, morning peak period count data was used from counts conducted on Wednesday, June 1, 2022. All counts included vehicle turning movements, heavy vehicles, bicyclists, and pedestrians. At the time of the counts, weather conditions were dry and nearby schools were in session. Based on a review of video footage, the Java Detour kiosk was not open during the morning, mid-day, or evening peak hours on October 26, 2022.

Maximum vehicle queue data was collected (in 15-minute increments) on Wednesday, October 26, 2022, for the following movements and time periods.

- Southbound left-turn from Auburn Boulevard to Whyte Avenue – 24 hours
- Northbound through movement on Auburn Boulevard at Whyte Avenue – morning, mid-day, and evening (only 4 to 6 PM) peak periods
- Northbound left-turn from Auburn Boulevard to the Citrus Grove Shopping Center driveway – morning, mid-day, and evening peak periods

- Northbound left-turn from Auburn Boulevard to the Jack in the Box driveway – morning, mid-day, and evening peak periods

The mid-day peak period was counted to determine if it has certain peaks in travel or queuing that would require it to be studied. Based on the data collected, total intersection volumes at the Auburn Boulevard study intersections/driveways during the mid-day peak hour were between 11% and 14% less than total intersection volumes during the morning peak hour and between 24% and 26% less than those of the evening peak hour. In the aggregate, Auburn Boulevard side-street approach volumes between Whyte Avenue and the Tea It driveway were similar between mid-day and evening peak hours. Additionally, the queue data showed that maximum vehicle queues during the mid-day peak hour were equal to or less than maximum queues during the evening peak hour. Based on this evaluation of volume and queue data, the mid-day peak hour was removed from further analysis.

INTERSECTION OPERATIONS

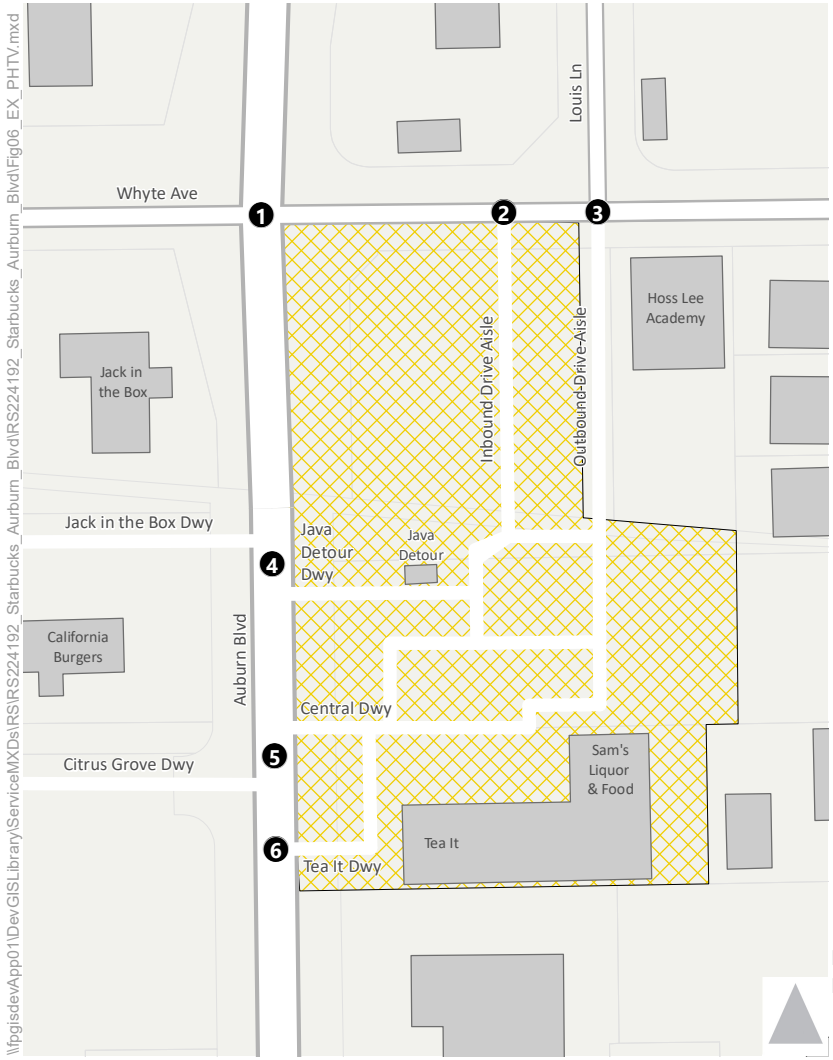
The system peak hours of the study intersections/driveways on Auburn Boulevard occurred from 7:30 to 8:30 AM and 4:15 to 5:15 PM. Trucks represented about 2% of traffic on Auburn Boulevard during the morning and evening peak hours. **Figure 6** displays peak hour turning movement volumes, traffic controls, and lane configurations at study intersections and driveways.

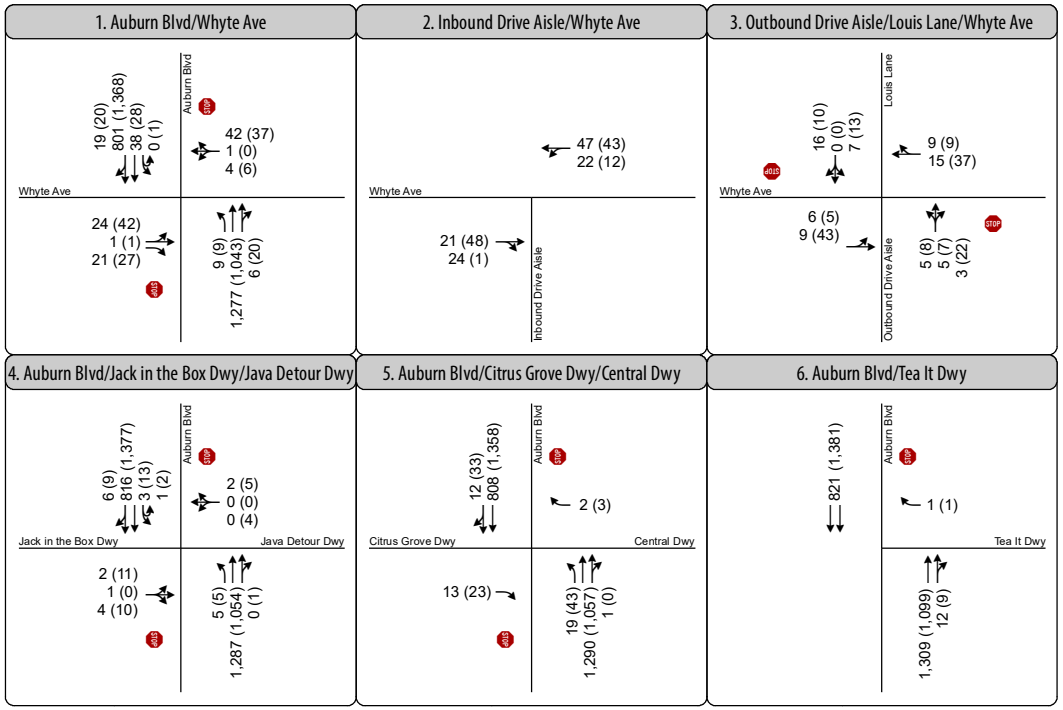
Traffic levels on Whyte Avenue east of Auburn Boulevard are influenced by operations at the Hoss Lee Academy, which is situated immediately east of the project site. This Cosmetology and Esthetician Training School has operating hours from 8:30 AM to 4:00 PM on weekdays for classes. Traffic data collection and field observations show a pronounced spike in travel to the school in the 30 minutes prior to school starting.

Table 2 displays peak hour intersection operations under existing conditions. See **Appendix B** for technical calculations. All study intersections operate at LOS D or better except for the following, which operate at LOS F during the PM peak hour:

- Auburn Boulevard/Whyte Avenue (eastbound left-turn/through movement)
- Auburn Boulevard/Jack in the Box Driveway/Java Detour Driveway (eastbound approach)

Image 6 shows a typical queue of 3 vehicles on eastbound Whyte Avenue during the PM peak hour.





1 Study Intersection
Project Site
Turn Lane
AM (PM) Peak Hour Traffic Volume
Stop Sign

Note: All Traffic counts were collected on Wednesday, October 26, 2022 except for the AM peak hour at Intersections 2 and 3, which was collected on Wednesday, June 1, 2022.

Figure 6

Peak Hour Traffic Volumes and Lane Configurations - Existing Conditions

Table 2: Peak Hour Level of Service – Existing Conditions

Intersection	Jurisdiction	Control	LOS/Delay (Worst Movement)[1]	
			AM Peak Hour	PM Peak Hour
1. Auburn Boulevard / Whyte Avenue	City of Roseville	SSSC	D / 30 (EBLT)	F / 62 (EBLT)
2. Whyte Avenue / Inbound Drive Aisle	City of Roseville	Uncontrolled	A / 7 (WBLT)	A / 7 (WBLT)
3. Whyte Avenue / Outbound Drive Aisle	City of Roseville	SSSC	A / 9 (NBLTR)	A / 9 (SBL)
4. Auburn Boulevard / Jack in the Box Driveway / Java Detour Driveway	City of Citrus Heights	SSSC	D / 33 (EBLTR)	F / 88 (EBLTR)
5. Auburn Boulevard / Citrus Grove Driveway / Central Driveway	City of Citrus Heights	SSSC	B / 14 (WBR)	C / 15 (EBR)
6. Auburn Boulevard / Tea It Driveway	City of Citrus Heights	SSSC	B / 14 (WBR)	B / 13 (WBR)

Notes: SSSC = Side-Street Stop Controlled.
[1] For side-street stop controlled and uncontrolled intersections, level of service and delay for the worst movement are reported with the movement listed in parentheses. Delay is reported in seconds per vehicle.
Source: Fehr & Peers, 2022.

Image 6: Queue of 3 vehicles waiting to turn left from eastbound Whyte Avenue onto northbound Auburn Boulevard during the PM peak hour.

VEHICLE QUEUING

Northbound Auburn Boulevard

Table 3 summarizes the observed (on October 26, 2022) peak hour maximum vehicle queues in 15-minute increments on northbound Auburn Boulevard. This table indicates that maximum northbound queues often spill back from the I-80 EB ramps intersection to the second driveway (i.e., Citrus Grove Driveway/Central Driveway) during both peak hours. The data and field observations suggest that the queue can extend beyond the Tea It Driveway. Queues are not continuously present, however. They quickly build (as traffic is released from the upstream signalized intersections) and then typically dissipate (though not always) as the light at the I-80 EB ramps intersection turns green.

Table 3: Peak Hour Observed Vehicle Queues – Existing Conditions

Time Period	Maximum Vehicle Queue	
	Northbound Through at Auburn Blvd./ I-80 Eastbound Off-Ramp/Orlando Ave.	Southbound Left-Turn at Auburn Blvd./Whyte Ave.
7:30 to 7:45 AM	500 ft	25 ft
7:45 to 8:00 AM	>500 ft[1]	75 ft
8:00 to 8:15 AM	475 ft	50 ft
8:15 to 8:30 AM	>500 ft[1]	125 ft
4:15 to 4:30 PM	>500 ft[1]	25 ft
4:30 to 4:45 PM	450 ft	50 ft
4:45 to 5:00 PM	400 ft	25 ft
5:00 to 5:15 PM	>500 ft[1]	25 ft

Notes:
[1] Vehicle queues beyond 500 feet could not be observed from field camera's vantage point.
Source: Fehr & Peers, 2022, based on observed conditions on Wednesday, October 26, 2022.

Southbound Left Turn at Auburn Boulevard/Whyte Avenue

Figure 6 shows that 38 vehicles complete the southbound Auburn Boulevard to eastbound Whyte Avenue movement during the AM peak hour. Despite the relatively low turning volume, a maximum queue of 125 feet (i.e., about 5 vehicles) was observed between 8:15 and 8:30 AM. This queue is a result of the aforementioned surge in southbound left-turning traffic accessing the Hoss Lee Academy.

Table 4 shows the timing and duration of southbound left-turn queues of at least 2 vehicles during the busiest 30-minute increments of the AM and PM peak hours. The table indicates that the maximum queue of 5 vehicles occurred at 8:28 AM, with all 5 vehicles arriving within a 30-second span.

Table 4: Characteristics of AM & PM Peak Conditions with Southbound Left-Turn Queues of Two or More Vehicles – Existing Conditions

Time Period	Southbound Left-Turn Volume	Arrival Time of 1st Vehicle in Queue[1]	Delay Experienced by 1st Vehicle	Maximum Queue (Vehicles)	Queue Affected by Blockage of KEEP CLEAR area?
8:00-8:15 AM	9	8:02 AM	26 seconds	2	No
		8:03 AM	57 seconds	2	No
		8:04 AM	33 seconds	2	No
8:15-8:30 AM	21	8:20 AM	69 seconds	4	No
		8:24 AM	58 seconds	4	No
		8:28 AM	38 seconds	5	No
4:00-4:15 PM	10	4:02 PM	76 seconds	2	No
		4:04 PM	23 seconds	2	No
4:15-4:30 PM	9	4:15 PM	10 seconds	2	No

Notes:
[1] Rounded to the nearest full minute.
Source: Fehr & Peers, 2022, based on review of field cameras from October 26, 2022, data collection.

The chart below shows the maximum queue in 15-minute increments across the entire count day. It clearly shows a spike in queuing from 8:15 to 8:30 AM.

As further evidence of the surge in vehicle queuing that occurs in the southbound left-turn lane, a supplemental set of field observations were performed on Thursday, December 1, 2022. As shown in **Image 7** below, a maximum queue of 6 southbound left turn vehicles was observed shortly after 8:15 AM.

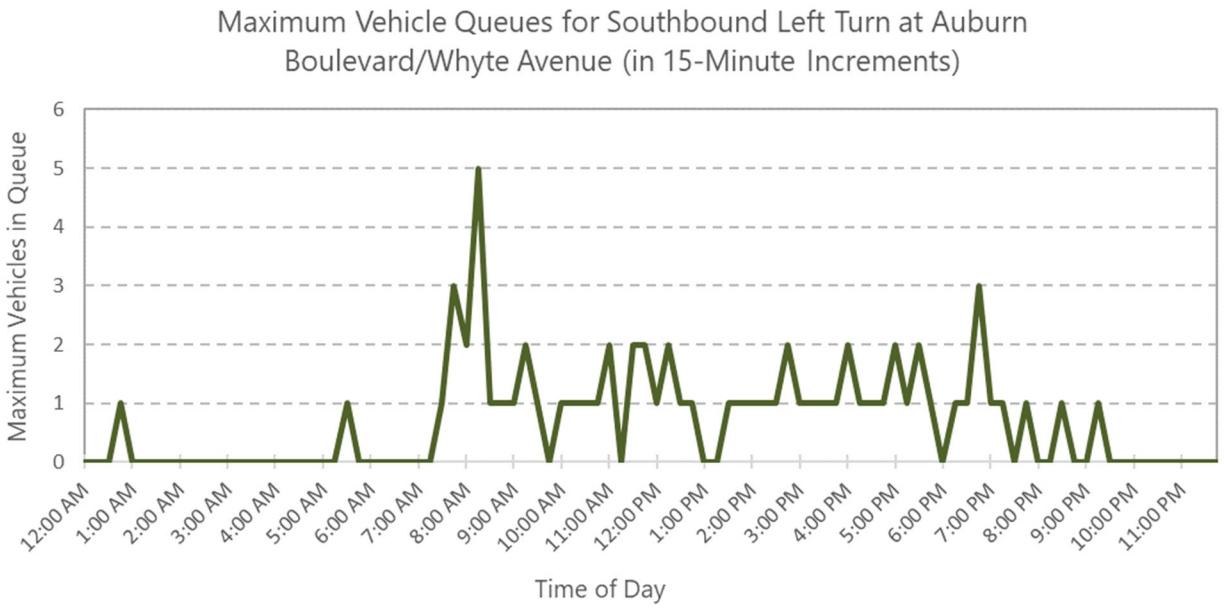


Image 7: Queue of 6 vehicles waiting to turn left from southbound Auburn Boulevard onto eastbound Whyte Avenue at 8:15 AM on Thursday, December 1, 2022.

Based on the multiple days of data collection and observations of video by Fehr & Peers staff, the following general conclusion is drawn regarding travel behavior in the southbound left-turn lane at the Auburn Boulevard/Whyte Avenue intersection:

- Southbound left-turns typically arrive in a random fashion, with the notable exception of between 8:15-8:30 AM (i.e., prior to start of Hoss Lee Academy). Depending on when they arrive, southbound left-turns can experience almost no delay or upwards of 1 minute of delay. Longer delays do not occur because the intersection is blocked, but because there is a continuous flow of northbound traffic on Auburn Boulevard. Strong compliance with the DO NOT BLOCK INTERSECTION sign and KEEP CLEAR pavement marking was observed.

Chapter 3. **Existing Plus Project Conditions**

This chapter analyzes the potential transportation impacts of the proposed project on the surrounding transportation system under existing conditions assuming implementation of Phase 2 of the *Auburn Boulevard Complete Streets Plan*.[4]

ROADWAY NETWORK AND OPERATION CHANGES

Phase 2 of the *Auburn Boulevard Complete Streets Plan* would result in the following changes to the roadway network and its operation within the study area, as outlined in the "Study of Planned Improvements on Auburn Boulevard in Citrus Heights, CA" final technical memorandum (April 11, 2022).

