



AGENDA

February 11, 2021

PLANNING COMMISSION MEETING

6:30 p.m.

311 Vernon Street
Roseville, California
www.roseville.ca.us

Commissioners may teleconference pursuant to Executive Order N-29-20.

Members of the public may view the meeting on Comcast channel 14, Consolidated Communications channel 73 and AT&T U-verse. Meetings are also video streamed live and are available on the City's website and YouTube channel.

Members of the public may offer public comment by the following means:

Dial in Phone Number: 916-774-5353

Email: publiccomment@roseville.ca.us

If you need a disability-related modification or accommodation to participate in this meeting, please contact Voice: 916-774-5200, TDD: 916-774-5220.

Requests must be made as early as possible.

THE CITY OF ROSEVILLE WELCOMES YOUR PARTICIPATION

If an agenda item is open to public comment, such public comment shall be addressed to the chair of the meeting.

Public Comment - Speakers have three minutes under Public Comment to speak on issues that are not listed on the agenda and are within the City's jurisdiction. The Brown Act does not permit any action or discussion on items not listed on the agenda.

Consent Calendar - If applicable, the Consent Calendar consists of routine items that may be approved by one motion. Any person can remove an item from the Consent Calendar to be discussed separately.

Agenda Items - Speakers have five minutes to address items that are listed on the agenda.

Americans with Disabilities Act - Notify the City Clerk or Secretary at least 72 hours in advance if special assistance is required to participate in a meeting including the need of auxiliary aids or services.

Audio/Visual Presentations - If making a presentation regarding an agenda item, audio/visual materials must be submitted to the City Clerk or Secretary at least 72 hours in advance.

Roseville City Clerk 311 Vernon Street, Roseville, CA 916-774-5200 TDD 916-774-5220

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **PLEDGE OF ALLEGIANCE**
4. **PUBLIC COMMENTS**
5. **CONSENT CALENDAR**

5.1. Minutes of December 10, 2020

5.2. 123 Alta Ave Rear Addition, 123 Alta Av, File # PL20-0229

REQUEST

The project applicant requests a variance to allow an addition of 138 square feet to the rear of a home. The variance includes a reduction in the required side yard setback for a corner lot from 15 feet to 5 feet. The proposed addition will be set back from the side property line the same distance as the existing house.

Applicant/Owner: Beverly Calkins

RECOMMENDATION

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

- A. Adopt the three (3) findings of fact and approve the Variance subject to three (3) conditions of approval.

6. **REQUESTS/PRESENTATIONS**

6.1. Amy's Drive-Thru, 1119 Galleria Bl, File # PL20-0152

REQUEST

The project applicant requests a Major Project Permit Stage 2 for site development and architectural review for a new 4,908 square-foot Amy's Drive-Thru restaurant.

Applicant: Joseph M. Junius, Aria Group Architects, Inc
Owner: TA Galleria, LLC

RECOMMENDATION

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

- A. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 2 subject to seventy-three (73) conditions of approval.

6.2. WRSP PCL W-20 - Coffee Shack, 1875 Pleasant Grove Bl, File # PL20-0142

REQUEST

The proposed project is a 910-square-foot drive-through coffee kiosk with associated parking, lighting, and landscaping. The project entitlements include a General Plan Amendment and Specific Plan Amendment to modify the land use from Low Density Residential (LDR) to Community Commercial (CC), a Rezone from Single-Family Residential/Development Standards (R1/DS) to Community Commercial/Special Area (CC/SA), a Development Agreement Amendment to reflect the land use change, a Conditional Use Permit to allow a drive-through use contiguous to a residential zoned parcel, and a Design Review Permit to approve the building architecture and site design.

Applicant: David Cobbs, Baker Williams Engineering Group
Property Owner: Steve Schnable, Mourier Investments LLC

RECOMMENDATION

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

- A. Adopt the WRSP PCL W-20 – Coffee Shack Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program;
- B. Recommend the City Council approve the General Plan Amendment (Land Use Map);
- C. Recommend the City Council approve the Specific Plan Amendment (Text and Land Use Map);
- D. Recommend the City Council adopt the two (2) findings of fact and approve the Rezone;
- E. Recommend the City Council approve the Ninth Amendment of the Development Agreement by and between the City of Roseville and VC Roseville, LLC;
- F. Adopt the three (3) findings of fact and approve the Conditional Use Permit subject to six (6) conditions of approval; and
- G. Adopt the four (4) findings of fact and approve the Design Review Permit subject to seventy-four (74) conditions of approval.

7. BOARD MEMBER / COMMISSIONER / STAFF REPORT

8. ADJOURNMENT



PLANNING COMMISSION COMMUNICATION

Title: Minutes of December 10, 2020
Contact: Lupe Nelson, lnelson@roseville.ca.us, 916-774-5281

Meeting Date: 2/11/2021
Item #: 5.1.

ATTACHMENTS:

Description

Minutes of December 10, 2020



DRAFT MINUTES

December 10, 2020

PLANNING COMMISSION MEETING

6:30 p.m.

311 Vernon Street

Roseville, California

www.roseville.ca.us

Commissioners teleconferenced pursuant to Executive Order N-29-20.

Members of the public viewed the meeting on Comcast channel 14, Consolidated Communications channel 73 and AT&T U-verse. The meeting was video streamed live and was available on the City's website and YouTube channel.

Members of the public were able to offer public comment by phone or email.

1. CALL TO ORDER

Chair Brashears called the meeting to order at 6:30 p.m.

2. ROLL CALL

Present: Caporusso, Krafka, Librea, Martin, Prior, Jensen, Brashears

Absent: None

3. PLEDGE OF ALLEGIANCE

Chair Brashears led the Pledge of Allegiance.

4. PUBLIC COMMENTS

Chair Brashears opened the Public Comment period. Hearing none, Chair Brashears closed the Public Comment period.

5. CONSENT CALENDAR

Motion by Commissioner Librea, seconded by Commissioner Caporusso, to approve the Consent Calendar.

Roll call vote:

Ayes: Librea, Prior, Jensen, Martin, Caporusso, Krafka, Brashears

Noes: None

Commissioner Krafka recused himself from Item 5.2 due to a source of income conflict of interest involving his employer.

5.1. Minutes of November 12, 2020

5.2. WRSP PCL F-8B – Balboa DRRS, File # PL20-0206

REQUEST

The applicant requests approval of a Design Review Permit for Residential Subdivision to modify development standards and establish unit designs for 127 single-family homes in the Balboa subdivision (Parcel F-8B of the West Roseville Specific Plan). The homes will consist of four (4) plan types ranging in size from 1,296 to 1,415 square feet.

5.3. SVSP PCL JM-21 – Second Amendment to the Mourier & Wealth Properties DA, 4250

Upland Dr, File # PL20-0138

REQUEST

The applicant requests approval of the Second Amendment of the Development Agreement by and between the City of Roseville, Mourier Investments, LLC, and John Mourier Construction, Inc. (“Mourier & Wealth Properties”) relative to the Sierra Vista Specific Plan. The purpose of the Development Agreement Amendment (DAA) is to revise development obligations with respect to construction of frontage improvements for Fiddymont Road, groundwater production wells and recycled water facilities, and update the evaluation of water conservation goals.

6. REQUESTS/PRESENTATIONS

6.1. NCRSP PCL 36 - Raising Cane's, 1220 Galleria Bl, File # PL20-0173

REQUEST

The applicant requests approval of a Major Project Permit Stage 1 Modification to demolish an existing full service restaurant and construct a 3,812 square-foot fast food restaurant with double drive-through and two order boards at the Creekside Town Center. A Major Project Permit Stage 2 is also requested to review the proposed elevations for the building.

Assistant Planner, Sean Morales, presented the staff report.

Commissioner Discussion:

- Appreciate smaller scale of project.
- Traffic, queuing, staging discussion.
- Development of drive-through.
- Traffic mitigation discussion.
- Lanes out of drive-through direction.
- Manage flow of traffic.
- Safety concerns for runners crossing lanes to deliver order.
- Avoid tight curbs as to avoid damage to vehicles.
- Queuing is better and faster.

Chair Brashears opened the public hearing and invited comments from the applicant and/or audience.

Applicant representative, Brandon Layman, responded to Commissioners' questions and stated he had received a copy of the staff report and was in agreement with staff's recommendation.

Commissioner Discussion:

- Is there a clean-up process for trash created by Raising Cane's patrons?
- Quiet corner for this project.
- Que will fit nicely.
- Will there be problems with the flow of traffic?
- Like the proposed double in and double out drive through lanes.
- Is there another Raising Cane's establishment that has the double in and double out drive through lane model for queuing?
- Will there be a dedicated staff for traffic control during non-peak hours.
- Is there a possibility to have dedicated staff to direct traffic at the exit?

Chair Brashears opened the public comment period. Hearing none, Chair Brashears closed the public comment period and public hearing.

Motion by Commissioner Martin, seconded by Commission Krafka, to:

- A. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 1 Modification subject to five (5) conditions of approval.
- B. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 2 subject to seventy (70) conditions of approval.

Commissioner Martin requested that staff review the drive through exiting areas for possible enhanced safety criteria.

Roll call vote:

Ayes: Prior, Caporusso, Martin, Jensen, Krafka, Librea, Brashears

Noes: None

Motion passed.

6.2. SVSP PCL JM-40 – Sierra Vista JM-40 Subdivision, 1690 Vista Grande Bl, File # PL20-0103
REQUEST

The applicant requests approval of a General Plan Amendment, Specific Plan Amendment and Rezone to change the land use and zoning designation of Parcel JM-40 in the Sierra Vista Specific Plan (SVSP) area to facilitate construction of a 35-unit single-family residential subdivision. The land use designation for Parcel JM-40 will be modified from Community Commercial/Commercial Mixed Use (CC/CMU) to Medium Density Residential (MDR), and the zoning designation will be modified from Commercial Mixed Use/Special Area (CMU/SA) to Small Lot Residential/Development Standards (RS/DS). The Specific Plan Amendment will allow the transfer of five (5) units from Parcel JM-40 to Parcel JM-30. A Tentative Subdivision Map is requested for Parcel JM-40 to create 35 single-family

residential lots and one landscape lot, and a Design Review for Residential Subdivision is requested to establish unit designs for the homes and allow modified development standards. Lastly, the project includes a request to amend two Development Agreements that cover the subject parcels to reflect the unit transfers and revise development obligations related to water facilities.

Associate Planner, Kinarik Shallow, presented the staff report.

Chair Brashears opened the public hearing and invited comments from the applicant and/or audience.

Applicant representative, Chard Roberts, stated they had received a copy of the staff report and were in agreement with staff's recommendation.

Commissioner Discussion:
None.

No public comments received. Chair Brashears closed the public comment period and public hearing.

Motion by Commissioner Caporusso, seconded by Commissioner Prior to:

- A. Consider the 3rd Addendum to the Sierra Vista Specific Plan Environmental Impact Report (EIR);
- B. Recommend the City Council approve the General Plan Amendment (Land Use Map);
- C. Recommend the City Council approve the Specific Plan Amendment (Text and Land Use Map);
- D. Recommend the City Council adopt the two (2) findings of fact and approve the Rezone;
- E. Recommend the City Council approve the Second Amendment of the Mourier & Bagley Development Agreement;
- F. Recommend the City Council approve the Second Amendment of the Mourier & Computer Deductions Development Agreement;
- G. Adopt the three (3) findings of fact and approve the Tentative Subdivision Map subject to sixty-two (62) conditions of approval; and,
- H. Adopt the two (2) findings of fact and approve the Design Review for Residential Subdivision subject to twenty-five (25) conditions of approval with revised Exhibits I and J.

Roll call vote:

Ayes: Martin, Librea, Prior, Krafka, Jensen, Caporusso, Brashears

Noes: None

The motion passed.

7. BOARD MEMBER / COMMISSIONER / STAFF REPORT

Staff Reports

- There will not be a Planning Commission meeting on December 24, 2020 nor January 14, 2020.
- There will be a virtual Planning Commission meeting on January 28, 2020.

Commissioner Reports

- The Commission asked staff to provide an update on City property located on Conference Center Drive.

8. ADJOURNMENT

Motion by Commissioner Caporusso, seconded by Commissioner Librea, to adjourn the meeting. The motion passed unanimously at 7:43 p.m.



PLANNING COMMISSION COMMUNICATION

Title: 123 Alta Ave Rear Addition, 123 Alta Av, File # PL20-0229

Contact: Sean Morales, smorales@roseville.ca.us, 916-774-5282

Meeting Date: 2/11/2021

Item #: 5.2.

ATTACHMENTS:

Description

Staff Report

Exhibit A Plans

ITEM 5.2: Variance – INFILL PCL 10 – 123 Alta Ave Rear Addition – File # PL20-0229

REQUEST

The project applicant requests a variance to allow an addition of 138 square feet to the rear of a home. The variance includes a reduction in the required side yard setback for a corner lot from 15 feet to 5 feet. The proposed addition will be set back from the side property line the same distance as the existing house.

Applicant/Owner – Beverly Calkins

SUMMARY RECOMMENDATION

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

- A. Adopt the three (3) findings of fact and approve the Variance subject to three (3) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

There are no outstanding issues associated with this request. The applicant has reviewed and is in agreement with the recommended conditions of approval.

BACKGROUND

The project site is located on the southwest corner of Alta Avenue and Grove Street in the Infill area of the City (Figure 1). The property is zoned Single-Family Residential (R1) and has a land use designation of Low-Density Residential (LDR-5). Surrounding uses are all low-density residential. The property is a part of the Los Cerritos subdivision which was created in 1906, before the City incorporated in 1909. Many houses in the neighborhood appear to have been constructed in the early 20th century, prior to the City's first Zoning Ordinance.

The lot is approximately thirty-five (35) feet wide by one hundred fifty (100) feet long. The 3,596 square foot parcel is currently developed with a 1,056 square-foot single-family residence and a detached approximately 150 square-foot garage (see Exhibit A).

The current project request is for a variance to allow construction of an addition of 138 square feet to the rear of the home. The proposed addition will maintain the existing non-conforming street side yard setback of the home. The request varies from the Zoning Ordinance requirement by 67%. Chapter 19.74.020 of the Zoning Ordinance states that the Planning Commission shall be the approving authority for any variance exceeding 35% of a development standard.

SITE INFORMATION

Address: 123 Alta Avenue

Parcel Size: .08 acres (3,596 square feet)

Topography and Setting: The project site is a developed infill parcel on a generally flat lot.

Figure 1: Project Location



EVALUATION

In accordance with the Chapter 19.78.060.G of the Zoning Ordinance, three (3) findings must be made in order to approve a Variance. The required findings for a Variance are listed below in ***italicized bold*** print and are followed by an evaluation:

- 1. There are special circumstances applicable to the property, including size, shape, topography, location or surroundings, such that the strict application of the provisions of this Zoning Ordinance deprives the property of privileges enjoyed by other property in the vicinity and under identical land use district classification.***
- 2. The granting of the variance will not be materially detrimental to the public health, safety, or welfare, or injurious to the property or improvements in such vicinity and land use district in which the property is located.***
- 3. The granting of the variance does not allow a use or activity which is not otherwise expressly authorized by the regulations governing the subject parcel and will not constitute a grant of special privilege inconsistent with the limitations upon other property in the vicinity and under identical zoning classification.***

As previously referenced, the project site is located in the Los Cerritos subdivision, which was established in the early 1900s. As shown in Figure 1 the neighborhood is characterized by small lots and structures that are built within close proximity to property lines. This development pattern is typical of older neighborhoods of the City.

Since the subject property is located within a neighborhood that was largely developed prior to the establishment of zoning standards, many of the existing structures do not meet current setback requirements. The existing home at 123 Alta Ave does not meet most of the development standards that

would be required if the same home were built today. Table 1 compares the home to the current Zoning Ordinance requirements.

Table 1. Zoning Ordinance Comparison

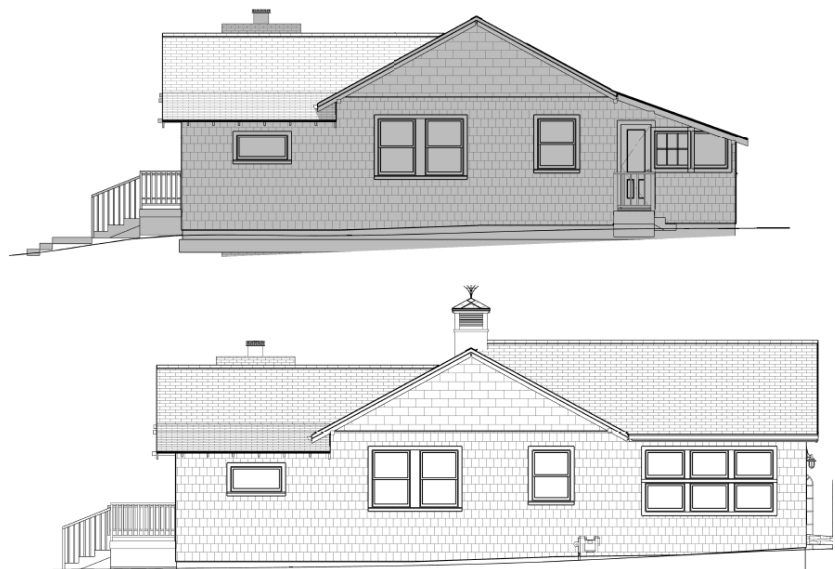
Development Standard	Zoning Ordinance Requirement	123 Alta Ave	% Difference
Minimum Corner Lot Area	7,500 sf	3,596 sf	52%
Minimum Corner Lot Width	75 ft	35 ft	53%
Front Setback	15 ft	12 ft 3 in	18%
Street Side Yard Setback	15 ft	5 ft	67%

The small lot area and width of the property are a special circumstance that deprives the property of privileges enjoyed by other properties in the area with the same land use designation. Enforcing the setbacks adhering to the current Zoning Ordinance would deprive the property owner from adding a small addition to their home in a way that is usable.

The granting of the variance will not be materially detrimental to the public health, safety, or welfare, or injurious to the property or improvements in such vicinity and land use district in which the property is located because the addition is a minor expansion of an existing condition. The variance request is for a reduction in the required side yard setback. The project will increase the lineal feet of the house by approximately 6 feet. The project includes 9 feet of remodel and an addition of 6 feet to the rear of the home to create a larger and more usable laundry room and bedroom. The design and materials of the addition will match those of the existing home to create a seamless addition. The existing laundry room at the rear of the home is an unattractive and unpermitted addition that was not constructed to meet building codes. The proposed remodel and addition will meet building codes and create an attractive rear of the home. Figure 2 compares the existing and proposed rear of the home.

The granting of the variance does not allow a use or activity which is not otherwise expressly authorized by the regulations governing the subject parcel and will not constitute a grant of special privilege inconsistent with the limitations upon other property in the vicinity because the addition does not change the use of the home or increase the land use density of the property.

Figure 2. Existing (above) and Proposed (below) Home



PUBLIC OUTREACH

The proposed project was distributed to the various agencies and departments which have requested notice of City applications, and all comments were considered and

incorporated into the Conditions of Approval, as appropriate. Notice of the application was also distributed to the Roseville Coalition of Neighborhood Associations. No comments were received. A public notice of the Planning Commission hearing was published on January 29th, and was distributed to all property owners within 300 feet of the project site. To date, no comments have been received.

CONCLUSION

Staff has reviewed the development plans for the variance and found them to be consistent with the applicable standards and guidelines. As discussed above and with the following conditions, staff supports approval of the proposed project.

ENVIRONMENTAL DETERMINATION

This project is categorically exempt from the environmental review requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15305, "Minor Alterations in Land Use Limitations". The project involves a minor setback variance not resulting in any changes to land use density and is therefore exempt per the CEQA guideline listed above.

RECOMMENDATION

The Planning Division recommends the Planning Commission take the following actions:

- A. Adopt the findings of fact as stated in the staff report and approve the **VARIANCE – INFILL PCL 10 – 123 ALTA AVE REAR ADDITION – FILE # PL20-0229** subject to three (3) conditions of approval.

CONDITIONS OF APPROVAL FOR VARIANCE FILE # PL20-0229

1. This Variance approval shall be effectuated within a period of two (2) years from this date and if not effectuated shall expire on **February 11, 2023**. Prior to said expiration date, the applicant may apply for an extension of time, provided, however, this approval shall be extended for no more than a total of one year from **February 11, 2023**. (Planning)
2. The street side yard fence shall be reduced to 3 feet in height if it is not relocated to meet the required Zoning Ordinance setback.
3. A building permit is required for the new addition and remodel of the existing house.

Exhibits

- A. Plans

Note to Applicant and/or Developer: Please contact the Planning Division staff at (916) 774-5276 prior to the Commission meeting if you have any questions on any of the recommended conditions for your project. If you challenge the decision of the Commission in court, you may be limited to raising only those issues which you or someone else raised at the public hearing held for this project, or in written correspondence delivered to the Planning Manager at, or prior to, the public hearing.

NUMBER	DATE	REVISION	TABLE	DESCRIPTION

CALKINS RESIDENCE
123 ALTA AVENUE,
ROSEVILLE, CALIFORNIA

DRAWINGS PREPARED BY:
DAVID B. HEARD
HOME RESTORATION SOLUTIONS
dheard@homerestorationsolutions.com
(916)-425-0656

DATE:

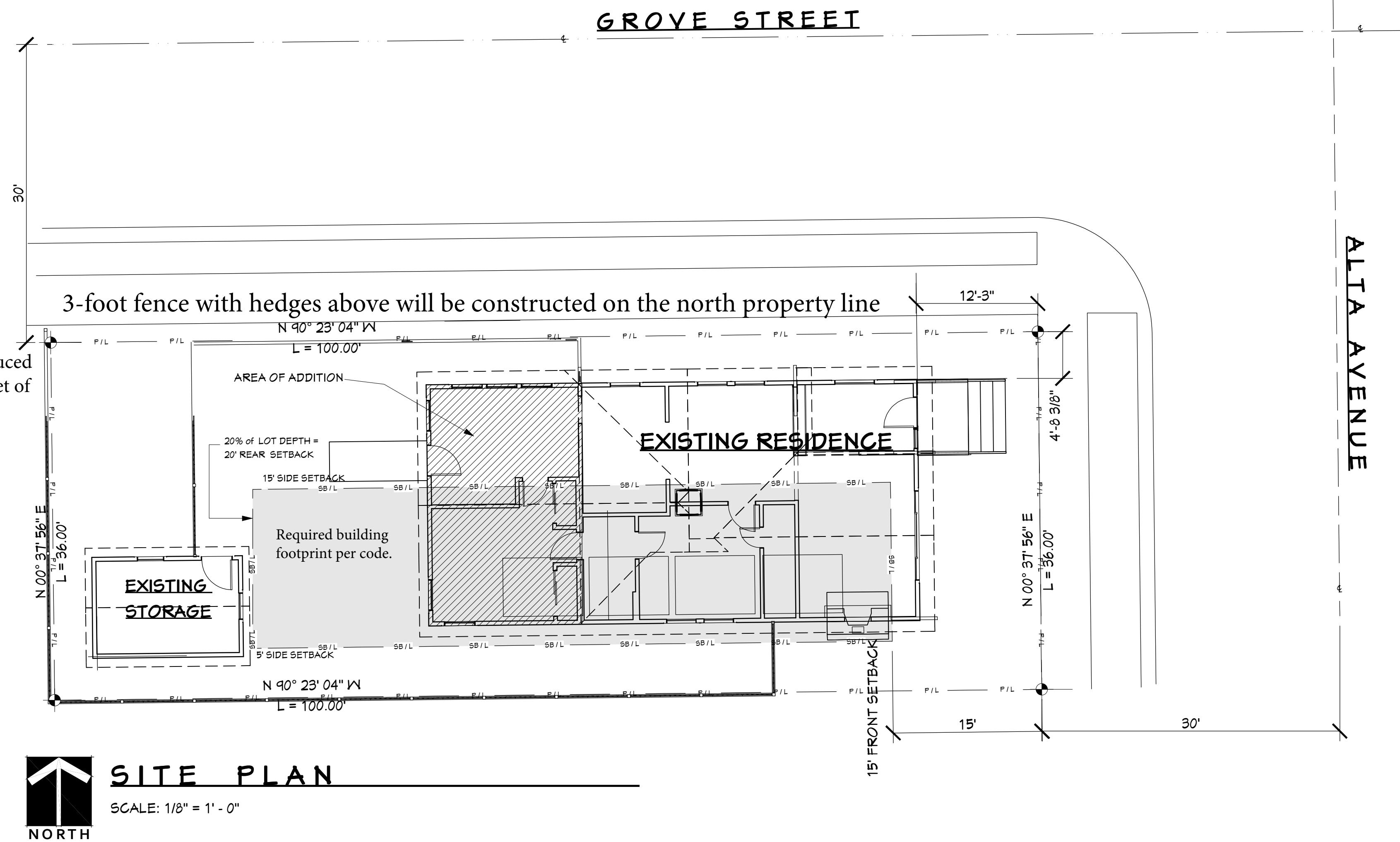
6/3/2020

SCALE:
AS SHOWN

SHEET:

A - 1
of 5

Existing fence on rear property line will be reduced to 3 feet tall within 10 feet of sidewalk per code.



SITE PLAN

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

PROJECT INFORMATION:

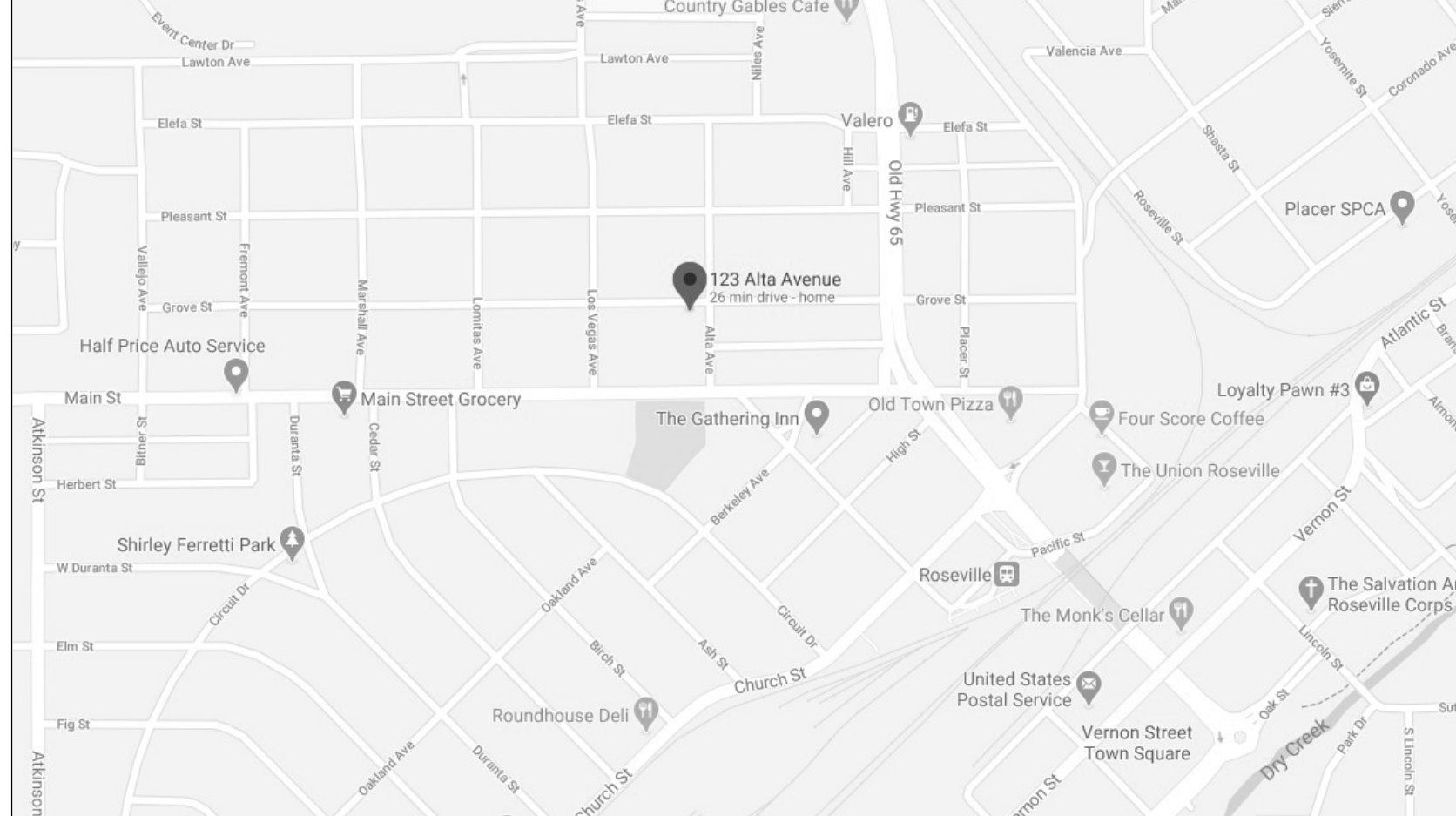
OWNER: BEVERLY CALKINS
ADDRESS: 123 ALTA AVE.
ROSEVILLE, CA. 95678
A.P.N.: 011-133-007-000
EXISTING USE CLASS: RESIDENTIAL
EXISTING USE: SINGLE FAMILY
ZONED: R1
LOT #: 7154
SUBDIVISION: LOS CERRITOS
LAND: 0.08 ACRES / 3,596 SQ. FT.
EXISTING: 1,056 SQUARE FEET
CONDITIONED: BED / 2/1
BATH: 1924
BUILT: 1924
Proposed total area: 1,194 square feet

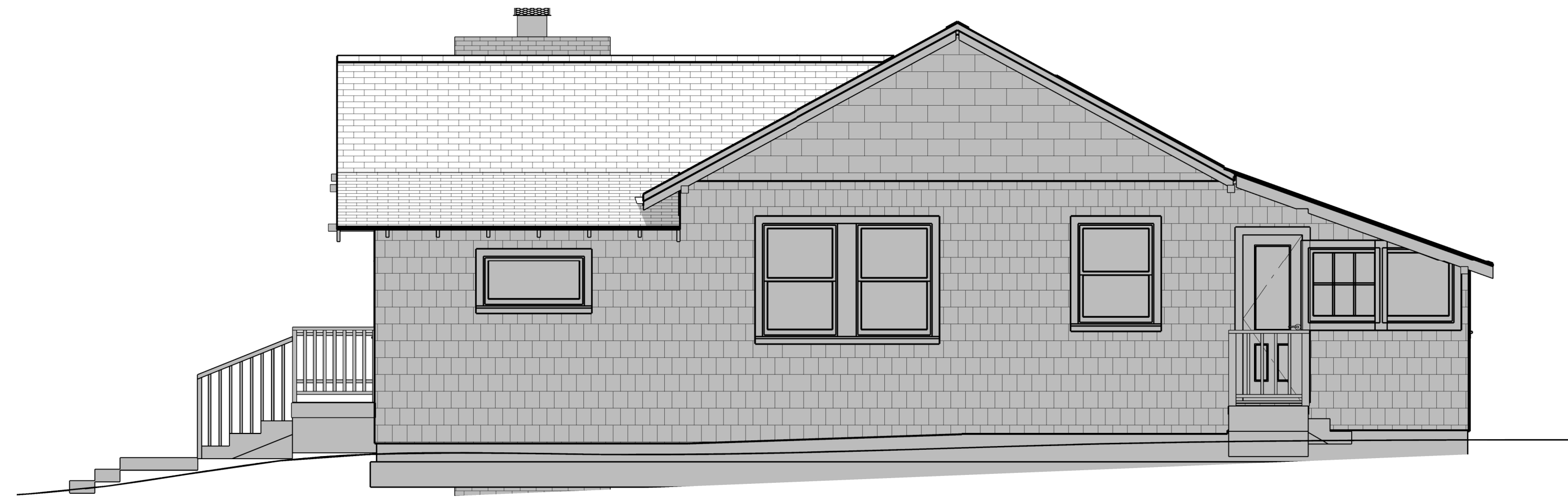
SHEET INDEX:

- A-1. SITE PLAN / GENERAL NOTES
A-2. EXISTING FLOOR PLAN /
EXISTING EXTERIOR ELEVATIONS

VICINITY MAP

NOT TO SCALE





EXISTING NORTH ELEVATION

SCALE: 1/4" = 1' - 0"



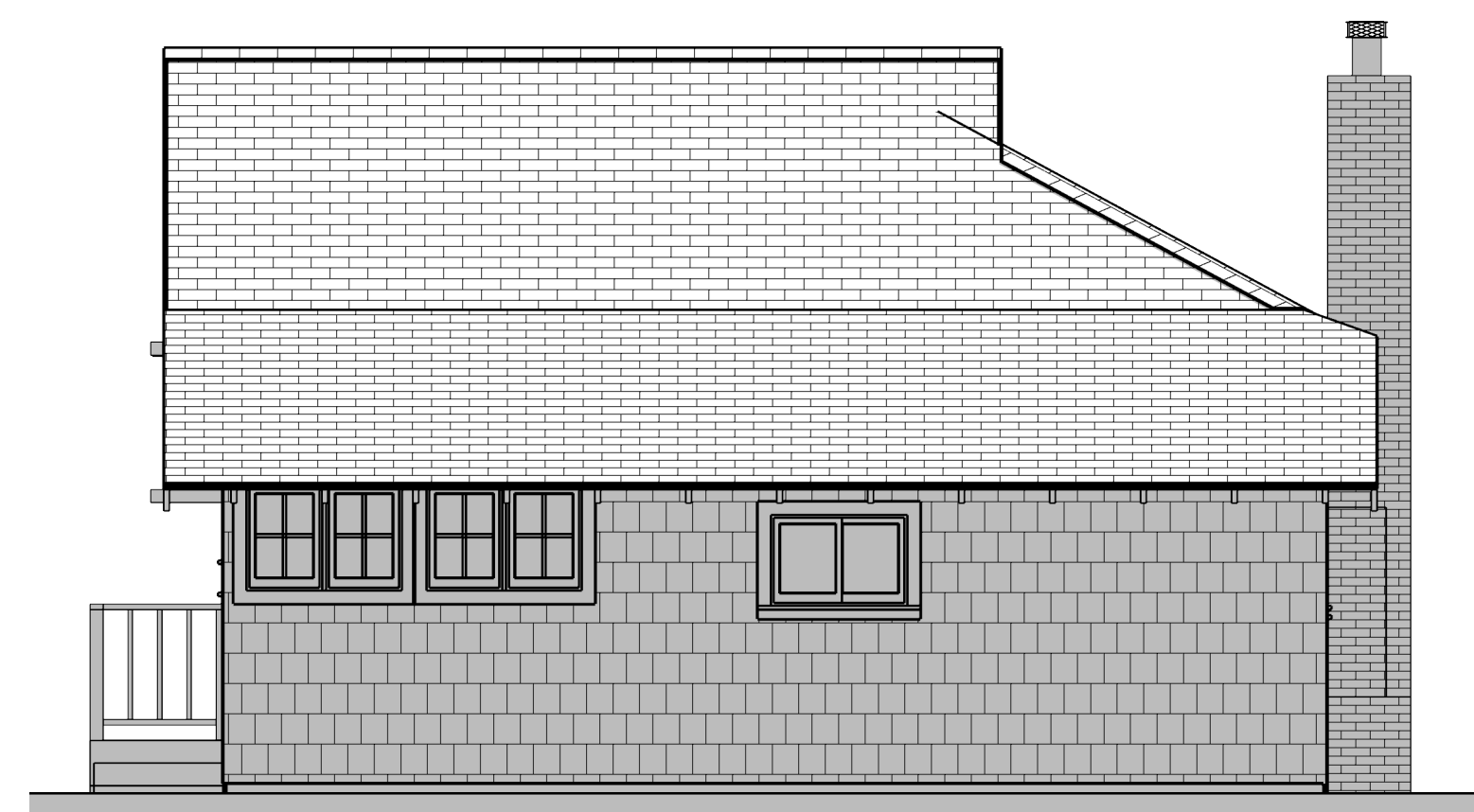
EXISTING EAST ELEVATION

SCALE: 1/4" = 1' - 0"



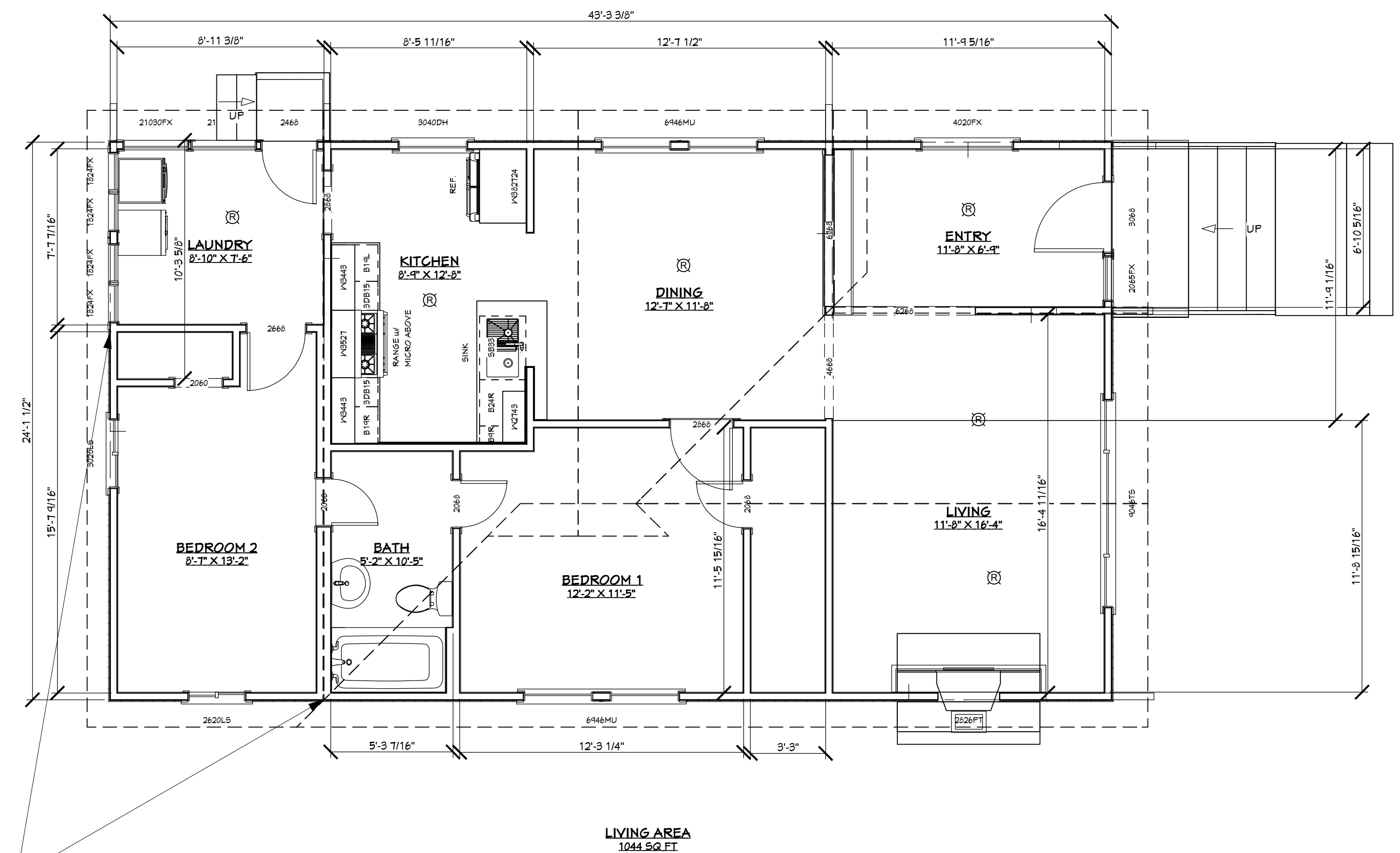
EXISTING SOUTH ELEVATION

SCALE: 1/4" = 1' - 0"



EXISTING WEST ELEVATION

SCALE: 1/4" = 1' - 0"



EXISTING FLOOR PLAN

SCALE: 1/4" = 1' - 0"

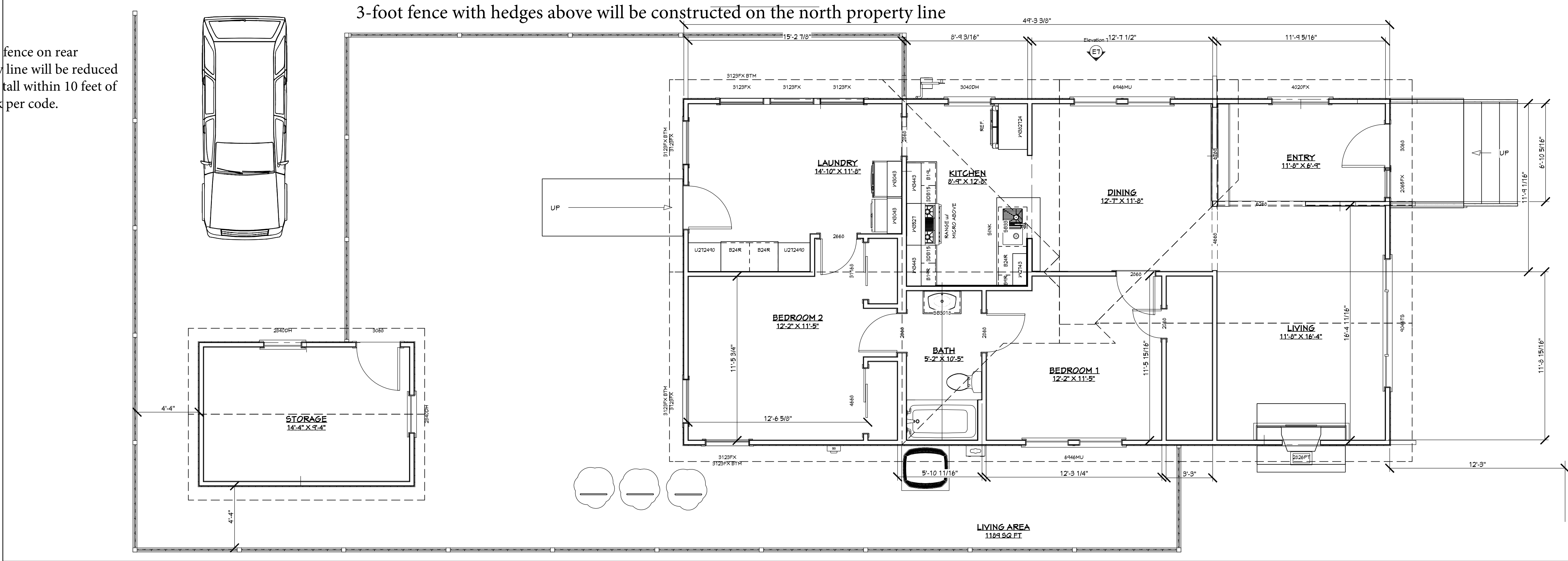
NUMBER	DATE	REVISION	DESCRIPTION



NORTH ELEVATION

SCALE: 1/4" = 1' - 0"

Existing fence on rear property line will be reduced to 3 feet tall within 10 feet of sidewalk per code.



NEW FLOOR PLAN P1

SCALE: 1/4" = 1' - 0"

NUMBER	DATE	REVISION	DESCRIPTION

CALKINS RESIDENCE
123 ALTA AVENUE,
ROSEVILLE, CALIFORNIA

DRAWINGS PREPARED BY:
DAVID B. HEARD
HOME RESTORATION SOLUTIONS
dheard@homerestorationsolutions.com
(916)-425-0656

DATE:
6/3/2020
SCALE: AS SHOWN
SHEET:
A - 3 of 5



PLANNING COMMISSION COMMUNICATION

Title: Amy's Drive-Thru, 1119 Galleria Bl, File # PL20-0152

Contact: Charity Gold, cgold@roseville.ca.us, 916-774-5247

Meeting Date: 2/11/2021

Item #: 6.1.

ATTACHMENTS:

Description

Staff Report

Attachment 1 Amys Drive-Thru Traffic Study-Corte Madera

Exhibit A Site Plans

Exhibit B Architectural Plans

Exhibit C Landscape Plans

ITEM 6.1: **Major Project Permit Stage 2 – 1119 Galleria Boulevard – NCRSP PCL 35 – Amy’s Drive-Thru – PL20-0152**

REQUEST

The project applicant requests a Major Project Permit Stage 2 for site development and architectural review for a new 4,908 square-foot Amy’s Drive-Thru restaurant.

Applicant – Joseph M. Junius, Aria Group Architects, Inc
Owner - TA Galleria, LLC

SUMMARY RECOMMENDATION

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

- A. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 2 subject to seventy-three (73) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

There are no outstanding issues associated with this request. The applicant has reviewed and is in agreement with the recommended conditions of approval.

BACKGROUND

The project site is a part of the Roseville Galleria Mall, which is identified as North Central Roseville Specific Plan (NCRSP) Parcel 35. The subject property is also within the Roseville Galleria Mall master plan area. The site has a Regional Commercial land use designation and is zoned Regional Commercial (RC/SA-NC).

On July 25, 1995, the Planning Commission approved a Major Project Permit Stage 1 (MPP 95-01) for development of a regional mall on Parcel 35 (regional mall MPP). On August 17, 2002, the Design Committee approved a Design Review Permit (DRP) for construction of a Gas Station on the subject property. The gas station was recently demolished and the site is currently vacant.

Figure 1: Project Site Location



The proposed project includes a new 4,908 square-foot Amy’s fast food restaurant with a covered patio and drive thru. Although the gas station project was evaluated through the design review process, the proposed Amy’s Drive-Thru is located on a property that was included in the MPP Stage 1 site plan. Therefore, the architecture of the Amy’s Drive-Thru is being evaluated through the MPP Stage 2 process and not the design review process. It should be noted that the MPP Stage 2 and DRP processes are very

similar in nature, one of the major differences being the approval body. A MPP is approved by the Planning Commission and a DRP is approved by the Design Committee.

SITE INFORMATION

Location: 1119 Galleria Boulevard

Total Size: 1.64 acres

Topography and Setting: The project is located on a vacant parcel in a fully developed portion of the NCRSP. The site is adjacent to the western side of Galleria Boulevard and the northern side of the eastern entrance to the Galleria Mall. The site is surrounded by commercial and retail uses within the adjacent Galleria Mall and Creekside Retail Center.

MPP STAGE 2 EVALUATION

Section 19.82.030 of the City of Roseville Zoning Ordinance describes the procedures for a Major Project Permit (MPP). The intent of the MPP process is to streamline the review of large development projects that could be constructed over a period of several years. In accordance with the City's MPP Ordinance, the MPP review process is segregated into three separate stages. Provided below is a summary of each stage:

- Stage 1: of the MPP application consists of the approval of a preliminary development plan. The preliminary development plan will establish the configuration of the buildings, conceptual building elevations, parking areas and ratios, landscaping and open space locations, rough grading and drainage on and off site, vehicular and pedestrian circulation, and development phasing. The complete environmental review of the project is also performed at this stage. The Planning Commission is the hearing authority for Stage 1 review and approval.
- Stage 2: of the MPP application process consists of the review of the detailed architecture and landscaping for the project. The Planning Commission is the hearing authority for Stage 2 review and approval.
- Stage 3: Stage 3 is an administrative review, approved by the Planning Manager, of the improvement plans and building plans for compliance with the conditions of the Stage 1 and 2 approvals.

The Galleria Mall development was approved through the MPP Stage 1 process. The subject parcel is shown as an out parcel on the regional mall MPP Stage 1 Site plan in its current configuration. No modification to the parcel will occur with this project, and the proposed project is consistent with the site plan and assumed development within the regional mall MPP and no changes to the MPP Stage 1 approval are being requested.

Development of the proposed project is evaluated through the MPP Stage 2 process to review the building architecture for consistency with the intent of the MPP Stage 1 and the City's Design Guidelines. The following sections include a MPP Stage 2 evaluation of the proposed architecture against the NCRSP and the City's Design Guidelines. The required findings are listed below in ***italicized, bold text*** and are followed by an evaluation.

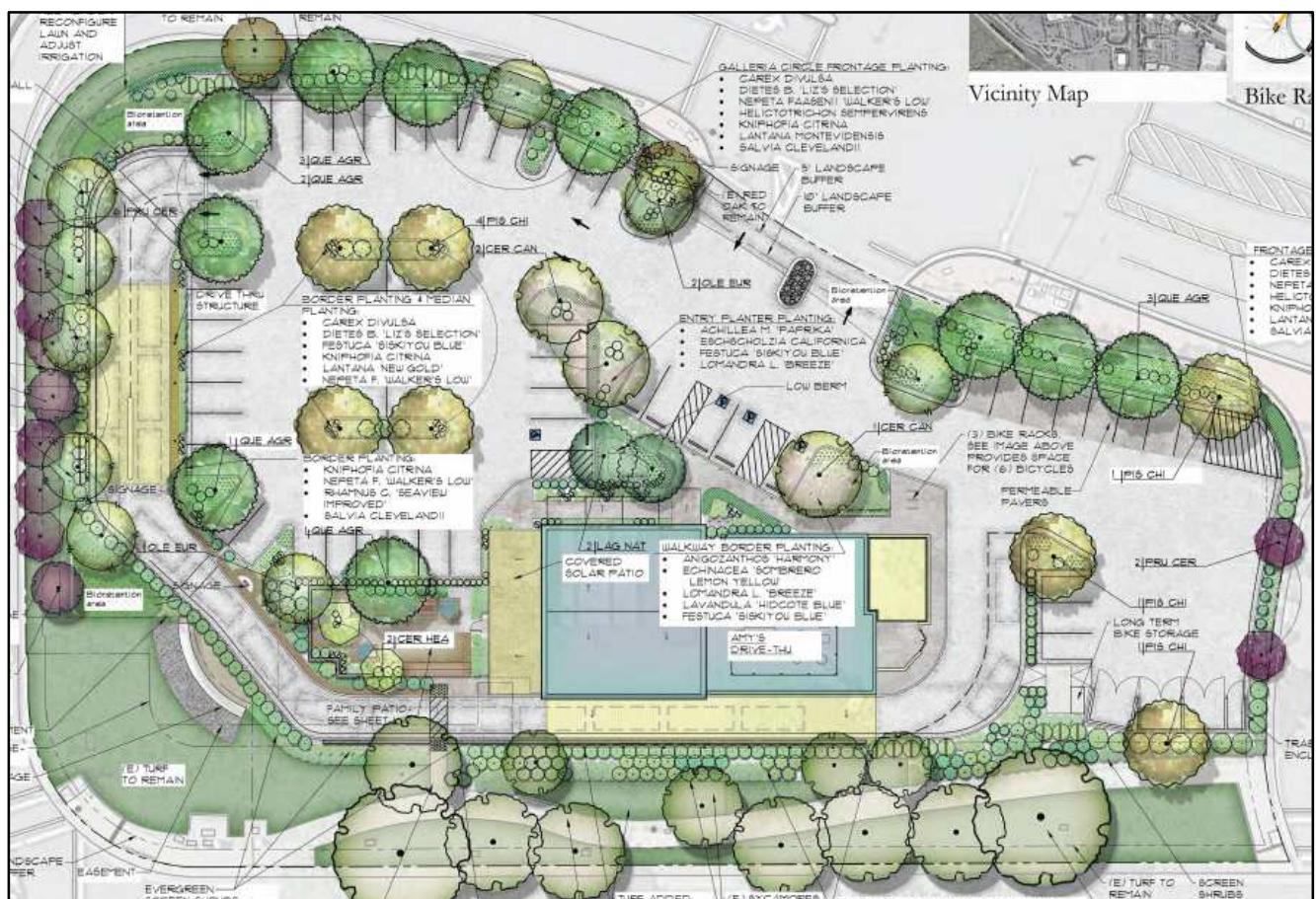
The findings for a Major Project Permit Stage 2 are as follows:

- 1. The Architecture and Landscaping is consistent with the General Plan, applicable Specific Plan, and adopted City design guidelines; and Phase 1 approval; and**
- 2. The design and installation of the Preliminary Development Plan shall not be detrimental to the public health and safety, or be materially detrimental to the public welfare.**

Site Design and Circulation

The project includes the construction of a new 4,430 square-foot fast food restaurant with a 478 square-foot patio for a total of 4,908 square feet. The proposed site plan is shown on Figure 2. The entrance to the building will face west with the entrance to the drive-thru lane in the southern portion of the site. The entrance to the drive-thru will be two lanes tapering to one lane in the southeastern portion of the site where the drive-thru lane turns north and runs along the eastern side of the restaurant. Approximately 58 feet of the two-lane portion of the drive-thru will be covered by a carport to shield patrons of the restaurant from the weather. A gabion wall with wood stone rock fill will provide a visual barrier between the drive-thru isle and Galleria Boulevard. The wall will include breaks for existing easements and pedestrian access, but will effectively shield the vehicles.

Figure 2: Site Plan



The applicant provided drive-thru queue data that was collected from the Rohnert Park Amy's Drive-Thru location. According to the data collected in 2018, the maximum amount of cueing vehicles was 13 on a weekday and 18 on a weekend (*Attachment 1, pg. 23 and Personal Communication J. Guard, Fehr & Peers 1/28/21*). As shown on Figure 2, the proposed project accommodates 21 vehicles within the drive-

thru lane without conflicting with parked cars. Given the provided cueing distance and the referenced maximums, staff anticipates that the site layout will not have an effect on the surrounding roadways. The length of the drive-thru lanes meets City standards and provides adequate stacking.

Ingress and egress to the site will be provided from the ring road that circles the Roseville Galleria (Galleria Circle). The project will utilize the existing driveway for the former fuel station that was located on the parcel. Based on the square footage of the proposed building, 50 parking spaces are required. Consistent with City standards, 57 parking spaces are provided on the southern half of the site, along the western and southern perimeters, and around the western perimeter of the building. This exceeds the required amount of parking by seven spaces. A refuse enclosure for the project is located in the northeastern portion of the site. The location of this enclosure was reviewed by the City's Waste Management division to ensure adequate space for refuse truck turning movements.

Architecture

The Amy's restaurant architectural design incorporates natural building materials and colors such as wood, stone, a "green" vegetative roof with metal fascia and coping, stucco, and cedar board and batten façade (Figure 3 and Figure 4). The building façade will be painted grey and sage with accents of blue and yellow. The western elevation, which faces the Galleria Mall, includes a mural with the words "Runs On Love". The roofing material consists of vegetated gable roofing with standing seam metal patio covers. The architectural treatments will be applied to all sides of the building. The gable will be vegetated on both the eastern and western sides so that the green roof is visible from both Galleria Boulevard and Galleria Circle. The project incorporates green building design by incorporating a green roof, trellises, and solar paneling over the outdoor dining area.

Figure 3: South and West Building Elevations



Figure 4: North and East Elevations



Consistent with the City's Design Guidelines, the architecture consists of a variety of colors and materials and variation in wall planes, rooflines, and building form that are consistent with the overall architectural style and theme of the project. The design is original and distinct from the surrounding project while remaining complementary with the commercial character of the area.

Landscaping

The project includes extensive landscaping including the green roof discussed above (Figure 2, above). The existing landscaping along Galleria Boulevard will be maintained and enhanced and new trees will be planted within the parking area to provide shade as required by City ordinance. The landscape will enhance the building architecture while softening views of the building from the street and pedestrian walkways.

PUBLIC OUTREACH

The proposed project was distributed to the various agencies and departments which have requested notice of City applications, and all comments were considered and incorporated into the Conditions of Approval, as appropriate. Notice of the application was also distributed to the Roseville Coalition of Neighborhood Associations. No comments were received. A public notice of the Planning Commission hearing was published on January 29, 2021, and was distributed to all property owners within 300 feet of the project site. To date, no comments have been received.

CONCLUSION

As described in the analyses above, the requested Stage 2 building design is consistent with the Stage 1 approval, the NCRSP, the City's Design Guidelines, and the City's General Plan. Furthermore, the project will not be detrimental to the public.

ENVIRONMENTAL DETERMINATION

The project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15332, Class 32, which exempts In-Fill Development Projects that meet the following criteria: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value, as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.

The project meets these criteria for the following reasons and is therefore exempt. (a) The general plan designation of Regional Commercial allows for Fast Food with Drive-Thru uses. (b) The total project site encompasses 1.64 acres. (c) The project site has been previously developed and does not contain habitat for endangered, rare or threatened species. (d) The proposed use will not have significant effects on traffic, noise, air quality, or water quality. (e) The site can be adequately served by required utilities and public services allocated to the site.

RECOMMENDATION

The Planning Division recommends the Planning Commission take the following actions:

- A. Adopt the findings of fact as stated in the staff report and approve the **MAJOR PROJECT PERMIT STAGE 2 – 1119 GALLERIA BLVD – NCRSP PCL 35 – AMY'S DRIVE-THRU PL20-0152** subject to seventy-three (73) conditions of approval.

CONDITIONS OF APPROVAL FOR A MAJOR PROJECT PERMIT STAGE 2

1. This Major Project Permit approval shall be effectuated within a period of two (2) years from **February 11, 2021** and if not effectuated shall expire on **February 11, 2023**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **February 11, 2024**. (Planning)
2. The project is approved as shown in Exhibits A - C and as conditioned or modified below. (Planning)
3. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. Project billing may occur up to two (2) months after the end of warranty or the Notice of Termination date for the SWPPP, whichever occurs later. (Engineering, Environmental Utilities, Electric, Finance)
4. The design and construction of all improvements shall conform to the Design and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
5. The applicant shall not commence with any on-site improvements or improvements within the right-of-way until such time as grading and/or improvement plans are approved and grading and/or encroachment permits are issued by the Department of Public Works. (Engineering)
6. The approval of this project does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. The Developer shall submit civil drawings to the Department of Development Services – Engineering Division for review and approval. (Engineering)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

7. Parking lot design shall conform to the City's design standards, including the following minimum standards for parking stalls:
 - a) All parking stalls shall be double-striped. Parking stalls adjacent to sidewalks, landscaped areas or light fixtures, and all Accessible stalls shall abut a 6-inch raised curb or concrete bumper. (Planning)
 - b) Standard – 9 feet x 18 feet; Compact – 9 feet x 16 feet; Accessible – 14 feet x 18 feet (a 9-foot-wide parking area plus a 5-foot-wide loading area) and a minimum of one (1) parking space shall be Accessible van accessible – 17 feet x 18 feet (9-foot-wide parking area plus an 8-foot-wide loading area). (Planning)
 - c) An 'exterior routes of travel' site accessibility plan incorporating slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signage, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to City for review, prior to building plan check approvals. This site accessibility plan shall also include:
 - i) Accessible parking stalls shall be dispersed and located closest to accessible entrances. The total number of accessible parking spaces shall be established by Table 11B-208.2 of the CBC.
 - ii) Accessible Parking spaces and crosswalks shall be signed, marked and maintained as required by Chapter 11B of the CBC.