Auburn Boulevard/Whyte Avenue

- Installation of a triangular raised median on the westbound approach to prohibit outbound through or left turns.
- Installation of a narrow raised median in the northbound and southbound left-turn lanes, though northbound and southbound left-turns would continue to be permitted.[5]

Auburn Boulevard/Jack in the Box Driveway/Java Detour Driveway

- Closure of the Java Detour driveway.
- Installation of a raised median to prohibit inbound and outbound left turns at the Jack in the Box driveway.

Auburn Boulevard/Tea It Driveway

- Closure of Tea It driveway

[4] The precise timing of project construction and completion of Phase 2 Auburn Boulevard Complete Streets is not known at this time. Since site planning and access provisions for the proposed project incorporate the Complete Streets improvements, they are assumed in place together.

[5] City of Citrus Heights staff indicated that final design drawings for the Phase 2 Auburn Boulevard Complete Streets project will include lengthening this turn lane to its maximum feasible length of 140 feet. Note that the raised median north of Whyte Avenue will restrict driveway movements at the Chevron and Shell gas stations to right-turns only. It will also preclude the ability of left-turns on eastbound Whyte Avenue to utilize the southbound left-turn as a TWLTL to perform a two-stage crossing.

Auburn Boulevard/Citrus Grove Shopping Center Driveway/Central Driveway

- Conversion to a signalized intersection with crosswalks on all four approaches and an offset driveway configuration.
- Provision of a dedicated left-turn and a shared through/right lane on the eastbound and westbound approaches, which would be operated with protected left-turn phasing[6].
- Prohibition of northbound and southbound "right-turns on red" due to the driveway offset and stop bar setbacks.
- Addition of a narrow raised median on the northbound and southbound approaches.
- Signal coordination with the Auburn Boulevard/I-80 Eastbound Off-Ramp/Orlando Avenue intersection.

PROJECT SITE PLAN: LAND USE AND VEHICULAR ACCESS

The proposed project would include the following land use components:

- Demolition of an existing 106 s.f. Java Detour coffee kiosk
- Demolition of an existing 1,447 s.f. liquor store
- Construction of a 2,170 s.f. Starbucks Coffee store with drive-through window
- Construction of a 2,600 s.f. Panda Express restaurant with drive-through window

Along Whyte Avenue, the project would eliminate the inbound-only driveway and reconfigure the parking lot to allow inbound and outbound movements to occur from the current outbound-only driveway.

PROJECT TRAVEL CHARACTERISTICS

Trip Generation

Although the *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021) contains coffee shop and fast-food restaurant trip generation rates, it is unknown whether this data, pulled from stores and restaurants across the US from the 1990's through 2020, would be representative of trips generated by a Starbucks store and Panda Express Restaurant. Therefore, it was determined that a traffic data collection effort should be undertaken at comparable facilities in the region.

[6] A swept path analysis of a pair of WB-50 trucks performed in the final technical memorandum demonstrated that both the eastbound and westbound left turns can occur simultaneously.

In June 2022, weekday traffic data was collected during the AM peak hour at two existing Starbucks drive-through locations. Counts were limited to the AM peak hour because Starbucks stores are known to be busier during the AM versus the PM peak hour. This data was used to estimate the AM peak hour trip generation for the proposed Starbucks store. **Table 5** displays the number of trips observed at each Starbucks store that was counted. These two stores were specifically identified for data collection because they are situated in the general project site vicinity, have similar store sizes with drive-through ordering windows, and are physically located a short distance (i.e., less than one-half mile) from Interstate 80. As shown in Table 5, they generated an average of 219 AM peak hour trips, with the difference in trips between the two stores being less than 2%. About two-thirds of vehicle trips were associated with drive-through orders.

Table 5: AM Peak Hour Trip Generation – Starbucks Coffee With Drive-Through

Location	Peak Hour	Trip Generation[1]		
		In	Out	Total
5411 Diablo Drive (Sacramento County)	7:30 to 8:30 AM	110	107	217
709 Cirby Way (City of Roseville)	7:15 to 8:15 AM	114	106	220
	Average	112	107	219

Notes:
[1] Based on AM peak period (6:30 to 9:30 AM) data collected on Wednesday, June 1, 2022.
Source: Fehr & Peers, 2022

Based on direction from City of Citrus Heights and City of Roseville staff, data was also collected at an existing Panda Express restaurant (with drive-through) to estimate the peak hour trip generation of the proposed restaurant. **Table 6** shows the number of trips observed at the counted Panda Express restaurant in the Natomas area of the City of Sacramento. Counts were collected on various dates in November 2022, as indicated by the footnotes in the table. The chosen Panda Express restaurant is less than one mile from Interstate 5, has a similar size to the proposed restaurant, and has a drive-through ordering window.

As shown, based on the average of two different count days, the Panda Express restaurant generated an average of 3 AM peak hour trips. Since the restaurant does not open to customers until 10 AM, these trips were made by employees, deliveries, etc.

Table 6: Peak Hour Trip Generation – Panda Express Restaurant With Drive-Through

Location	Peak Hour	Trip Generation		
		In	Out	Total
2940 Del Paso Boulevard (City of Sacramento)	7:45 to 8:45 AM[1]	2	1	3
	5:00 to 6:00 PM[2]	105	90	195

Notes:
[1] Based on AM (7:45 to 8:45 AM) data collected on Monday, November 21, and Tuesday, November 22, 2022.
[2] Based on PM peak hour (4:00 to 6:00 PM) data collected on Thursday, November 17, 2022.
Source: Fehr & Peers, 2022

During the PM peak hour, a substantial volume of trips (195) was observed at the Natomas Panda Express restaurant. This result was somewhat surprising as the same store was counted by Fehr & Peers in 2012 and generated 108 PM peak hour trips. The Trip Generation Manual indicates a 2,600 square-foot fast-food restaurant with drive-through window would generate 86 PM peak hour trips, though restaurants of that size generated between 40 to 200 PM peak hour trips, indicating quite a bit of variability. As an additional data point to consider, Fehr & Peers conducted a trip generation count at the Panda Express restaurant located on Blue Oaks Boulevard in Roseville on Thursday, December 1, 2022. That count yielded 140 PM peak hour trips. Thus, to ensure a conservative analysis, the Panda Express restaurant was analyzed based on the trip generation totals shown in Table 6.

Table 7 summarizes peak hour vehicle trip generation estimates for each project component. These estimates show both trips added and trips subtracted (i.e., associated with a demolished use). Table 7 also includes an estimate of pass-by trips for the Starbucks store and Panda Express restaurant. Pass-by trips are trips already on the adjacent roadway system that make an intermediate stop at the project site on their way to a primary destination. They do not add traffic to the adjacent roadway system but are added into and out of the project driveways.

As shown in Table 7, the project would result in 174 net pass-by trips and 45 net new trips during the AM peak hour. During the PM peak hour, the project would result in 175 net pass-by trips and 95 net new trips.

Table 7: Project Vehicle Trip Generation

Land Use	Size[1]	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Java Detour Coffee Kiosk[2]	0.106 KSF	0	0	0	0	0	0
Liquor Store[3]	1.447 KSF	-2	-1	-3	-5	-5	-10
Starbucks Store[4]	2.170 KSF	+112	+107	+219	+42	+43	+85
Panda Express Restaurant[5]	2,600 KSF	+2	+1	+3	+105	+90	+195
Gross Project Trips		**112**	**107**	**219**	**142**	**128**	**270**
Pass-By Trips (Starbucks Store)[6]		89	85	174	34	34	68
Pass-By Trips (Panda Express Restaurant) [7]		0	0	0	58	49	107
Net Pass-By Trips		**89**	**85**	**174**	**92**	**83**	**175**
Net New External Project Trips		**23**	**22**	**45**	**50**	**45**	**95**

Notes:
[1] KSF = thousand square feet.
[2] On the day of counts (October 26, 2022), Java Detour was "temporarily closed". Therefore, intersection/driveway counts and project trip generation reflect site conditions with Java Detour closed.
[3] Trip generation derived from weighted average trip rate (AM peak hour) and the fitted curve equation (PM peak hour) of the "Strip Retail Plaza (<40k)" land use category (ITE Code 822).
[4] AM peak hour trip generation based on data collected at two similar Starbucks drive-through stores located in the City of Roseville and Sacramento County (see Table 5). PM peak hour trip generation is derived from the weighted average trip rate of the "Coffee/Donut Shop with Drive-Through Window" land use category (ITE Code 937).
[5] Trip generation based on data collected at a similar Panda Express restaurant with drive-through ordering window located in the City of Sacramento (See Table 6).
[6] The *Trip Generation Manual, 11th Edition* (ITE, 2021) provides a limited data sample whose average pass-by percentage was 90% in the AM peak hour and 98% in the PM peak hour. To be conservative, 80% of trips were assumed as pass-by trips, similar to other coffee store studies prepared by Fehr & Peers in the City of Citrus Heights.
[7] Pass-by trip percentage of 55% during the PM peak hour is derived from data in the *Trip Generation Manual, 11th Edition* appendices.
Source: *Trip Generation Manual, 11th Edition* (ITE, 2021); Fehr & Peers, 2022

Trip Distribution

Per standard practice, separate trip distribution percentages were prepared for new trips versus pass-by trips. The distribution of pass-by trips is primarily a function of the amount of traffic in each direction of Auburn Boulevard during each peak hour and the ease of performing pass-by movements from either direction. In contrast, the distribution of new trips considers the likely trip origin (for inbound trips to the project) and destination (for outbound trips from the project). The expected percentages are presented below.

New Trips

As shown in **Table 8**, 60% of new project trips are expected to be distributed to/from the north, with 36% to/from the south, and 4% to/from the east on Whyte Avenue. The slightly greater percentage to the north takes into consideration the site's proximity to Interstate 80 and the likelihood that both uses attract "diverted link trips" off Interstate 80. Additionally, review of the earlier June 1, 2022, traffic counts (which included Java Detour in operation) showed greater overall levels of vehicles turning to the north.

Pass-by Trips

During the AM peak hour, 75% of pass-by trips are expected to come from northbound motorists on Auburn Boulevard for the following reasons:

- There is considerably more traffic heading northbound than southbound.
- Nearly all trips generated by the project site during the AM peak hour are made by the Starbucks Store. And of those that are pass-by, some will likely have work destinations that require travel on I-80.

The resulting pass-by percentages shown in **Table 9** take the differing directional traffic composition into consideration. The percentages also consider that performing a pair of right-turns (i.e., from northbound Auburn Boulevard) is typically easier than performing a pair of left-turns (i.e., from southbound Auburn Boulevard).

During the PM peak hour, 60% of pass-by trips are expected to come from the heavier southbound direction of travel. This percentage considers the presence of many residential areas south of the project site and the likelihood of performing a pass-by trip to the Panda Express restaurant for dinner (especially in the popular drive-through lane).

Table 8: Project Trip Distribution (Net New External)

Origin/Destination	Percentage of Project Trips (Net New External)
Auburn Boulevard north of Whyte Avenue	60%
Auburn Boulevard south of Project Driveway	36%
Whyte Avenue east of Louis Lane	4%

Source: Fehr & Peers, 2022

Table 9: Project Trip Distribution (Pass-By)

Direction of Travel Prior to Accessing Site	Percentage of Project Trips (Pass-By)	
	AM Peak Hour	PM Peak Hour
Southbound Auburn Boulevard	25%	60%
Northbound Auburn Boulevard	75%	40%

Source: Fehr & Peers, 2022

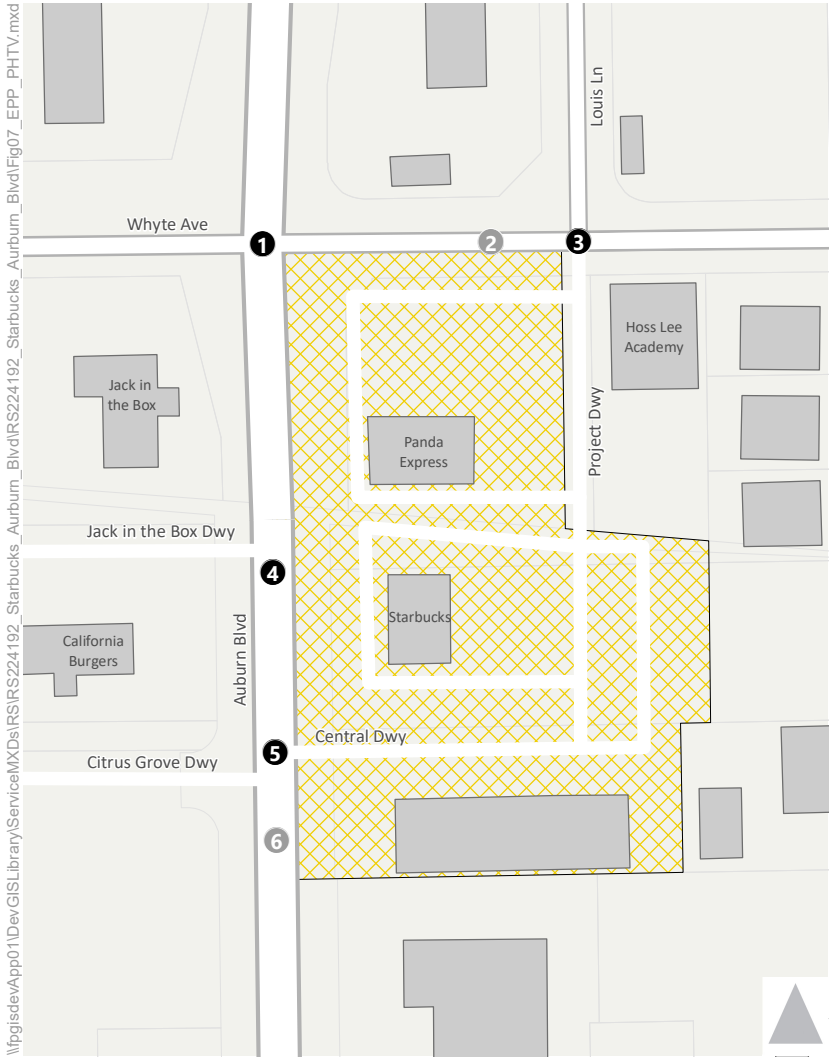
INTERSECTION OPERATIONS

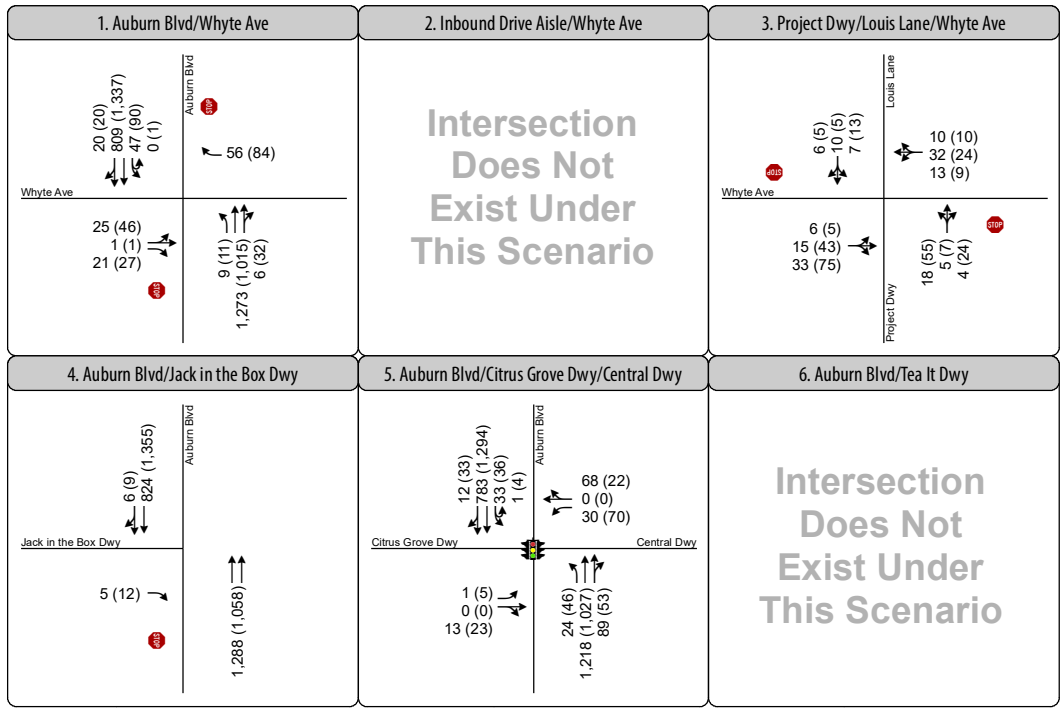
Project trips were added to existing conditions assuming implementation of Phase 2 of the *Auburn Boulevard Complete Streets Plan*. Only trips from the to-be-demolished liquor store are subtracted, since the Java Detour coffee kiosk was closed on the day traffic counts were conducted (i.e., trips associated with Java Detour are not part of the existing conditions traffic volumes). **Figure 7** displays the resulting AM and PM peak hour turning movement volumes, traffic controls, and lane configurations at study intersections and driveways under existing plus project conditions.

Table 10 displays the operational results at the study intersections under existing plus project conditions (refer to **Appendix C** for technical calculations). Operations would improve at the Auburn Boulevard/Jack in the Box Driveway/Java Detour Driveway intersection because of the closure of the Java Detour driveway and prohibition of all left turns at the Jack in the Box driveway. At the Auburn Boulevard/Whyte Avenue intersection, traffic operations are largely affected by the following two factors under existing plus project conditions:

- Installation of a narrow raised median on the north leg – this prevents eastbound left turn vehicles from completing a two-stage crossing (using the two-way left turn lane as vehicles do under existing conditions), thus increasing delay to the eastbound left-turn/through lane group.

- Signal coordination between the Auburn Boulevard/Citrus Grove Driveway/Central Driveway intersection and the Auburn Boulevard/I-80 Eastbound Off-Ramp/Orlando Avenue intersection – this results in greater platooning of vehicles along Auburn Boulevard, which provides additional opportunities for Whyte Avenue side street vehicles to complete their movements (thereby offsetting some of the additional delays associated with elimination of the two-stage crossing).





1 Study Intersection

Project Site

Traffic Signal

Turn Lane

AM (PM) Peak Hour Traffic Volume

Stop Sign

Note: Assumes implementation of the Auburn Boulevard Complete Streets project.

Figure 7

Peak Hour Traffic Volumes and Lane Configurations - Existing Plus Project Conditions

All study intersections would operate at LOS E or better under existing plus project conditions except for the Auburn Boulevard/Whyte Avenue intersection during the PM peak hour. This operation is not considered deficient since the City of Roseville's LOS policy only pertains to signalized intersections.

Table 10: Peak Hour Level of Service – Existing Plus Project Conditions

Intersection	Jurisdiction	Control	LOS/Delay (Worst Movement)[1]			
			Existing Conditions		Existing Plus Project Conditions	
			AM	PM	AM	PM
1. Auburn Boulevard / Whyte Avenue	City of Roseville	SSSC	D / 30 (EBLT)	F / 62 (EBLT)	E / 40 (EBLT)	F / 73 (EBLT)
2. Whyte Avenue / Inbound Drive Aisle	City of Roseville	Uncontrolled	A / 7 (WBLT)	A / 7 (WBLT)	-	
3. Whyte Avenue / Outbound Drive Aisle	City of Roseville	SSSC	A / 9 (NBLTR)	A / 9 (SBLTR)	A / 10 (NBLTR)	A / 10 (NBLTR)
4. Auburn Boulevard / Jack in the Box Driveway / Java Detour Driveway	City of Citrus Heights	SSSC	D / 33 (EBLTR)	F / 88 (EBLTR)	A / 10 (EBR)	B / 12 (EBR)
5. Auburn Boulevard / Citrus Grove Driveway / Central Driveway	City of Citrus Heights	SSSC / Signal	B / 14 (WBR)	C / 15 (EBR)	A / 7	A / 8
6. Auburn Boulevard / Tea It Driveway	City of Citrus Heights	SSSC	B / 14 (WBR)	B / 13 (WBR)	-	

Notes: SSSC = Side-Street Stop Controlled.
[1] For signal control, average delay is the weighted average for all movements. For side-street stop controlled and uncontrolled intersections, level of service and delay for the worst movement is reported with the movement listed in parentheses. Delay is reported in seconds per vehicle.
Source: Fehr & Peers, 2022.

VEHICLE QUEUING

Maximum Queues at Project Driveways

Table 11 displays the maximum queues for critical turn movements at the project driveways along Auburn Boulevard and Whyte Avenue. The methodology described in *Estimation of Maximum Queue Lengths at Unsignalized Intersections* (ITE Journal, 2001) was used to estimate maximum queues for movements at the Whyte Avenue driveway intersection. The SimTraffic microsimulation model was used to estimate maximum queues at the Auburn Boulevard/Citrus Grove Shopping Center Driveway/Central Driveway intersection. Maximum queues are based on an average of ten simulation runs. As shown in Table 11, the maximum queue

would exceed the available storage on the westbound approach to the signalized Auburn Boulevard/Citrus Grove Driveway/Central Driveway during both peak hours. During the PM peak hour, the westbound left-turn lane would serve 70 vehicles, resulting in a maximum queue of 6 vehicles. A maximum queue of 4 vehicles is expected during the AM peak hour for both the westbound left turn and through/right turn movements. Recommendations to address these queues are discussed in Chapter 5.

Table 11: Maximum Queues at Project Accesses – Existing Plus Project Conditions

Project Access Intersection	Movement	Storage Length	Maximum Queues	
			AM Peak Hour	PM Peak Hour
3. Whyte Avenue / Project Driveway (Unsignalized)	Westbound Left/Through	-	25 ft	25 ft
	Northbound Left/Through/Right	65[1] ft	25 ft	50 ft
5. Auburn Boulevard / Citrus Grove Driveway / Central Driveway	Southbound Left	110[2] ft	75 ft	100 ft
	Westbound Left	60[1] ft	**100 ft**	**150 ft**
	Westbound Through/Right	70[1] ft	**100 ft**	50 ft

Notes: **Bold** indicates exceedance of available storage length.
[1] Storage distance measured to the first intersecting drive aisle or parking space.
[2] Per *Auburn Boulevard Complete Streets – Phase 2 Design*.
Source: Fehr & Peers, 2022.

Southbound Left Turn at Auburn Boulevard/Whyte Avenue

Between existing and existing plus project conditions, the southbound left turn movement volume would experience the following increases in travel demand:

- AM peak hour – from 38 to 47 vehicles. This increase is due to the location of the Starbucks drive-through entrance (situated on the north end of the Starbucks site), which would encourage a small number of inbound drivers to make a southbound left-turn at Auburn Boulevard/Whyte Avenue (versus continuing southerly to use the signalized entry). Additionally, the Panda Express is estimated to add 1 southbound left-turn at the Auburn Boulevard/Whyte Avenue intersection.
- PM peak hour – from 28 to 90 vehicles. This increase is mostly due to the location of the Panda Express restaurant, and particularly its proposed drive-through entrance on the north end of the project site, although the Starbucks store would also add some trips.

During the AM peak hour, the Starbucks could potentially increase the southbound left-turn queue by one vehicle. As was documented in Chapter 2, a maximum queue of 5 or 6 vehicles occurred between 8:15 and 8:30 AM, but soon dissipated. The potential exists for a vehicle queue to exceed the 140 feet of available storage for a very short duration (i.e., one minute or less). Queues are not expected to extend back to the I-80 Eastbound Ramps/Auburn Boulevard intersection on a recurring basis.

The project (Panda Express restaurant and Starbucks store combined) would add an average of one vehicle per minute to the southbound left-turn lane during the PM peak hour. Field observations at these stores/restaurants indicate that arriving traffic is dispersed throughout the hour and does not have pronounced peaks such as occurs at Hoss Lee Academy. Thus, even if two vehicles were to simultaneously arrive in the left-turn lane, resulting in a total of 4 queued vehicles, the available storage of 140 feet would be sufficient.

In conclusion, this analysis has found that the project would not cause vehicle queues in the southbound left-turn lane to exceed the available storage on a recurring basis. However, there may be occasional instances where the queue temporarily exceeds the turn pocket length, but those conditions will typically dissipate quickly.

Chapter 4. **Interim Scenario**

This chapter summarizes the evaluation Fehr & Peers conducted as part of the draft report to evaluate an interim scenario where both projects were developed before implementation of the *Auburn Boulevard Complete Streets* project.

A range of project access options was quantitatively analyzed under interim conditions, including various turn restrictions and control types at the project driveway, Citrus Grove Shopping Center driveway, and Whyte Avenue. The following safety issues were considered:

- As documented in Chapter 2, the left turn movement from westbound Whyte Avenue to southbound Auburn Boulevard is extremely challenging to perform and the frequency of vehicles attempting this movement would increase with the addition of Panda Express project vehicles.
- If westbound left-turns are prohibited at Whyte Avenue, then motorists desiring to travel southbound on Auburn Boulevard would need to perform a U-turn, which is not permitted at the adjacent signalized intersection of Auburn Boulevard/Orlando Avenue/I-80 Eastbound Off-Ramp. This could result in about 70 PM peak hour project trips performing difficult or illegal U-turns, or using private property or other streets for turnarounds.

A concept of allowing direct outbound left-turns from the project driveway onto southbound Auburn Boulevard was also considered. However, by doing so, the driveway across the street would need to be modified to allow outbound left-turns. Direct outbound vehicles from the project site would include both trips from the Starbucks, Panda Express, and Hoss Lee Academy. Those movements would need to find gaps in through traffic, which frequently spills back beyond this driveway during peak hours (i.e., not too dissimilar to the situation present at Whyte Avenue currently).

Considering the turning movement challenges at the project driveway and Whyte Avenue, as well as the above safety concerns, the following Conditions of Approval are recommended for the Starbucks Store to address the potential project timing issue:

- Prior to the opening of the Starbucks Store, a traffic signal shall be present and operational at the project driveway on Auburn Boulevard (situated in the correct ultimate location).
- In the event the Starbucks applicant chooses to advance the construction of the traffic signal at their own expense, they shall be required to submit to the City of Citrus Heights a recommended traffic signal coordination plan that would interconnect the new signal with the signal at the I-80 EB Ramps.

City of Roseville staff mentioned during a conference call (held on February 8, 2023) that they would require a more detailed site plan and additional analysis before they would consider any types of recommendations or Conditions of Approval for the Panda Express or any other use on the north parcel.

Chapter 5. **Project Access and On-Site Circulation Review**

This chapter evaluates project access, on-site circulation and expected vehicle queues at the Starbucks drive-through lane.

PROJECT ACCESS

Driveway Throat Depths

Chapter 3 demonstrated that the Panda Express Restaurant driveway on Whyte Avenue would have adequate on-site stacking for exiting traffic. This is important because lack of on-site storage could block the path of inbound traffic, causing vehicles to queue back onto the adjacent public street.

However, the Starbucks store driveway on Auburn Boulevard would not have adequate throat depth. To provide an adequate throat depth, Fehr & Peers recommends the following (under an assumed condition where the new traffic signal is constructed):

- Remove the first 4 parking spaces on the south side of the driveway and extend the centerline striping 100 feet within the site. This improvement is illustrated on **Figure 8.**

Vehicular Ingress from Whyte Avenue

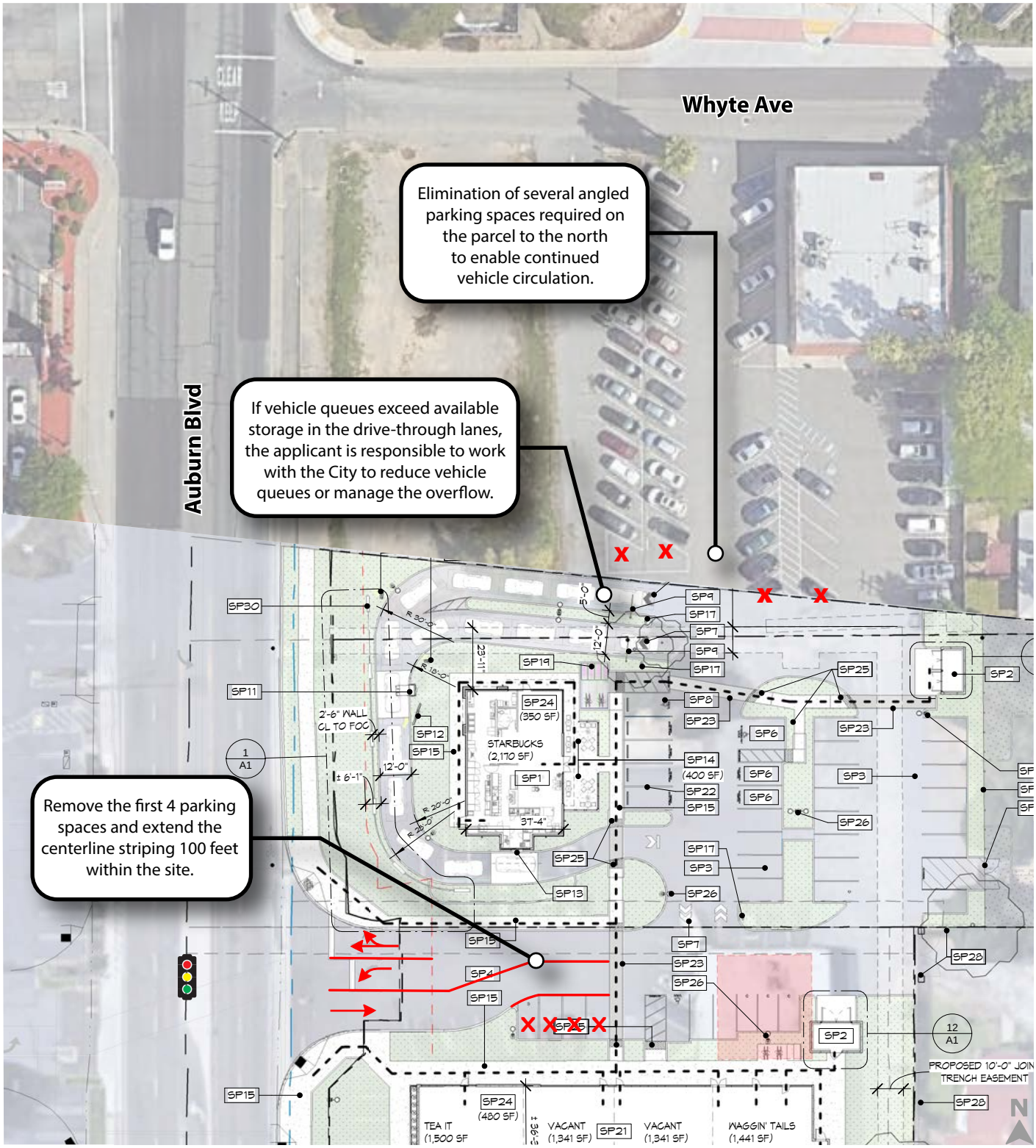
City of Roseville design standards do not require construction of left or right turn lanes into project driveways on collector streets, such as Whyte Avenue. Thus, no modifications to Whyte Avenue at this driveway are necessary.

Vehicular Ingress from Auburn Boulevard

Access to the Starbucks Store driveway was analyzed under Existing Plus Project (ultimate) conditions. As shown in Table 11, the storage length from the *Auburn Boulevard Complete Streets* project would be adequate to contain the southbound left turn AM/PM peak hour maximum vehicle queues.

Auburn Boulevard/Whyte Avenue Southeast Corner Modifications

The project site plan indicates that the southeast corner of this intersection would be reconstructed to have a 25 to 30 feet curb return radius. This design will better accommodate buses that turn right from northbound Auburn Boulevard versus the current approximately 10-foot curb return.



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— Striping (not raised)

Figure 8

Project Recommendations for Starbucks Store

Whyte Avenue Improvements

The site plan indicates that the existing edge of pavement on the south side of Whyte Avenue along the project frontage will be upgraded in its current location. The site plan does not show sufficient details to confirm whether curb, gutter, and sidewalk would be provided.

ON-SITE CIRCULATION

The Starbucks Coffee store includes a drive-through entrance situated at the north property boundary. If Starbucks is constructed and Panda Express is not, the current angled parking lot to the north would remain and become a circulation constraint. Specifically, vehicles traveling in the southbound direction (from Whyte Avenue) would be unable to turn left to access the northbound return parking aisle or access the Starbucks drive-through lane (due to insufficient driveway width). To address this issue, Fehr & Peers recommends the following:

- The project should ensure that circulation in the north parcel is maintained by eliminating several angled parking spaces on the north parcel as shown on Figure 8.

As described previously, the Panda Express restaurant would result in the loss of 28 off-street existing parking spaces on the north parcel that are currently utilized by the Hoss Lee Academy. In fact, during the December 1, 2022, field observations, parking demands from that center extended into vacant parking stalls on the south parcel. With both projects constructed, Hoss Lee Academy parking may occupy parking spaces adjacent to the Panda Express restaurant. This, in turn, could potentially lead to isolated parking shortfalls in some areas of the two projects. To the extent this occurs, there is potential for overflow parking demand to occur along Whyte Avenue. To address these conditions, the following are recommended:

- City of Roseville and Citrus Heights staff should evaluate the joint parking requirements and adequacy of parking supply for the two projects. Between 8:30 AM and 4:00 PM, the Hoss Lee Academy has a parking demand in the range of 50 to 60 spaces (as evidenced on December 1, 2022, and as shown in the Google Maps aerial taken on a weekday morning).

- The project architect for the Panda Express restaurant should evaluate the potential to reconfigure parking directly south of the Hoss Lee Academy building to increase the parking yield.

- City of Roseville staff should identify where on-street parking should be permitted versus prohibited along the project's frontage on Whyte Avenue. Conditions to consider include maintaining a clear sight distance triangle at the project driveway and the Louis/Orlando driveway on the north side of the street, the varying width of Whyte Avenue, and other factors.