- iii) Accessible parking and exterior route of travel shall comply with CBC, Sections 11B-206 and 11B-208. (Building)
8. Signs and/or striping shall be provided on-site as required by the Planning Department to control on-site traffic movements. Parking lot striping and signage shall be maintained in a visible and legible manner. (Planning)
 9. The plans submitted to the Building Division for permits shall indicate all approved revisions/alterations as approved by the Commission including all conditions of approval. (Planning)
 10. The project Landscape Plans shall comply with the following:
 - a) The Landscape Plan shall indicate the location of, and be designed to avoid conflicts with, all pole-mounted light fixtures and utility equipment including (but not limited to) electric transformers, switchgear, and overhead lines; backflow preventers; fire department connections; and public water, sewer, and storm drain facilities. (Planning, Fire, Environmental Utilities, Electric, Public Works)
 - b) The tree plantings in the parking lot shall be designed to provide a minimum of 50% shade coverage after 15 years. (Planning)
 - c) At a minimum, landscaped areas not covered with live material shall be covered with a rock, (3") bark (no shredded bark) or (3") mulch covering. (Planning)
 - d) The landscape plan shall comply with the Landscape Guidelines for North Central Roseville Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning, Environmental Utilities)
 - e) Landscaping adjacent to preserve areas shall consist of California native, drought-tolerant groundcover, shrubs, plants, and trees. (Open Space, Planning)
 - f) All landscaping in areas containing electrical service equipment shall conform to the Electric Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Departments "Specification for Commercial Construction." (Electric)
 - g) Slopes within landscape planters shall be no more than 3:1. A two-foot flat bench located at back-of-walk shall be included in the landscape area to slow or allow absorption of nuisance run-off from the planters. (Parks, Recreation, and Libraries)
 - h) All landscaping shall conform to the standards of crime prevention through environmental design with the intent to create natural surveillance, controlling access, and territorial reinforcement to property boundaries. (Police)
 11. Any roof-mounted equipment and satellite dishes proposed shall be shown on the building plans. The equipment shall be fully screened from public streets and the surrounding properties. (Planning)
 12. At the time of building permit application and plan submittal, the project applicant shall submit a proposed plan which shows the proposed suite addressing for individual tenant spaces within the building. The Building Official, or the designee, shall approve said plan prior to building permit approval. Refer to the *City of Roseville Addressing Guidelines*. (Building)

13. A separate Architectural Site Accessibility Plan which details the project's site accessibility information as required by California Title 24, Part 2 shall be submitted as part of the project Building Permit Plans. (Building)
14. For Multiple Building Complexes: As part of the required Architectural Site Accessibility Plan, the developer shall delineate the extent of the site accessibility improvements being installed as part of the initial improvements for the project, and those that are planned to be developed as part of subsequent phases (i.e. around future pad buildings). (Building)
15. Building permit plans shall comply with all applicable code requirements (California Building Code – CBC – based on the International Building Code, California Green Building Standards Code–CGBSC, California Mechanical Code – CMC – based on the Uniform Mechanical Code, California Plumbing Code – CPC – based on the Uniform Plumbing Code, California Fire Code – CFC – based on the International Fire Code – with City of Roseville Amendments – RFC, California Electrical Code – CEC – based on the National Electrical Code, and California Energy Standards – CEC T-24 Part 6), California Title 24 and the American with Disabilities Act - ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Division for applicable Code editions). (Building)
16. For restaurants, other food services, or commercial swimming pools: The developer shall obtain all required approvals and permits from the Placer County Health Department and the City of Roseville Industrial Waste Division. (Building, Environmental Utilities)
17. Maintenance of copy of building plans: Health and Safety Code section 19850 requires the building department of every city or county to maintain an official copy of the building plans for the life of the building. As such, each individual building shall be submitted as a separate submittal package. Building plan review, permit issuance and archiving is based on each individual building address. (Building)
18. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Public Works prior to approval of any plans. (Engineering)
19. The Improvement Plans shall include a complete set of Landscape Plans. The Landscape Plans shall be approved with the Improvement Plans. (Planning, Engineering, Fire, Environmental Utilities, Electric)
20. A note shall be added to the grading plans that states:

*“Prior to the commencement of grading operations, the contractor shall identify the site where the **excess/borrow** earthen material shall be imported/deposited. If the **borrow/deposit** site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified.”* (Engineering)
21. The applicant shall dedicate all necessary rights-of-way or Public Utility Easement for the widening of any streets or transfer of public utilities across and over any portion of the property as required with this entitlement. A separate document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorder's Office. (Engineering)

22. Bike parking and clean air vehicle spaces shall be provided per the California Green Building Standards. Clean air spaces shall be marked "CLEAN AIR/CARPOOL/EV". Bike rack/locker design and location shall be approved by Alternative Transportation. (Alternative Transportation, Building).
23. All storm drainage, including roof drains, shall be collected on site and treated with Best Management Practices (BMP's) per the City's Stormwater Quality Design Manual. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. Drain outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. The grading/improvement plans for the site shall be accompanied with a shed map that defines that area tributary to this site and all drainage facilities shall be designed to accommodate the tributary flow. The storm drain system and proposed BMP's shall be privately owned and maintained by the property owner. Prior to the issuance of any permits, the owner shall provide a plan for the maintenance of the proposed BMP's. (Engineering)
24. Prior to the approval of the Improvement Plans, the project proponent shall provide proof of preparation and submittal of a Storm Water Pollution Prevention Plan (SWPPP) to the Regional Water Quality Control Board (RWQCB). Proof shall be in the form of the Waste Discharge Identification Number (WDID#), provided to the applicant from RWQCB, placed on the coversheet of the improvement plans. Upon approval of the improvement plans, a copy of the SWPPP shall be required onsite and available for viewing by City inspection staff upon request. (Engineering)
25. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)
26. To ensure that the design for any necessary widening, construction, or modifications of Public Streets does not conflict with existing dry utilities generally located behind the curb and gutter, and prior to the submittal of design drawings for those frontage improvements, the project proponent shall have the existing dry utilities pot holed for verification of location and depth. (Engineering)
27. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
28. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During plan check of the improvement plans and/or during inspection, Public Works will designate the exact areas to be reconstructed. Any existing public facilities damaged during the course of construction shall be repaired by the property owner and at the property owner's expense, to the satisfaction of the City. (Engineering)
29. Prior to the approval of the improvement plans, it will be the project proponent's responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
30. Prior to the issuance of building permits, the property owner shall pay into the following fee programs: Citywide Drainage Fee, Citywide Traffic Mitigation Fee (TMF), Highway 65 Joint Partners Association (JPA), South Placer Regional Transportation Authority (SPRTA), and City/County Fee. (Engineering)
31. The applicant/developer shall update the Transportation Systems Management (TSM) Plan for the Galleria site to be reviewed and approved by the Transportation Commission. (Alternative Transportation)

32. Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water, sewer and recycled water utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan-view and in profile-view where grading activities will modify existing site elevations over top of or within 15 feet of the utility. Any utilities that could potentially be impacted by the project shall be clearly identified along with the proposed protection measures. The developer shall be responsible for taking measures and incurring costs associated with protecting the existing water, sewer and recycled water utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)
33. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
34. Water and sewer infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards and shall include:
 - a) Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12 feet unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.
 - b) Water, sewer and recycled mains shall not exceed a depth of 12 feet below finished grade, unless authorized in these conditions of approval.
 - c) All sewer manholes shall have all-weather, 10-ton vehicle access unless otherwise authorized by these conditions of approval. (Environmental Utilities)
35. Trash enclosures, recycling areas, and enclosure approaches shall be designed to current Refuse Division specifications, the materials and colors shall match the building, and the location of such facilities shall be reviewed and approved by the Refuse Division, Planning and the Fire Department. The enclosure must have inside dimensions of 12 feet wide and 9 feet deep and be built to the specifications of the Solid Waste Department's Enclosure Description. (Refuse, Planning, Fire)
36. Access to trash enclosures shall have an inside turning radius of 25 feet and an outside turning radius of 45 feet must be maintained to allow the refuse truck access to and from the enclosure. Enclosures must have a clear approach of 65 feet in front of the enclosure to allow servicing bins. (Refuse)
37. A trash enclosure and recycling enclosure is required for each building and each tenant, otherwise, the building owner is responsible for the trash service. (Refuse)
38. The design and installation of all fire protection equipment shall conform to the California Fire Code and the amendments adopted by the City of Roseville, along with all standards and policies implemented by the Roseville Fire Department. (Fire)
39. The applicable codes and standards adopted by the City shall be enforced at the time construction plans have been submitted to the City for permitting. (Fire)
40. The Electric Department requires the submittal of the following information in order to complete the final electric design for the project:
 - a) one (1) set of improvement plans
 - b) load calculations

c) electrical panel one-line drawings

41. All on-site external lighting shall be installed and directed to have no off-site glare. Lighting within the parking areas and pedestrian walkways shall provide a maintained minimum of one (1) foot-candle, and 0.5 foot-candle of light, respectively. All exterior light fixtures shall be vandal resistant. (Planning, Police)
42. The parking lot shall have properly posted signs that state the use of the parking area is for the exclusive use of employees and customers of this project. (See California Vehicle Code Sections 22507.8, 22511.5, 22511.8, 22658(a), and the City of Roseville Municipal Code Section 11.20.110). The location of the signs shall be shown on the approved site plan. (Planning, Police)
43. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

DURING CONSTRUCTION & PRIOR TO ISSUANCE OF OCCUPANCY PERMITS:

44. Any backflow preventers visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventers shall be screened with landscaping and shall comply with the following criteria:
- a) There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventer to the landscaping.
 - b) For maintenance purposes, the landscaping shall only be installed on three sides and the plant material shall not have thorns.
 - c) The control valves and the water meter shall be physically unobstructed.
 - d) The backflow preventer shall be covered with a green cover that will provide insulation. (Planning, Environmental Utilities)
45. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:
- a) Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
46. Easement widths shall comply with the City's Improvement Standards and Construction Standards. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed land Surveyor. All existing public utility, electric, water, sewer and reclaimed water easements shall be maintained unless otherwise authorized by these conditions of approval. (Public Works, Environmental Utilities, Electric)
47. Inspection of the potable water supply system on new commercial/industrial/office projects shall be as follows:
- a) The Environmental Utilities Inspector will inspect all potable water supply up to the downstream side of the backflow preventer.
 - b) The property owner/applicant shall be responsible for that portion of the water supply system from the backflow preventer to the building. The builder/contractor shall engage a qualified inspector to approve the installation of this portion of the water supply. The

Building Division will require from the builder/contractor, a written document certifying that this portion of the potable water supply has been installed per improvement plans and in accordance with the Uniform Plumbing Code. This certificate of compliance shall be submitted to the Building Division before a temporary occupancy or a building final is approved.

- c) The building inspectors will exclusively inspect all potable water supply systems for the building from the shutoff valve at the building and downstream within the building. (Building, Environmental Utilities)
- 48. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)
- 49. The applicant/developer shall update the Transportation Systems Management (TSM) Agreement for the Galleria to be reviewed and approved by the City Manager. Engineering, Alternative Transportation)
- 50. Water, sewer and reclaimed water shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)
- 51. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
- 52. The applicant shall design for installation and/or install an exterior grease interceptor if the proposed business could potentially discharge substances containing fats, oils and grease (FOG) into the sewer system. The grease interceptor shall be adequate to separate and remove FOG contained in the wastewater from FSE's prior to discharge to the public sewer. (Environmental Utilities)
- 53. In the event an exterior grease interceptor cannot be installed due to space limitation, the developer shall install a grease trap, per City Standards, that will mechanically separate the FOG contained in the wastewater from the FSE prior to discharge to the public sewer. (Environmental Utilities)
- 54. Pursuant to the Municipal Code, the applicant shall apply for and obtain a FOG waste discharge permit (FOG WDP) from the Environmental Utilities Industrial Waste Division prior to occupancy or prior to discharging waste to the public sewer. The applicant shall submit information required by the Environmental Utilities Department for evaluation, including but not limited to: site plans, floor plans, mechanical and plumbing plans, and details to show all sewers, FOG control device, grease interceptor or other pretreatment equipment and appurtenances by size, location and elevation. Additional information related to the applicant's business operations and potential discharge may be requested to properly evaluate the FOG WDP application. (Environmental Utilities)
- 55. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
- 56. The City of Roseville Electric Department has electrical construction charges which are to be paid by the developer and which are explained in the City of Roseville "Specification for Commercial Construction." These charges will be determined upon completion of the final electrical design. (Electric)
- 57. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)

58. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)
59. All electric metering shall be directly outside accessible. This can be accomplished in any of the following ways:
- a) Locate the metered service panel on the outside of the building.
 - b) Locate the metered service panel in a service room with a door that opens directly to the outside. The developer will be required to provide a key to the door for placement in a lock box to be installed on the outside of the door. Any doors leading from the service room to other areas of the building shall be secured to prohibit unauthorized entry. (Electric)
60. One ¾-inch conduit with a 2-pair phone line shall be installed from the building's telephone service panel to the meter section of the customer's electrical switchgear or panel. (Electric)
61. It is the responsibility of the developer to ensure that all existing electric facilities remain free and clear of any obstruction during construction and when the project is complete. (Electric)

OTHER CONDITIONS OF APPROVAL:

62. Signs shown on the elevations are not approved as part of the Design Review Permit. A Sign Permit is required for all project signs. (Planning)
63. Following the installation of the landscaping, all landscape material, including plant material on the "green" roof, shall be maintained in a healthy and weed-free condition; dead plant material shall be replaced immediately. All trees shall be maintained and pruned in accordance with the accepted practices of the International Society of Arboriculture (ISA). (Planning)
64. The City reserves the right to restrict vehicle turning movements within the public right-of-way in the future if deemed necessary by the City Engineer. (Engineering)
65. The required width of fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Minimum required widths and vertical clearances established by the Fire Code shall be maintained at all times during construction. Closure of accesses for fire apparatus by gates, barricades and other devices shall be prohibited unless approved by the Fire Chief. (Fire)
66. Temporary aboveground storage tanks may be used at construction sites for diesel fuel only and shall not exceed 1,000 gallon capacity. Tanks shall comply with all provisions found within the Fire Code. A Fire Department Permit shall be obtained prior to tank installation. The permit shall expire after 90 days from the date of issuance, unless extended by the Fire Chief. (Fire)
67. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor or person responsible for the building permit must notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. (Fire)

68. The location and design of the gas service shall be determined by PG&E. The design of the gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)
69. All commercial air conditioning units 5 tons or less (<65,000 btu/ h) shall meet the current Consortium for Energy Efficiency ("CEE") Tier I specifications. The SEER/EER ratings will be specified on building plans and Title 24 compliance certificates at the time building permits are requested. The SEER and EER ratings will be verified with appropriate documentation. These requirements shall be utilized in the overall energy compliance calculations required for issuance of any building permit for any commercial building in the Plan Area. Any variances, with the exception of Tier 2 compliance, must be approved by the Electric Department's Retail Energy Services Department. (Electric)
70. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance, project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday, provided that all construction equipment shall be fitted with factory installed muffling devices and be maintained in good working order. (Building)
71. The developer (or designated consultant) shall certify that the building foundation location has been placed according to all approved setback requirements shown on the approved site plan. The developer shall prepare a written statement confirming building placement and provide an original copy to the City Building Division Field Inspector at the time of or prior to the foundation inspection. (Building)
72. Prior to Certificate of Occupancy, the applicant may apply for a Temporary Certificate of Occupancy (TCO) of the building. If a TCO is desired, the applicant must submit a written request to the Building Division a minimum of thirty (30) days prior to the expected temporary occupancy date and shall include a schedule for occupancy and a description of the purpose for the Temporary Certificate of Occupancy. (Building)
73. Concurrent with submittal for plan check and prior to a request for final building inspection, the applicant may request City approval of an occupancy phasing plan to allow individual or multiple building occupancies. This request shall be made in writing to the Building Division and shall include 10 copies of the following:
- a) A description of measures that will be undertaken to minimize conflict between residents/building occupants and construction traffic (e.g. fencing, etc.);
 - b) A phasing plan showing the proposed buildings, internal roads and access routes, landscaping, trash enclosure locations, and any other improvements planned for each phase; and
 - c) An estimated time frame for each phase and a specific date for the first phase. (Planning, Building)

Attachments

1. Amy's Drive Thru Transportation Impact Study, Town of Corte Madera

Exhibits

- A. Site Plans
- B. Architectural Plans
- C. Landscape Plans

<u>Note to Applicant and/or Developer:</u> Please contact the Planning Division staff at (916) 774-5276 prior to the Commission meeting if you have any questions on any of the recommended conditions for your project. If you challenge the decision of the Commission in court, you may be limited to raising only those issues which you or someone else raised at the public hearing held for this project, or in written correspondence delivered to the Planning Manager at, or prior to, the public hearing.
--



Amy's Drive Thru

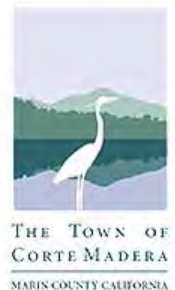
Transportation Impact Study



Prepared for
Town of Corte Madera

April 2018

SF17-0929



PC Attachment 1

This page left blank intentionally

Table of Contents

EXECUTIVE SUMMARY.....	1
Project Description.....	1
Analysis Periods.....	1
Transportation Impacts and Mitigations	1
1 INTRODUCTION	2
1.1 Project Study Area.....	2
1.2 Project Description.....	4
1.3 Report Organization.....	4
2 EXISTING CONDITIONS	7
2.1 Elements of Analysis.....	7
2.2 Roadway Facilities	7
2.2.1 Regional Access.....	7
2.2.2 Local Access	8
2.3 Intersection Operations	8
2.3.1 Methodology.....	9
2.3.2 Intersection Operation Results.....	10
2.4 Freeway Operations.....	12
2.5 Transit Service	13
2.5.1 Local Transit Service	15
2.5.2 Regional Transit Service	15
2.6 Pedestrian Circulation.....	15
2.7 Bicycle Circulation	16
3 REGULATORY FRAMEWORK	18
3.1 State.....	18
3.2 Marin County	18
3.3 Town of Corte Madera	18
3.3.1 Intersections	18

3.3.2 Transit.....	19
3.3.3 Pedestrians	19
3.3.4 Parking.....	20
3.3.5 Bicycle Plan.....	20
4 TRAVEL DEMAND ANALYSIS	21
4.1 Study Time Periods	21
4.2 Trip Generation	22
4.3 Trip Distribution	24
5 SIGNIFICANCE CRITERIA	27
5.1 Traffic.....	28
5.1.1 Intersections	28
5.2 Transit.....	28
5.3 Pedestrians	28
5.4 Bicycles	28
5.5 Emergency Access.....	28
6 EXISTING PLUS PROJECT CONDITIONS	29
6.1 Intersection Impacts.....	29
6.2 Transit Impacts	31
6.3 Pedestrian Impacts.....	31
6.4 Bicycle Impacts	31
6.5 Emergency Access Impacts.....	32
6.6 Construction Impacts.....	32
7 CUMULATIVE CONDITIONS	33
7.1 Intersection Impacts.....	33
7.1.1 Cumulative Volumes.....	33
7.1.2 Cumulative Intersection Results.....	34
7.2 Transit Impacts	35
7.3 Pedestrian and Bicycle Impacts.....	37
7.4 Emergency Access Impacts.....	37

Appendices

Appendix A: Intersection Counts

Appendix B: Intersection LOS Results

List of Figures

Figure 1-1: Study Area	3
Figure 1-2: Project Site Plan	6
Figure 2-1: Existing Intersection Volumes, Lane Configurations, and Traffic Control.....	11
Figure 2-2: Transit Service.....	14
Figure 2-3: Existing Bicycle Facilities.....	17
Figure 4-1: Estimated Project Trip Distribution	25
Figure 4-2: Project Trip Assignment	26
Figure 6-1: Existing Plus Project Intersection Volume, Lane Configurations, and Traffic Control.....	30
Figure 7-1: Cumulative Intersection Volumes, Lane Configurations, and Traffic Control	35
Figure 7-2: Cumulative Plus Project Intersection Volumes, Lane Configurations, and Traffic Control	36

List of Tables

Table 1: Signalized Intersection Level of Service Criteria	10
Table 2: Existing Intersection LOS and Delay	12
Table 3: Transit Service Summary	13
Table 4: Intersection Volume Comparison By Time Period	22
Table 5: Project Trip Generation	23
Table 6: Existing Plus Project Intersection LOS and Delay	29
Table 7: Cumulative Scenarios Intersection LOS and Delay	34

EXECUTIVE SUMMARY

The Amy's Drive Thru project is located at 5839 Paradise Drive, on the east side of U.S. 101 south of Tamalpais Drive. It is located on an approximately 1-acre site that is currently occupied by a vacant 3,705 square foot building that was previously a Denny's, a 24-hour, sit-down restaurant that closed in May 2014.

PROJECT DESCRIPTION

The proposed project includes a new one-story building of approximately 4,125 square feet, approximately 3,000 square feet of outdoor seating, 47 vehicle parking spaces, and 14 bicycle parking spaces. Access to the project site will primarily be via the U.S. 101/Tamalpais Drive interchange, Tamalpais Drive, Paradise Drive, and San Clemente Drive. In the vicinity of the project site, Paradise Drive is a two-lane collector with on-street parking.

Based on empirical trip generation rates developed from trip counts at the Amy's Drive Thru location in Rohnert Park, the Proposed Project would generate around 173 vehicle trips during the weekday mid-afternoon peak (2:00 – 4:00 PM) and around 168 vehicle trips during the weekday PM peak (4:00 – 6:00 PM). Most of the trips generated by project would divert from U.S. 101, made by motorists making trips for other purposes (i.e., commute, shopping, recreational). The diverted trips would be new trips on the local streets between the U.S. 101/Tamalpais Drive interchange and the project site, but not on U.S. 101.

ANALYSIS PERIODS

The report evaluates transportation network conditions during the weekday PM (4:00 – 6:00 PM) and Mid-Afternoon (2:00 – 4:00 PM) peak periods. The weekday PM peak hour represents the highest combination of existing and project trips for travel on the local roadway network. The weekday AM (7:00 AM – 9:00 AM) peak period was not analyzed for this study due to significantly lower traffic volumes on the network compared to the weekday PM and Mid-Afternoon periods. Traditionally for restaurants and fast-food land uses, there are more trips generated during the PM period than the AM period. The weekday mid-afternoon period has the second-highest traffic levels to residential areas and has a similar number of project trips generated when compared to the PM peak hour.

TRANSPORTATION IMPACTS AND MITIGATIONS

The Proposed Project's impact on the transportation network was found to be less-than-significant. No transportation mitigation measures are required.

1 INTRODUCTION

The Proposed Amy's Drive Thru restaurant would be located in the Town of Corte Madera at 5839 Paradise Drive between Tamalpais Drive and San Clemente Drive. The Project is located adjacent to U.S. 101 on Paradise Drive, where there are a variety of different retail and office uses as well as some nearby residential uses. The Village at Corte Madera, a regional shopping center, is located north of the project site.

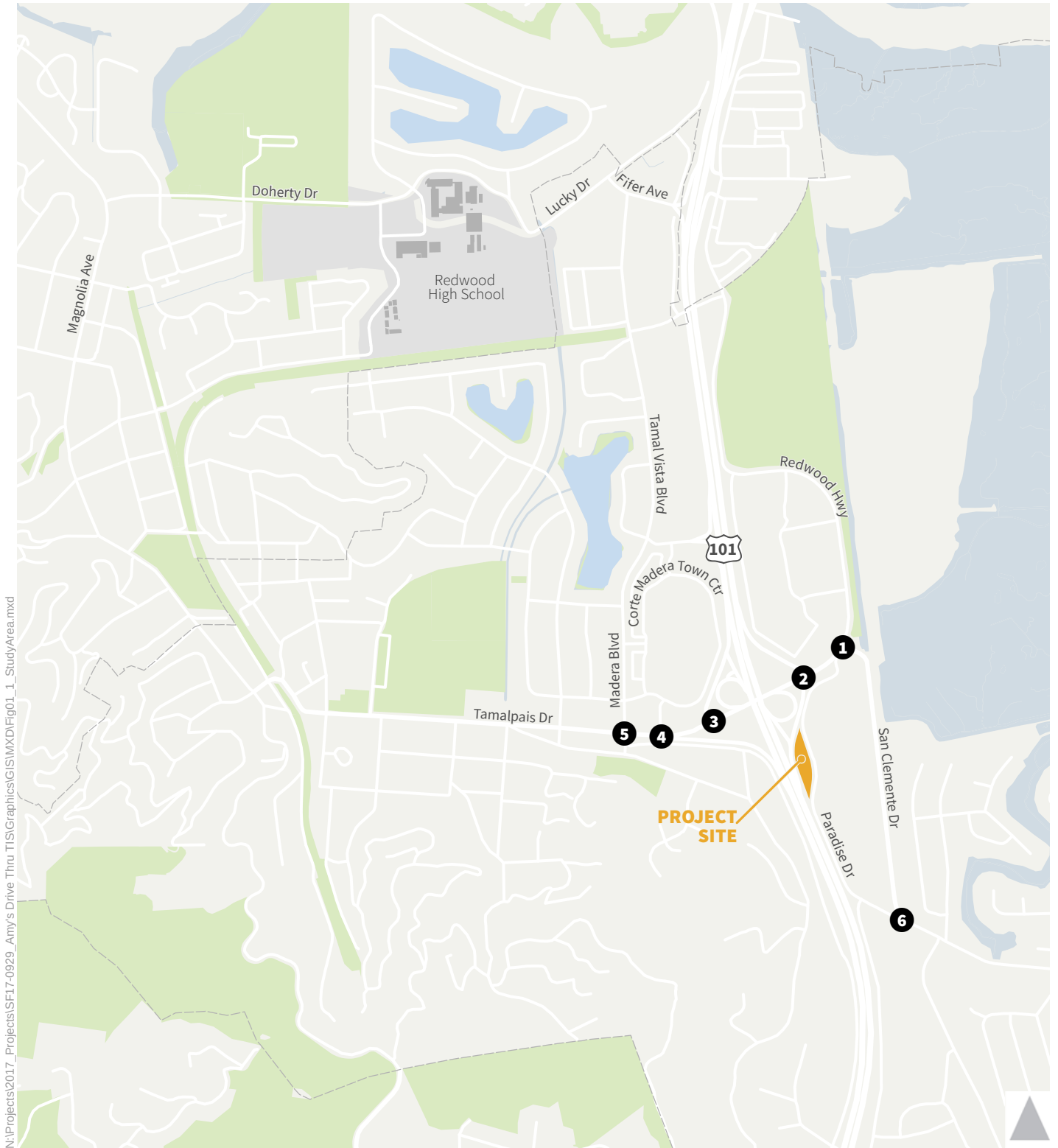
This report examines the existing transportation conditions around the 5839 Paradise Drive site and analyzes the transportation impacts of building the Amy's Drive-Thru restaurant (herein "Proposed Project" or "Project"). This Project includes a total site area of 48,744 square feet, including a one store commercial building of 4,125 gross square feet and a drive-through window with dedicated queueing space.

This transportation impact analysis evaluates the Proposed Project's potential impacts on traffic conditions, transit service, bicycle circulation, pedestrian circulation, and emergency access. This chapter summarizes the project study area and outlines the report structure.

1.1 PROJECT STUDY AREA

The transportation study area for the Proposed Project (herein "study area") is bounded by Tamalpais Drive, San Clemente Drive, Paradise Drive, and Madera Boulevard. **Figure 1-1-1** shows the location of the Proposed Project and streets and intersections within the study area.

PC Attachment 1



N:\Projects\2017_P\Projects\SF17-0929_Amy's Drive Thru TIS\Graphics\GIS\MXD\Fig01_1_StudyArea.mxd

- 1 Study Intersection
- Project Site



Figure 1 - 1
Project Study Area

1.2 PROJECT DESCRIPTION

The Proposed Project site is located at 5839 Paradise Drive in the Town of Corte Madera and adjacent to the U.S. 101 Highway, south of Tamalpais Drive. The site is currently occupied by a one story, 3,705 square foot commercial building. The Proposed Project would demolish the existing building and construct a new one-story commercial building of approximately 4,125 square feet as a drive-through restaurant further to the south of the project site. The Project site design includes approximately 3,000 square feet of outdoor seating, 47 parking spaces, 14 bicycle parking spaces, and a covered refuse enclosure. The Project would also install a crosswalk across Paradise Drive to provide a marked crossings traveling between the project site and businesses on the east side of Paradise Drive. **Figure 1-2** provides a Proposed Project site plan.

1.3 REPORT ORGANIZATION

The remainder of this report is divided into the following chapters:

Chapter 2 – Existing Conditions describes the operating conditions of the existing transportation network within the vicinity of the Project, including the surrounding roadway network, intersection operating conditions, transit service, pedestrian and bicycle conditions, and parking supply and occupancy.

Chapter 3 – Regulatory Framework discusses the relevant state, regional, and local jurisdictions that operate in the Town of Corte Madera and have transportation policies that may apply to the Project impact analysis.

Chapter 4 – Travel Demand Analysis includes the selection of the study time periods for analysis as well as the Proposed Project's estimated trip generation, trip distribution, and trip assignment forecasts for private vehicles. The Proposed Project's trip generation was developed based on the Amy's Drive Thru location in Rohnert Park, as well as the ITE Trip Generation Manual.

Chapter 5 – Significance Criteria describes how each transportation mode was assessed for Project-related impacts based on the Town's General Plan and other relevant policy documents. Areas analyzed include traffic, transit, pedestrians, bicycles, and emergency access.

Chapter 6 – Existing Plus Project Conditions describes the anticipated operating conditions of the transportation network with the Proposed Project in place and identifies the extent to which Proposed Project traffic would impact the transportation network. Existing Plus Project conditions describes the anticipated operating conditions of the transportation network under Existing conditions with the addition of the Proposed Project. Operations of the transportation network after the addition of the travel demand from the Proposed Project is described, including the project's impacts on study intersections, transit, bicycles, pedestrians, parking, and emergency vehicles.

Chapter 7 – Cumulative Conditions describes the anticipated operating conditions of the transportation network under Cumulative conditions, including the traffic associated with the Proposed Project, and other reasonably foreseeable development projects as included in the Town of Corte Madera General Plan. Future year traffic forecasts were previously prepared as part of the Transportation Impact Analysis for the General Plan, which used the Corte Madera Travel Demand Model (which is itself based on the Marin County travel demand model). The Proposed Project's contribution to potential impacts on future transportation conditions for intersections, transit, pedestrians and bicycles, and emergency vehicles is described.



Source: Interstice Architects

2 EXISTING CONDITIONS

This chapter provides a description of the existing transportation and circulation setting within the surrounding vicinity of the Project. It includes descriptions of the existing roadway network, intersection operating conditions, freeway operating conditions, transit network and service, bicycle and pedestrian circulation, and parking supply and occupancy.

2.1 ELEMENTS OF ANALYSIS

This study examines Existing conditions related to the following transportation elements:

- Intersection and Operations – operations at key intersections providing access to and through the study area;
- Transit Service – local and regional transit operations into and within the study area;
- Pedestrian Circulation – qualitative assessment of conditions into and within the study area;
- Bicycle Circulation – qualitative assessment of conditions into and within the study area; and
- Parking Conditions – characterization of supply throughout the study area.

2.2 ROADWAY FACILITIES

This section describes the regional and local roadway system in the study area. The primary roadways used to access the Project include Paradise Drive, U.S. Highway 101, Tamalpais Drive, and San Clemente Drive. The Project would have three driveways located along Paradise Drive.

2.2.1 Regional Access

U.S. Highway 101 (U.S. 101) provides the primary regional access to the Project and runs north-south through the study area. U.S. 101 connects Marin and Sonoma counties with San Francisco to the south. U.S. 101 also provides access to other regional roadways, including I-580 to the North of the project site. Vehicles approaching from US-101 northbound or southbound would reach the site via their respective freeway off-ramps, then by turning onto eastbound Tamalpais Drive and turning right onto southbound Paradise Drive. Visitors approaching from the east (i.e. Paradise Drive) would reach the site via northbound Paradise Drive. With the proposed right-out turning restriction in place at the Project driveways on Paradise Drive, drivers exiting the project site would reach the US-101 ramps by proceeding southbound on Paradise Drive, then turning left onto northbound San Clemente Drive, then left onto westbound Tamalpais Drive. This route translates into a travel distance of 0.8 miles, or approximately 3 minutes, from the project site to the US-101 northbound on-ramp; and a distance of 1.0 miles, or approximately 4 minutes, from the project site to

the US-101 southbound on-ramp. Within the study area, U.S. 101 is generally four lanes in each direction, including three mixed-flow lanes and one high occupancy vehicle (HOV) lane.

2.2.2 Local Access

Paradise Drive is a north-south running local street on the east side of U.S. 101 south of Tamalpais Drive. Along the Project site, Paradise Drive is one lane in each direction. Paradise Drive connects vehicles traveling from U.S. 101 to the Project. However, vehicles traveling northbound on Paradise Drive are not able to directly access the U.S. 101 on-ramps due to a forced right turn onto Tamalpais Drive. South of the Project, Paradise Drive connects to San Clemente Drive, and east of this intersection Paradise Drive runs east-west.

Tamalpais Drive is a four-lane east-west minor arterial street located north of the Project with two travel lanes in each direction. The Tamalpais Drive / U.S. 101 interchange provides the primary freeway access to the Project. East of San Clemente Drive, Tamalpais Drive becomes Redwood Highway. West of the U.S. 101 interchange, Tamalpais Drive provides access to the residential neighborhoods in Corte Madera. There are sidewalks on both sides of Tamalpais Drive West of the U.S. 101 southbound off-ramp. East of the southbound off-ramp, there is a sidewalk on the south side of Tamalpais Drive over the U.S. 101 overcrossing.

San Clemente Drive is a north-south minor arterial street with two travel lanes in each direction. Tamalpais Drive connects to the residential neighborhoods to the southeast of the Project site. San Clemente Drive connects with and becomes Paradise Drive approximately 2,500 feet south of its intersection with Tamalpais Drive. There are sidewalks on the east and west side of the street from Tamalpais Drive to Paradise Drive.

2.3 INTERSECTION OPERATIONS

This report evaluates intersection operating conditions during the weekday PM (4:00 PM to 6:00 PM) and Mid-Afternoon (2:00 PM – 4:00 PM) peak periods. A detailed discussion about the selection of these two time periods for analysis is provided in Section 4.1. Intersections, not corridors, usually form the critical capacity constraints on roadways. Therefore, most transportation analyses examine intersection operations as a measure of overall roadway conditions. The following six study area intersections were selected for analysis, through consultation with the Town of Corte Madera staff, given their location along routes where a significant number of project trips would be added.

1. Tamalpais Drive / Redwood Highway / San Clemente Drive
2. Tamalpais Drive / Northbound US-101 Ramps
3. Tamalpais Drive / Southbound US-101 Ramps

4. Tamalpais Drive / Town Center Entrance
5. Tamalpais Drive / Madera Boulevard
6. Paradise Drive / San Clemente Drive

Intersection operating conditions were evaluated for all six study intersections for the weekday PM and Mid-Afternoon peak periods.

2.3.1 Methodology

The operating characteristics of study intersections are evaluated using the metric of Level of Service ("LOS"). LOS is a qualitative description of driver comfort and convenience. Most often, an intersection's average delay per vehicle is used as a quantitative proxy for LOS. Intersection levels of service range from LOS A, which indicates free flow or excellent vehicle flow conditions with short delays, to LOS F, which indicates congested or overloaded vehicle flow conditions with extremely long delays. For this project, LOS A through D are considered acceptable, and LOS E and LOS F are considered unsatisfactory service levels. The intersections were evaluated using the methodology described in the *2010 Highway Capacity Manual* (HCM).

Traffic operations at signalized intersections are evaluated using the LOS method described in Chapter 16 of the HCM. A signalized intersection's LOS is based on the weighted average control delay measured in seconds per vehicle and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration. **Table 1** summarizes the relationship between the control delay and LOS for signalized intersections.

In November 2017, the Governor's Office of Planning and Research (OPR) released proposed CEQA guidelines implementing Senate Bill (SB) 743 passed in 2013. SB 743, codified as Public Resources Code Section 21099, requires OPR to amend the CEQA Guidelines to provide an alternative to Level of Service (LOS) for evaluating transportation impacts. This transportation assessment uses LOS as a transportation impact metric because the proposed OPR CEQA guideline has yet to be adopted by the California Natural Resources Agency or the Transportation Authority of Marin (TAM), which is currently preparing guidelines for Marin jurisdictions.

TABLE 1: SIGNALIZED INTERSECTION LEVEL OF SERVICE CRITERIA

Level of Service	Description	Average Control Delay (seconds per vehicle)
A	Operations with very low delay occurring with favorable traffic signal progression and/or short cycle lengths.	< 10
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10 to 20
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20 to 35
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35 to 55
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55 to 80
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80

Source: *Highway Capacity Manual, Transportation Research Board, 2010.*

2.3.2 Intersection Operation Results

Existing traffic volumes were collected during the weekday PM and Mid-Afternoon periods for the six study intersections in May 2017 and February 2018 during typical conditions when local schools were in session. Traffic volume and intersection turning movement count summary sheets are provided in **Appendix A**. Intersection peak hour turning movements are shown in **Figure 2-1**.

LOS was calculated at each study intersection for the weekday PM and Mid-Afternoon peak hours. **Table 2** presents the existing LOS and corresponding delay at each study intersection. As shown in the table, all study intersections currently operate at LOS C or better during the PM and Mid-Afternoon peak hours. The highest delay occurs at Tamalpais Drive/Madera Boulevard with 36 seconds of average intersection delay during the Mid-Afternoon peak hour. Detailed LOS analysis results are provided in **Appendix B**.

PC Attachment 1

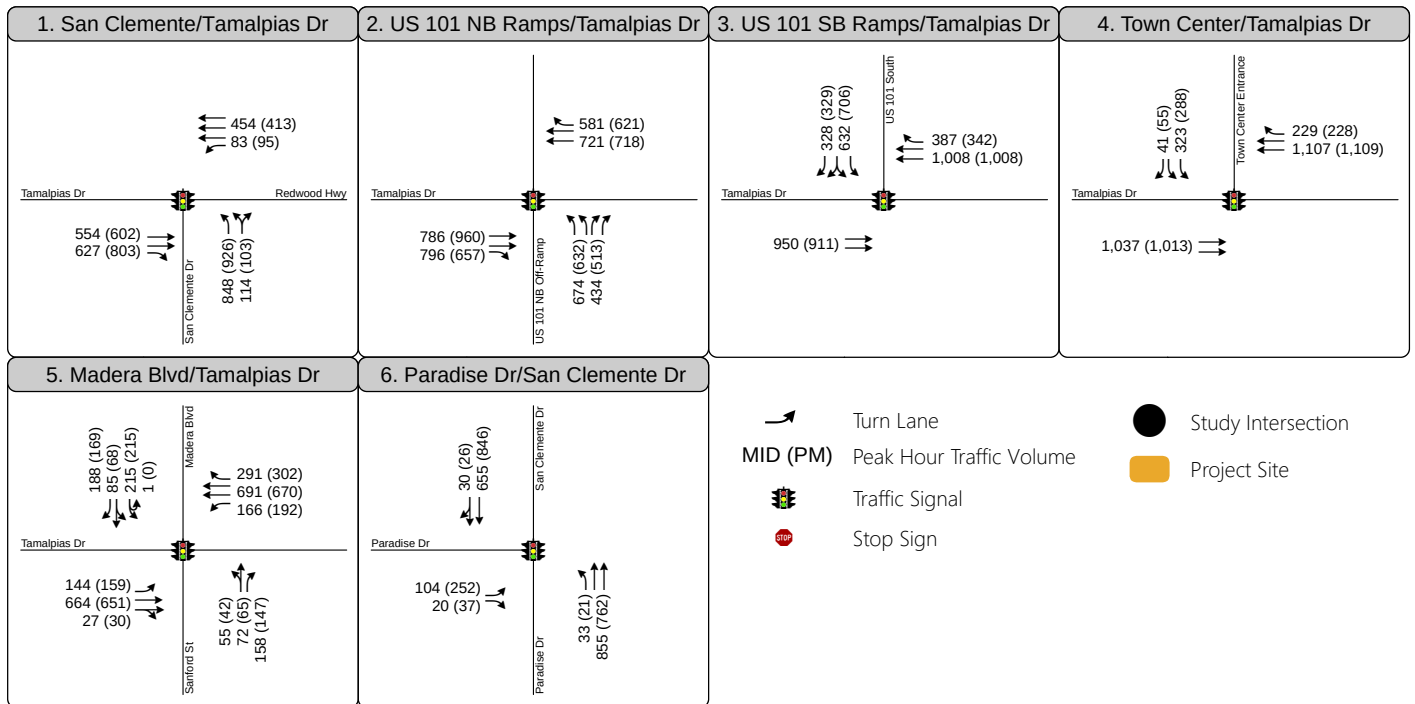
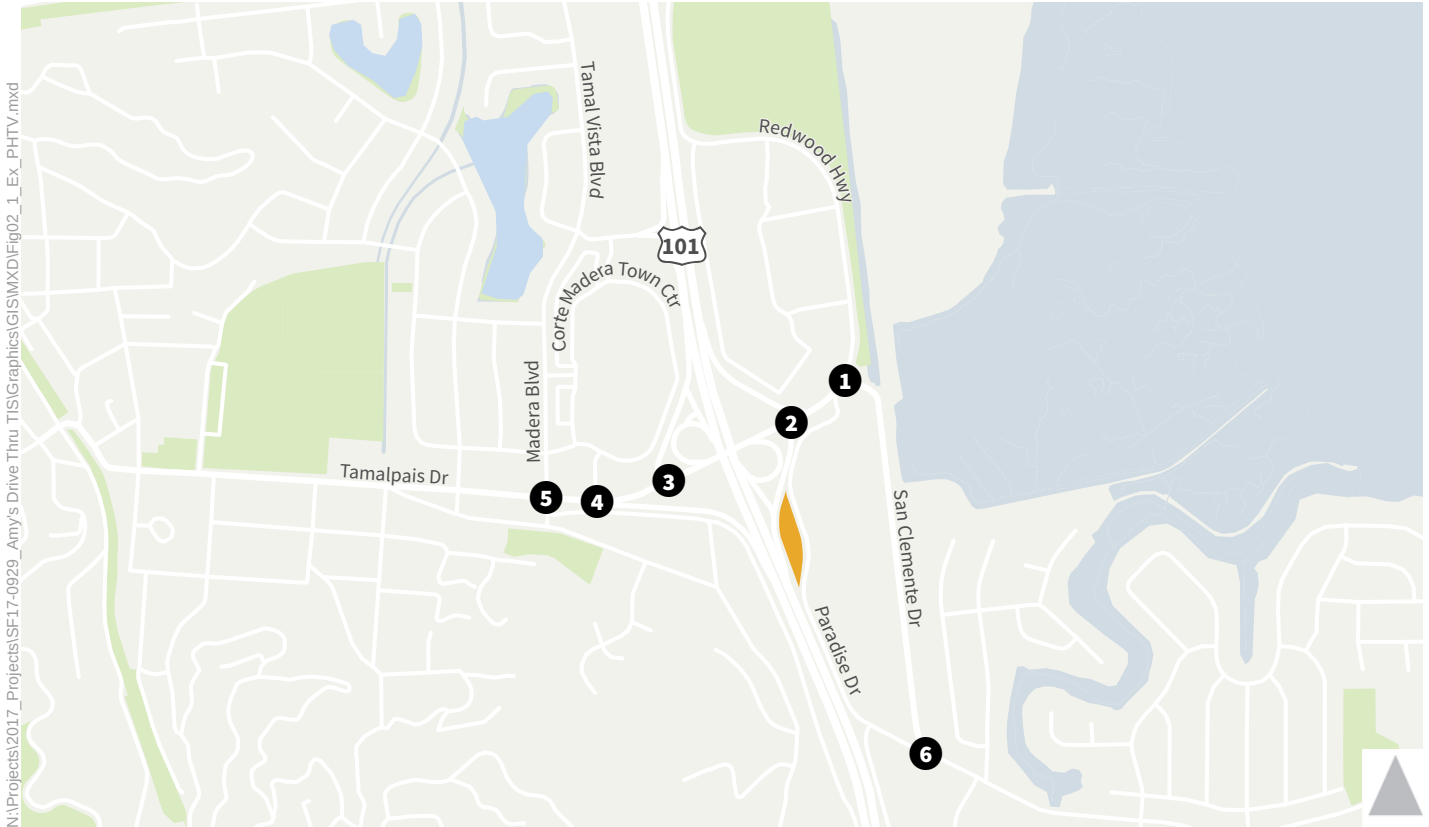


Figure 2 - 1

Peak Hour Traffic Volumes
and Lane Configurations -
Existing Conditions



TABLE 2: EXISTING INTERSECTION LOS AND DELAY

Intersection	Intersection Control	Mid-Afternoon Peak Hour		PM Peak Hour	
		Delay ¹	LOS ¹	Delay ¹	LOS ¹
1. San Clemente Drive / Tamalpais Drive / Redwood Highway	Signal	15	B	19	B
2. Tamalpais Drive / U.S. 101 Northbound Ramps	Signal	15	B	14	B
3. Tamalpais Drive / U.S. 101 Southbound Ramps	Signal	13	B	16	B
4. Tamalpais Drive / Town Center Drive	Signal	10	B	10	A
5. Tamalpais Drive / Madera Boulevard	Signal	36	D	33	C
6. Paradise Drive / San Clemente Drive	Signal	< 10	A	< 10	A

Notes:

Bold indicates LOS E or F operations

1. Delay reported as seconds per vehicle. For all intersections, a combined weighted average delay for the various movements within the intersection is reported based on the methodology in the Highway Capacity Manual 2010. This is consistent with the Town of Corte Madera's guidance for reporting intersection LOS results from the General Plan.

Sources: Fehr & Peers, 2017, *Highway Capacity Manual 2010*, *Transportation Research Board*

2.4 FREEWAY OPERATIONS

Based on guidance from the *2015 Congestion Management Program (CMP) Update* published by the Transportation Authority of Marin (TAM), projects that generate more than 100 peak hour trips must conduct a freeway analysis as part of the operations analysis. Though the Proposed Project generates 168 PM peak hour trips, freeway operations do not need to be analyzed given the high portion of pass-by trips generated. Given that the Project location is adjacent to the U.S. 101 and the nature of fast-food restaurant trips, approximately 50 percent of trips generated would be considered "diverted linked" trips that are already making their primary trip on U.S. 101 and would divert to the project site via the U.S. 101/Tamalpais Drive interchange. As such, the proposed project would add approximately 80-90 peak hour vehicle trips to U.S. 101 and a freeway analysis is not required under the TAM CMP.

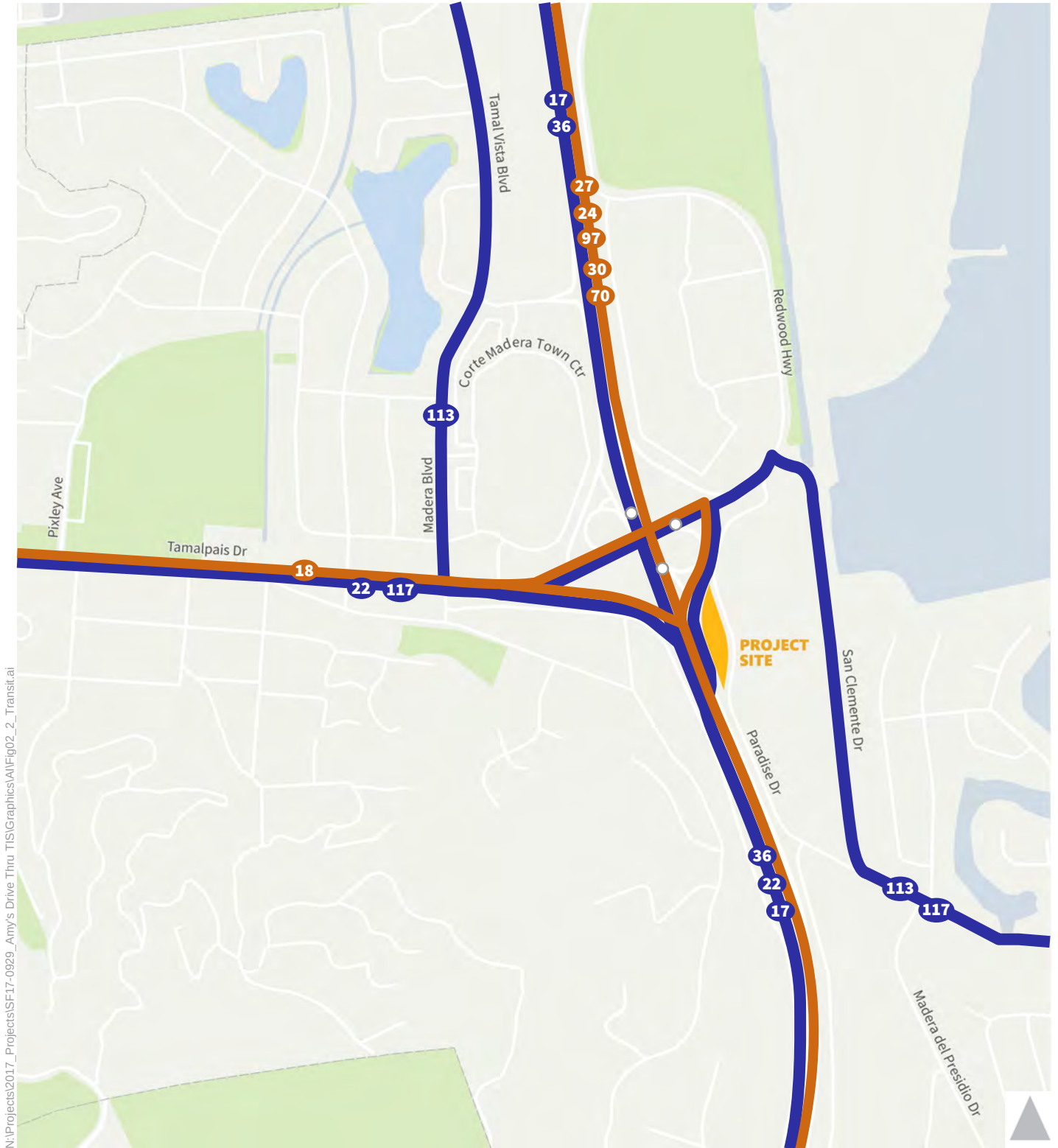
2.5 TRANSIT SERVICE

shows the transit service available within the study area. **Table** below summarizes transit service in the study area, while the remainder of this section provides detail about the two main transit operators in the area: Marin Transit and Golden Gate Transit.

The project site is near three transit stops: two bus stops at the ramps along US-101 (at Tamalpais Drive), and a local stop on the north side of Tamalpais Drive. The northbound and southbound US 101 bus pads are served by routes 17, 24, 27, 30, and 70. The local stop on Tamalpais Drive is served by routes 18 and 22. These bus stops can be reached by walking approximately 0.4 to 0.5 miles along Paradise Drive, Tamalpais Drive, and dedicated pedestrian paths to the bus pads. Additional details on the transit routes is provided in the table below and the following text.

TABLE 3: TRANSIT SERVICE SUMMARY				
Line	Major Destinations	Nearest Stop to the Project	Weekday Operations	
			Hours of Operation	Frequency
Marin Transit				
17	Sausalito – Mill Valley – San Rafael	Tamalpais Drive / U.S. 101 northbound off-ramp	5:30 AM – 11:25 PM	30/60 minutes
22	San Rafael – Marin City	Tamalpais Drive / Paradise Drive / U.S. 101 Overpass	5:32 AM – 11:55 PM	30/60 minutes
36	Canal – San Rafael – Marin City	Tamalpais Drive / U.S. 101 northbound off-ramp	6:53 AM – 5:54 PM	30 minutes
Golden Gate Transit				
18	College of Marin – San Francisco	Tamalpais Drive / Paradise Drive / U.S. 101 Overpass	6:00 AM – 9:30 AM 4:00 PM – 8:00 PM	15/30 minutes
24	Fairfax (Manor) – San Francisco	Tamalpais Drive / U.S. 101 northbound off-ramp	4:30 AM – 10 AM 2:30 PM – 8:30 PM	15/30 minutes
27	San Anselmo – San Francisco	Tamalpais Drive / U.S. 101 northbound off-ramp	4:30 AM – 11:45 AM 12:15 PM – 7:45 PM	15/30 minutes
30	San Rafael – San Francisco	Tamalpais Drive / U.S. 101 northbound off-ramp	4 AM – 2 AM	60 minutes
70	Novato – San Rafael – San Francisco	Tamalpais Drive / U.S. 101 northbound off-ramp	4 AM – 12 AM	60 minutes

Source: Golden Gate Transit and Marin Transit, 2018



- Bus Stop
- Golden Gate Transit Commute Routes (18, 24, 27, 97, 30, 70)
- Marin Transit Routes (17, 36, 22, 113, 117)
- Project Site

Figure 2 - 2
Transit Service



2.5.1 Local Transit Service

Marin Transit provides local bus service within Marin County. **Table** describes the service provided through Marin Transit within the Project study area. Bus service within vicinity of the Project is provided through Route 22, which runs along Tamalpais Drive West of San Clemente Drive, and Routes 17 and 36, which run along U.S. 101. Route 17 is a local route that carries the highest ridership of these transit lines, with approximately 900 daily riders while route 22, another local route, serves approximately 800 daily riders. Route 36 is an urban trunk line that serves approximately 400 daily riders. There are bus stop locations on the arterial street Tamalpais Drive / Paradise Drive / U.S. 101 Overpass and Tamalpais Drive / Madera Boulevard. There are two bus stops serving U.S. 101 located at Tamalpais Drive / U.S. 101 southbound on-ramp and Tamalpais Drive / U.S. 101 northbound off-ramp.

2.5.2 Regional Transit Service

Golden Gate Transit is the primary regional transit provider within Marin and Sonoma Counties. Golden Gate Transit provides extensive bus service to the San Rafael Transit Center in Downtown San Rafael from Marin and Sonoma counties, San Francisco, and Contra Costa County. Commute route 18 provides service to San Francisco on weekdays with bus stop locations along Tamalpais Drive shared with Marin transit. Commute routes 24 and 27 as well as regional routes 30 and 70 provide service to San Francisco on weekdays with bus stop locations along U.S. 101 located at Tamalpais Drive / U.S. 101 southbound on-ramp, Tamalpais Drive / U.S. 101 northbound off-ramp, Lucky Drive / U.S. 101 on-ramp and Lucky Drive / U.S. 101 off-ramp. Route 70 serves the highest ridership of all routes serviced by Golden Gate Transit, with approximately 2,400 riders per day.

Golden Gate also provides ferry service between Larkspur and San Francisco. The Larkspur ferry terminal is located to the North of the Project and is accessible via U.S. 101. Service operates with 30 minute headways during the AM and PM peak periods.

2.6 PEDESTRIAN CIRCULATION

Pedestrians would access the site via the sidewalk adjacent to the site, along the west side of Paradise Drive. A 5-foot-wide sidewalk is currently present at this location. However, the sidewalk is not continuous or connected to the north or south of the project site; rather, the sidewalk ends approximately 400 feet to the north and 250 feet south of the proposed building. There is no available right of way, nor are there destinations to feasibly extend the sidewalk to the north or south. There is a continuous sidewalk along the east side of Paradise Drive. There are currently no crosswalks across Paradise Drive.

Tamalpais Drive has sidewalks on both sides of the street west of the U.S. 101 southbound ramps. Between the U.S. 101 northbound on-ramp and U.S. 101 southbound off-ramp, there is a sidewalk on the south side of Tamalpais Drive for pedestrians crossing over U.S. 101. At the U.S. 101 northbound on-ramp, the sidewalk merges into a pathway that brings pedestrians down from the overcrossing, and provides access to the southern crosswalk at Tamalpais Drive / U.S. 101 northbound off-ramp. Between San Clemente Drive and the U.S. 101 northbound off-ramp there is a sidewalk on the north side of Tamalpais Drive that allows pedestrian circulation from the bus stop near the Tamalpais Drive / U.S. 101 northbound ramp intersection. There are no north-south crosswalks on Tamalpais Drive between the U.S. 101 Southbound off-ramp and San Clemente Drive on the U.S. 101 overcrossing.

2.7 BICYCLE CIRCULATION

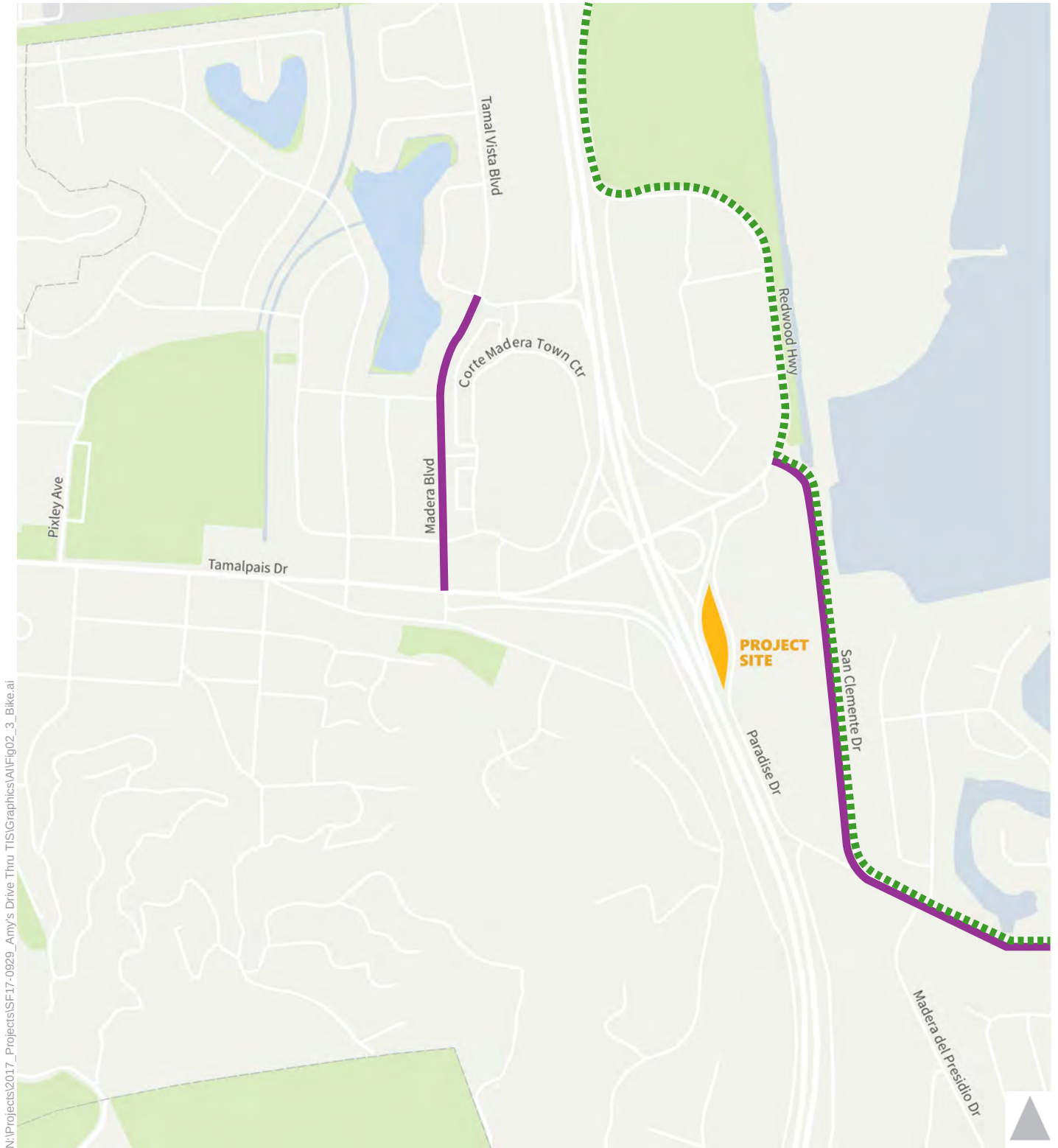
Bicycle facilities consist of bicycle paths, bicycle lanes, bicycle routes, and separated bikeways.

- Class I (Shared Use Bicycle Path): These facilities provide a dedicated area for bicyclists on a paved right-of-way completely separated from any street or highway. It is usually shared with pedestrians and other active transportation users.
- Class II (Bicycle Lanes): These facilities provide a dedicated area of bicyclists within the paved street width through the use of striping and appropriate signage.
- Class III (Bicycle Routes): These facilities are provide shared use with motor vehicle traffic. The street is designated as a bicycle route through the use of signage informing drivers to expect bicyclists.
- Class IV (Separated Bikeways or Cycle Tracks): These facilities are for the exclusive use of bicycles and requires a vertical element that separates the bikeway and adjacent vehicular traffic.

Figure 2-3 shows the bicycle facilities within the study area. Currently there are designated Class I shared use bicycle paths along Redwood Highway and San Clemente. The Sandra Marker Trail is a shared use trail located on the east side of Redwood Highway begins South of Wornum Drive and ends at San Clemente Drive. At the intersection of Redwood Highway and San Clemente Drive, the shared use path continues on the east side of San Clemente Drive to Paradise Drive.

Class II bicycle lanes are provided along segments of Redwood Highway, Madera Boulevard, and San Clemente Boulevard. On Madera Boulevard there are north-south bicycle lanes along the east and west side from Council Crest Drive to Tamalpais Drive. On San Clemente Boulevard there are north-south bicycle lanes from Tamalpais Drive to Paradise Drive, in addition to the shared-use path to the east side of the street.

There are no Class III bicycle routes or Class IV cycle tracks within the study area.



- Class I (Shared-Use Path)
- Bike Class II (Bicycle Lane)
- Project Site

Figure 2 - 3
Bicycle Facilities

3 REGULATORY FRAMEWORK

This section describes the relevant state, regional, and local agencies with operations in the Town of Corte Madera and their associated transportation-related policies that could apply to Project-related transportation issues.

3.1 STATE

The **California Department of Transportation** (Caltrans) operates and maintains U.S. Highway 101 and has jurisdiction over the freeway and the on and off-ramp intersections and interchanges that access this regional facility, which includes the freeway segments and intersections studied in the TIS. U.S. 101 provides regional access to the Town of Corte Madera and the neighboring cities within Marin County. Additionally, the Caltrans Division of Planning has four major functions including the Office of Advance Planning, Regional Planning/Metropolitan Planning Organization, Local Assistance/IGR/CEQA, and System Planning Public Transportation.

3.2 MARIN COUNTY

The **Transportation Authority of Marin** (TAM) is designated as the Marin Congestion Management Agency (CMA), to address Marin's unique transportation issues and to fulfill the legislative requirements of Propositions 111 and 116, approved in June 1990. The agency was created for the purpose of administering the Measure A sales tax program. The Authority is responsible for programming funding for all transportation programs in Marin County. The TAM Board includes representatives from each city and town in Marin County, plus the five members of the Board of Supervisors.

3.3 TOWN OF CORTE MADERA

The **Town of Corte Madera** has jurisdiction over all Town streets, Town-operated traffic signals, and public rights of way. The Town's General Plan contains a Circulation Element that has several transportation-related policies and implementation programs that are applicable to the Proposed Project.

3.3.1 Intersections

The Town's General Plan specifies the following Policy and Implementation Program related to traffic operations at intersections:

- Policy CIR-1.2: Ensure that current Levels of Service at intersections are maintained when considering new development within Corte Madera
 - o Implementation Program CIR-1.1.a: Level of Service Standards: Ensure that current Levels of Service (LOS) at intersections are maintained at LOS D or better operation during the evening peak periods at intersections of an arterial street with either another arterial or a collector street and intersections of two collector streets. For all types of controls the LOS standard is to be applied to the average operation of the intersection, and not that for any single movement or approach. Exceptions to meeting this standard include:
 1. Stop-controlled minor street approaches to either collector or arterial streets, where safety shall be the primary consideration;
 2. Locations where the Town Engineer deems improvement to be technically, financially, or environmentally infeasible;
 3. Conditions where the improvement would result in significant adverse impacts to other travel modes, including walking, bicycling, or transit; or
 4. Locations where attainment would ensure the loss of an area's unique character.