The portion of the project site plan showing the Panda Express restaurant does not contain the necessary site plan element details to allow for a comprehensive on-site circulation review. Driveway widths are not shown, and it is not clear whether sidewalks or pedestrian linkages would be provided along the project's public street frontages. Additional review would be required to evaluate these, and other details.

STARBUCKS DRIVE-THROUGH QUEUING

The site plan shows approximately 345 feet of total available storage in the Starbucks drive-through lane, with the first 200 feet of storage split between two ordering lanes. Fehr & Peers conducted average length queuing distance measurements at two Starbucks drive-through locations in the Sacramento region in July 2022. The two stores exhibited an average distance occupied of about 23 feet per vehicle. If the proposed store has the same type of vehicle fleet and driver behaviors, the drive-through lane would have storage for about 15 vehicles. Note that the site plan shows 17 vehicles that could be stored within the drive-through lane.

As described in Chapter 3, weekday traffic data was collected at two existing Starbucks drive-through locations in June 2022. In addition to collecting trip generation data, the following additional data was collected between 6:30 AM and 9:30 AM:

- Maximum queues (in vehicles) in 15-minute increments
- Service rate (i.e., the rate at which the drive-through window processes vehicles)

The data showed that both Starbucks locations had comparable drive-through operations. Both locations had an AM peak hour maximum queue of 9 drive-through vehicles. One location served an average of 1.03 vehicles per minute, while the other served an average of 1.10 vehicles per minute, which represents a difference in terms of service rate of less than 7 percent. This data suggests that if the proposed Starbucks store operates at a service rate similar to that observed at the Starbucks data collection locations, then the available drive-through storage would be sufficient to contain the expected vehicle queue of 9 vehicles during the AM peak hour without queues extending into the adjacent parking lot. However, if the service rate at the proposed Starbucks is considerably lower than 1.03 vehicles per minute, maximum drive-through queues would extend beyond 9 vehicles.

PROJECT RECOMMENDATIONS

Table 12 summarizes project recommendations and provides additional background, reasoning, effectiveness, and/or other information. These recommendations pertain only to the Starbucks store. Based on the conference call held on February 8, 2023, the City of Roseville will require a more detailed site plan and additional analysis before they would consider any types of recommendations or Conditions of Approval for the Panda Express or any other use on the north parcel. Additional analysis would include evaluations of

parking overflow at Hoss Lee Academy, permitted versus prohibited on-street parking on Whyte Avenue, internal circulation, drive-through queuing, and other topics related to circulation and access.

Table 12: Recommendations for Starbucks Store

Recommendation	Notes
Interim Conditions (Prior to Implementation of *Auburn Boulevard Complete Streets* Project)	
Prior to the opening of the Starbucks Store, a traffic signal shall be present and operational at the project driveway on Auburn Boulevard (situated in the correct ultimate location).	The signalized intersection should be consistent with the lane configurations and signal timing/phasing parameters of the *Auburn Boulevard Complete Streets* plan.
In the event the Starbucks applicant chooses to advance the construction of the traffic signal at their own expense, they shall be required to submit to the City of Citrus Heights a recommended traffic signal coordination plan that would interconnect the new signal with the signal at the I-80 EB Ramps.	Signal coordination is consistent with the *Auburn Boulevard Complete Streets* project.
Ultimate Conditions (With Implementation of *Auburn Boulevard Complete Streets* Project)	
Remove the first 4 parking spaces on the south side of the signalized project driveway on Auburn Boulevard and extend the centerline striping 100 feet within the site.	This is necessary under the scenario where a traffic signal is installed due to inadequate throat depth. See Figure 8 for illustrative purposes.
Eliminate several angled parking spaces on the very south portion of the north parcel.	This is necessary to maintain continued vehicle circulation on the north parcel.
If the City Engineer observes that vehicle queues exceed available storage in the Starbucks drive-through lanes and extend into the adjacent parking lot, the applicant is responsible to work with the City to reduce vehicle queues or manage the overflow.	This study suggests that if the proposed Starbucks store operates at a service rate similar to that observed at the data collection locations, then the available drive-through storage would be sufficient to contain the expected vehicle queue of 9 vehicles during the AM peak hour.

Source: Fehr & Peers, 2023.

Attachment 5

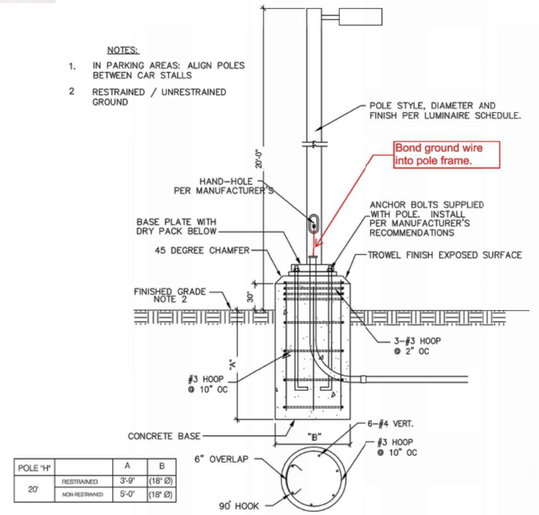
PROPOSED SITE PLAN
1" = 30'-0"

SITE PLAN LEGEND

- PROPERTY LINE
- ADJACENT PARCELS PROPERTY LINE
- (E) R.O.W.
- (E) OR PROPOSED EASEMENT
- ACCESSIBLE PATH OF TRAVEL
- (N) LANDSCAPE PLANTERS, SEE LANDSCAPE PLAN

SITE PLAN KEYNOTES

SP1	(N) BUILDING
SP2	(N) COVERED TRASH ENCLOSURE WITH NEW KEYED FROST-FREE RECESSED HOSE BIB ACCESSIBLE TO TRASH ENCLOSURE. HOSE BIB SHALL BE CONNECTED TO 1/2" COPPER PIPE AND EXPOSED AND VISIBLE FOR TENANTS CONNECTION.
SP3	PARKING LOT WITH AC PAVING
SP4	(N) SITE ACCESS DRIVEWAY
SP5	(E) FREESTANDING INTERNALLY ILLUMINATED MONUMENT SIGN TO REMAIN
SP6	(N) CLEAN AIR/VANPOOL/EV PARKING SPACE, TYP. OF 3 (ONE VAN ACCESSIBLE)
SP7	(N) THERMOPLASTIC SITE WAYFINDING DIRECTIONAL ARROWS- INCOMING ARROWS SHALL BE GREEN, OUTGOING ARROWS SHALL BE WHITE
SP8	(N) VAN ACCESSIBLE PARKING SPACE WITH ACCESSIBLE PARKING SIGN
SP9	(N)HEIGHT RESTRICTION BAR
SP10	(N) PREVIEW MENU BOARD
SP11	(N) DIGITAL ORDER SCREEN, CANOPY AND DETECTOR LOOP
SP12	(N) ORDER MENU BOARD
SP13	(N) DRIVE THRU TRANSACTION WINDOW
SP14	OUTDOOR SEATING AT CONCRETE PATIO WITH PERIMETER RAILING
SP15	(N) SIDEWALK
SP16	(N) CONCRETE WHEELSTOP, TYP.
SP17	(N) FREESTANDING INTERNALLY ILLUMINATED DIRECTIONAL SIGNAGE
SP18	(N) SHORT TERM BICYCLE PARKING
SP19	(N) LONG TERM BICYCLE PARKING
SP20	(E) BUILDING TO BE REMOVED
SP21	(E) BUILDING TO REMAIN
SP22	(N) MOBILE ORDER PARKING SPACE, TYP. OF 4
SP23	(N) MARKING AT PEDESTRIAN CROSSING IN VEHICULAR AREA
SP24	INDOOR SEATING AREA
SP25	(N) CURB RAMP W/ TRUNCATED DOMES, TYP.
SP26	(N) POLE LIGHT, TYP. SEE PHOTOMETRIC PLAN
SP27	(E) FENCE TO BE REMOVED & REPLACED, SEE 8/A1 FOR (N) FENCE DESIGN
SP28	(E) FENCE & ACCESS GATE TO ADJ. RESIDENTIAL LOT TO REMAIN
SP29	(N) GATE ACCESS TO BACK OF LOT
SP30	(N) DRIVE THRU LANE SCREEN WALL, SEE 142/A1



POLE "H"		A	B
20'	RESTRAINED	3'-9"	(18" Ø)
	NON-RESTRAINED	5'-0"	(18" Ø)

LIGHT POLE DETAIL

Scale: N.T.S.

PROJECT NORTH

REVISIONS		
#	Date	Description

PROJECT FOR:
STARBUCKS + RETAIL
8550 & 8516 AUBURN BLVD.
CITRUS HEIGHTS, CA 95610

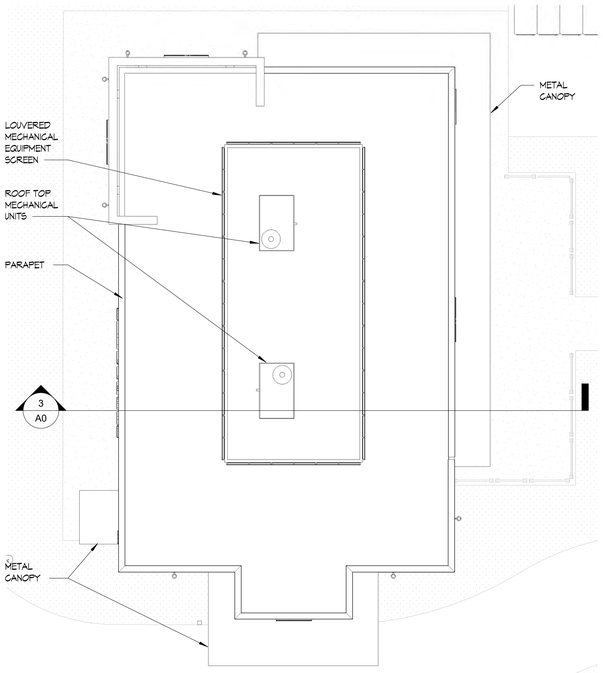
MCCANDLESS & ASSOCIATES ARCHITECTS, INC.
420 1/2 FIRST STREET, SUITE 204
WOODLAND, CA 95695
PH (530) 662-4148
www.mccandlessarch.com

PROPOSED SITE PLAN

DESIGN REVIEW

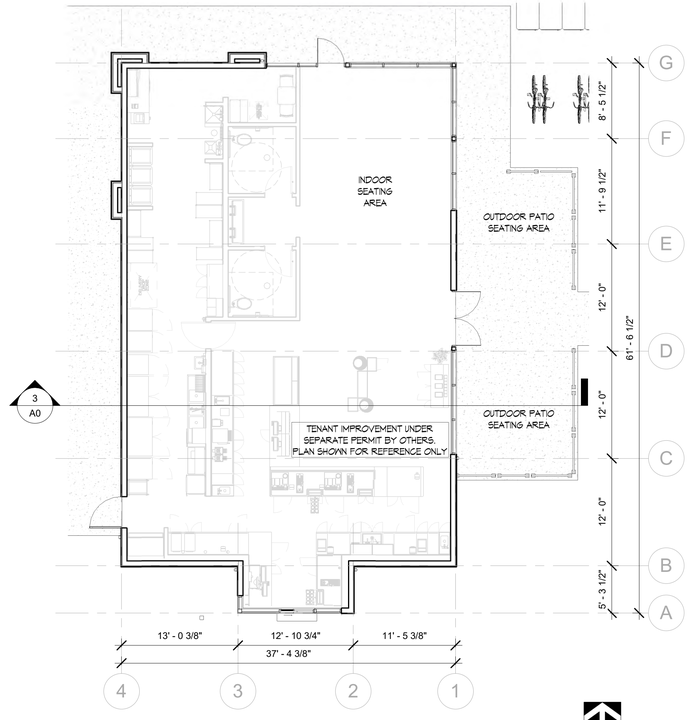
DRAWN	MAA
CHECKED	MAA
DATE	04/24/2023
SCALE	As indicated
JOB #	18-155
SHEET	A2

Attachment 6



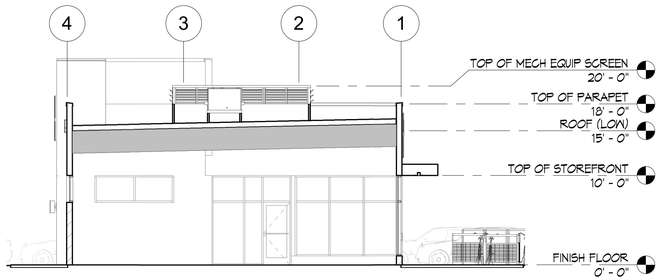
2 PROPOSED ROOF PLAN
1/8" = 1'-0"

PROJECT NORTH



1 PROPOSED FLOOR PLAN
1/8" = 1'-0"

PROJECT NORTH



3 BUILDING CROSS SECTION
1/8" = 1'-0"

5 NORTHWEST PERSPECTIVE VIEW OF (E) BLDG.

PROJECT CONTACTS

CLIENT
COASTAL STAR PARTNERS, LLC
851 JEFFERSON BLVD.
WEST SACRAMENTO, CA 95691
PH: (415) 987-9044
ATTN: CALLIE HUFF

ARCHITECT
MCCANDLESS & ASSOCIATES ARCHITECTS, INC.
428 1/2 FIRST STREET
WOODLAND, CA 95695
PH: (530) 662-9146
ATTN: BILL MCCANDLESS

CIVIL ENGINEER
RSC ENGINEERING, INC.
1420 ROCKY RIDGE DRIVE
SUITE 150
ROSEVILLE, CA 95661
PH: (916) 788-2884
ATTN: JAI SINGH, PE

LANDSCAPE ARCHITECT
GARTH RUFFNER LANDSCAPE ARCHITECT
4120 DOUGLAS BLVD.
SUITE 306, PMB 301
ROSEVILLE, CA 95746
PHONE: (916) 797-2516
ATTN: GARTH RUFFNER

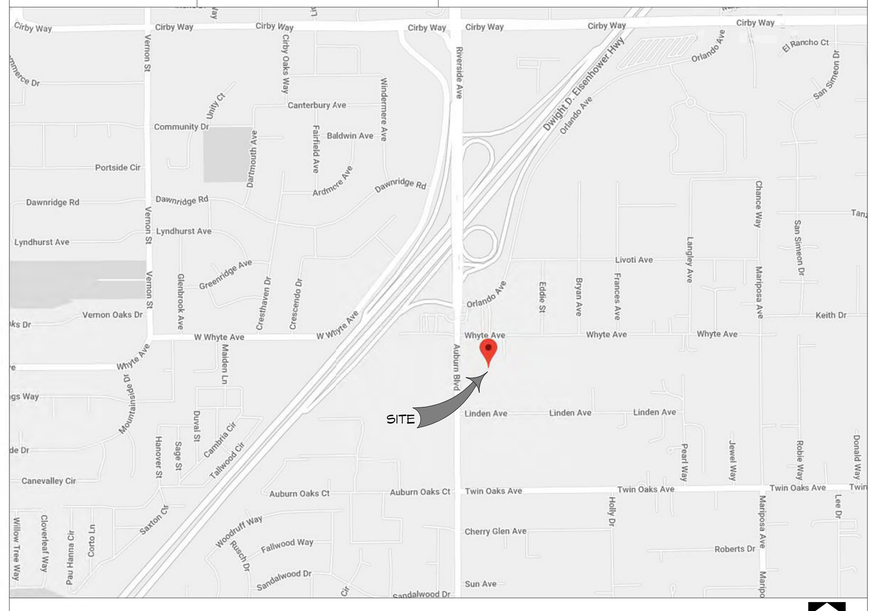
PARKING ANALYSIS

EXISTING PARKING SPACES	38 SPACES (EXCLUDING NAGGIN' TAILS YARD AREA)
PARKING REQUIREMENTS	
RESTAURANT:	ONE PARKING SPACE PER 50 SQUARE FEET OF SEATING AREA (INDOOR AND OUTDOOR)
RETAIL / ANIMAL CARE:	ONE PARKING SPACE PER 250 S.F. OF FLR. AREA
REQUIRED PARKING	
STARBUCKS:	±350 S.F. TOTAL OF INDOOR SEATING & ±400 S.F. OF OUTDOOR SEATING AREAS TO BE PROVIDED = ±750 S.F. 750 / 50 = 15 SPACES REQUIRED
TEA IT:	±480 S.F. TOTAL OF INDOOR SEATING TO BE PROVIDED 480 / 50 = 10 SPACES REQUIRED
RETAIL / ANIMAL CARE::	(E) TENANT B - VACANT: 1,341 S.F. (E) TENANT C - VACANT: 1,341 S.F. (E) TENANT D - NAGGIN' TAILS: 1,441 S.F. SUBTOTAL 4,123 S.F. RETAIL + ANIMAL CARE: 1 PKG. SPACE REQ'D FOR EA. 250 S.F. OF FLR. AREA 4,123 / 250 = 17 SPACES REQUIRED
TOTAL SPACES REQUIRED	15 + 10 + 17 = 42 SPACES POSSIBLE PARKING REDUCTIONS: -15% FOR TRANSIT SUPPORT (BIKE LOCKERS) 15% OF 42 = -6 SPACES 42 - 6 = **36 TOTAL SPACES REQUIRED**
ACCESSIBLE SPACES REQUIRED	2 ACCESSIBLE SPACES
CLEAN AIR/CARPOOL/EV REQUIRED	1 CLEAN AIR/CARPOOL/EV SPACE - REQ'D AT (N) BLDG. ONLY
PARKING PROVIDED	
STANDARD SPACES	24 SPACES
STANDARD (MOBILE ORDER) SPACES	4 SPACE
COMPACT SPACES	5 SPACES
ACCESSIBLE SPACES	2 VAN ACCESSIBLE SPACE
CLEAN AIR/CARPOOL/EV	3 (1 VAN ACCESSIBLE) - REQ'D AT (N) BLDG. ONLY
TOTAL:	**A TOTAL OF 38 SHARED SPACES ARE PROVIDED**
DRIVE-THRU STACKING	RESTAURANTS REQ. MIN. 120' ORDER PT TO P/U WIN.
BICYCLE PARKING	REQUIRED AT (N) BUILDING ONLY. REQUIRED / PROVIDED SHORT TERM: 1 SPACES / 8 SPACES LONG TERM: 1 SPACES / 6 SPACES