3.3.2 Transit

The Town's General Plan specifies the following Policy and Implementation Program related to transit service:

- Policy CIR-1.8: Support investment in local and regional transit and transportation plans that provide alternatives to automobile-intensive transportation programs through CIP actions
 - o Implementation Program CIR-1.8.a: Regional Transit: Partner with regional transportation agencies and transit providers to create programs aimed at reducing vehicle miles traveled (VMT) in the Town and region. These programs may include the provision of additional transit options, reviving fixed rail service within the County, carpooling programs, partnerships with employers to support variable work hours, transit passes, and programs aimed at altering travel behavior

3.3.3 Pedestrians

The Town's General Plan specifies the following Policies and Implementation Programs related to pedestrians:

- Policy CIR-1.6: Assure the adequacy and availability of the circulation system for all persons by implementing the Americans with Disabilities Act
 - o Implementation Program CIR-1.6.a: Barrier Removal. Remove barriers on sidewalks and at street crossings as identified and prioritized in the Town of Corte Madera ADA Barrier Removal Implementation Plan.

- o Implementation Program CIR-1.6.b: Barrier Free Design. Continue to design roadway intersection, and sidewalk projects to assure accessibility for all persons, consistent with Americans with Disabilities Act
- Policy CIR-3.5: Emphasize use of pedestrian pathways and sidewalks as an integral part of the Town's circulation system
 - o Implementation Program CIR-3.5.a: Sidewalk Design: Design new and replacement sidewalks to increase pedestrian safety, use, and aesthetics
 - o Implementation Program CIR-3.5.c: Sidewalk Repairs. Require property owners to pay their fair share of costs for repairing existing sidewalks

3.3.4 Parking

The Town's General Plan specifies the following Policies and Implementation Programs related to parking:

- Policy CIR-6.1: Require parking to meet the needs of existing and planned uses
 - o Implementation Program CIR-6.1.a: Off-Street Parking. Through the design review process and appropriate update to the Zoning Ordinance, require all new development to provide sufficient off-street parking. The Zoning Ordinance parking standards shall recognize reduced on-site parking requirement when development includes mixed-uses with offset peak hour parking, and provisions for alternative transportation modes

3.3.5 Bicycle Plan

The Town's Bicycle Plan (adopted July 2016) establishes the Town's vision for a network of bicycle and pedestrian facilities to encourage bicycling and walking as viable modes of travel around the Town. The Plan identifies specific improvement projects around the Town to improve the walking and bicycling environment.

4 TRAVEL DEMAND ANALYSIS

This section describes the time periods selected for analysis, the vehicle travel demand that would be generated by the Proposed Project, and how the Project trips would be distributed throughout the study area intersections. The travel demand associated with the Proposed Project was estimated using a three-step process: trip generation, trip distribution, and trip assignment.

4.1 STUDY TIME PERIODS

Transportation impact studies typically evaluate the peak hours for weekday traffic conditions during morning (7:00 – 9:00 AM) and evening (4:00 – 6:00 PM) time periods as those peak hours represent the highest level of traffic when looking at the combination of added project traffic and existing/background traffic. Fast food and restaurant land uses have different travel profiles than residential or office uses that have peak traffic generation during weekday AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM) peak hours. Fast food restaurants generate substantially fewer trips during the weekday AM peak period as most stores don't open until mid-morning. The proposed Amy's Drive Thru will not open to customers until 9 AM or later, thus the majority of Project trips will be outside of the AM (7:00 – 9:00 AM) period. Peak traffic generation for fast food restaurants occur during the weekday PM (4:00 PM – 6:00 PM) and mid-day (12:00 PM – 2:00 PM) periods. On weekdays, traffic volumes in Corte Madera are highest during the weekday PM commute period (4:00 – 6:00 PM) but also are very high during the mid-afternoon period (2:00-4:00 PM) when schools are letting out for the day.

An assessment was conducted to determine which time period(s) should be evaluated in the traffic study. To inform the decision, traffic counts were conducted at all six study intersections during the following time periods:

- Weekday PM Peak Hour (highest hour between 4:00 – 6:00 PM)
- Weekday Mid-Afternoon Peak Hour (highest hour between 2:00 – 4:00 PM)
- Weekday AM Peak Hour (highest hour between 7:00 AM – 9:00 AM)

Intersection volumes during the three time periods are presented in **Table 4**. Compared to the weekday PM period, the AM period generates ten percent fewer trips network wide. When isolating individual intersections, this decrease in traffic volumes ranges from one percent to 29 percent with the exception of Paradise Drive / San Clemente Drive. This intersection experiences higher volume during the AM peak period, which is likely due to the residential and office land uses surrounding the intersection. Compared to the weekday Mid-Afternoon period, the AM period generates nine percent fewer trips network wide. On an isolated intersection level, this decrease ranges from five to 26 percent. Similar to the PM period, the

Paradise Drive / San Clemente Drive location is higher in the AM peak than the Mid-Afternoon peak. Therefore based on this assessment, the Mid-Afternoon and PM periods were selected for analysis because of higher network vehicle volumes as well as higher trip generation for fast food restaurants.

TABLE 4: INTERSECIION VOLUME COMPARISON BY TIME PERIOD

Intersection	Weekday AM Volume	Weekday Mid- Afternoon Volume	Weekday PM Peak Hour	AM and PM Difference	AM and PM Percentage Difference
1. San Clemente Drive / Tamalpais Drive / Redwood Highway	1,496	2,032	2,116	-620	-29%
2. Tamalpais Drive / U.S. 101 Northbound Ramps	3,413	3,989	4,081	-668	-16%
3. Tamalpais Drive / U.S. 101 Southbound Ramps	3,372	3,702	3,552	-180	-5%
4. Tamalpais Drive / Town Center Drive	2,338	2,723	2,373	-35	-1%
5. Tamalpais Drive / Madera Boulevard	2,438	2,488	2,663	-225	-8%
6. Paradise Drive / San Clemente Drive	2,246	1,755	1,944	+302	16%

Sources: Fehr & Peers, 2018

Intersection count data for all three time periods is provided in **Appendix A**.

4.2 TRIP GENERATION

Trip generation refers to the process of estimating the amount of new vehicle trips that a project would add to the surrounding roadway system. Alternative sources for trip generation rates for different land use types include either using rates identified in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition (2017)* that is based on travel collected on a national basis or collecting localized trip generation data for land use types that are not represented well in the ITE database.

For the purposes of this study, locally derived empirical trip generation rates were used instead of rates provided by ITE or Urban Land Institute (ULI) for the following reasons.

- Specialty nature of the foods offered at Amy's Drive Thru
- ITE does not provide data for fast-food restaurants for the weekday mid-afternoon period, one of two time periods evaluated in this study

ITE recommends using observed local data, when available, to better account for unique local conditions that are not necessarily captured in their nation-wide averages. In addition, empirical data can be used to derive rates for any analysis period, whereas the data sources in ITE Trip Generation are largely focused on the weekday AM and PM peak hours.

For this study, driveway volume and drive-thru queue data were collected at the Rohnert Park Amy's Drive Thru location during the weekday mid-afternoon and PM peak periods on February 27, 2018 and May 24, 2017, respectively. These driveway counts were used to develop an empirical trip generation rate per thousand square feet of gross floor area and compared to ITE rates. The Rohnert Park Amy's Drive Thru location has a gross floor area of 4,200 square feet, which is comparable to the Project's proposed size of 4,125 square feet. The Rohnert Park location also provides approximately 5,500 square feet of outdoor seating area compared to the 3,000 square feet proposed by the Project. Both restaurant sites are located adjacent to U.S. 101, one in Sonoma County and the proposed project in Marin County.

Table 5 shows trip generation estimates for the Proposed Project using the empirical trip generation rate. The analysis presented in this memorandum is based on 4,125 square feet of gross floor area, which is expected to generate an estimated 173 external vehicle trips in the mid-afternoon peak hour and an estimated 168 external vehicle trips during the PM peak hour.

TABLE 5: PROJECT TRIP GENERATION							
Land Use	Gross Floor Area (square feet)	Weekday Mid-Afternoon Peak Hour ¹			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
Rohnert Park Amy's Drive Thru	4,200	75	101	176	89	82	171
Corte Madera Amy's Drive Thru	4,125	74	99	173	87	81	168

Notes:

1. In and out split during this period deviates from 50/50 as visitors from the typical lunch hours of 12 – 2 PM are included in the "out" count when they exit during the 2 – 4 PM period

Source: Fehr & Peers, 2018

4.3 TRIP DISTRIBUTION

Trip distribution is defined as the directions that vehicles would use to arrive and depart from the Proposed Project. This distribution estimate is based on the locations of major residential areas, sources of potential restaurant customers, our experience with similar land uses, the ITE published average pass-by rate of 49 percent for fast food restaurants with drive through, and discussion with Town staff. **Figure 4-1** provides the distribution to and from locations along US-101, Tamalpais Drive, San Clemente Drive, and Lucky Drive. As shown on **Figure 4-1**, the majority of Project trips are assumed to come from regional origins/destinations via US 101. Approximately 30 percent of Project trips are expected to access the Project site locally. These trips would use local roadways such as Paradise Drive and Tamalpais Drive without traveling on the freeway. **Figure 4-2** provides the Project trip assignment to the study intersections.



Figure 4 - 1

Estimated Project Trip Distribution



PC Attachment 1

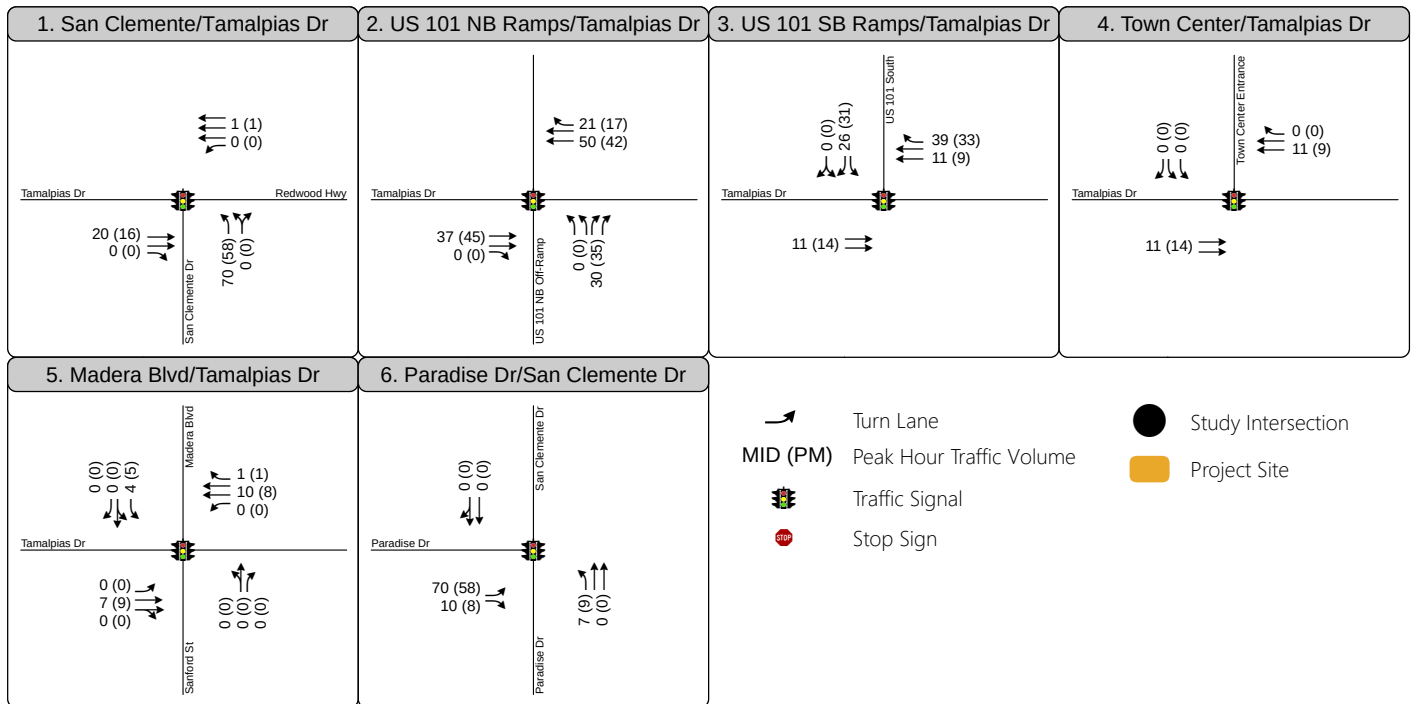
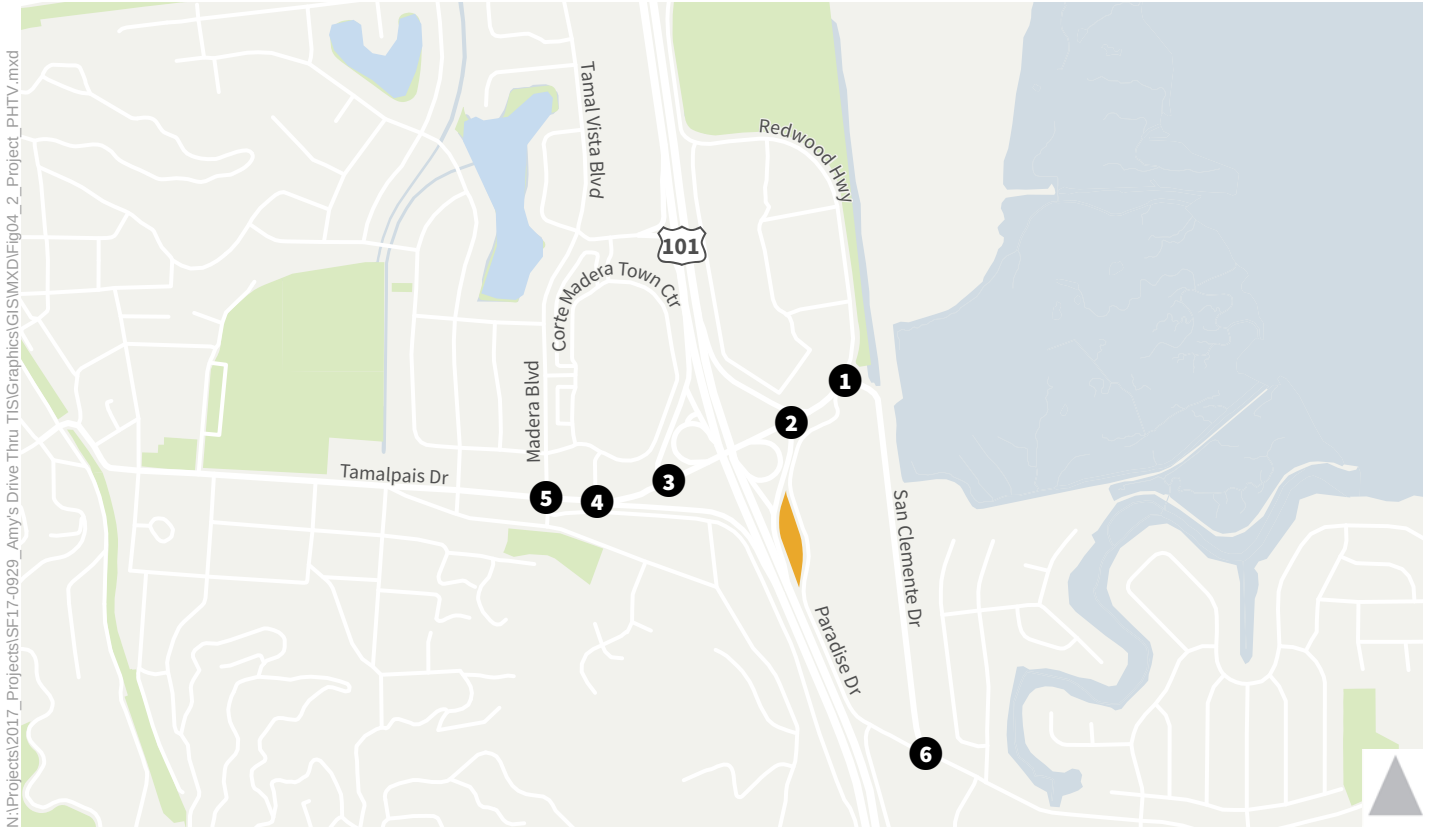


Figure 4 - 2

Peak Hour Traffic Volumes
and Lane Configurations -
Project Trip Assignment



5 SIGNIFICANCE CRITERIA

The State CEQA Guidelines state that a project will result in a significant transportation and circulation impact if it causes an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. For the purpose of this Transportation Impact Study, impacts are considered to be significant if the following could result from the implementation of the Proposed Project:

1. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the V/C ratio for freeways, or congestion at intersections);
2. Exceed the level of service (LOS) standard established by the county congestion management agency, Town of Corte Madera, or City of Larkspur for designated roads or highways;
3. Result in a significant unanticipated increase in transit ridership or result in development that is inaccessible to transit riders;
4. Disrupt existing pedestrian facilities, interfere with planned pedestrian facilities, or create inconsistencies with adopted pedestrian system plans, guidelines, policies or standards;
5. Disrupt existing bicycle facilities, interfere with planned bicycle facilities, conflict or create inconsistencies with adopted bicycle system plans, guidelines, policies or standards, or not provide secure and safe bicycle parking in adequate proportion to anticipated demand;
6. Result in a change in air traffic patterns, including either an increase in air traffic levels or a change in location that results in substantial safety risks;
7. Substantially increase hazards due to a design feature (i.e., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
8. Result in inadequate emergency access;
9. Conflict with adopted policies, plans, or programs supporting alternative transportation;
10. Construction activity results in substantial interference with pedestrian, bicycle, or vehicle circulation and accessibility to adjoining areas, thereby resulting in potential hazardous conditions, given consideration of the project site location and other relevant project characteristics.

Based on the 2009 Town of Corte Madera General Plan, the following are the significance thresholds used to assess whether the Proposed Project would result in significant impacts to the transportation network

under the California Environmental Quality Act (CEQA). These criteria are organized by transportation mode to facilitate the transportation impact analysis.

5.1 TRAFFIC

5.1.1 Intersections

Based on Implementation Program CIR-1.1.a of the General Plan, the Project would have a significant impact to intersection operations in Corte Madera if the intersection's level of service deteriorates from LOS D or better to LOS E or F.

5.2 TRANSIT

Based on Policy CIR-1.8 of the General Plan, a transit impact is considered significant if it would result in a significant unanticipated increase in transit patronage or result in development that is inaccessible to transit riders. A development is typically considered inaccessible if the distance required to walk between the site and the nearest transit stop is substantially longer than the common standard for desirable walking distance of ¼ mile, taking into account barriers or obstructions.

5.3 PEDESTRIANS

Based on Policy CIR-1.6 and CIR-3.5 of the General Plan, a pedestrian impact is considered significant if it would disrupt existing pedestrian facilities, interfere with planned pedestrian facilities, or create inconsistencies with adopted pedestrian system plans, guidelines, policies or standards.

5.4 BICYCLES

A bicycle impact is considered significant if it would disrupt existing bicycle facilities, interfere with planned bicycle facilities, conflict or create inconsistencies with adopted bicycle system plans, guidelines, policies or standards, or not provide secure and safe bicycle parking in adequate proportion to anticipated demand.

5.5 EMERGENCY ACCESS

An emergency vehicle access impact is considered to be significant if the proposed project would provide inadequate design features to accommodate emergency vehicle access and circulation.

6 EXISTING PLUS PROJECT CONDITIONS

This chapter evaluates potential traffic impacts under Existing plus Project conditions. **Figure 6-1** presents the project trips described in Section 4 were added to existing traffic counts to produce Existing plus Project intersection turning movement volumes. The Project would result in **less-than-significant** impacts under intersection, transit, pedestrian, and bicycle, emergency access, and construction conditions.

6.1 INTERSECTION IMPACTS

Existing plus Project conditions were evaluated using the significance criteria described in Chapter 5. As shown in **Table 6**, all six intersections would operate at LOS D or better during the PM and Mid-Afternoon peak periods. Therefore, the Project's impact on the study intersections would be considered **less-than-significant** for both the PM and Mid-Afternoon peak periods based on the thresholds of significance described in Chapter 5. All six intersections experience a minor increase in delay during both time periods. The intersection of Tamalpais Drive / Madera Boulevard experiences the highest delay of the six study intersections. Detailed intersection report sheets are provided in **Appendix B**.

TABLE 6: EXISTING PLUS PROJECT INTERSECTION LOS AND DELAY

Intersection	Time Period	Existing		Existing Plus Project	
		Delay ¹	LOS ¹	Delay ¹	LOS ¹
1. San Clemente Drive / Tamalpais Drive / Redwood Highway	Mid-Afternoon PM	15	B	17	B
		19	B	20	C
2. Tamalpais Drive / U.S. 101 Northbound Ramps	Mid-Afternoon PM	15	B	16	B
		14	B	15	B
3. Tamalpais Drive / U.S. 101 Southbound Ramps	Mid-Afternoon PM	13	B	15	B
		16	B	18	B
4. Tamalpais Drive / Town Center Drive	Mid-Afternoon PM	10	B	12	B
		10	A	13	B
5. Tamalpais Drive / Madera Boulevard	Mid-Afternoon PM	36	D	36	D
		33	C	39	D
6. Paradise Drive / San Clemente Drive	Mid-Afternoon PM	< 10	A	< 10	A
		< 10	A	13	B

Notes:

Bold indicates LOS E or F operations

1. Delay reported as seconds per vehicle. For all intersections, a combined weighted average delay for the various movements within the intersection is reported based on the methodology in the Highway Capacity Manual 2010. This is consistent with the Town of Corte Madera's guidance for reporting intersection LOS results from the General Plan.

Sources: Fehr & Peers, 2018, *Highway Capacity Manual 2010*, *Transportation Research Board*

PC Attachment 1

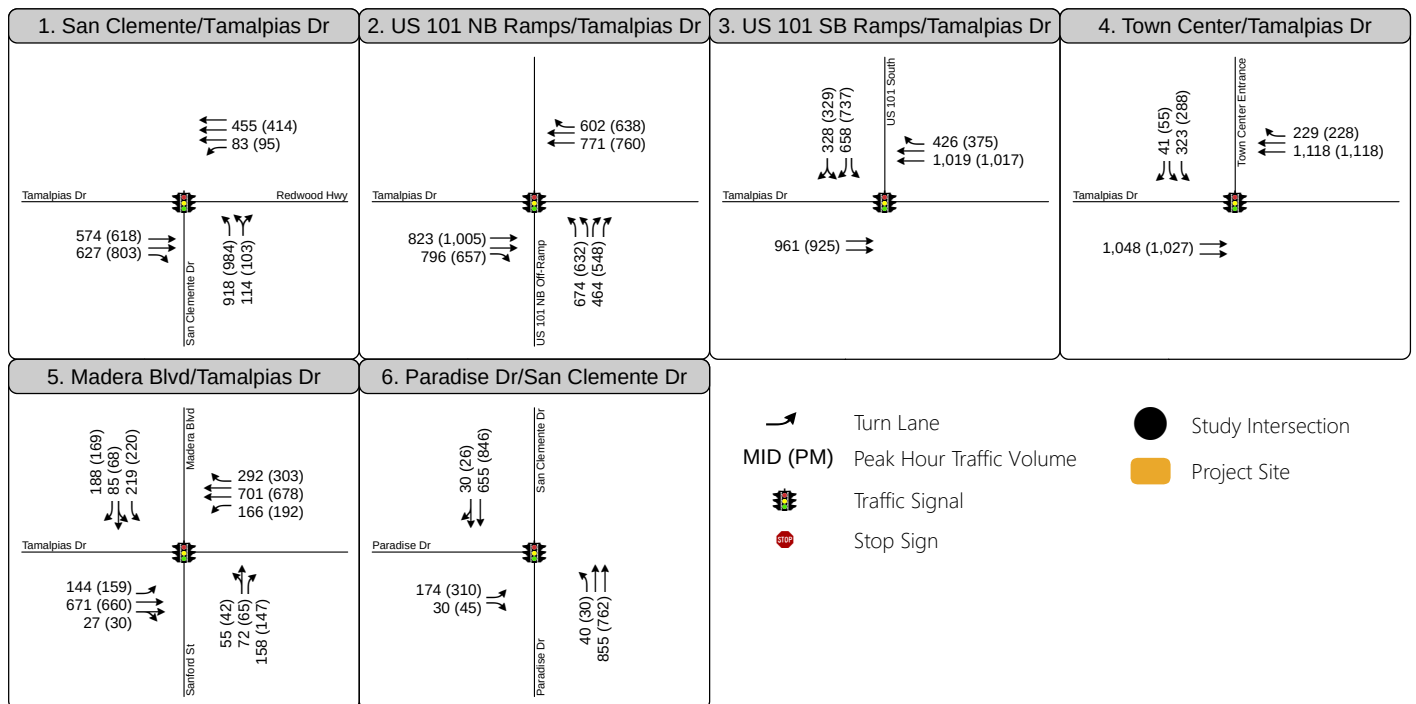
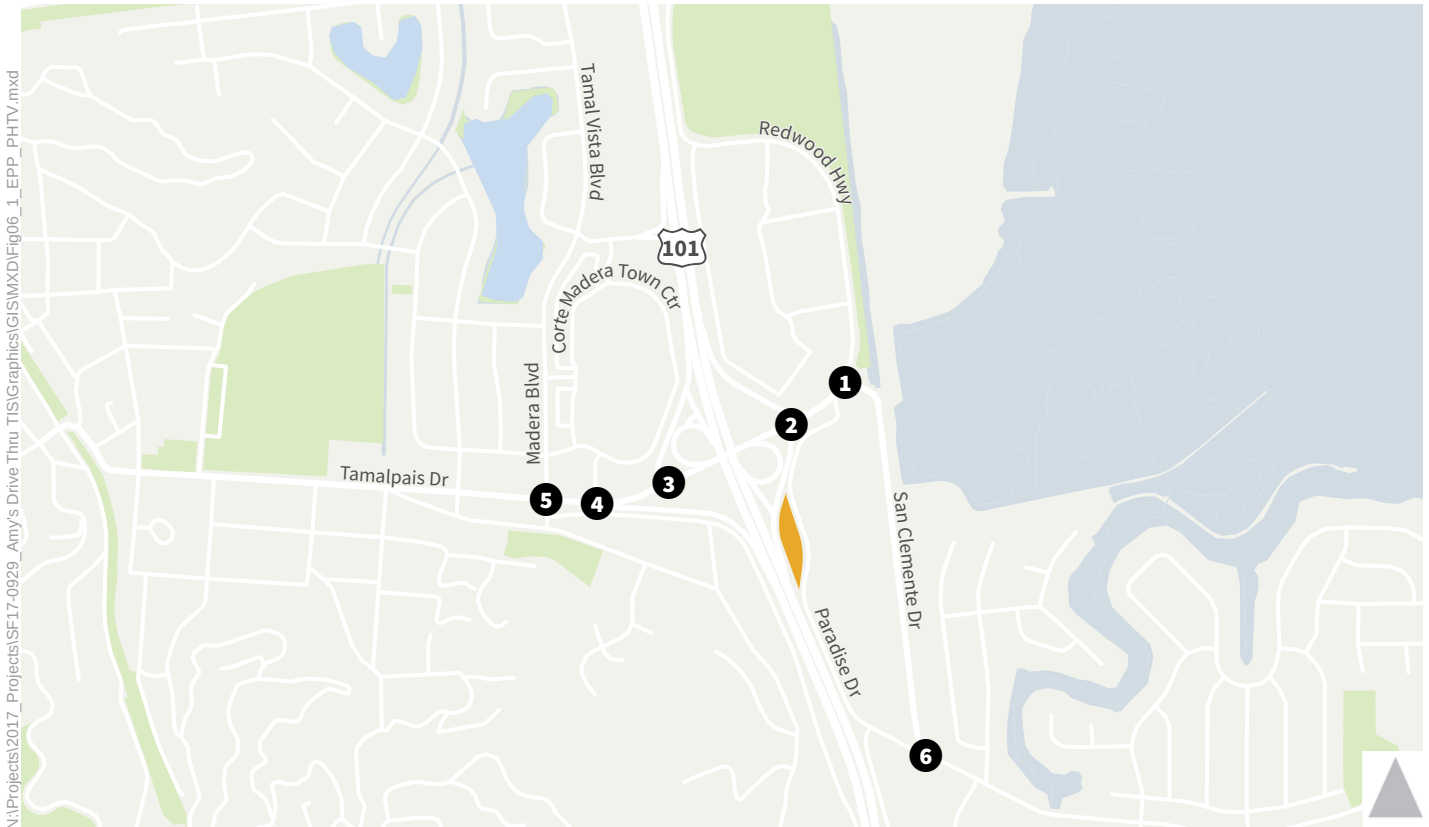


Figure 6 - 1

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



6.2 TRANSIT IMPACTS

The Project would have an average of 12 employees on-site during at any point during operating hours. Assuming that a small portion of employees would take transit to travel to the site, the Project is expected to generate less than ten transit trips during the weekday Mid-Afternoon or PM peak period. Visitors are also expected to generate very few transit trips during these periods, as most customers would travel via car.

Marin Transit Routes 17, 22, and 36 make two stops each during the PM peak hour in both the northbound and southbound direction (i.e., six northbound buses and six southbound buses) at bus stops located just north of the Project in the vicinity of the U.S. 101/Paradise Drive-Paradise Drive interchange. Assuming a conservative estimate of ten transit trips generated by the Proposed Project to these three routes would result in an average of one trip per bus. The addition of an average of one trip per bus to these routes would not constitute a significant unanticipated increase in transit ridership. The December 2016 Monthly Monitoring Report for Marin Transit indicates that Routes 17, 22, and 36 are routes that did not meet their productivity targets (i.e., passengers per hour or passengers per trip). This is an indication that sufficient capacity exists on these routes to accommodate the level of new transit trips that would be generated by the proposed project. As such, the Project's impacts to transit services and facilities are considered **less-than-significant** for the weekday PM and mid-afternoon peak periods and no transit mitigations are required.

6.3 PEDESTRIAN IMPACTS

The nearest transit stop is located approximately 400 feet from the Project site, which is served by transit that arrives every 30 minutes during peak service times. These bus stops can be reached by walking approximately 0.4 to 0.5 miles along Paradise Drive, Tamalpais Drive, and dedicated pedestrian paths to the bus pads. Nothing in the site plan would negatively affect any transit stops or access to any transit stops.

The Project would install a crosswalk across Paradise Drive to provide a marked crossings traveling between the project site and businesses on the east side of Paradise Drive. This crosswalk also provides continuous sidewalk connectivity on Paradise Drive, as the west side sidewalk ends to the north and south of the Project site. The Proposed Project's pedestrian impacts would be **less-than-significant**.

6.4 BICYCLE IMPACTS

The Proposed Project would provide 14 off-street bicycle parking spaces, which will be either Class II racks located adjacent to the sidewalk on Paradise Drive. This amount of bicycle parking is sufficient based on

the Town's Municipal Code¹. The Project would also provide three Class I secure bicycle parking spaces for employees. As such, since the Project would not remove existing facilities or conflict with planned improvements and would add a small number of bicycle trips, the Project's impacts to bicycle facilities would be considered **less-than-significant** and no bicycle mitigations are required.

6.5 EMERGENCY ACCESS IMPACTS

The Central Marin Fire Department station 13 is located at 5600 Paradise Drive, approximately .5 miles east of the proposed project. The Central Marin Police Authority serves Corte Madera as well as Larkspur and San Anselmo via the Twin Cities Station. The Twin Cities Station is located at 250 Doherty Drive on the border of Larkspur and Corte Madera, approximately 1.75 miles west of the proposed project.

The Project would have three driveways to serve as emergency vehicle access points. The added vehicle Project trips would not result in a significant change in travel speeds on emergency response routes, based on the intersection Level of Service assessment described previously in this section. Therefore, the Project's impacts to emergency access would be considered **less-than-significant** and no mitigations are required.

6.6 CONSTRUCTION IMPACTS

The existing Project site is vacant and fenced off to the public. Therefore, construction related to the Proposed Project would not disrupt existing activity on-site. Construction-related activities could occur Monday through Friday, between 7:00 AM and 5:30 PM. Construction is not anticipated to occur on major legal holidays. Construction staging would generally occur within the project site. Over the course of the construction phase, construction trucks and workers arriving or departing the site would generate additional vehicle trips on the roadway network. However, due to the timing of typical construction activities, these vehicle trips are generally expected to occur outside of the Mid-Afternoon and PM peak periods. Therefore, the Proposed Project's construction impacts would be considered **less-than-significant**.

¹ Town of Corte Madera Municipal Code 18.20.040 requires 1 bicycle parking space for every 400 square feet of floor area

7 CUMULATIVE CONDITIONS

Cumulative conditions reflect the buildout of all forecast development in the Town of Corte Madera as approved under the General Plan Alternative 4 scenario. The General Plan Alternative 4 scenario included the following land use assumptions for future growth:

- 185,000 square feet of retail expansion at the Village
- 300 residential dwelling units at the Village
- 10,000 square feet of retail at the Gateway Village Mixed Use (located on the northeast corner of the intersection of Tamal Vista Boulevard and Wornum Drive)
- 180 residential dwelling units at the Gateway Village Mixed Use

Therefore, the Proposed Project was not considered under General Plan cumulative conditions. It was assumed that minor signal timing plans would be adjusted over time to accommodate growth in traffic volumes.

Mitigation Measure C-TR-1, as described in the *Village at Corte Madera Expansion EIR* (2017), was assumed to be implemented under all cumulative scenarios. The mitigation measure includes widening of eastbound Tamalpais Drive from Madera Boulevard to San Clemente Drive to three lanes and the widening of the northbound approach to the Tamalpais Drive/San Clemente Drive intersection to include three left-turn lanes and one right-turn lane. As outlined in the *Village at Corte Madera Expansion EIR*, that project is conditioned to fund 100 percent of the cost of implementing the improvement, and it is therefore reasonable and foreseeable to include in the cumulative scenarios.

7.1 INTERSECTION IMPACTS

7.1.1 Cumulative Volumes

Cumulative No Project intersection volume forecasts for the PM peak period are based on forecasts developed for the Corte Madera General Plan Cumulative Alternative 4 scenario. Some minor adjustments to account for changes in existing traffic volumes for some movements were applied to General Plan volume forecasts to calculate the Cumulative No Project intersection volumes used in this analysis. For intersections that were not included in the General Plan, growth rates from the General Plan forecasts for adjacent intersections were applied to existing counts to produce cumulative volumes.

General Plan cumulative conditions assumed a sit-down restaurant at the project site (i.e., the Denny's that existed at the time of the General Plan EIR or similar use), but did not consider a fast food restaurant with

drive through, which typically generates more peak hour vehicle trips than a sit-down restaurant. To account for this change, peak hour trips associated with a sit-down restaurant (based on ITE 10th Edition published rates) were subtracted from Project trips summarized in **Table 5** to calculate the incremental project trips. The incremental project trips were then distributed to the study intersections based on Project trip distribution shown in **Figure 4-1** and added to Cumulative No Project volumes to calculate Cumulative Plus Project volumes.

Volume figures for the Cumulative No Project and Cumulative Plus Project scenarios can be found in **Figure 7-1** and **Figure 7-2**.

7.1.2 Cumulative Intersection Results

Cumulative Plus Project conditions were evaluated using the significance criteria described in Chapter 5. As shown in **Table 7**, all six intersections would operate at LOS D or better during the PM peak period. Therefore, the Project's impact on the study intersections would be considered **less-than-significant** for the PM peak period based on the thresholds of significance described in Chapter 5. The intersection of Tamalpais Drive / Madera Boulevard experiences the highest delay of the six intersections during the PM period. Most study intersections experience a minor increase in average delay with the addition of Project increment trips. Detailed intersection report sheets are provided in **Appendix B**.

TABLE 7: CUMULATIVE SCENARIOS INTERSECTION LOS AND DELAY					
Intersection	Time Period	Cumulative No Project		Cumulative Plus Project	
		Delay ¹	LOS ¹	Delay ¹	LOS ¹
1. San Clemente Drive / Tamalpais Drive / Redwood Highway	PM	21	C	22	C
2. Tamalpais Drive / U.S. 101 Northbound Ramps	PM	31	C	33	C
3. Tamalpais Drive / U.S. 101 Southbound Ramps	PM	38	D	38	D
4. Tamalpais Drive / Town Center Drive	PM	24	C	23	C
5. Tamalpais Drive / Madera Boulevard	PM	42	D	43	D
6. Paradise Drive / San Clemente Drive	PM	12	B	14	B

Notes:

Bold indicates LOS E or F operations

1. Delay reported as seconds per vehicle. For all intersections, a combined weighted average delay for the various movements within the intersection is reported based on the methodology in the Highway Capacity Manual 2010. This is consistent with the Town of Corte Madera's guidance for reporting intersection LOS results from the General Plan.

Sources: Fehr & Peers, 2018, *Highway Capacity Manual 2010*, *Transportation Research Board*

PC Attachment 1

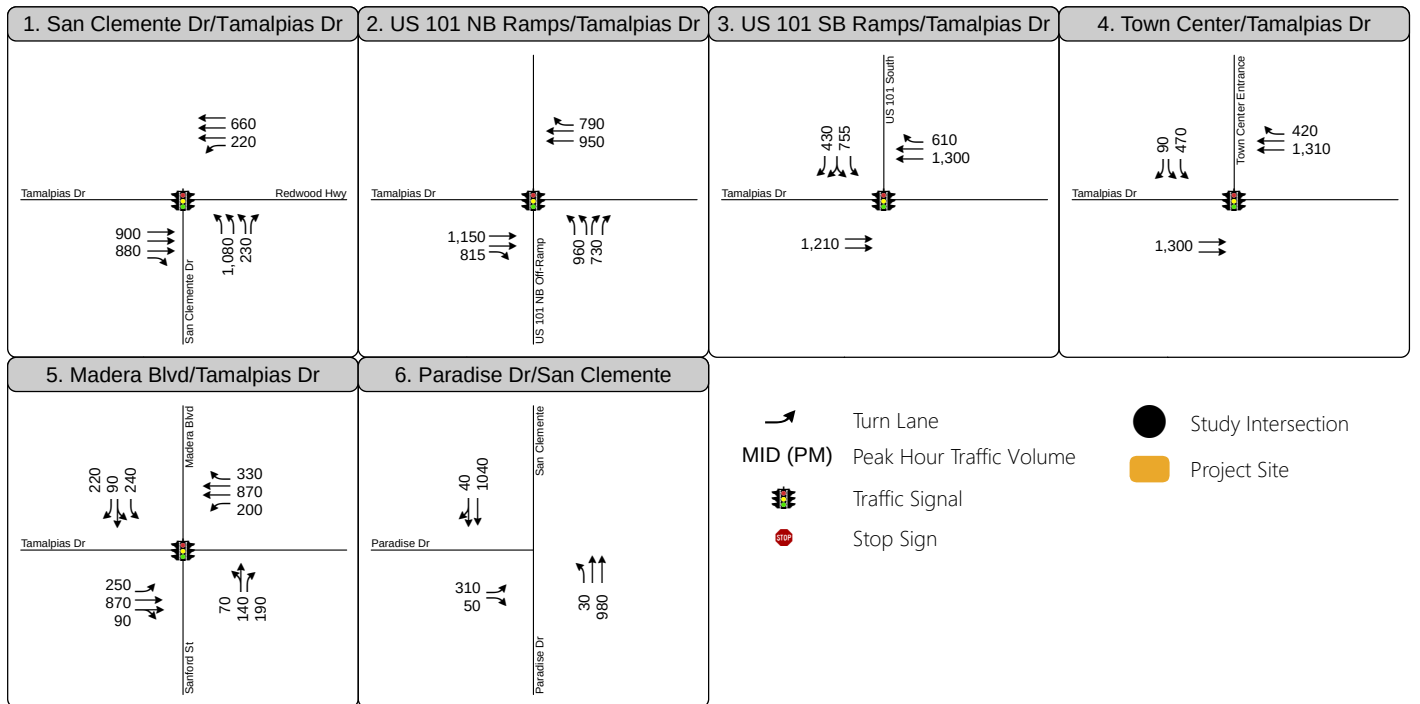
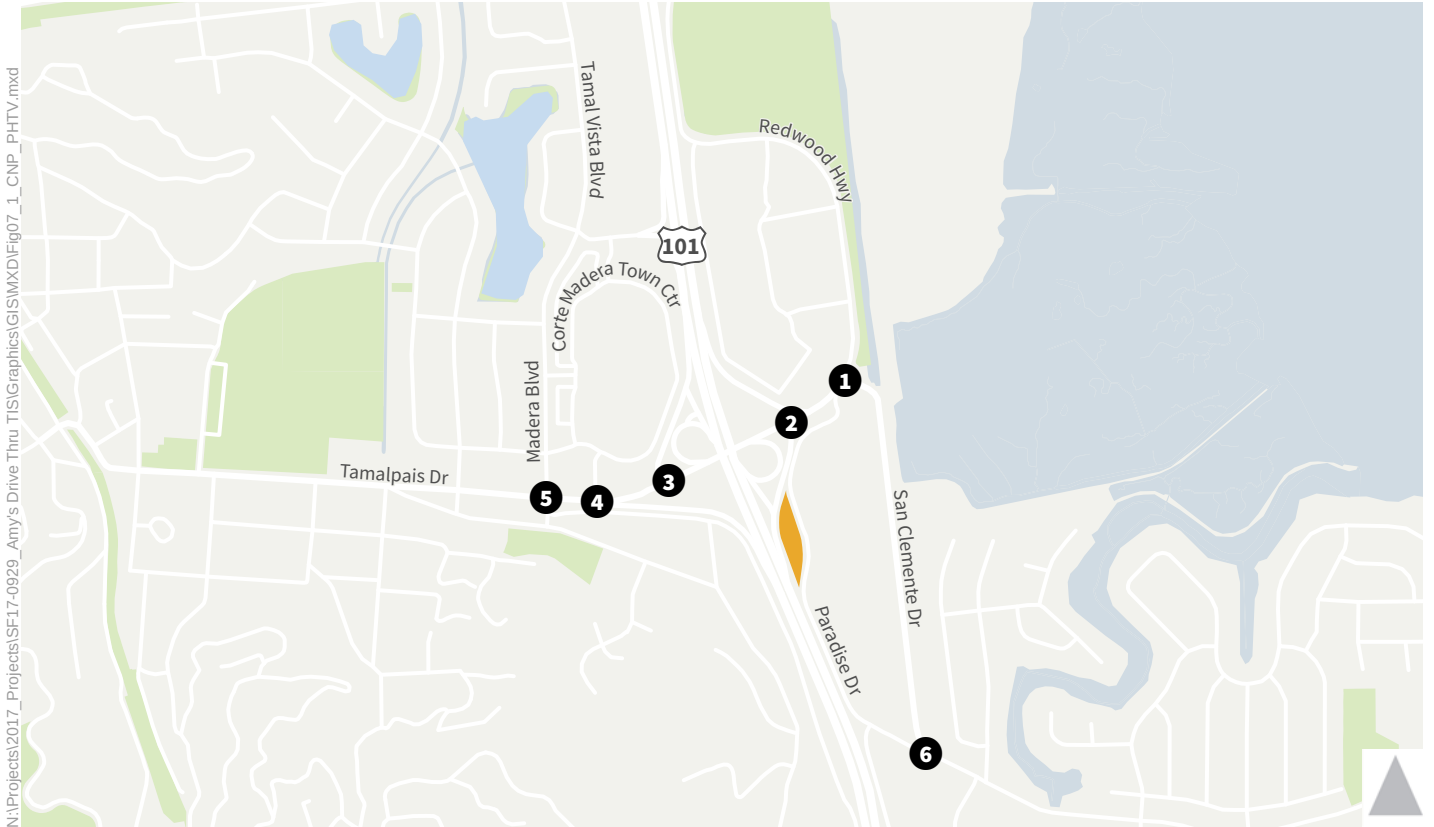


Figure 7 - 1

Peak Hour Traffic Volumes
and Lane Configurations -
Cumulative No Project



PC Attachment 1

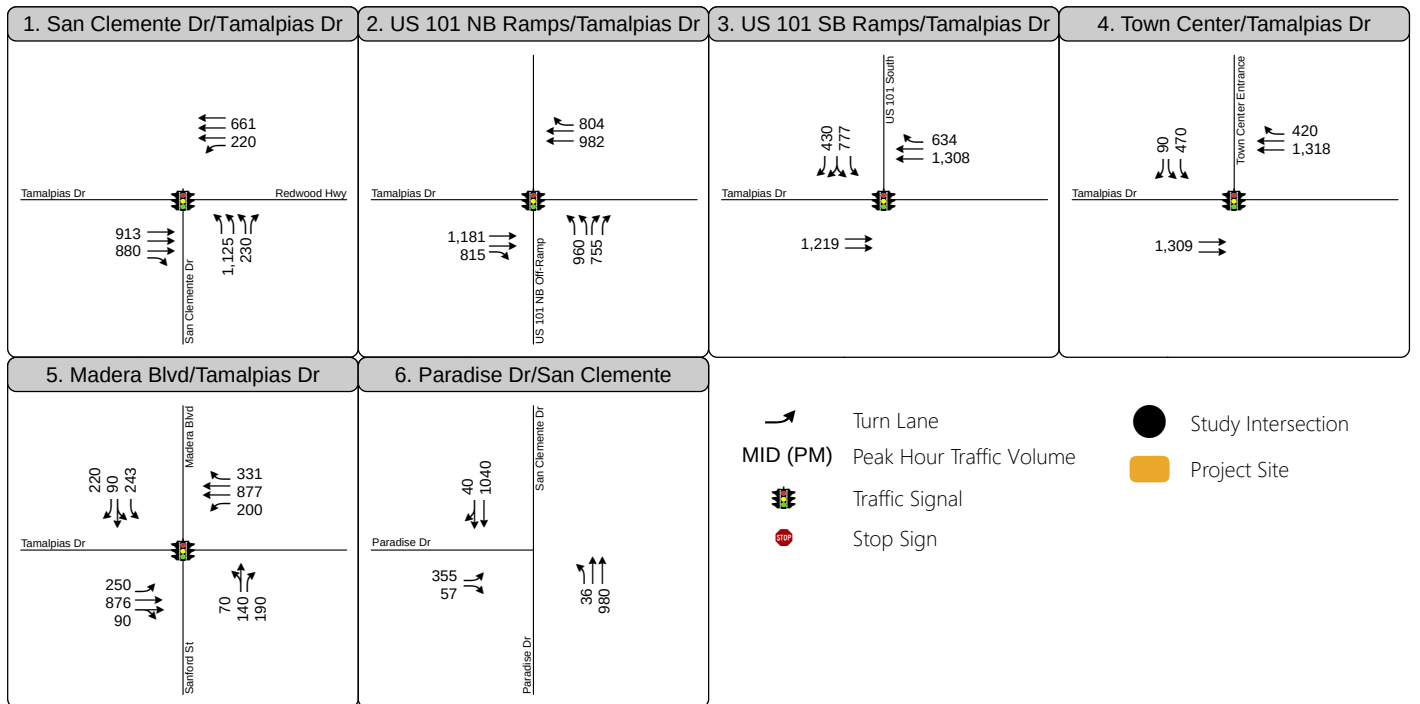
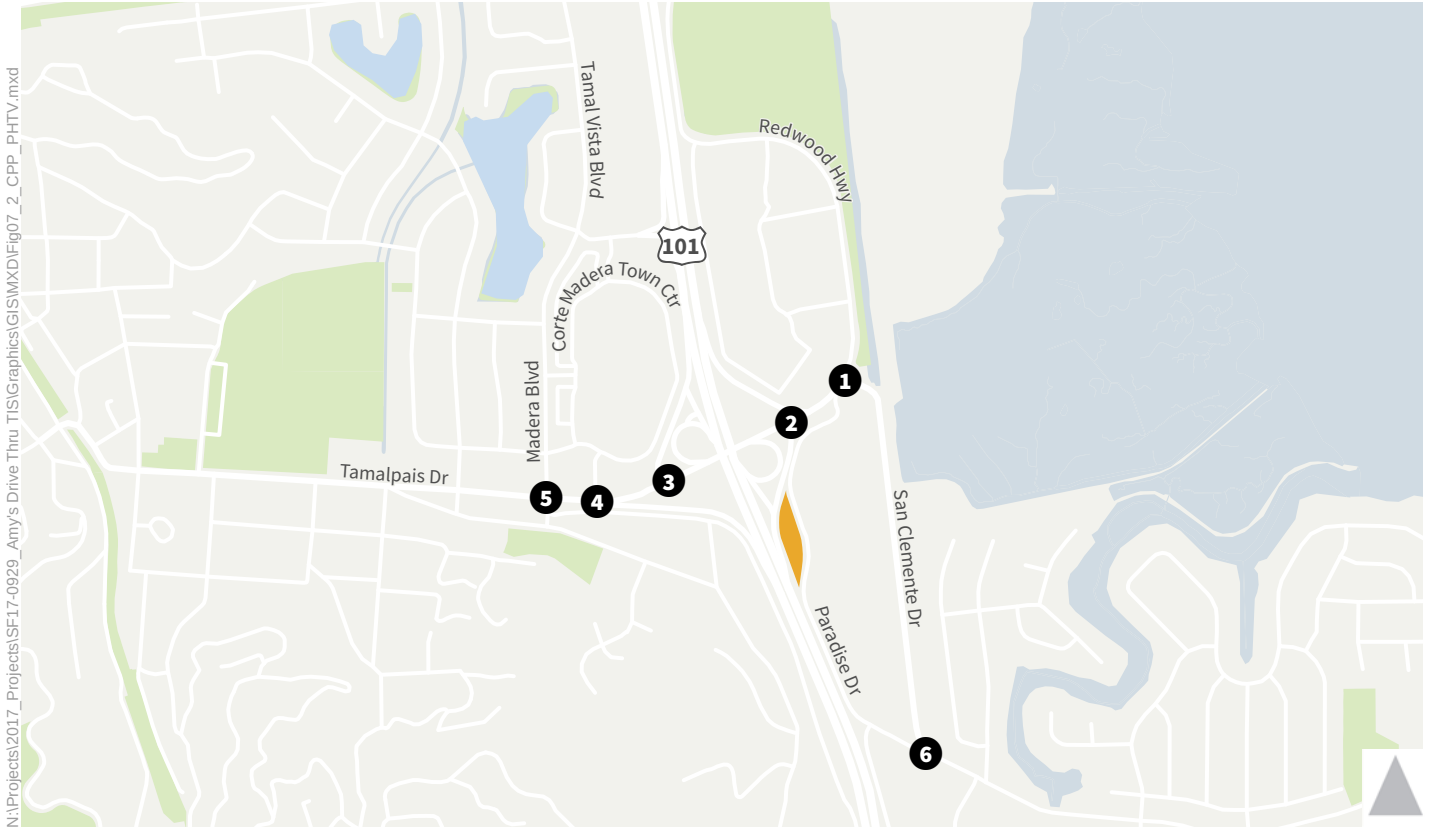


Figure 7 - 2

Peak Hour Traffic Volumes
and Lane Configurations -
Cumulative Plus Project



7.2 TRANSIT IMPACTS

Most visitors to the Project Site are expected to arrive via automobile. The General Plan seeks to foster increased transit use and a greater emphasis on transit in planning for future transportation options. In the long term, this could include increased frequency of bus services with transit priority and transit-oriented development practices.

If transit service is not enhanced to keep pace with demand, such as through increased frequency and reliability of service within the Town, increased demand for transit service may result in significant impacts. In addition, expanded service hours would necessitate increased transit subsidies, which would likely need to come from local sources.

Since the Project is expected to generate very few transit trips, its contribution to cumulative impacts to transit services and facilities are considered **less-than-significant** and mitigations are not required.

7.3 PEDESTRIAN AND BICYCLE IMPACTS

The General Plan seeks to promote walking and bicycling within Corte Madera by improving walking and bicycling conditions, increasing pedestrian and bicyclist safety, and creating a land use context supportive of non-motorized travel. The General Plan identifies Implementation Program CIR-2.1.a for implementing a Class I shared-use bicycle and pedestrian path along Paradise Drive to the Tiburon City limit (consistent with the Bay Trail plan), which could also include a pedestrian/bicycle bridge over U.S. 101 at the Tamalpais Drive interchange. The General Plan also identifies Implementation Programs CIR-1.7.b, CIR-1.7.c, CIR-3.1.b, and CIR-3.1.d to enhance walking and bicycle facilities around the Town.

Since the Project is expected to generate very few pedestrian or bicycle trips, its contribution to cumulative impacts to pedestrian and bicycle facilities are considered **less-than-significant** and mitigations are not required.

7.4 EMERGENCY ACCESS IMPACTS

The addition of cumulative vehicle trips are expected to slightly decrease travel speeds on emergency response routes compared to existing conditions. The General Plan EIR identifies Mitigation Measure C-TR-1, as described above, to address cumulative impacts. Since all study intersections are projected to operate at acceptable LOS under Cumulative Plus project conditions, the Project would not create congestion that would impact emergency vehicle access in the study area. Therefore the Project's contribution to cumulative impacts to emergency access are considered **less-than-significant**.

APPENDIX A

INTERSECTION COUNT DATA



PC Attachment 1

National Data & Surveying Services Intersection Turning Movement Count

Location: San Clemente Dr & Tamalpais Dr/Redwood Hwy
City: Corte Madera
Control: Signalized

Project ID: 18-08080-001
Date: 2/27/2018

Total

NS/EW Streets:	San Clemente Dr				San Clemente Dr				Tamalpais Dr/Redwood Hwy				Tamalpais Dr/Redwood Hwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5 NL	0 NT	1.5 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1.5 ET	0.5 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
7:00 AM	125	0	28	0	0	0	0	0	0	15	0	0	11	9	0	0	188
7:15 AM	171	0	24	0	0	0	0	0	0	20	0	0	12	9	0	0	236
7:30 AM	230	0	49	0	0	0	0	0	0	19	4	0	7	2	0	0	311
7:45 AM	253	0	20	0	0	0	0	0	0	37	10	0	24	9	0	0	353
8:00 AM	313	0	24	0	0	0	0	0	0	30	10	0	11	14	0	0	402
8:15 AM	305	0	34	0	0	0	0	0	0	38	0	0	15	17	0	0	409
8:30 AM	231	0	25	0	0	0	0	0	0	41	1	0	14	20	0	0	332
8:45 AM	193	0	25	0	0	0	0	0	0	57	0	0	13	25	0	0	313
TOTAL VOLUMES :	NL 1821	NT 0	NR 229	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 257	ER 25	EU 0	WL 107	WT 105	WR 0	WU 0	TOTAL 2544
APPROACH %'s :	88.83%	0.00%	11.17%	0.00%					0.00%	91.13%	8.87%	0.00%	50.47%	49.53%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1102	0	103	0	0	0	0	0	0	146	21	0	64	60	0	0	1496
PEAK HR FACTOR :	0.880	0.000	0.757	0.000	0.000	0.000	0.000	0.000	0.000	0.890	0.525	0.000	0.667	0.750	0.000	0.000	0.914
	0.889								0.888				0.912				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5 NL	0 NT	1.5 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1.5 ET	0.5 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
2:00 PM	150	0	19	0	0	0	0	0	0	115	1	0	26	123	0	0	434
2:15 PM	160	0	9	0	0	0	0	0	0	109	3	0	20	120	0	0	421
2:30 PM	176	0	25	0	0	0	0	0	0	117	1	0	23	113	0	0	455
2:45 PM	184	0	42	0	0	0	0	0	0	140	2	0	17	113	0	0	498
3:00 PM	258	0	38	0	0	0	0	0	0	118	1	0	13	106	0	0	534
3:15 PM	230	0	26	0	0	0	0	0	0	140	0	0	23	119	0	0	538
3:30 PM	185	0	26	0	0	0	0	0	0	132	1	0	26	92	0	0	462
3:45 PM	175	0	24	0	0	0	0	0	0	112	1	0	21	119	0	0	452
TOTAL VOLUMES :	NL 1518	NT 0	NR 209	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 983	ER 10	EU 0	WL 169	WT 905	WR 0	WU 0	TOTAL 3794
APPROACH %'s :	87.90%	0.00%	12.10%	0.00%					0.00%	98.99%	1.01%	0.00%	15.74%	84.26%	0.00%	0.00%	
PEAK HR :	02:45 PM - 03:45 PM																TOTAL
PEAK HR VOL :	857	0	132	0	0	0	0	0	0	530	4	0	79	430	0	0	2032
PEAK HR FACTOR :	0.830	0.000	0.786	0.000	0.000	0.000	0.000	0.000	0.000	0.946	0.500	0.000	0.760	0.903	0.000	0.000	0.944
	0.835								0.940				0.896				

PC Attachment 1

National Data & Surveying Services Intersection Turning Movement Count

Location: NB US-101 Ramps & Tamalpais Dr
City: Corte Madera
Control: Signalized

Project ID: 18-08080-002
Date: 2/27/2018

Total

NS/EW Streets:		NB US-101 Ramps				NB US-101 Ramps				Tamalpais Dr				Tamalpais Dr					
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		2	0	2	0	0	0	0	0	0	2	0	0	0	0	2	1	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	7:00 AM	52	0	20	0	0	0	0	0	0	105	63	0	0	55	53	0	348	
	7:15 AM	70	0	46	0	0	0	0	0	0	166	87	0	0	92	58	0	519	
	7:30 AM	86	0	63	0	0	0	0	0	0	164	105	0	0	146	85	0	649	
	7:45 AM	112	0	100	0	0	0	0	0	0	219	115	0	0	154	93	0	793	
	8:00 AM	105	0	126	0	0	0	0	0	0	282	136	0	0	187	136	0	972	
	8:15 AM	104	0	80	0	0	0	0	0	0	222	144	0	0	212	138	0	900	
	8:30 AM	92	0	88	0	0	0	0	0	0	187	109	0	0	145	127	0	748	
8:45 AM	118	0	100	0	0	0	0	0	0	202	105	0	0	132	104	0	761		
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s:		739	0	623	0	0	0	0	0	0	1547	864	0	0	1123	794	0	5690	
PEAK HR:		07:45 AM - 08:45 AM																TOTAL	
PEAK HR VOL:		413	0	394	0	0	0	0	0	0	910	504	0	0	698	494	0	3413	
PEAK HR FACTOR:		0.922	0.000	0.782	0.000	0.000	0.000	0.000	0.000	0.000	0.807	0.875	0.000	0.000	0.823	0.895	0.000	0.878	
		0.873								0.846				0.851					

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		2	0	2	0	0	0	0	0	0	2	0	0	0	0	2	1	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	2:00 PM	126	0	94	0	0	0	0	0	0	202	144	0	0	138	129	0	833	
	2:15 PM	148	0	110	0	0	0	0	0	0	204	153	0	0	140	130	0	885	
	2:30 PM	129	0	113	0	0	0	0	0	0	198	149	0	0	151	127	0	867	
	2:45 PM	145	0	117	0	0	0	0	0	0	226	135	0	0	132	148	0	903	
	3:00 PM	166	0	117	0	0	0	0	0	0	211	187	0	0	196	155	0	1032	
	3:15 PM	168	0	116	0	0	0	0	0	0	184	196	0	0	211	161	0	1036	
	3:30 PM	173	0	99	0	0	0	0	0	0	198	218	0	0	169	133	0	990	
3:45 PM	167	0	102	0	0	0	0	0	0	190	195	0	0	145	132	0	931		
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s:		1222	0	868	0	0	0	0	0	0	1613	1377	0	0	1282	1115	0	7477	
PEAK HR:		03:00 PM - 04:00 PM																TOTAL	
PEAK HR VOL:		674	0	434	0	0	0	0	0	0	783	796	0	0	721	581	0	3989	
PEAK HR FACTOR:		0.974	0.000	0.927	0.000	0.000	0.000	0.000	0.000	0.000	0.928	0.913	0.000	0.000	0.854	0.902	0.000	0.963	
		0.975								0.949				0.875					

PC Attachment 1

National Data & Surveying Services Intersection Turning Movement Count

Location: SB US-101 Ramps & Tamalpais Dr
City: Corte Madera
Control: Signalized

Project ID: 18-08080-003
Date: 2/27/2018

Total

NS/EW Streets:	SB US-101 Ramps				SB US-101 Ramps				Tamalpais Dr				Tamalpais Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1.5 SL	0 ST	1.5 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	1 WR	0 WU	
7:00 AM	0	0	0	0	97	0	76	0	0	72	60	0	0	62	43	0	410
7:15 AM	0	0	0	0	146	0	69	0	0	113	88	0	0	89	69	0	574
7:30 AM	0	0	0	0	137	0	85	0	0	129	112	0	0	141	90	0	694
7:45 AM	0	0	0	0	174	0	112	0	0	164	108	0	0	174	76	0	808
8:00 AM	0	0	0	0	169	0	87	0	0	236	105	0	0	196	110	0	903
8:15 AM	0	0	0	0	158	0	89	0	0	203	145	0	0	181	120	0	896
8:30 AM	0	0	0	0	148	0	100	0	0	151	118	0	0	150	98	0	765
8:45 AM	0	0	0	0	169	0	103	0	0	140	101	0	0	172	72	0	757
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1198	0	721	0	0	1208	837	0	0	1165	678	0	5807
PEAK HR :	07:45 AM - 08:45 AM				649	0	388	0	0	754	476	0	0	701	404	0	3372
PEAK HR VOL :	0	0	0	0	0.932	0.000	0.866	0.000	0.000	0.799	0.821	0.000	0.000	0.894	0.842	0.000	0.934
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.906				0.884				0.903				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1.5 SL	0 ST	1.5 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	1 WR	0 WU	
2:00 PM	0	0	0	0	144	0	70	0	0	196	109	0	0	159	96	0	774
2:15 PM	0	0	0	0	157	0	70	0	0	204	100	0	0	217	84	0	832
2:30 PM	0	0	0	0	143	0	84	0	0	199	87	0	0	183	88	0	784
2:45 PM	0	0	0	0	178	0	77	0	0	202	86	0	0	212	72	0	827
3:00 PM	0	0	0	0	161	0	80	0	0	215	91	0	0	250	90	0	887
3:15 PM	0	0	0	0	163	0	89	0	0	232	105	0	0	274	124	0	987
3:30 PM	0	0	0	0	159	0	82	0	0	251	93	0	0	235	98	0	918
3:45 PM	0	0	0	0	149	0	77	0	0	248	121	0	0	240	75	0	910
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1254	0	629	0	0	1747	792	0	0	1770	727	0	6919
PEAK HR :	03:00 PM - 04:00 PM				632	0	328	0	0	946	410	0	0	999	387	0	3702
PEAK HR VOL :	0	0	0	0	0.969	0.000	0.921	0.000	0.000	0.942	0.847	0.000	0.000	0.911	0.780	0.000	0.938
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.952				0.919				0.871				