PROJECT DATA

PROJECT DESCRIPTION:	NEW STARBUCKS BUILDING WITH DRIVE-THRU (SHELL ONLY), PARTIAL REMOVAL OF EXISTING RETAIL BUILDING, SITE IMPROVEMENTS
JURISDICTION:	CITY OF CITRUS HEIGHTS, SACRAMENTO COUNTY
ZONING:	SPECIAL PLANNING AREA (SPA) AUBURN BLVD. COMMERCIAL (ABC) GATEWAY DISTRICT COMMERCIAL CENTER (GDCC)
PARCEL NUMBERS:	204-000-0010-001, 411-0010-002, 411-0010-017
BUILDING CODE:	2019 CALIFORNIA BUILDING CODE 2019 CALIFORNIA MECHANICAL CODE 2019 CALIFORNIA ELECTRICAL CODE 2019 CALIFORNIA PLUMBING CODE 2019 CALIFORNIA FIRE CODE 2019 CALIFORNIA ENERGY CODE 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE ALL LOCAL ORDINANCES
OCCUPANCY TYPE:	(E) BUILDING: GROUP A2 (TEA'T), GROUP M (RETAIL), GROUP B (NAGGIN' TAILS ANIMAL CARE) (N) BUILDING: GROUP A2 (FUTURE TENANT - STARBUCKS)
BUILDING TYPE:	TYPE V-B, UNSPRINKLERED
ALLOWABLE AREA:	A-2: 6,000 S.F. MAX. B, M: 9,000 S.F. MAX.
SITE AREA:	.17 ACRES + 1.4 ACRES + .66 ACRES = 2.23 ACRES AREA OF WORK = 1.54 ACRES (EXCLUDES 0.69 ACRES OCCUPIED BY NAGGIN' TAILS DOGGIE DAY CARE AT EAST SIDE OF PARCEL)
BUILDING AREA:	AREA DEMOLISHED: -1,441 SF (LIQUOR STORE); -180 SF (KIOSK); -1,601 SF TOTAL PROPOSED: (E) BLDG. 5,623 SF; (N) BLDG. 2,170 SF COVERED AREA: 2,941 SF; 440 SF TOTAL AREA: 8,564 SF; 2,610 SF
BUILDING HEIGHT:	MAXIMUM 40 FEET; PROPOSED 20 FEET, 1 STORY
FLOOR AREA RATIO:	MAXIMUM FAR = 0.60 FOR COMMERCIAL PROPOSED FAR = 0.12
BUILDING SETBACKS:	AUBURN BLVD. FRONTAGE: MINIMUM REQUIRED 5' REAR: 20' SIDE (INTERIOR): 20'

SHEET INDEX



VICINITY MAP

PROJECT NORTH

REVISIONS

#	Date	Description

PROJECT FOR:
STARBUCKS + RETAIL
8550 & 8516 AUBURN BLVD.
CITRUS HEIGHTS, CA 95610

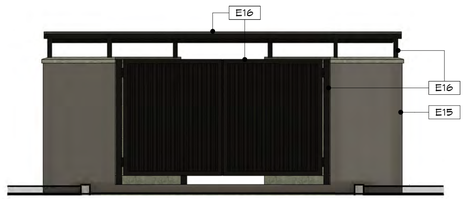
MCCANDLESS & ASSOCIATES ARCHITECTS, INC.
428 1/2 FIRST STREET, SUITE 204
WOODLAND, CA 95695
PH (530) 662-9146
www.mccandlessarch.com

TITLE SHEET

DESIGN REVIEW

DRAWN	MAA
CHECKED	MAA
DATE	04/24/2023
SCALE	1/8" = 1'-0"
JOB #	18-155
SHEET	A0

2 DRIVE THRU SCREEN WALL ELEVATION
3/16" = 1'-0"



14 TRASH ENCLOSURE - (E) BLDG. - NORTH ELEVATION
1/4" = 1'-0"

11 TRASH ENCLOSURE - (E) BLDG. - EAST ELEVATION
1/4" = 1'-0"

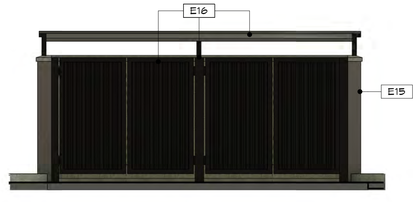
8 TRASH ENCLOSURE (SBX) - NORTH ELEVATION
1/4" = 1'-0"

5 TRASH ENCLOSURE (SBX) - EAST ELEVATION
1/4" = 1'-0"

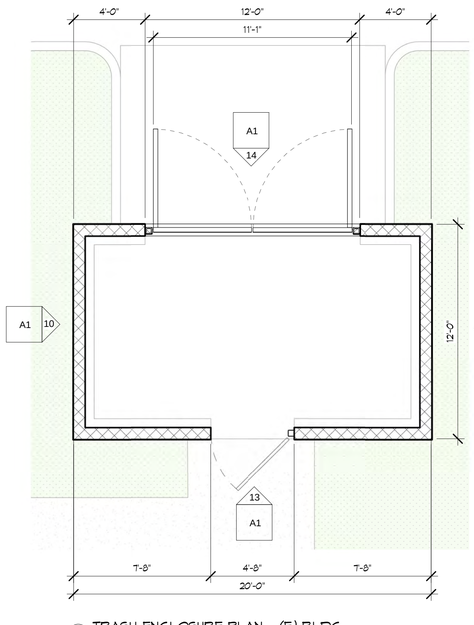
13 TRASH ENCLOSURE - (E) BLDG. - SOUTH ELEVATION
1/4" = 1'-0"

10 TRASH ENCLOSURE - (E) BLDG. - WEST ELEVATION
1/4" = 1'-0"

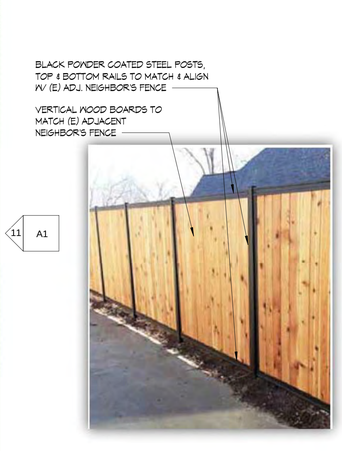
7 TRASH ENCLOSURE (SBX) - SOUTH ELEVATION
1/4" = 1'-0"



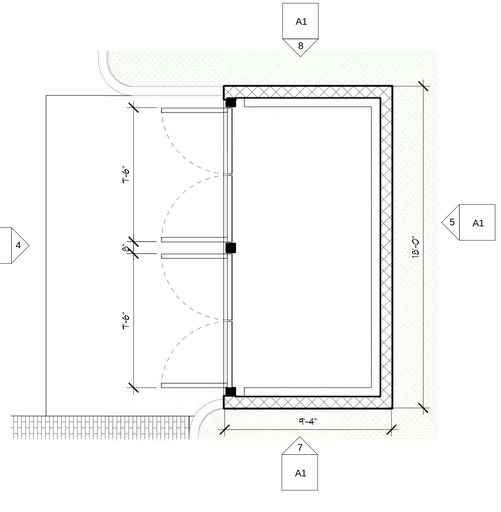
4 TRASH ENCLOSURE (SBX) - WEST ELEVATION
1/4" = 1'-0"



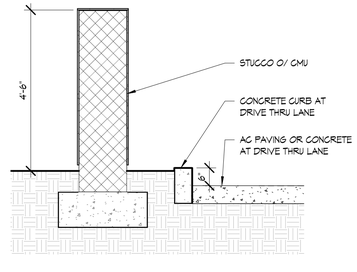
12 TRASH ENCLOSURE PLAN - (E) BLDG.
1/4" = 1'-0"



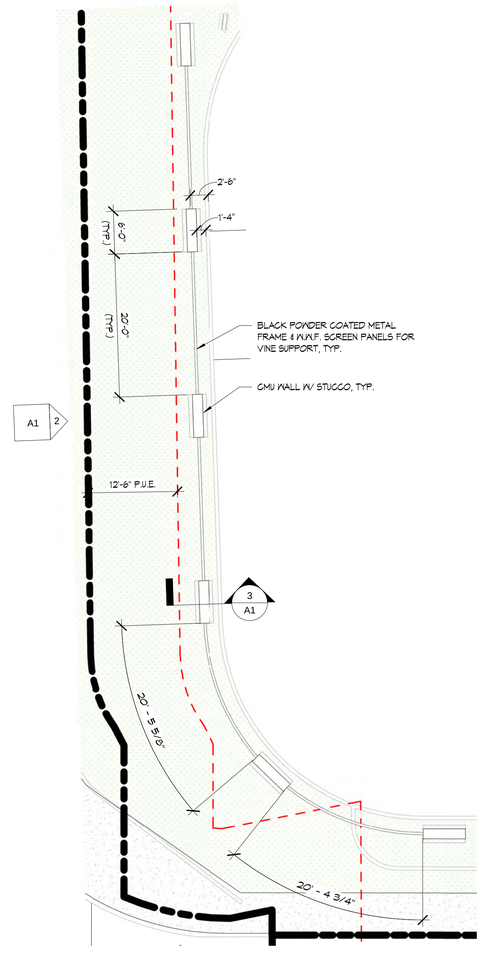
9 (N) WOOD FENCE



6 TRASH ENCLOSURE PLAN - SBX
1/4" = 1'-0"



3 SCREEN WALL SECTION
1/2" = 1'-0"



1 PLAN OF DRIVE LANE THRU SCREEN WALL
1" = 10'-0"

EXTERIOR ELEVATION KEYNOTES

E15	STUCCO O/ CMU, PAINT COLOR: BENJAMIN MOORE 'SILHOUETTE' (AF-655)
E16	STEEL FRAME & CORRUGATED METAL PANELS AT TRASH ENCLOSURE ROOF & GATES, PAINT COLOR: DARK BRONZE
E17	STEEL FRAME W/ 3"X3" BLACK VINYL COATED W.V.F. PANELS AT DRIVE THRU SCREEN W.M.F. FRAME PAINT COLOR: DARK BRONZE

MATERIALS

STUCCO
SHERWIN WILLIAMS
"DOVETAIL" (SW7018)

STEEL FRAME & CORRUGATED PANELS
DARK BRONZE

STUCCO AT TRASH ENCLOSURE & (N) DRIVE THRU SCREEN WALL
BENJAMIN MOORE "SILHOUETTE"
(AF-655)

REVISIONS

#	Date	Description

PROJECT FOR:
STARBUCKS + RETAIL
8550 & 8516 AUBURN BLVD.
CITRUS HEIGHTS, CA 95610

MCCANDLESS & ASSOCIATES ARCHITECTS, INC.
428 1/2 FIRST STREET, SUITE 204
WOODLAND ▲ CA 95695
PH ▲ (530) 662-4148
www.mccandlessarch.com

SCREEN WALL & TRASH ENCLOSURE
DESIGN REVIEW

DRAWN	Author
CHECKED	Checker
DATE	09/23/2022
SCALE	As indicated
JOB #	18-155
SHEET	A1

1 PROPOSED EAST ELEVATION
1/8" = 1'-0"

2 PROPOSED NORTH ELEVATION
1/8" = 1'-0"

3 PROPOSED WEST ELEVATION
1/8" = 1'-0"

4 PROPOSED SOUTH ELEVATION
1/8" = 1'-0"

EXTERIOR ELEVATION KEYNOTES

E1	3-COAT STUCCO, PAINT COLOR: SHERWIN WILLIAMS "DOVETAIL" (SW7018)
E2	THIN BRICK: ENDICOTT 1/2" MODULAR VELOUR, COLOR: MANGANESE BROWN
E3	COMPOSITE VERTICAL SIDING, NEWTECHWOOD UH58, COLOR: PERUVIAN TEAK
E4	ALUMINUM CANOPY WITH RECESSED CAN LIGHTING, ALUCOBOND, COLOR FOCUS BLACK
E5	ALUMINUM STOREFRONT, COLOR: DARK BRONZE, GLAZING: CLEAR
E6	FLUSH METAL DOOR & FRAME
E7	ALUMINUM PARAPET CAP, PAINT, COLOR: DARK BRONZE
E8	INTERNALLY ILLUMINATED 8" MIN ADDRESS NUMBERS, COLOR WHITE
E9	INTERNALLY ILLUMINATED BUILDING MOUNTED SIGNAGE, UNDER SEPARATE PERMIT
E10	WALL SCONCE, COLOR: DARK BRONZE
E12	EXTRUDED ALUMINUM LOUVERED EQUIPMENT SCREEN. COLOR: ARCHITECTURAL LOUVERS MEDIUM BRONZE
E13	METAL DOWNSPOUT, PAINT COLOR: DARK BRONZE
E14	ALUMINUM COMPOSITE PANEL SIDING: ALUCOBOND PLUS RAINSCREEN 1, COLOR: FOCUS BLACK

MATERIALS

STUCCO
SHERWIN WILLIAMS
"DOVETAIL" (SW7018)

THIN BRICK VENEER
ENDICOTT 1/2" MODULAR VELOUR
COLOR: MANGANESE BROWN

VERTICAL COMPOSITE SIDING
NEWTECHWOOD UH58
COLOR: PERUVIAN TEAK

ALUMINUM COMPOSITE PANEL SIDING & METAL CANOPY
ALUCOBOND, COLOR FOCUS BLACK II

STARBUCKS

REVISIONS

#	Date	Description

PROJECT FOR:
STARBUCKS + RETAIL
8550 & 8516 AUBURN BLVD.
CITRUS HEIGHTS, CA 95610

MCCANDLESS & ASSOCIATES ARCHITECTS, INC.
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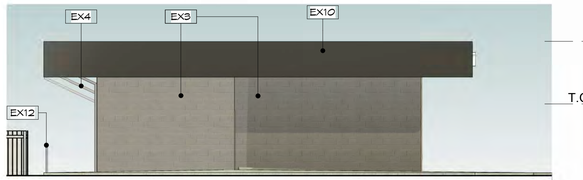
WOODLAND, CA 95695
PH (530) 662-4148
www.mccandlessarch.com

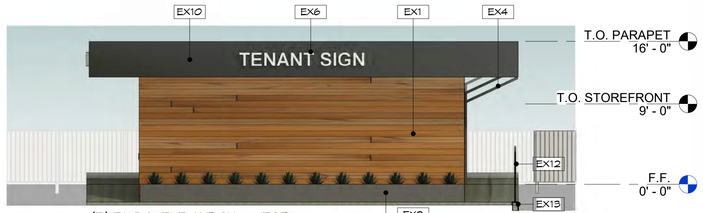
PROPOSED ELEVATIONS

DESIGN REVIEW

DRAWN	MAA
CHECKED	MAA
DATE	09/23/2022
SCALE	As indicated
JOB #	18-155
SHEET	A3

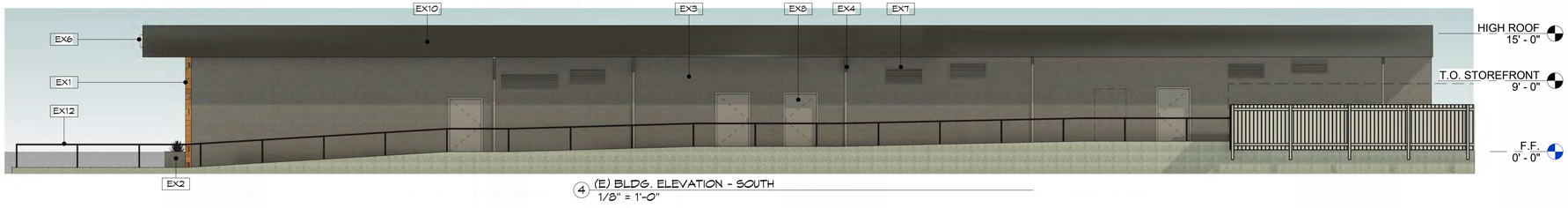


1 (E) BLDG. ELEVATION - EAST
1/8" = 1'-0"



3 (E) BLDG. ELEVATION - WEST
1/8" = 1'-0"