PC Attachment 1

National Data & Surveying Services Intersection Turning Movement Count

Location: Town Center Entrance & Tamalpais Dr
City: Corte Madera
Control: Signalized

Project ID: 18-08080-004
Date: 2/27/2018

Total

NS/EW Streets:	Town Center Entrance				Town Center Entrance				Tamalpais Dr				Tamalpais Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	2 SL	0 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	1 WR	0 WU	
7:00 AM	0	0	0	0	9	0	5	0	0	131	0	0	0	106	30	0	281
7:15 AM	0	0	0	0	20	0	5	0	0	191	0	0	0	137	23	0	376
7:30 AM	0	0	0	0	27	0	4	0	0	214	0	0	0	191	31	0	467
7:45 AM	0	0	0	0	26	0	4	0	0	257	0	0	0	248	43	0	578
8:00 AM	0	0	0	0	20	0	6	0	0	313	0	0	0	228	52	0	619
8:15 AM	0	0	0	0	32	0	2	0	0	316	0	0	0	204	65	0	619
8:30 AM	0	0	0	0	24	0	2	0	0	246	0	0	0	195	55	0	522
8:45 AM	0	0	0	0	28	0	4	0	0	201	0	0	0	198	77	0	508
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	186	0	32	0	0	1869	0	0	0	1507	376	0	3970
PEAK HR :	07:45 AM - 08:45 AM				102	0	14	0	0	1132	0	0	0	875	215	0	2338
PEAK HR VOL :	0	0	0	0	0.797	0.000	0.583	0.000	0.000	0.896	0.000	0.000	0.000	0.882	0.827	0.000	0.944
PEAK HR FACTOR :	0.000	0.000	0.000	0.000			0.853			0.896				0.936			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	2 SL	0 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	1 WR	0 WU	
2:00 PM	0	0	0	0	95	0	9	0	0	219	0	0	0	164	72	0	559
2:15 PM	0	0	0	0	73	0	17	0	0	227	0	0	0	219	65	0	601
2:30 PM	0	0	0	0	78	0	10	0	0	208	0	0	0	200	71	0	567
2:45 PM	0	0	0	0	63	0	11	0	0	226	0	0	0	224	60	0	584
3:00 PM	0	0	0	0	89	0	10	0	0	216	0	0	0	285	43	0	643
3:15 PM	0	0	0	0	77	0	10	0	0	268	0	0	0	291	73	0	719
3:30 PM	0	0	0	0	74	0	10	0	0	272	0	0	0	246	69	0	671
3:45 PM	0	0	0	0	83	0	11	0	0	281	0	0	0	271	44	0	690
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	632	0	88	0	0	1917	0	0	0	1900	497	0	5034
PEAK HR :	03:00 PM - 04:00 PM				323	0	41	0	0	1037	0	0	0	1093	229	0	2723
PEAK HR VOL :	0	0	0	0	0.907	0.000	0.932	0.000	0.000	0.923	0.000	0.000	0.000	0.939	0.784	0.000	0.947
PEAK HR FACTOR :	0.000	0.000	0.000	0.000			0.919			0.923				0.908			

PC Attachment 1

National Data & Surveying Services Intersection Turning Movement Count

Location: Madera Blvd & Tamalpais Dr
City: Corte Madera
Control: Signalized

Project ID: 18-08080-005
Date: 2/27/2018

Total

NS/EW Streets:	Madera Blvd				Madera Blvd				Tamalpais Dr				Tamalpais Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0.5 NL	0.5 NT	1 NR	0 NU	1.5 SL	0.5 ST	1 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
7:00 AM	4	5	32	0	19	9	27	0	14	83	5	0	26	72	16	0	312
7:15 AM	2	15	38	0	26	9	23	1	9	126	3	0	26	78	31	0	387
7:30 AM	6	13	30	0	32	11	21	0	8	156	7	0	41	114	36	0	475
7:45 AM	16	32	40	0	40	19	32	0	21	186	5	0	34	166	49	0	640
8:00 AM	17	19	52	0	45	22	32	1	10	211	6	0	37	145	45	0	642
8:15 AM	7	13	42	0	51	23	18	0	30	227	5	0	43	137	34	0	630
8:30 AM	4	8	36	0	28	17	24	1	28	180	8	0	40	114	38	0	526
8:45 AM	7	14	45	0	26	16	28	0	32	127	9	0	44	108	47	0	503
TOTAL VOLUMES :	NL 63	NT 119	NR 315	NU 0	SL 267	ST 126	SR 205	SU 3	EL 152	ET 1296	ER 48	EU 0	WL 291	WT 934	WR 296	WU 0	TOTAL 4115
APPROACH %'s :	12.68%	23.94%	63.38%	0.00%	44.43%	20.97%	34.11%	0.50%	10.16%	86.63%	3.21%	0.00%	19.13%	61.41%	19.46%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	44	72	170	0	164	81	106	2	89	804	24	0	154	562	166	0	2438
PEAK HR FACTOR :	0.647	0.563	0.817	0.000	0.804	0.880	0.828	0.500	0.742	0.885	0.750	0.000	0.895	0.846	0.847	0.000	0.949
	0.813				0.883				0.875				0.886				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0.5 NL	0.5 NT	1 NR	0 NU	1.5 SL	0.5 ST	1 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
2:00 PM	9	20	39	0	55	12	34	0	27	134	6	0	34	101	33	0	504
2:15 PM	8	11	34	0	53	14	43	0	36	137	7	0	40	140	60	0	583
2:30 PM	10	8	33	0	53	12	45	1	29	130	4	0	42	113	49	0	529
2:45 PM	10	17	43	0	57	11	42	0	26	118	10	0	33	127	55	0	549
3:00 PM	20	18	33	0	50	15	48	0	38	135	8	0	51	172	77	0	665
3:15 PM	7	18	42	0	53	18	42	0	32	175	4	0	46	181	75	0	693
3:30 PM	15	18	42	0	62	23	52	1	39	174	5	0	30	142	79	0	682
3:45 PM	13	18	41	0	50	29	46	0	35	179	10	0	39	175	60	0	695
TOTAL VOLUMES :	NL 92	NT 128	NR 307	NU 0	SL 433	ST 134	SR 352	SU 2	EL 262	ET 1182	ER 54	EU 0	WL 315	WT 1151	WR 488	WU 0	TOTAL 4900
APPROACH %'s :	17.46%	24.29%	58.25%	0.00%	47.01%	14.55%	38.22%	0.22%	17.49%	78.91%	3.60%	0.00%	16.12%	58.90%	24.97%	0.00%	
PEAK HR :	03:00 PM - 04:00 PM																TOTAL
PEAK HR VOL :	55	72	158	0	215	85	188	1	144	663	27	0	166	670	291	0	2735
PEAK HR FACTOR :	0.688	1.000	0.940	0.000	0.867	0.733	0.904	0.250	0.923	0.926	0.675	0.000	0.814	0.925	0.921	0.000	0.984
	0.950				0.886				0.931				0.933				

PC Attachment 1

National Data & Surveying Services Intersection Turning Movement Count

Location: Paradise Dr & San Clemente Dr/Tamalpais Dr
City: Corte Madera
Control: 1-Way Stop(NB)

Project ID: 18-08080-006
Date: 2/27/2018

Total

NS/EW Streets:	Paradise Dr					Paradise Dr				San Clemente Dr/Tamalpais Dr					San Clemente Dr/Tamalpais Dr				
AM	NORTHBOUND					SOUTHBOUND				EASTBOUND					WESTBOUND				TOTAL
	0	1	0	0	0	0	0	0	0	0	1.5	0.5	0	0	0	3	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	EL	ET	ER	EU	ET2	WL	WT	WR	WU	
7:00 AM	0	0	3	0	0	0	0	0	0	0	14	38	0	71	0	106	0	0	232
7:15 AM	0	0	3	0	0	0	0	0	0	0	15	47	0	146	0	156	0	0	367
7:30 AM	0	0	4	0	0	0	0	0	0	0	15	53	0	158	0	218	0	0	448
7:45 AM	0	0	7	0	1	0	0	0	0	0	30	61	0	224	0	244	0	0	567
8:00 AM	0	0	6	0	1	0	0	0	0	0	44	57	0	307	0	313	0	0	728
8:15 AM	0	0	9	0	0	0	0	0	0	0	24	84	0	190	0	342	0	0	649
8:30 AM	0	0	11	0	3	0	0	0	0	0	28	84	0	165	0	261	0	0	552
8:45 AM	0	0	12	0	2	0	0	0	0	0	38	87	0	174	0	236	0	0	549
TOTAL VOLUMES :	NL	NT	NR	NU	NR2	SL	ST	SR	SU	EL	ET	ER	EU	ET2	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	55	0	7	0	0	0	0	0	208	511	0	1435	0	1876	0	0	4092
	0.00%	0.00%	88.71%	0.00%	11.29%					0.00%	9.66%	23.72%	0.00%	66.62%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																		TOTAL
PEAK HR VOL :	0	0	33	0	5	0	0	0	0	0	126	286	0	886	0	1160	0	0	2496
PEAK HR FACTOR :	0.000	0.000	0.750	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.716	0.851	0.000	0.721	0.000	0.848	0.000	0.000	0.857
												0.795				0.848			

PM	NORTHBOUND					SOUTHBOUND				EASTBOUND					WESTBOUND				TOTAL
	0	1	0	0	0	0	0	0	0	0	1.5	0.5	0	0	0	3	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	EL	ET	ER	EU	ET2	WL	WT	WR	WU	
2:00 PM	0	0	22	0	1	0	0	0	0	0	106	48	0	144	0	261	0	0	582
2:15 PM	0	0	15	0	5	0	0	0	0	0	98	51	0	162	0	267	0	0	598
2:30 PM	0	0	17	0	5	0	0	0	0	0	91	45	0	172	0	278	0	0	608
2:45 PM	0	0	23	0	5	0	0	0	0	0	98	41	0	207	0	279	0	0	653
3:00 PM	0	0	20	0	8	0	0	0	0	0	117	23	0	182	0	346	0	0	696
3:15 PM	0	0	16	0	3	0	0	0	0	0	105	46	0	151	0	360	0	0	681
3:30 PM	0	0	22	0	4	0	0	0	0	0	110	34	0	147	0	291	0	0	608
3:45 PM	0	0	23	0	3	0	0	0	0	0	110	35	0	144	0	269	0	0	584
TOTAL VOLUMES :	NL	NT	NR	NU	NR2	SL	ST	SR	SU	EL	ET	ER	EU	ET2	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	158	0	34	0	0	0	0	0	835	323	0	1309	0	2351	0	0	5010
	0.00%	0.00%	82.29%	0.00%	17.71%					0.00%	33.85%	13.09%	0.00%	53.06%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	02:30 PM - 03:30 PM																		TOTAL
PEAK HR VOL :	0	0	76	0	21	0	0	0	0	0	411	155	0	712	0	1263	0	0	2638
PEAK HR FACTOR :	0.000	0.000	0.826	0.000	0.656	0.000	0.000	0.000	0.000	0.000	0.878	0.842	0.000	0.860	0.000	0.877	0.000	0.000	0.948
			0.866									0.923				0.877			

PC Attachment 1

National Data & Surveying Services Intersection Turning Movement Count

Location: Paradise Dr & San Clemente Dr
City: Corte Madera
Control: Signalized

Project ID: 18-08080-007
Date: 2/27/2018

Total

NS/EW Streets:	Paradise Dr				Paradise Dr				San Clemente Dr				San Clemente Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:00 AM	0	4	103	0	20	3	0	0	0	0	0	0	82	0	2	0	214
7:15 AM	0	4	160	0	16	1	0	0	0	0	0	0	137	0	4	0	322
7:30 AM	0	3	222	0	30	6	0	0	0	0	0	0	152	0	2	0	415
7:45 AM	0	4	256	0	18	13	0	0	0	0	0	0	243	0	5	0	539
8:00 AM	0	4	319	0	30	1	0	0	0	0	0	0	334	0	5	0	693
8:15 AM	0	2	337	0	15	8	0	0	0	0	0	0	191	0	12	0	565
8:30 AM	0	8	226	0	32	1	0	0	0	0	0	0	166	0	16	0	449
8:45 AM	0	7	195	0	22	6	0	0	0	0	0	0	178	0	9	0	417
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	36	1818	0	183	39	0	0	0	0	0	0	1483	0	55	0	3614
	0.00%	1.94%	98.06%	0.00%	82.43%	17.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	96.42%	0.00%	3.58%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM				95	23	0	0	0	0	0	0	934	0	38	0	TOTAL
PEAK HR VOL :	0	18	1138	0	0.742	0.442	0.000	0.000	0.000	0.000	0.000	0.000	0.699	0.000	0.594	0.000	2246
PEAK HR FACTOR :	0.000	0.563	0.844	0.000	0.742	0.442	0.000	0.000	0.000	0.000	0.000	0.000	0.699	0.000	0.594	0.000	0.810
	0.853				0.894								0.717				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
2:00 PM	0	3	112	0	26	5	0	0	0	0	0	0	154	0	6	0	306
2:15 PM	0	6	150	0	15	1	0	0	0	0	0	0	173	0	6	0	351
2:30 PM	0	2	132	0	29	3	0	0	0	0	0	0	176	0	9	0	351
2:45 PM	0	6	164	0	20	8	0	0	0	0	0	0	224	0	6	0	428
3:00 PM	0	8	267	0	32	4	0	0	0	0	0	0	195	0	6	0	512
3:15 PM	0	14	250	1	22	8	0	0	0	0	0	0	146	0	9	0	450
3:30 PM	0	8	157	0	29	4	0	0	0	0	0	0	160	0	7	0	365
3:45 PM	0	3	181	0	21	4	0	0	0	0	0	0	154	0	8	0	371
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	50	1413	1	194	37	0	0	0	0	0	0	1382	0	57	0	3134
	0.00%	3.42%	96.52%	0.07%	83.98%	16.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	96.04%	0.00%	3.96%	0.00%	
PEAK HR :	02:45 PM - 03:45 PM				103	24	0	0	0	0	0	0	725	0	28	0	TOTAL
PEAK HR VOL :	0	36	838	1	0.805	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.809	0.000	0.778	0.000	1755
PEAK HR FACTOR :	0.000	0.643	0.785	0.250	0.805	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.809	0.000	0.778	0.000	0.857
	0.795				0.882								0.818				

National Data and Surveying Services

City of Corte Madera

All Vehicles & Uturns On Unshifted

Bikes & Peds On Bank 1

Heavy Trucks On Bank 2

(323) 782-0090

info@ndsdata.com

File Name : 17-7456-001 San Clemente Dr & Tamalpais Dr / Redwood Hwy

Date : 5/25/2017

Unshifted Count = All Vehicles & Uturns

	San Clemente Dr Southbound					Tamalpais Dr / Redwood Hwy Westbound					San Clemente Dr Northbound					Tamalpais Dr / Redwood Hwy Eastbound					Total	Uturns Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	0	0	0	0	0	7	7	0	0	14	109	0	16	0	125	0	22	0	0	22	161	0
7:15	0	0	0	0	0	7	10	0	0	17	171	0	46	0	217	0	15	2	0	17	251	0
7:30	0	0	0	0	0	13	9	0	0	22	205	0	30	0	235	0	23	1	0	24	281	0
7:45	0	0	0	0	0	10	10	0	0	20	247	0	44	0	291	0	37	1	0	38	349	0
Total	0	0	0	0	0	37	36	0	0	73	732	0	136	0	868	0	97	4	0	101	1042	0
8:00	0	0	0	0	0	21	9	0	0	30	259	0	30	0	289	0	29	17	0	46	365	0
8:15	0	0	0	0	0	20	19	0	0	39	288	0	31	0	319	0	46	3	0	49	407	0
8:30	0	0	0	0	0	21	26	0	0	47	237	0	21	0	258	0	40	0	0	40	345	0
8:45	0	0	0	0	0	10	16	0	0	26	216	0	15	0	231	0	45	0	0	45	302	0
Total	0	0	0	0	0	72	70	0	0	142	1000	0	97	0	1097	0	160	20	0	180	1419	0
16:00	0	0	0	0	0	27	133	0	0	160	212	0	26	0	238	0	129	1	0	130	528	0
16:15	0	0	0	0	0	23	112	0	0	135	232	0	34	0	266	0	133	0	0	133	534	0
16:30	0	0	0	0	0	22	118	0	0	140	205	0	29	0	234	0	138	1	0	139	513	0
16:45	0	0	0	0	0	18	108	0	0	126	203	0	38	0	241	0	114	1	0	115	482	0
Total	0	0	0	0	0	90	471	0	0	561	852	0	127	0	979	0	514	3	0	517	2057	0
17:00	0	0	0	0	0	29	117	0	0	146	215	0	27	0	242	0	129	2	0	131	519	0
17:15	0	0	0	0	0	21	93	0	0	114	278	0	25	0	303	0	159	1	0	160	577	0
17:30	0	0	0	0	0	22	104	0	0	126	233	0	24	0	257	0	147	2	0	149	532	0
17:45	0	0	0	0	0	23	99	0	0	122	200	0	27	0	227	0	139	0	0	139	488	0
Total	0	0	0	0	0	95	413	0	0	508	926	0	103	0	1029	0	574	5	0	579	2116	0
Grand Total	0	0	0	0	0	294	990	0	0	1284	3510	0	463	0	3973	0	1345	32	0	1377	6634	0
Apprch %	0.0%	0.0%	0.0%	0.0%		22.9%	77.1%	0.0%	0.0%		88.3%	0.0%	11.7%	0.0%		0.0%	97.7%	2.3%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	4.4%	14.9%	0.0%	0.0%	19.4%	52.9%	0.0%	7.0%	0.0%	59.9%	0.0%	20.3%	0.5%	0.0%	20.8%	100.0%	

AM PEAK HOUR	San Clemente Dr Southbound					Tamalpais Dr / Redwood Hwy Westbound					San Clemente Dr Northbound					Tamalpais Dr / Redwood Hwy Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	0	0	0	0	10	10	0	0	20	247	0	44	0	291	0	37	1	0	38	349
8:00	0	0	0	0	0	21	9	0	0	30	259	0	30	0	289	0	29	17	0	46	365
8:15	0	0	0	0	0	20	19	0	0	39	288	0	31	0	319	0	46	3	0	49	407
8:30	0	0	0	0	0	21	26	0	0	47	237	0	21	0	258	0	40	0	0	40	345
Total Volume	0	0	0	0	0	72	64	0	0	136	1031	0	126	0	1157	0	152	21	0	173	1466
% App Total	0.0%	0.0%	0.0%	0.0%		52.9%	47.1%	0.0%	0.0%		89.1%	0.0%	10.9%	0.0%		0.0%	87.9%	12.1%	0.0%		
PHF	.000	.000	.000	.000	.000	.857	.615	.000	.000	.723	.895	.000	.716	.000	.907	.000	.826	.309	.000	.883	.900

PM PEAK HOUR	San Clemente Dr Southbound					Tamalpais Dr / Redwood Hwy Westbound					San Clemente Dr Northbound					Tamalpais Dr / Redwood Hwy Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	29	117	0	0	146	215	0	27	0	242	0	129	2	0	131	519
17:15	0	0	0	0	0	21	93	0	0	114	278	0	25	0	303	0	159	1	0	160	577
17:30	0	0	0	0	0	22	104	0	0	126	233	0	24	0	257	0	147	2	0	149	532
17:45	0	0	0	0	0	23	99	0	0	122	200	0	27	0	227	0	139	0	0	139	488
Total Volume	0	0	0	0	0	95	413	0	0	508	926	0	103	0	1029	0	574	5	0	579	2116
% App Total	0.0%	0.0%	0.0%	0.0%		18.7%	81.3%	0.0%	0.0%		90.0%	0.0%	10.0%	0.0%		0.0%	99.1%	0.9%	0.0%		
PHF	.000	.000	.000	.000	.000	.819	.882	.000	.000	.870	.833	.000	.954	.000	.849	.000	.903	.625	.000	.905	.917

PC Attachment 1

National Data and Surveying Services

City of Corte Madera

All Vehicles & Uturns On Unshifted

Bikes & Peds On Bank 1

Heavy Trucks On Bank 2

(323) 782-0090

info@ndsdata.com

File Name : 17-7456-002 Nbound US-101 Ramps & Tamalpais Dr

Date : 5/25/2017

Unshifted Count = All Vehicles & Uturns

	Nbound US-101 Ramps Southbound					Tamalpais Dr Westbound					Nbound US-101 Ramps Northbound					Tamalpais Dr Eastbound					Total	Uturns Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	0	0	0	0	0	0	72	48	0	120	50	0	23	0	73	0	136	85	0	221	414	0
7:15	0	0	0	0	0	0	100	77	0	177	75	0	49	0	124	0	163	88	0	251	552	0
7:30	0	0	0	0	0	0	135	90	0	225	75	0	66	0	141	0	169	108	0	277	643	0
7:45	0	0	0	0	0	0	166	98	0	264	111	0	89	0	200	0	207	108	0	315	779	0
Total	0	0	0	0	0	0	473	313	0	786	311	0	227	0	538	0	675	389	0	1064	2388	0
8:00	0	0	0	0	0	0	149	124	0	273	116	0	142	0	258	0	275	113	0	388	919	0
8:15	0	0	0	0	0	0	175	136	0	311	98	0	123	0	221	0	220	128	0	348	880	0
8:30	0	0	0	0	0	0	144	121	0	265	107	0	71	0	178	0	197	117	0	314	757	0
8:45	0	0	0	0	0	0	120	98	0	218	118	0	107	0	225	0	204	114	0	318	761	0
Total	0	0	0	0	0	0	588	479	0	1067	439	0	443	0	882	0	896	472	0	1368	3317	0
16:00	0	0	0	0	0	0	166	172	0	338	144	0	110	0	254	0	194	217	0	411	1003	0
16:15	0	0	0	0	0	0	183	177	0	360	161	0	104	0	265	0	241	220	0	461	1086	0
16:30	0	0	0	0	0	0	163	151	0	314	115	0	91	0	206	0	232	207	0	439	959	0
16:45	0	0	0	0	0	0	150	167	0	317	115	0	104	0	219	0	225	184	0	409	945	0
Total	0	0	0	0	0	0	662	667	0	1329	535	0	409	0	944	0	892	828	0	1720	3993	0
17:00	0	0	0	0	0	0	168	162	0	330	129	0	109	0	238	0	226	208	0	434	1002	0
17:15	0	0	0	0	0	0	204	155	0	359	142	0	118	0	260	0	267	150	0	417	1036	0
17:30	0	0	0	0	0	0	170	165	0	335	192	0	133	0	325	0	220	172	0	392	1052	0
17:45	0	0	0	0	0	0	160	139	0	299	169	0	153	0	322	0	243	127	0	370	991	0
Total	0	0	0	0	0	0	702	621	0	1323	632	0	513	0	1145	0	956	657	0	1613	4081	0
Grand Total	0	0	0	0	0	0	2425	2080	0	4505	1917	0	1592	0	3509	0	3419	2346	0	5765	13779	0
Apprch %	0.0%	0.0%	0.0%	0.0%		0.0%	53.8%	46.2%	0.0%		54.6%	0.0%	45.4%	0.0%		0.0%	59.3%	40.7%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.6%	15.1%	0.0%	32.7%	13.9%	0.0%	11.6%	0.0%	25.5%	0.0%	24.8%	17.0%	0.0%	41.8%	100.0%	

AM PEAK HOUR	Nbound US-101 Ramps Southbound					Tamalpais Dr Westbound					Nbound US-101 Ramps Northbound					Tamalpais Dr Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	0	0	0	0	0	166	98	0	264	111	0	89	0	200	0	207	108	0	315	779
8:00	0	0	0	0	0	0	149	124	0	273	116	0	142	0	258	0	275	113	0	388	919
8:15	0	0	0	0	0	0	175	136	0	311	98	0	123	0	221	0	220	128	0	348	880
8:30	0	0	0	0	0	0	144	121	0	265	107	0	71	0	178	0	197	117	0	314	757
Total Volume	0	0	0	0	0	0	634	479	0	1113	432	0	425	0	857	0	899	466	0	1365	3335
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	57.0%	43.0%	0.0%		50.4%	0.0%	49.6%	0.0%		0.0%	65.9%	34.1%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.906	.881	.000	.895	.931	.000	.748	.000	.830	.000	.817	.910	.000	.880	.907

PM PEAK HOUR	Nbound US-101 Ramps Southbound					Tamalpais Dr Westbound					Nbound US-101 Ramps Northbound					Tamalpais Dr Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	168	162	0	330	129	0	109	0	238	0	226	208	0	434	1002
17:15	0	0	0	0	0	0	204	155	0	359	142	0	118	0	260	0	267	150	0	417	1036
17:30	0	0	0	0	0	0	170	165	0	335	192	0	133	0	325	0	220	172	0	392	1052
17:45	0	0	0	0	0	0	160	139	0	299	169	0	153	0	322	0	243	127	0	370	991
Total Volume	0	0	0	0	0	0	702	621	0	1323	632	0	513	0	1145	0	956	657	0	1613	4081
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	53.1%	46.9%	0.0%		55.2%	0.0%	44.8%	0.0%		0.0%	59.3%	40.7%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.860	.941	.000	.921	.823	.000	.838	.000	.881	.000	.895	.790	.000	.929	.970

National Data and Surveying Services

City of Corte Madera
All Vehicles & Uturns On Unshifted
Bikes & Peds On Bank 1
Heavy Trucks On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 17-7456-004 Town Center Entrance & Tamalpais Dr
Date : 5/25/2017

Unshifted Count = All Vehicles & Uturns

	Town Center Entrance Southbound					Tamalpais Dr Westbound					Town Center Entrance Northbound					Tamalpais Dr Eastbound					Total	Uturns Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	13	6	5	0	24	0	128	18	0	146	0	0	0	0	0	0	97	70	0	167	337	0
7:15	8	4	2	0	14	0	175	17	0	192	0	0	0	0	0	0	85	94	0	179	385	0
7:30	10	2	2	0	14	0	181	23	0	204	0	0	0	0	0	0	126	109	0	235	453	0
7:45	9	4	1	0	14	0	235	44	0	279	0	0	0	0	0	0	151	126	0	277	570	0
Total	40	16	10	0	66	0	719	102	0	821	0	0	0	0	0	0	459	399	0	858	1745	0
8:00	12	6	4	0	22	0	233	40	0	273	0	0	0	0	0	0	212	107	0	319	614	0
8:15	14	9	6	0	29	0	215	32	0	247	0	0	0	0	0	0	184	154	0	338	614	0
8:30	9	4	0	0	13	0	189	53	0	242	0	0	0	0	0	0	135	132	0	267	522	0
8:45	13	6	2	0	21	0	199	59	0	258	0	0	0	0	0	0	129	99	0	228	507	0
Total	48	25	12	0	85	0	836	184	0	1020	0	0	0	0	0	0	660	492	0	1152	2257	0
16:00	57	19	10	0	86	0	238	53	0	291	0	0	0	0	0	0	222	75	0	297	674	0
16:15	45	23	11	0	79	0	300	62	0	362	0	0	0	0	0	0	251	75	0	326	767	0
16:30	47	24	12	0	83	0	201	48	0	249	0	0	0	0	0	0	229	56	0	285	617	0
16:45	63	25	15	0	103	0	220	48	0	268	0	0	0	0	0	0	162	61	0	223	594	0
Total	212	91	48	0	351	0	959	211	0	1170	0	0	0	0	0	0	864	267	0	1131	2652	0
17:00	57	29	16	0	102	0	250	47	0	297	0	0	0	0	0	0	199	93	0	292	691	0
17:15	50	28	9	0	87	0	276	51	0	327	0	0	0	0	0	0	188	69	0	257	671	0
17:30	42	18	10	0	70	0	281	59	0	340	0	0	0	0	0	0	176	61	0	237	647	0
17:45	44	20	20	0	84	0	277	71	0	348	0	0	0	0	0	0	155	72	0	227	659	0
Total	193	95	55	0	343	0	1084	228	0	1312	0	0	0	0	0	0	718	295	0	1013	2668	0
Grand Total	493	227	125	0	845	0	3598	725	0	4323	0	0	0	0	0	0	2701	1453	0	4154	9322	0
Apprch %	58.3%	26.9%	14.8%	0.0%		0.0%	83.2%	16.8%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	65.0%	35.0%	0.0%			
Total %	5.3%	2.4%	1.3%	0.0%	9.1%	0.0%	38.6%	7.8%	0.0%	46.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	29.0%	15.6%	0.0%	44.6%	100.0%	

AM PEAK HOUR	Town Center Entrance Southbound					Tamalpais Dr Westbound					Town Center Entrance Northbound					Tamalpais Dr Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	9	4	1	0	14	0	235	44	0	279	0	0	0	0	0	0	151	126	0	277	570
8:00	12	6	4	0	22	0	233	40	0	273	0	0	0	0	0	0	212	107	0	319	614
8:15	14	9	6	0	29	0	215	32	0	247	0	0	0	0	0	0	184	154	0	338	614
8:30	9	4	0	0	13	0	189	53	0	242	0	0	0	0	0	0	135	132	0	267	522
Total Volume	44	23	11	0	78	0	872	169	0	1041	0	0	0	0	0	0	682	519	0	1201	2320
% App Total	56.4%	29.5%	14.1%	0.0%		0.0%	83.8%	16.2%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	56.8%	43.2%	0.0%		
PHF	.786	.639	.458	.000	.672	.000	.928	.797	.000	.933	.000	.000	.000	.000	.000	.000	.804	.843	.000	.888	.945