2 (E) BLDG. ELEVATION - NORTH
1/8" = 1'-0"



4 (E) BLDG. ELEVATION - SOUTH
1/8" = 1'-0"

EXISTING BUILDING

EXISTING BUILDING - EAST ELEVATION

EXISTING BUILDING - NORTH ELEVATION AT BREEZEWAY

EXISTING BUILDING - NORTH ELEVATION

EXISTING BUILDING - NORTH ELEVATION AT PORTION OF BUILDING TO BE DEMOLISHED

EXISTING BUILDING - WEST ELEVATION

EXISTING BUILDING - SOUTH ELEVATION

PHOTOGRAPHS OF EXISTING BUILDING

EXTERIOR ELEVATION KEYNOTES

EX1	(E) EXTERIOR WALL TO REMAIN W/ (N) 1x8 HORIZONTAL WOOD CLADDING
EX2	(E) CMU PLANTER TO REMAIN. (N) PAINT COLOR: SHERWIN WILLIAMS "GAUNTLET GRAY" (SW-7019)
EX3	(E) CMU EXTERIOR WALL TO REMAIN. (N) PAINT COLOR: SHERWIN WILLIAMS "GAUNTLET GRAY" (SW-7019)
EX4	(E) METAL GUTTERS & DOWNSPOUTS TO REMAIN. (N) PAINT COLOR SHALL MATCH ADJACENT WALL OR FASCIA.
EX5	(E) STUCCO O/ CMU EXTERIOR WALL TO REMAIN. (N) PAINT COLOR: SHERWIN WILLIAMS "GAUNTLET GRAY" (SW-7019)
EX6	(N) INTERNALLY ILLUMINATED BUILDING MOUNTED SIGNAGE (SHOWN FOR REFERENCE ONLY), UNDER SEPARATE PERMIT
EX7	(E) METAL LOUVERED OPENINGS TO REMAIN. (N) PAINT COLOR: MATCH ADJ. WALL COLOR
EX8	(E) METAL DOORS & FRAMES TO REMAIN. (N) PAINT COLOR: MATCH ADJ. WALL COLOR
EX9	(E) STOREFRONT TO REMAIN, TYP.
EX10	(N) PAINTED METAL FASCIA. PAINT COLOR: MATCH ALUCOBOND FOCUS BLACK II
EX12	(E) METAL RAILING TO REMAIN. (N) PAINT COLOR: SHERWIN WILLIAMS "GAUNTLET GRAY" (SW-7019)
EX13	(E) CONCRETE WALK & RETAINING WALL TO REMAIN

MATERIALS

(E) BUILDING - EXTERIOR WALLS (STUCCO, CMU)
SHERWIN WILLIAMS "GAUNTLET GRAY" (SW7019)

(E) BUILDING - (N) HORIZONTAL WOOD CLADDING
THERMORY KODIAK SPRUCE CLADDING - 1x8
GROOVED C15 (JEM) SEALED TO MAINTAIN
ORIGINAL COLOR

(N) METAL FASCIA
PAINT COLOR TO MATCH ALUCOBOND
FOCUS BLACK II

REVISIONS

#	Date	Description

PROJECT FOR:
STARBUCKS + RETAIL
8550 & 8516 AUBURN BLVD.
CITRUS HEIGHTS, CA 95610

MCCANDLESS & ASSOCIATES ARCHITECTS, INC.
428 1/2 FIRST STREET, SUITE 204
WOODLAND ▲ CA 95695
PH ▲ (530) 662-4148
www.mccandlessarch.com

EXISTING BUILDING ELEVATIONS

DESIGN REVIEW

DRAWN	MAA
CHECKED	MAA
DATE	04/24/2023
SCALE	As indicated
JOB #	18-155
SHEET	A4

Attachment 8

FF=163.50
PAD=162.33

AUBURN BLVD.

VARIES

1 inch = 10 ft.

CURB CUTS WITH ROCK LINED SWALE

ENGSTROM PROPRIETIES, INC.

REV NO.	DATE	DESCRIPTION	ENG INT.	BY	DATE CITY APPROVED

RSC ENGINEERING
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661 Fax:916.788.4408
Ph:916.788.2884

PROJECT NO:	270-002
DRAWN BY:	RSC Eng
CHECKED BY:	RSC Eng
DESIGNED BY:	RSC Eng

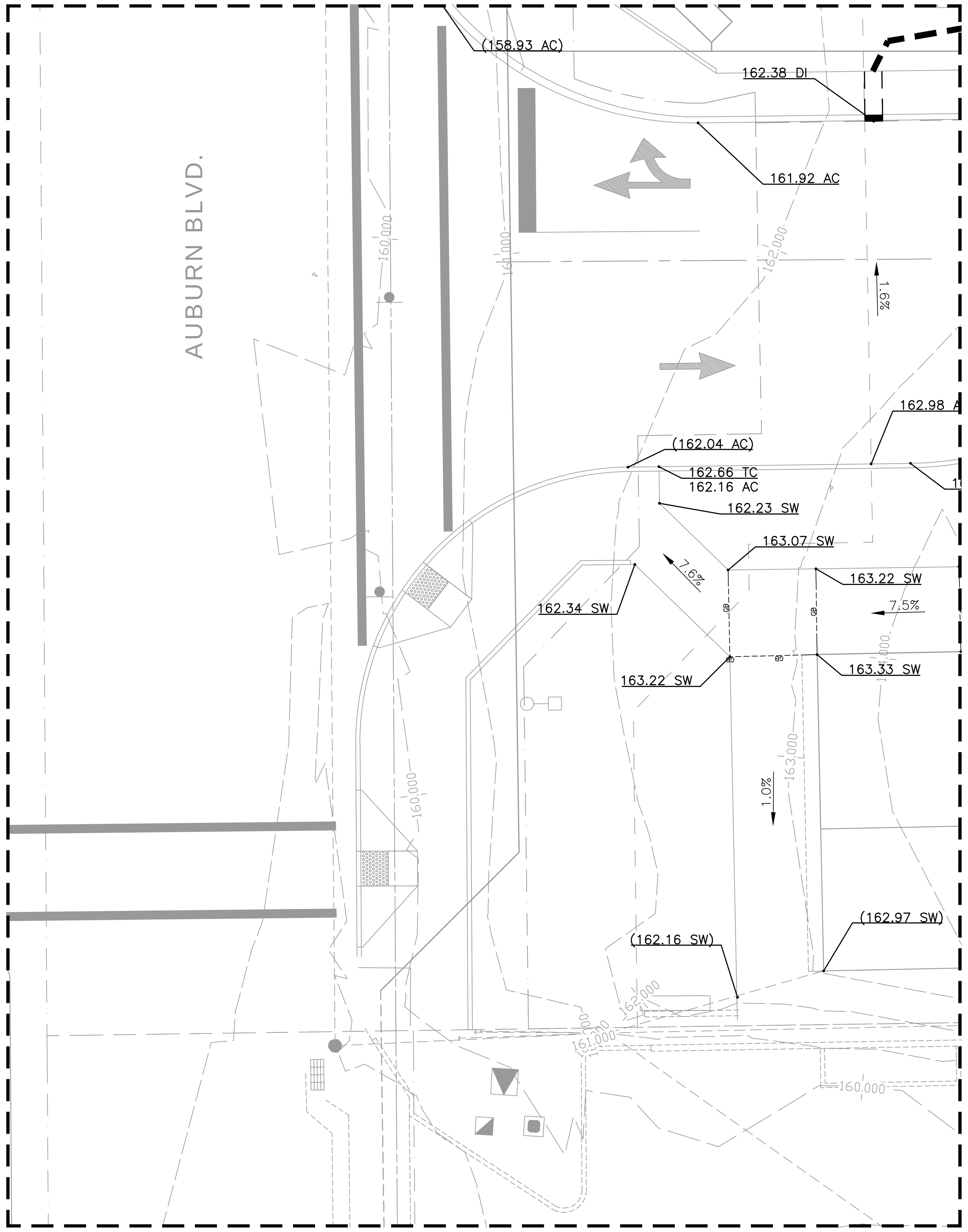
PRELIMINARY PLANS FOR
Auburn & Whyte
STARBUCKS
CITRUS HEIGHTS, CA

SHEET TITLE
PRELIMINARY GRADING PLAN

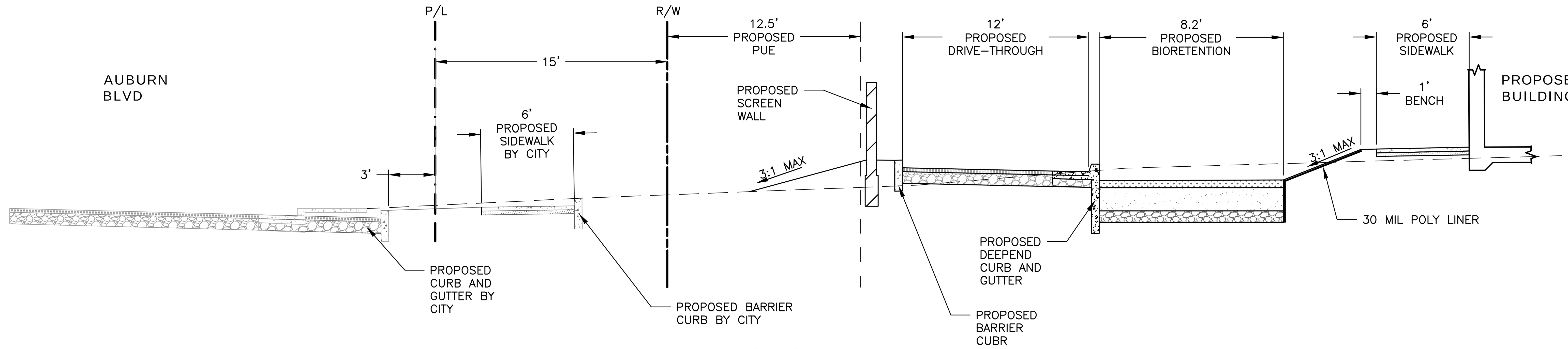
SHEET NO.
GR1

DATE: SEPTEMBER 29, 2022

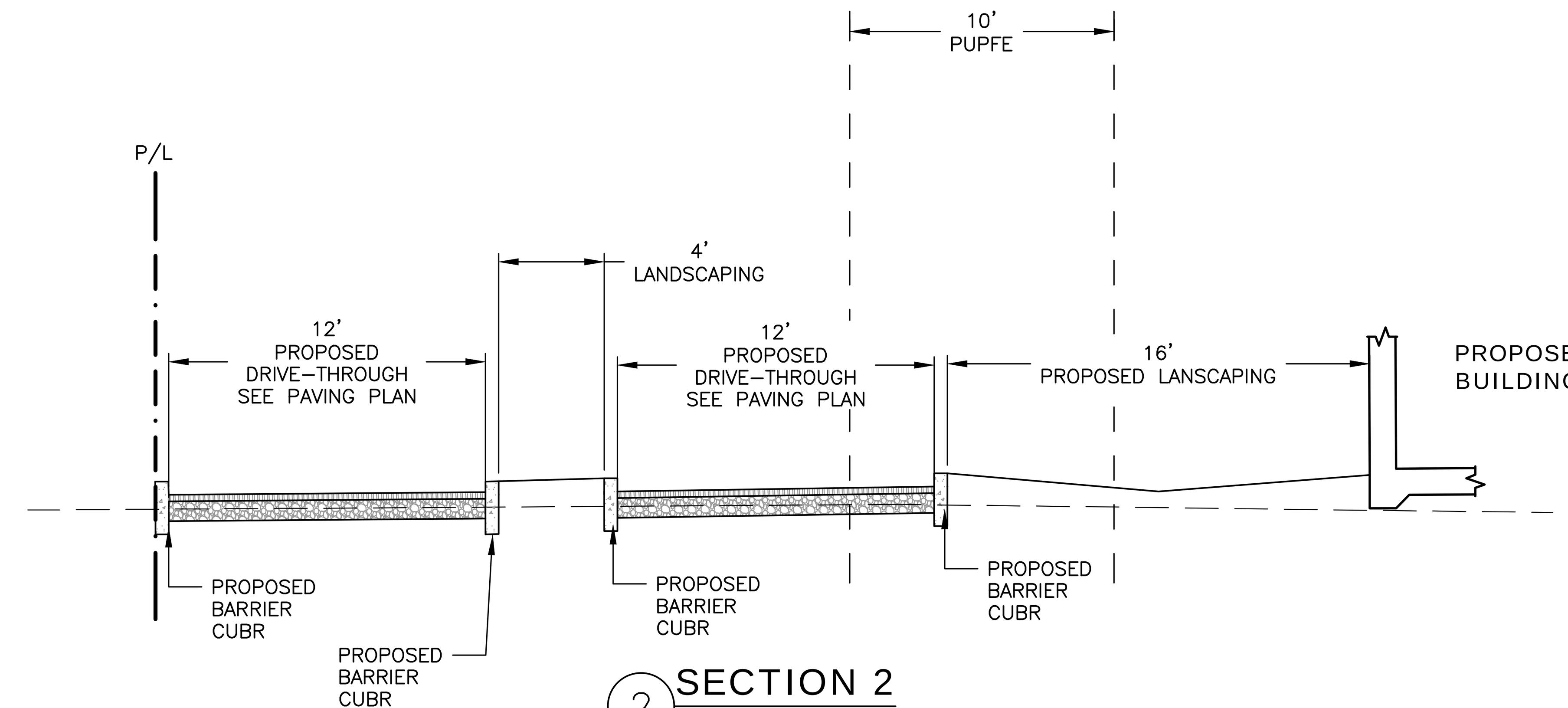
Know what's **below.** **Call** before you dig.



ENLARGEMENT 1
1:10



SECTION 1
NOT TO SCALE



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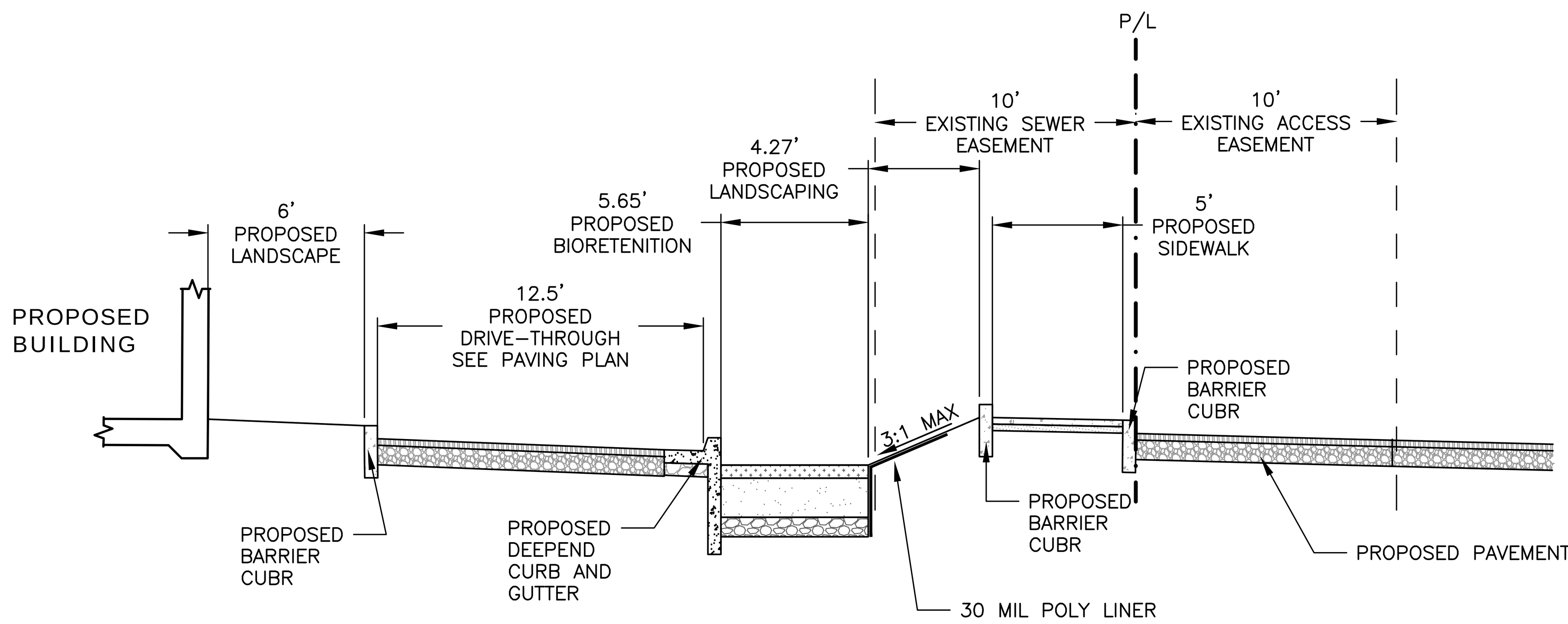
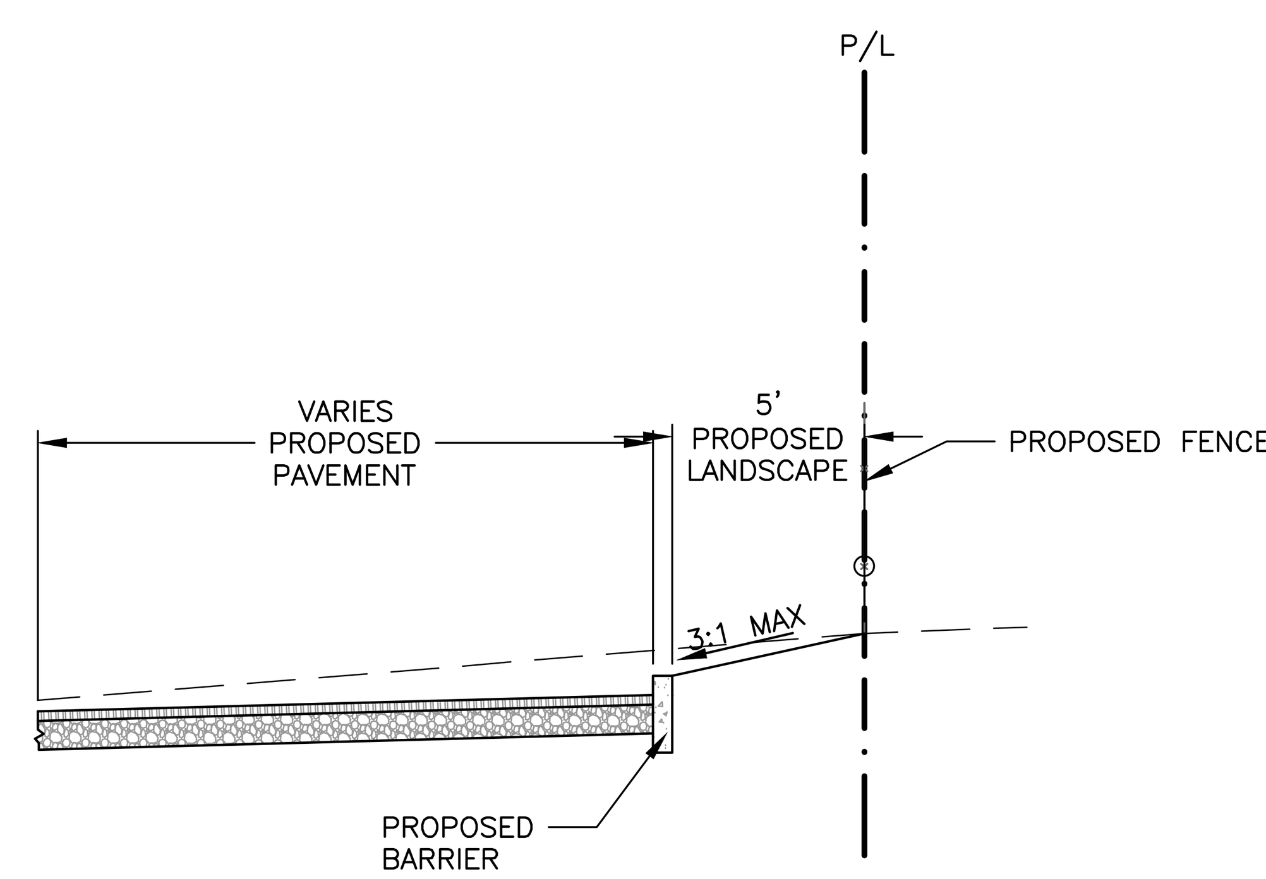
NOT TO SCALE



SECTION 4
NOT TO SCALE



SECTION 3
NOT TO SCALE

Know what's **below.**
Call before you dig.

ENGSTROM PROPRIETIES, INC.

REV NO.	DATE	DESCRIPTION	ENG INT.	BY	CITY APPROVED DATE
△					
△					
△					
△					
△					

RSC ENGINEERING
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661
Ph: 916.788.2884 Fax: 916.788.4408

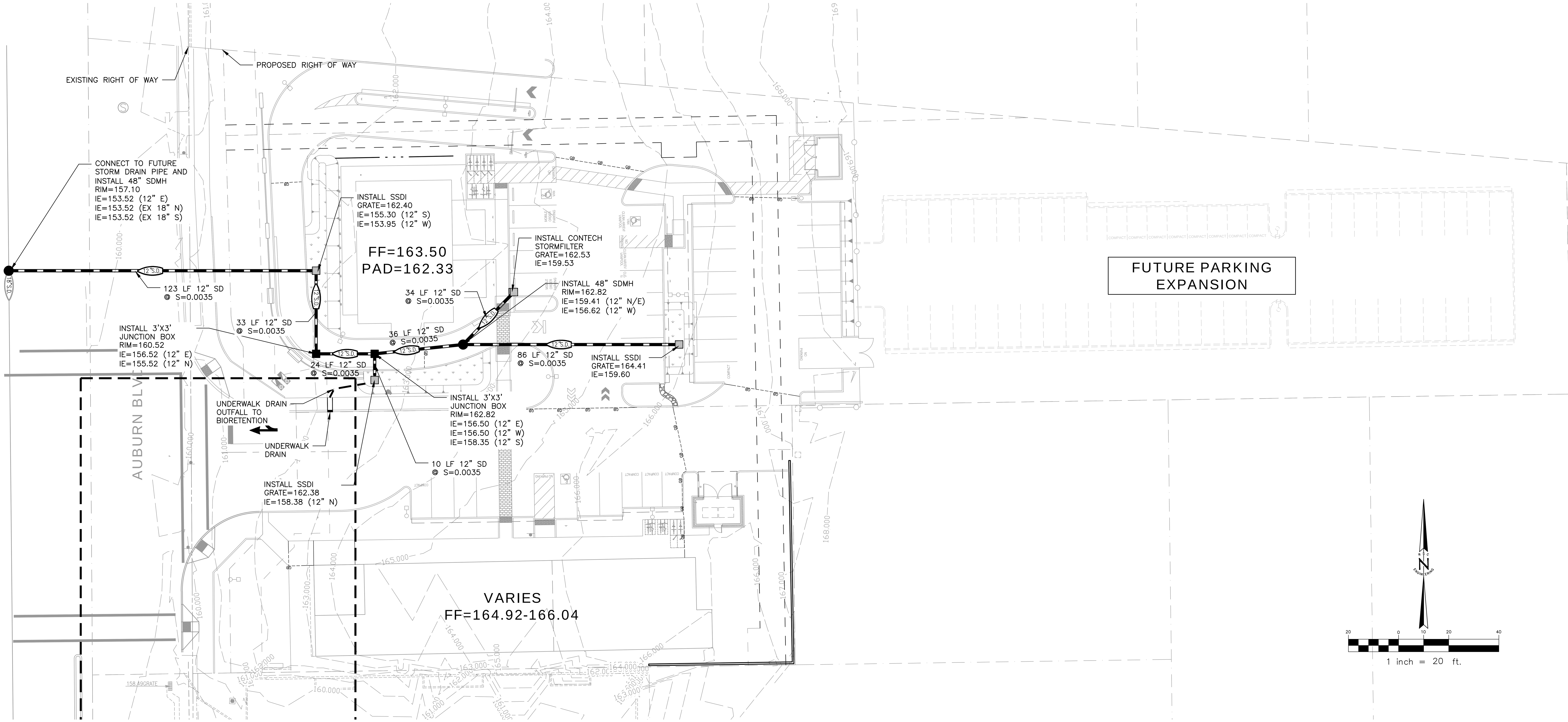
PROJECT NO: 270-002
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

PRELIMINARY PLANS FOR Auburn & Whyte STARBUCKS
CITRUS HEIGHTS, CA

SHEET TITLE
PRELIMINARY GRADING SECTIONS

SHEET NO.
GR2

DATE: SEPTEMBER 29, 2022



ENGSTROM PROPRIETIES, INC.

REV NO.	DATE	DESCRIPTION	ENG INT.	BY	DATE CITY APPROVED

RSC ENGINEERING
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661
Ph: 916.788.2884 Fax: 916.788.4408

PROJECT NO: 270-002
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

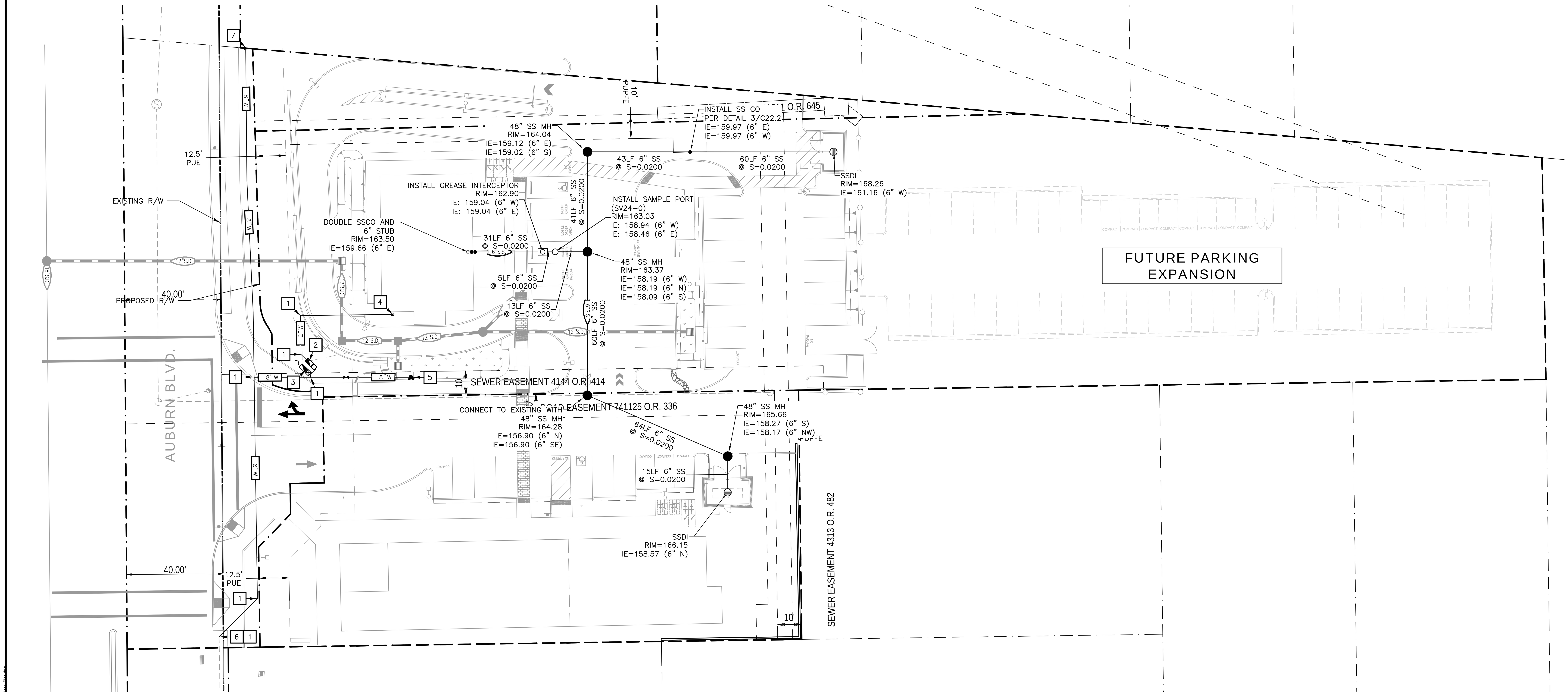
PRELIMINARY PLANS FOR
Auburn & Whyte
STARBUCKS
CITRUS HEIGHTS, CA

SHEET TITLE
PRELIMINARY STORMDRAIN

SHEET NO.
SD1

Know what's below. Call before you dig.

DATE: SEPTEMBER 29, 2022



WATER KEYNOTES

1	WATER FITTING
2	CONTRACTOR SHALL CONSTRUCT 1.5" LANDSCAPE WATER SERVICE
3	CONTRACTOR SHALL CONSTRUCT 2" COMMERCIAL WATER SERVICE
4	2" BUILDING DOMESTIC WATER POINT OF CONNECTION.
5	NEW FIRE HYDRANT.
6	TIE INTO EXISTING WATER MAIN.
7	STUB FOR FUTURE USE

1 inch = 20 ft.

Know what's **below.**
Call before you dig.

ENGSTROM PROPRIETIES, INC.

REV NO.	DATE	DESCRIPTION	ENG INT.	BY	DATE CITY APPROVED

RSC ENGINEERING
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661
Ph: 916.788.2884 Fax: 916.788.4408

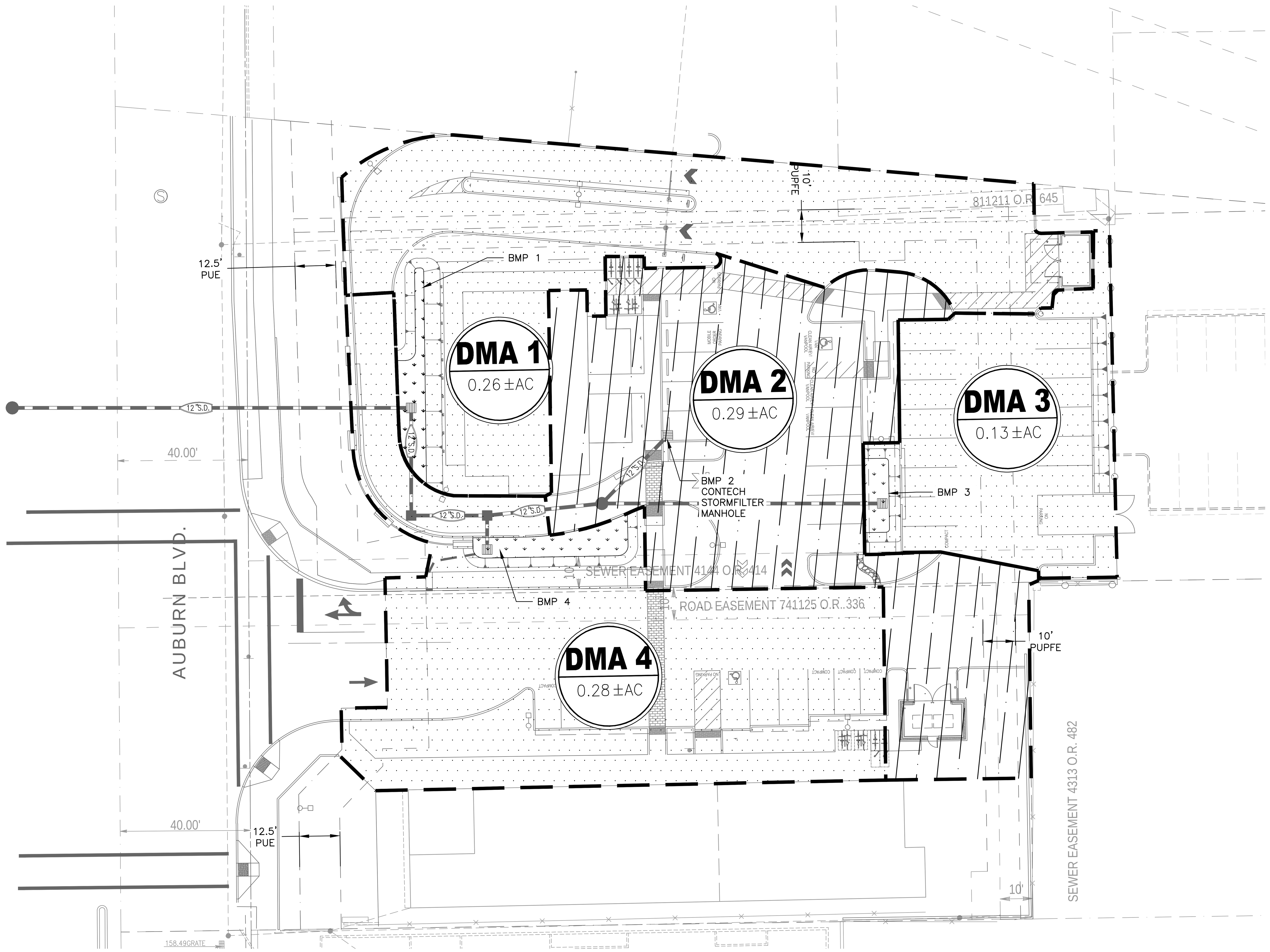
PROJECT NO: 270-002
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

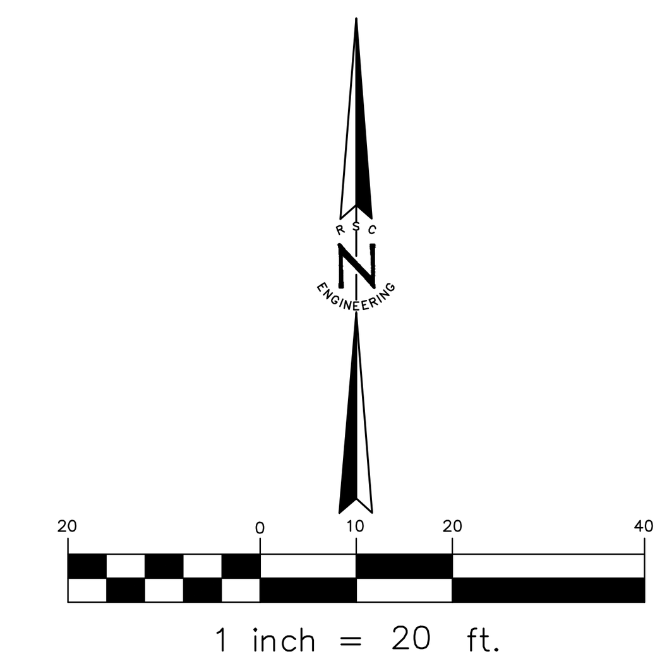
PRELIMINARY PLANS FOR
Auburn & Whyte
STARBUCKS
CITRUS HEIGHTS, CA

SHEET TITLE
PRELIMINARY UTILITY PLAN

SHEET NO.
UT1

DATE: SEPTEMBER 29, 2022





LEGEND

- STORMWATER PLANTER
- DRAINAGE MANAGEMENT AREAS TREATED BY CONTECH STORMFILTER UNIT
- DRAINAGE MANAGEMENT AREAS TREATED BY STORMWATER PLANTER

DRAINAGE MANAGEMENT AREAS DRAINING TO STORMWATER PLANTERS

DMA NUMBER	BMP NUMBER	TOTAL DMA AREA (SF)	STORMWATER PLANTER AREA (SF)	STORMWATER PLANTER DEPTH (INCHES)	SOIL MEDIA DEPTH (INCHES)	STORMWATER GRAVEL DEPTH (INCHES)	STORMWATER VOLUME PROVIDED (CF)	WATER QUALITY VOLUME REQUIRED (CF)
1	1	11,510	347	12	18	9	347	336
3	3	5,693	175	12	18	9	175	166
4	4	12,359	363	12	18	9	363	360
	TOTAL	17,203	522					

THE STORMWATER PLANTERS ARE SIZED USING APPENDIX E OF THE STORMWATER QUALITY DESIGN MANUAL FOR THE SACRAMENTO REGION (SWQDM).

1. STORM WATER VOLUME PROVIDED = (STORMWATER DEPTH + MEDIA DEPTHX0.3 + GRAVEL DEPTHX0.4) X STORMWATER PLANTER AREA
2. STORM WATER VOLUME REQUIRED = P_0XDMA AREA/12

WHERE: P_0=MAXIMIZED DETENTION VOLUME FOR A 12 HOUR DRAW DOWN TIME (75% IMPERVIOUS) PER FIGURE E-4 IN THE SWQDM

3. % COMPLIANT=STORMWATER VOLUME PROVIDED/STORMWATER VOLUME REQUIRED

DRAINAGE MANAGEMENT AREAS DRAINING CONTECH STORMFILTER UNITS

DMA NUMBER	BMP NUMBER	TOTAL DMA AREA (SF)	WQF REQUIRED (CFS)	WQF PER CARTRIDGE (CFS) (18" CARTRIDGE)	NUMBER OF CARTRIDGES REQUIRED	NUMBER OF CARTRIDGES PROVIDED	WQF PROVIDED (C.F.)
2	2	12638	0.052	0.033	1.583	2	0.066
		12,638					

WQF=CiA, WHERE:
C=RUNNOF COEFFICIENT = .9
i=INTENSITY= .2 FOR SACRAMENTO COUNTY
A=AREA DMA (ACRES)

ENGSTROM PROPRIETIES, INC.

REV NO.	DATE	DESCRIPTION	ENG INT.	BY CITY APPROVED	DATE

RSC ENGINEERING
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661
Ph: 916.788.2884 Fax: 916.788.4408

PROJECT NO: 270-002
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

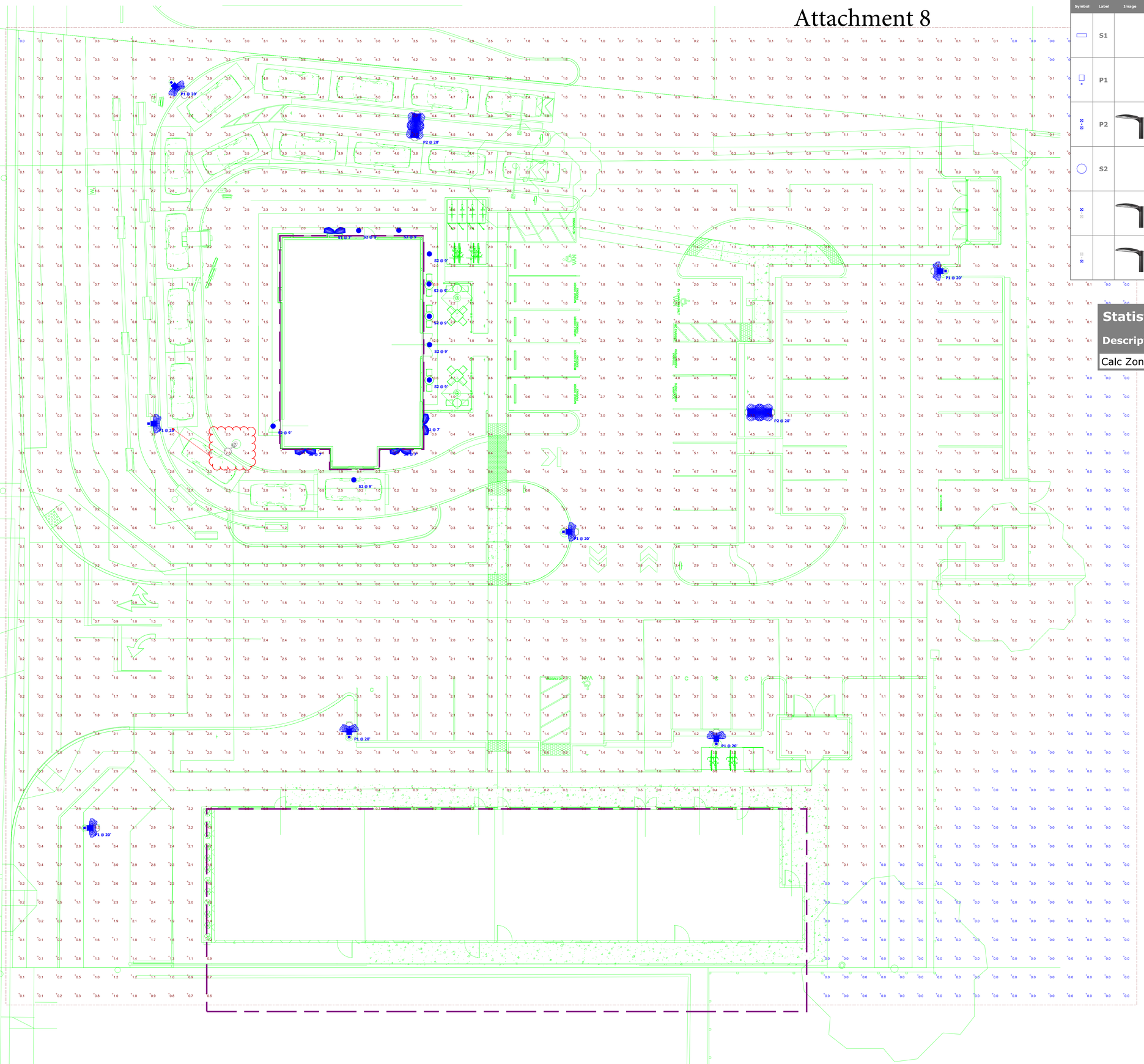
PRELIMINARY PLANS FOR
Auburn & Whyte
STARBUCKS
CITRUS HEIGHTS, CA

SHEET TITLE
PRELIMINARY STORMWATER QUALITY PLAN

SHEET NO.
SW1

DATE: SEPTEMBER 29, 2022

Attachment 8



Schedule

Symbol	Label	Image	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage	Plot
	S1		4	GENERATION BRANDS	700OWASP930BDZUNVS	LED WALL SCONCE	1	379	1	15	Max: 86cd
	P1		7	Lithonia Lighting	DSX1 LED P3 30K T3M MVOLT HS	DSX1 LED P3 30K T3M MVOLT with houseside shield	1	9188	1	102	Max: 6579cd
	P2		2	Lithonia Lighting	DSX1 LED P3 30K T5M MVOLT	DSX1 LED P3 30K T5M MVOLT	1	12118	1	204	Max: 4822cd
	S2		9	Juno Lighting	2LEDTG2SQ-B27F-WWH w/ 2LEDDRVG2-6-120	2" SQUARE DOWNLIGHT WHITE 600L LED	1	656	1	7.5	Max: 1192cd
				Lithonia Lighting	DSX1 LED P3 30K T5M MVOLT	DSX1 LED P3 30K T5M MVOLT	1	12118	1	102	Max: 4822cd
				Lithonia Lighting	DSX1 LED P3 30K T5M MVOLT	DSX1 LED P3 30K T5M MVOLT	1	12118	1	102	Max: 4822cd

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #2	+	1.6 fc	15.9 fc	0.0 fc	N/A	N/A

VISUAL

Starbucks
Auburn Blvd,
Citrus Heights, CA

Designer

Date
1/23/2020
Scale
Not to Scale
Drawing No.

Summary

Attachment 9

PARKING LOT SHADE CALCULATIONS:

TREE TYPE	AREA/ FULL		QUANTITY FULL	3/4	1/2	1/4	SUBTOTAL		TOTAL	
20' DIA. TREES										
CALLISTEMON VIMINALIS	314	S.F.	0	0	2	1	393	S.F.		
CHILOPSIS LINEARIS	314	S.F.	3	1	4	0	1806	S.F.		
							20' TOTAL:		2198	S.F.
25' DIA. TREES										
PARKINSONIA X.	490	S.F.	0	0	3	0	735	S.F.		
							25' TOTAL:		735	S.F.
35' DIA. TREES										
PISTACHIA CHINENSIS	962	S.F.	5	0	5	0	7215	S.F.		
QUERCUS ILEX	962	S.F.	1	0	4	2	3367	S.F.		
							35' TOTAL:		10582	S.F.
							PARKING AREA:		25214	S.F.
							SHADE REQUIRED:	50%	12607	S.F.
							SHADE PROVIDED:	54%	13515	S.F.

PLANT LIST & LEGEND

SYMBOL	BOTANIC NAME/COMMON NAME	SIZE
	CALLISTEMON VIMINALIS/WEEPING BOTTLEBRUSH	15 GALLON
	CHILOPSIS LINEARIS 'TIMELESS BEAUTY'/DESERT WILLOW	15 GALLON
	PARKINSONIA X. 'DESERT MUSEUM/PALO VERDE	15 GALLON
	PISTACIA CHINENSIS/CHINESE PISTACHE	15 GALLON
	QUERCUS ILEX/HOLLY OAK	15 GALLON
	ULMUS WILSONIANA "PROSPECTOR"/PROSPECTOR ELM	15 GALLON
	SHRUB & GROUNDCOVER AREA:	
	ARCTOSTAPHYLOS D. "HOWARD McMINN"/MANZANITA*	5 GALLON
	BACCHARIS PILULARIS 'PIGEON POINT/DWF. COYOTE BRUSH*	1 GALLON
	CALLISTEMON VIMINALIS 'LITTLE JOHN'/DWARF BOTTLBRUSH	5 GALLON
	CAREX DIVULSA/EURASIAN GRAY SEDGE*	1 GALLON
	CHONDROPETALUM TECTORUM/DWF. CAPE RUSH*	5 GALLON
	CISTUS COBARIENSIS 'LITTLE MISS SUNSHINE/YELLOW ROCKROSE	5 GALLON
	DIANELLA REVOLUTA 'ALLYN-CITATION"/COOLVISTA FLAX LILY	1 GALLON
	HETEROMELES ARBUTIFOLIA/TOYON (LARGE SCREEN PLANT)	5 GALLON
	LOMANDRA LONGIFOLIA 'LOMLON/LIME TUFF MAT RUSH	1 GALLON
	NERIUM O. "DWARF RED"/PETITE RED OLEANDER	5 GALLON
	NANDINA DOMESTICA 'GULF STREAM'/DWF. HEAVENLY BAMBOO	5 GALLON
	NEPETA X. FAASSENII/CATMINT	1 GALLON
	PENSTEMON HETEROPHYLLUS 'MARGARITA B.O.P./BEARD TONGUE	1 GALLON
	ROSA CALIFORNICA/WILD ROSE*	5 GALLON
	ROSA X. HYBRIDA 'MEIRADENA'/ICECAP ROSE	5 GALLON
	ROSA X. 'MEIJOCOS'/PINK DRIFT ROSE	1 GALLON
	WESTRINGIA FRUTICOSA 'MUNDI'/MUNDI COAST ROSEMARY	1 GALLON
	WATER QUALITY PLANTER: SEE PLANTS MARKED W/ '*' ABOVE	

NOTE: ALL PROPOSED PLANTS ARE LISTED AS 'LOW' OR 'VERY LOW' WATER USERS IN THE STATE'S W.U.C.O.L.S. IV DATABASE.

Garth Ruffner Landscape Architect (916) 797-2576
4120 Douglas Blvd., Suite 306, #301, Roseville, CA 95746-5936
GarthRuffner.com California R.L.A. #2808

PRELIMINARY LANDSCAPE PLAN

SCALE: 1"=20'

PROJECT NORTH

McCANDLESS & ASSOCIATES ARCHITECTS, INC.
428 1/2 FIRST STREET, SUITE 204 ▲ WOODLAND, CA 95695

STARBUCKS + RETAIL
8600/8550/8516 AUBURN BLVD.
OCTOBER 26, 2022

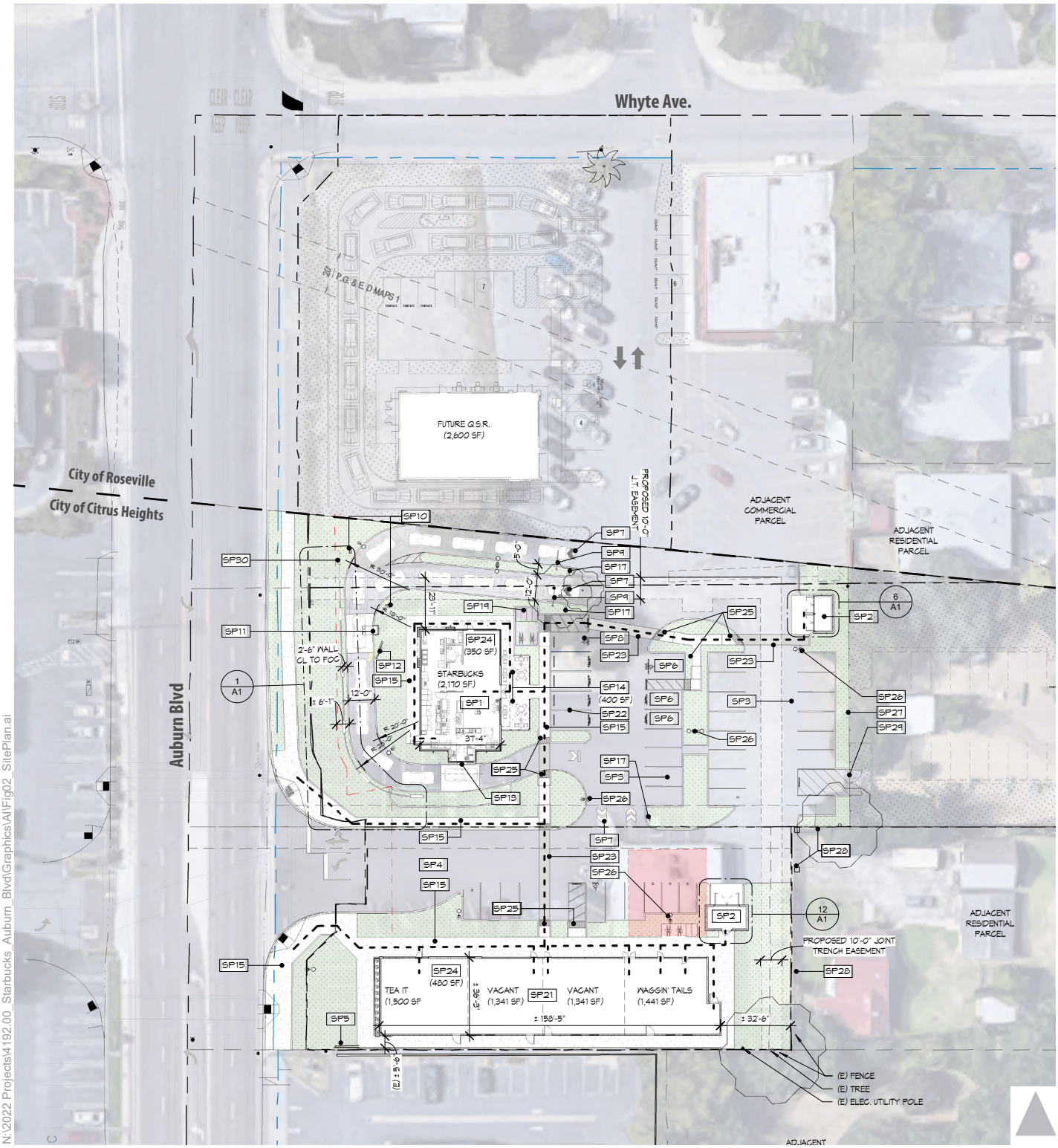


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Figure 1

Site Plan