PM PEAK HOUR	Town Center Entrance Southbound					Tamalpais Dr Westbound					Town Center Entrance Northbound					Tamalpais Dr Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:15 to 17:15																					
Peak Hour For Entire Intersection Begins at 16:15																					
16:15	45	23	11	0	79	0	300	62	0	362	0	0	0	0	0	0	251	75	0	326	767
16:30	47	24	12	0	83	0	201	48	0	249	0	0	0	0	0	0	229	56	0	285	617
16:45	63	25	15	0	103	0	220	48	0	268	0	0	0	0	0	0	162	61	0	223	594
17:00	57	29	16	0	102	0	250	47	0	297	0	0	0	0	0	0	199	93	0	292	691
Total Volume	212	101	54	0	367	0	971	205	0	1176	0	0	0	0	0	0	841	285	0	1126	2669
% App Total	57.8%	27.5%	14.7%	0.0%		0.0%	82.6%	17.4%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	74.7%	25.3%	0.0%		
PHF	.841	.871	.844	.000	.891	.000	.809	.827	.000	.812	.000	.000	.000	.000	.000	.000	.838	.766	.000	.863	.870

PC Attachment 1

National Data and Surveying Services

City of Corte Madera

All Vehicles & Uturns On Unshifted

Bikes & Peds On Bank 1

Heavy Trucks On Bank 2

(323) 782-0090

info@ndsdata.com

File Name : 17-7456-003 Sbound US-101 Ramps & Tamalpais Dr

Date : 5/25/2017

Unshifted Count = All Vehicles & Uturns

	Sbound US-101 Ramps Southbound					Tamalpais Dr Westbound					Sbound US-101 Ramps Northbound					Tamalpais Dr Eastbound					Total	Uturns Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	115	0	58	0	173	0	83	42	0	125	0	0	0	0	0	0	99	0	0	99	397	0
7:15	138	0	82	0	220	0	106	63	0	169	0	0	0	0	0	0	100	0	0	100	489	0
7:30	129	0	71	0	200	0	139	77	0	216	0	0	0	0	0	0	134	0	0	134	550	0
7:45	156	0	99	0	255	0	177	99	0	276	0	0	0	0	0	0	158	0	0	158	689	0
Total	538	0	310	0	848	0	505	281	0	786	0	0	0	0	0	0	491	0	0	491	2125	0
8:00	198	0	95	0	293	0	178	86	0	264	0	0	0	0	0	0	233	0	0	233	790	0
8:15	170	0	79	0	249	0	170	106	0	276	0	0	0	0	0	0	191	0	0	191	716	0
8:30	156	0	82	0	238	0	163	80	0	243	0	0	0	0	0	0	150	0	0	150	631	0
8:45	175	0	94	0	269	0	167	65	0	232	0	0	0	0	0	0	138	0	0	138	639	0
Total	699	0	350	0	1049	0	678	337	0	1015	0	0	0	0	0	0	712	0	0	712	2776	0
16:00	145	0	68	0	213	0	224	68	0	292	0	0	0	0	0	0	275	0	0	275	780	0
16:15	175	0	75	0	250	0	283	74	0	357	0	0	0	0	0	0	292	0	0	292	899	0
16:30	167	0	70	0	237	0	184	72	0	256	0	0	0	0	0	0	282	0	0	282	775	0
16:45	173	0	79	0	252	0	185	103	0	288	0	0	0	0	0	0	227	0	0	227	767	0
Total	660	0	292	0	952	0	876	317	0	1193	0	0	0	0	0	0	1076	0	0	1076	3221	0
17:00	196	0	77	0	273	0	217	63	0	280	0	0	0	0	0	0	249	0	0	249	802	0
17:15	167	0	81	0	248	0	245	84	0	329	0	0	0	0	0	0	236	0	0	236	813	0
17:30	169	0	85	0	254	0	264	105	0	369	0	0	0	0	0	0	228	0	0	228	851	0
17:45	174	0	86	0	260	0	250	90	0	340	0	0	0	0	0	0	191	0	0	191	791	0
Total	706	0	329	0	1035	0	976	342	0	1318	0	0	0	0	0	0	904	0	0	904	3257	0
Grand Total	2603	0	1281	0	3884	0	3035	1277	0	4312	0	0	0	0	0	0	3183	0	0	3183	11379	0
Apprch %	67.0%	0.0%	33.0%	0.0%		0.0%	70.4%	29.6%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%			
Total %	22.9%	0.0%	11.3%	0.0%	34.1%	0.0%	26.7%	11.2%	0.0%	37.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	28.0%	0.0%	0.0%	28.0%	100.0%	

AM PEAK HOUR	Sbound US-101 Ramps Southbound					Tamalpais Dr Westbound					Sbound US-101 Ramps Northbound					Tamalpais Dr Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	156	0	99	0	255	0	177	99	0	276	0	0	0	0	0	0	158	0	0	158	689
8:00	198	0	95	0	293	0	178	86	0	264	0	0	0	0	0	0	233	0	0	233	790
8:15	170	0	79	0	249	0	170	106	0	276	0	0	0	0	0	0	191	0	0	191	716
8:30	156	0	82	0	238	0	163	80	0	243	0	0	0	0	0	0	150	0	0	150	631
Total Volume	680	0	355	0	1035	0	688	371	0	1059	0	0	0	0	0	0	732	0	0	732	2826
% App Total	65.7%	0.0%	34.3%	0.0%		0.0%	65.0%	35.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.859	.000	.896	.000	.883	.000	.966	.875	.000	.959	.000	.000	.000	.000	.000	.000	.785	.000	.000	.785	.894

PM PEAK HOUR	Sbound US-101 Ramps Southbound					Tamalpais Dr Westbound					Sbound US-101 Ramps Northbound					Tamalpais Dr Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	196	0	77	0	273	0	217	63	0	280	0	0	0	0	0	0	249	0	0	249	802
17:15	167	0	81	0	248	0	245	84	0	329	0	0	0	0	0	0	236	0	0	236	813
17:30	169	0	85	0	254	0	264	105	0	369	0	0	0	0	0	0	228	0	0	228	851
17:45	174	0	86	0	260	0	250	90	0	340	0	0	0	0	0	0	191	0	0	191	791
Total Volume	706	0	329	0	1035	0	976	342	0	1318	0	0	0	0	0	0	904	0	0	904	3257
% App Total	68.2%	0.0%	31.8%	0.0%		0.0%	74.1%	25.9%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.901	.000	.956	.000	.948	.000	.924	.814	.000	.893	.000	.000	.000	.000	.000	.000	.908	.000	.000	.908	.957

National Data and Surveying Services

City of Corte Madera
All Vehicles & Uturns On Unshifted
Bikes & Peds On Bank 1
Heavy Trucks On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 17-7456-005 Madera Blvd & Tamalpais Dr
Date : 5/25/2017

Unshifted Count = All Vehicles & Uturns

	Madera Blvd Southbound					Tamalpais Dr Westbound					Madera Blvd Northbound					Tamalpais Dr Eastbound					Total	Uturns Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	18	7	15	0	40	35	71	24	0	130	4	3	32	0	39	7	118	7	0	132	341	0
7:15	19	12	22	0	53	29	111	28	0	168	5	11	42	0	58	8	116	6	0	130	409	0
7:30	26	9	20	0	55	34	125	22	0	181	9	13	37	0	59	13	164	8	0	185	480	0
7:45	41	17	31	0	89	24	155	52	0	231	20	21	39	0	80	19	194	3	0	216	616	0
Total	104	45	88	0	237	122	462	126	0	710	38	48	150	0	236	47	592	24	0	663	1846	0
8:00	55	25	34	0	114	42	140	40	0	222	13	15	55	0	83	36	213	7	0	256	675	0
8:15	55	14	24	0	93	41	138	52	0	231	10	9	47	0	66	32	229	6	0	267	657	0
8:30	36	20	26	0	82	27	110	43	0	180	5	7	26	0	38	26	209	5	0	240	540	0
8:45	37	13	31	0	81	43	107	45	0	195	9	16	40	0	65	28	155	11	0	194	535	0
Total	183	72	115	0	370	153	495	180	0	828	37	47	168	0	252	122	806	29	0	957	2407	0
16:00	39	17	36	0	92	24	157	61	0	242	10	23	39	0	72	43	221	9	0	273	679	0
16:15	43	18	37	0	98	51	183	80	0	314	6	23	34	0	63	40	243	14	0	297	772	0
16:30	55	14	38	0	107	40	122	50	0	212	12	17	35	0	64	55	194	7	0	256	639	0
16:45	61	9	48	0	118	30	143	44	0	217	12	17	29	0	58	35	135	7	0	177	570	0
Total	198	58	159	0	415	145	605	235	0	985	40	80	137	0	257	173	793	37	0	1003	2660	0
17:00	54	19	48	0	121	51	148	64	0	263	14	14	46	0	74	48	188	10	0	246	704	0
17:15	62	19	42	0	123	42	154	89	0	285	10	13	35	0	58	39	165	8	0	212	678	0
17:30	59	16	46	0	121	38	174	66	0	278	5	13	33	0	51	31	147	4	0	182	632	0
17:45	40	14	33	0	87	61	149	83	0	293	13	25	33	0	71	41	149	8	0	198	649	0
Total	215	68	169	0	452	192	625	302	0	1119	42	65	147	0	254	159	649	30	0	838	2663	0
Grand Total	700	243	531	0	1474	612	2187	843	0	3642	157	240	602	0	999	501	2840	120	0	3461	9576	0
Apprch %	47.5%	16.5%	36.0%	0.0%		16.8%	60.0%	23.1%	0.0%		15.7%	24.0%	60.3%	0.0%		14.5%	82.1%	3.5%	0.0%			
Total %	7.3%	2.5%	5.5%	0.0%	15.4%	6.4%	22.8%	8.8%	0.0%	38.0%	1.6%	2.5%	6.3%	0.0%	10.4%	5.2%	29.7%	1.3%	0.0%	36.1%	100.0%	

AM PEAK HOUR	Madera Blvd Southbound					Tamalpais Dr Westbound					Madera Blvd Northbound					Tamalpais Dr Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	41	17	31	0	89	24	155	52	0	231	20	21	39	0	80	19	194	3	0	216	616
8:00	55	25	34	0	114	42	140	40	0	222	13	15	55	0	83	36	213	7	0	256	675
8:15	55	14	24	0	93	41	138	52	0	231	10	9	47	0	66	32	229	6	0	267	657
8:30	36	20	26	0	82	27	110	43	0	180	5	7	26	0	38	26	209	5	0	240	540
Total Volume	187	76	115	0	378	134	543	187	0	864	48	52	167	0	267	113	845	21	0	979	2488
% App Total	49.5%	20.1%	30.4%	0.0%		15.5%	62.8%	21.6%	0.0%		18.0%	19.5%	62.5%	0.0%		11.5%	86.3%	2.1%	0.0%		
PHF	.850	.760	.846	.000	.829	.798	.876	.899	.000	.935	.600	.619	.759	.000	.804	.785	.922	.750	.000	.917	.921

PM PEAK HOUR	Madera Blvd Southbound					Tamalpais Dr Westbound					Madera Blvd Northbound					Tamalpais Dr Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:15 to 17:15																					
Peak Hour For Entire Intersection Begins at 16:15																					
16:15	43	18	37	0	98	51	183	80	0	314	6	23	34	0	63	40	243	14	0	297	772
16:30	55	14	38	0	107	40	122	50	0	212	12	17	35	0	64	55	194	7	0	256	639
16:45	61	9	48	0	118	30	143	44	0	217	12	17	29	0	58	35	135	7	0	177	570
17:00	54	19	48	0	121	51	148	64	0	263	14	14	46	0	74	48	188	10	0	246	704
Total Volume	213	60	171	0	444	172	596	238	0	1006	44	71	144	0	259	178	760	38	0	976	2685
% App Total	48.0%	13.5%	38.5%	0.0%		17.1%	59.2%	23.7%	0.0%		17.0%	27.4%	55.6%	0.0%		18.2%	77.9%	3.9%	0.0%		
PHF	.873	.789	.891	.000	.917	.843	.814	.744	.000	.801	.786	.772	.783	.000	.875	.809	.782	.679	.000	.822	.869

National Data and Surveying Services

City of Corte Madera

All Vehicles & Uturns On Unshifted

Bikes & Peds On Bank 1

Heavy Trucks On Bank 2

(323) 782-0090

info@ndsdata.com

File Name : 17-7456-006 San Clemente Dr & Paradise Dr

Date : 5/25/2017

Unshifted Count = All Vehicles & Uturns

	San Clemente Dr Southbound					Paradise Dr Westbound					San Clemente Dr Northbound					Paradise Dr Eastbound					Total	Uturns Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	0	97	7	0	104	0	0	0	0	0	4	102	0	0	106	24	0	1	0	25	235	0
7:15	0	134	3	0	137	0	0	0	0	0	0	195	0	0	195	24	0	3	0	27	359	0
7:30	0	180	4	0	184	0	0	0	0	0	3	221	0	0	224	29	0	3	0	32	440	0
7:45	0	226	2	0	228	0	0	0	0	0	3	280	0	0	283	20	0	5	0	25	536	0
Total	0	637	16	0	653	0	0	0	0	0	10	798	0	0	808	97	0	12	0	109	1570	0
8:00	0	346	9	0	355	0	0	0	0	0	7	258	0	1	266	29	0	3	0	32	653	1
8:15	0	239	6	0	245	0	0	0	0	0	3	324	0	0	327	25	0	4	0	29	601	0
8:30	0	189	11	0	200	0	0	0	0	0	7	224	0	0	231	27	0	3	0	30	461	0
8:45	0	165	5	0	170	0	0	0	0	0	7	198	0	0	205	20	0	7	0	27	402	0
Total	0	939	31	0	970	0	0	0	0	0	24	1004	0	1	1029	101	0	17	0	118	2117	1
16:00	0	167	5	0	172	0	0	0	0	0	4	228	0	0	232	33	0	11	0	44	448	0
16:15	0	203	9	0	212	0	0	0	0	0	6	209	0	0	215	43	0	11	0	54	481	0
16:30	0	174	3	0	177	0	0	0	0	0	6	203	0	0	209	39	0	11	0	50	436	0
16:45	0	184	5	0	189	0	0	0	0	0	9	165	0	0	174	54	0	11	0	65	428	0
Total	0	728	22	0	750	0	0	0	0	0	25	805	0	0	830	169	0	44	0	213	1793	0
17:00	0	196	9	0	205	0	0	0	0	0	5	207	0	0	212	73	0	9	0	82	499	0
17:15	0	196	7	0	203	0	0	0	0	0	7	200	0	0	207	56	0	13	0	69	479	0
17:30	0	204	6	0	210	0	0	0	0	0	2	185	0	0	187	61	0	8	0	69	466	0
17:45	0	250	4	0	254	0	0	0	0	0	7	170	0	0	177	62	0	7	0	69	500	0
Total	0	846	26	0	872	0	0	0	0	0	21	762	0	0	783	252	0	37	0	289	1944	0
Grand Total	0	3150	95	0	3245	0	0	0	0	0	80	3369	0	1	3450	619	0	110	0	729	7424	1
Apprch %	0.0%	97.1%	2.9%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	2.3%	97.7%	0.0%	0.0%		84.9%	0.0%	15.1%	0.0%			
Total %	0.0%	42.4%	1.3%	0.0%	43.7%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	45.4%	0.0%	0.0%	46.5%	8.3%	0.0%	1.5%	0.0%	9.8%	100.0%	

AM PEAK HOUR	San Clemente Dr Southbound					Paradise Dr Westbound					San Clemente Dr Northbound					Paradise Dr Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	226	2	0	228	0	0	0	0	0	3	280	0	0	283	20	0	5	0	25	536
8:00	0	346	9	0	355	0	0	0	0	0	7	258	0	1	266	29	0	3	0	32	653
8:15	0	239	6	0	245	0	0	0	0	0	3	324	0	0	327	25	0	4	0	29	601
8:30	0	189	11	0	200	0	0	0	0	0	7	224	0	0	231	27	0	3	0	30	461
Total Volume	0	1000	28	0	1028	0	0	0	0	0	20	1086	0	1	1107	101	0	15	0	116	2251
% App Total	0.0%	97.3%	2.7%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	98.1%	0.0%	0.1%		87.1%	0.0%	12.9%	0.0%		
PHF	.000	.723	.636	.000	.724	.000	.000	.000	.000	.000	.714	.838	.000	.250	.846	.871	.000	.750	.000	.906	.862

PM PEAK HOUR	San Clemente Dr Southbound					Paradise Dr Westbound					San Clemente Dr Northbound					Paradise Dr Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	196	9	0	205	0	0	0	0	0	5	207	0	0	212	73	0	9	0	82	499
17:15	0	196	7	0	203	0	0	0	0	0	7	200	0	0	207	56	0	13	0	69	479
17:30	0	204	6	0	210	0	0	0	0	0	2	185	0	0	187	61	0	8	0	69	466
17:45	0	250	4	0	254	0	0	0	0	0	7	170	0	0	177	62	0	7	0	69	500
Total Volume	0	846	26	0	872	0	0	0	0	0	21	762	0	0	783	252	0	37	0	289	1944
% App Total	0.0%	97.0%	3.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	97.3%	0.0%	0.0%		87.2%	0.0%	12.8%	0.0%		
PHF	.000	.846	.722	.000	.858	.000	.000	.000	.000	.000	.750	.920	.000	.000	.923	.863	.000	.712	.000	.881	.972

PC Attachment 1

National Data and Surveying Services

City of Corte Madera

All Vehicles & Uturns On Unshifted

Bikes & Peds On Bank 1

Heavy Trucks On Bank 2

(323) 782-0090

info@ndsdata.com

File Name : 17-7456-101 Paradise Dr & Tamalpais Dr

Date : 5/25/2017

Unshifted Count = All Vehicles & Uturns

	Paradise Dr Southbound					Tamalpais Dr Westbound					Paradise Dr Northbound					Tamalpais Dr Eastbound					Total	Uturns Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	98	50	0	148	150	0
7:15	0	0	0	0	0	0	0	0	0	0	0	8	3	0	11	0	127	60	0	187	198	0
7:30	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	167	48	0	215	222	0
7:45	0	0	0	0	0	0	0	0	0	0	0	10	2	0	12	0	220	51	0	271	283	0
Total	0	0	0	0	0	0	0	0	0	0	0	27	5	0	32	0	612	209	0	821	853	0
8:00	0	0	0	0	0	0	0	0	0	0	0	7	3	0	10	0	313	77	0	390	400	0
8:15	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	222	74	0	296	307	0
8:30	0	0	0	0	0	0	0	0	0	0	0	13	1	0	14	0	178	67	0	245	259	0
8:45	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	158	107	0	265	273	0
Total	0	0	0	0	0	0	0	0	0	0	0	39	4	0	43	0	871	325	0	1196	1239	0
16:00	0	0	0	0	0	0	0	0	0	0	0	15	1	0	16	0	152	33	0	185	201	0
16:15	0	0	0	0	0	0	0	0	0	0	0	18	2	0	20	0	189	40	0	229	249	0
16:30	0	0	0	0	0	0	0	0	0	0	0	14	3	0	17	0	168	39	0	207	224	0
16:45	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8	0	181	32	0	213	221	0
Total	0	0	0	0	0	0	0	0	0	0	0	54	7	0	61	0	690	144	0	834	895	0
17:00	0	0	0	0	0	0	0	0	0	0	0	17	4	0	21	0	175	48	0	223	244	0
17:15	0	0	0	0	0	0	0	0	0	0	0	14	3	0	17	0	195	36	0	231	248	0
17:30	0	0	0	0	0	0	0	0	0	0	0	22	1	0	23	0	192	28	0	220	243	0
17:45	0	0	0	0	0	0	0	0	0	0	0	12	4	0	16	0	241	33	0	274	290	0
Total	0	0	0	0	0	0	0	0	0	0	0	65	12	0	77	0	803	145	0	948	1025	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	185	28	0	213	0	2976	823	0	3799	4012	0
Apprch %	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	86.9%	13.1%	0.0%		0.0%	78.3%	21.7%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.6%	0.7%	0.0%	5.3%	0.0%	74.2%	20.5%	0.0%	94.7%	100.0%	

AM PEAK HOUR	Paradise Dr Southbound					Tamalpais Dr Westbound					Paradise Dr Northbound					Tamalpais Dr Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	0	0	0	0	0	0	0	0	0	0	10	2	0	12	0	220	51	0	271	283
8:00	0	0	0	0	0	0	0	0	0	0	0	7	3	0	10	0	313	77	0	390	400
8:15	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	222	74	0	296	307
8:30	0	0	0	0	0	0	0	0	0	0	0	13	1	0	14	0	178	67	0	245	259
Total Volume	0	0	0	0	0	0	0	0	0	0	0	41	6	0	47	0	933	269	0	1202	1249
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	87.2%	12.8%	0.0%		0.0%	77.6%	22.4%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.788	.500	.000	.839	.000	.745	.873	.000	.771	.781

PM PEAK HOUR	Paradise Dr Southbound					Tamalpais Dr Westbound					Paradise Dr Northbound					Tamalpais Dr Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	17	4	0	21	0	175	48	0	223	244
17:15	0	0	0	0	0	0	0	0	0	0	0	14	3	0	17	0	195	36	0	231	248
17:30	0	0	0	0	0	0	0	0	0	0	0	22	1	0	23	0	192	28	0	220	243
17:45	0	0	0	0	0	0	0	0	0	0	0	12	4	0	16	0	241	33	0	274	290
Total Volume	0	0	0	0	0	0	0	0	0	0	0	65	12	0	77	0	803	145	0	948	1025
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	84.4%	15.6%	0.0%		0.0%	84.7%	15.3%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.739	.750	.000	.837	.000	.833	.755	.000	.865	.884

APPENDIX B

INTERSECTION LEVEL OF SERVICE CALCULATION SHEETS



PC Attachment 1

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Amy's Drive Thru
Existing Conditions
Mid-Afternoon Peak Hour

Intersection 1 San Clemente Dr/Tamalpais Dr-Redwood Hwy Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	848	841	99.2%	22.1	3.7	C
	Through						
	Right Turn	114	115	101.2%	25.4	5.4	C
	Subtotal	962	956	99.4%	22.5	3.8	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	554	558	100.7%	20.3	2.3	C
	Right Turn	627	628	100.2%	1.2	0.1	A
	Subtotal	1,181	1,186	100.4%	10.2	1.3	B
WB	Left Turn	83	79	95.7%	23.9	3.2	C
	Through	454	471	103.7%	12.8	1.5	B
	Right Turn						
	Subtotal	537	550	102.4%	14.3	1.3	B
Total		2,680	2,693	100.5%	15.4	0.9	B

Intersection 2 US 101 On-ramp-US 101 Off-ramp/Tamalpais Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	674	660	97.9%	45.6	10.2	D
	Through						
	Right Turn	434	427	98.5%	9.8	1.7	A
	Subtotal	1,108	1,087	98.1%	31.5	6.7	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	786	803	102.2%	15.8	1.3	B
	Right Turn	796	759	95.3%	7.7	1.0	A
	Subtotal	1,582	1,562	98.7%	11.8	1.1	B
WB	Left Turn						
	Through	721	718	99.6%	2.7	0.3	A
	Right Turn	581	583	100.3%	3.3	0.3	A
	Subtotal	1,302	1,301	99.9%	3.0	0.2	A
Total		3,992	3,951	99.0%	14.5	2.4	B

PC Attachment 1

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Amy's Drive Thru
Existing Conditions
Mid-Afternoon Peak Hour

Intersection 3 **US 101 SB Off-ramp/Tamalpais Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	632	632	100.0%	26.3	4.3	C
	Through						
	Right Turn	328	334	101.7%	17.7	2.4	B
	Subtotal	960	965	100.6%	23.3	3.6	C
EB	Left Turn						
	Through	950	953	100.3%	8.5	0.8	A
	Right Turn						
	Subtotal	950	953	100.3%	8.5	0.8	A
WB	Left Turn						
	Through	1,008	1,013	100.5%	12.4	0.6	B
	Right Turn	387	380	98.2%	3.1	0.5	A
	Subtotal	1,395	1,393	99.9%	9.7	0.5	A
Total		3,305	3,312	100.2%	13.3	1.3	B

Intersection 4 **Town Center Dr/Tamalpais Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	323	316	97.8%	18.8	2.1	B
	Through						
	Right Turn	41	43	104.6%	18.5	3.8	B
	Subtotal	364	359	98.5%	18.8	1.9	B
EB	Left Turn						
	Through	1,037	1,013	97.7%	10.5	1.8	B
	Right Turn						
	Subtotal	1,037	1,013	97.7%	10.5	1.8	B
WB	Left Turn						
	Through	1,107	1,124	101.5%	8.9	4.0	A
	Right Turn	229	236	102.8%	1.7	0.4	A
	Subtotal	1,336	1,359	101.7%	7.7	3.4	A
Total		2,737	2,731	99.8%	10.2	2.0	B

PC Attachment 1

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Amy's Drive Thru
Existing Conditions
Mid-Afternoon Peak Hour

Intersection 5 Madera Blvd/Tamalpais Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	55	54	97.8%	47.2	8.0	D
	Through	72	71	99.0%	46.5	8.0	D
	Right Turn	158	151	95.6%	17.1	5.5	B
	Subtotal	285	276	96.9%	29.7	4.0	C
SB	Left Turn	216	213	98.5%	42.6	4.1	D
	Through	85	89	104.5%	43.5	4.7	D
	Right Turn	188	188	100.0%	10.8	3.4	B
	Subtotal	489	490	100.1%	31.3	2.1	C
EB	Left Turn	144	137	95.1%	65.6	18.2	E
	Through	664	649	97.7%	38.0	7.7	D
	Right Turn	27	30	111.5%	33.6	14.0	C
	Subtotal	835	816	97.7%	42.7	8.3	D
WB	Left Turn	166	164	98.6%	72.7	11.0	E
	Through	691	683	98.8%	36.3	6.0	D
	Right Turn	291	292	100.2%	10.0	3.0	B
	Subtotal	1,148	1,138	99.1%	35.2	4.8	D
Total		2,757	2,720	98.6%	36.3	4.2	D

HCM 2010 Signalized Intersection Summary

6: Paradise/San Clemente

05/04/2018

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	104	20	33	855	655	30		
Future Volume (veh/h)	104	20	33	855	655	30		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	109	0	35	900	689	32		
Adj No. of Lanes	1	1	1	2	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	223	199	580	2558	2082	97		
Arrive On Green	0.13	0.00	0.05	0.72	0.60	0.60		
Sat Flow, veh/h	1774	1583	1774	3632	3537	160		
Grp Volume(v), veh/h	109	0	35	900	354	367		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1835		
Q Serve(g_s), s	3.4	0.0	0.4	5.7	5.9	5.9		
Cycle Q Clear(g_c), s	3.4	0.0	0.4	5.7	5.9	5.9		
Prop In Lane	1.00	1.00	1.00			0.09		
Lane Grp Cap(c), veh/h	223	199	580	2558	1070	1109		
V/C Ratio(X)	0.49	0.00	0.06	0.35	0.33	0.33		
Avail Cap(c_a), veh/h	455	406	719	2558	1070	1109		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	24.4	0.0	3.5	3.1	5.9	5.9		
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.4	0.8	0.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.2	2.9	3.1	3.2		
LnGrp Delay(d),s/veh	25.1	0.0	3.5	3.5	6.7	6.7		
LnGrp LOS	C		A	A	A	A		
Approach Vol, veh/h	109			935	721			
Approach Delay, s/veh	25.1			3.5	6.7			
Approach LOS	C			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		48.3		11.7	7.1	41.2		
Change Period (Y+Rc), s		* 4.9		* 4.2	4.0	4.9		
Max Green Setting (Gmax), s		* 36		* 15	7.8	23.7		
Max Q Clear Time (g_c+I1), s		7.7		5.4	2.4	7.9		
Green Ext Time (p_c), s		13.5		0.1	0.0	9.6		
Intersection Summary								
HCM 2010 Ctrl Delay			6.1					
HCM 2010 LOS			A					
Notes								

PC Attachment 1

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Amy's Drive Thru
Existing
PM Peak Hour

Intersection 1 San Clemente Dr/Tamalpais Dr-Redwood Hwy Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	926	947	102.2%	33.3	18.1	C
	Through						
	Right Turn	103	102	99.0%	40.9	29.4	D
	Subtotal	1,029	1,049	101.9%	34.1	19.3	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	602	602	100.0%	21.5	2.7	C
	Right Turn	803	810	100.9%	1.9	0.4	A
	Subtotal	1,405	1,412	100.5%	10.2	1.7	B
WB	Left Turn	95	94	99.3%	24.9	4.6	C
	Through	413	421	102.0%	10.5	2.0	B
	Right Turn						
	Subtotal	508	515	101.5%	13.2	1.9	B
Total		2,942	2,976	101.2%	19.3	6.9	B

Intersection 2 US 101 On-ramp-US 101 Off-ramp/Tamalpais Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	632	619	97.9%	37.2	5.5	D
	Through						
	Right Turn	513	514	100.1%	12.7	2.0	B
	Subtotal	1,145	1,132	98.9%	26.2	3.8	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	960	976	101.7%	18.0	1.3	B
	Right Turn	657	656	99.8%	10.3	1.6	B
	Subtotal	1,617	1,632	100.9%	15.0	1.3	B
WB	Left Turn						
	Through	718	721	100.4%	2.9	0.4	A
	Right Turn	621	643	103.6%	4.5	0.3	A
	Subtotal	1,339	1,364	101.9%	3.7	0.4	A
Total		4,101	4,128	100.7%	14.3	1.5	B

PC Attachment 1

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Amy's Drive Thru
Existing
PM Peak Hour

Intersection 3 US 101 SB Off-ramp/Tamalpais Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	706	707	100.2%	32.9	7.2	C
	Through						
	Right Turn	329	324	98.6%	20.3	4.5	C
	Subtotal	1,035	1,032	99.7%	29.1	6.2	C
EB	Left Turn						
	Through	911	930	102.1%	8.6	0.5	A
	Right Turn						
	Subtotal	911	930	102.1%	8.6	0.5	A
WB	Left Turn						
	Through	1,008	1,003	99.5%	11.9	0.6	B
	Right Turn	342	344	100.4%	2.5	0.4	A
	Subtotal	1,350	1,347	99.8%	9.5	0.5	A
Total		3,296	3,309	100.4%	15.5	2.2	B

Intersection 4 Town Center Dr/Tamalpais Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	288	294	102.0%	20.0	2.4	B
	Through						
	Right Turn	55	56	101.5%	18.9	5.4	B
	Subtotal	343	350	102.0%	19.7	2.3	B
EB	Left Turn						
	Through	1,013	1,013	100.0%	9.6	1.4	A
	Right Turn						
	Subtotal	1,013	1,013	100.0%	9.6	1.4	A
WB	Left Turn						
	Through	1,109	1,107	99.8%	7.2	4.2	A
	Right Turn	228	227	99.6%	3.5	1.1	A
	Subtotal	1,337	1,335	99.8%	6.6	3.7	A
Total		2,693	2,697	100.1%	9.5	2.0	A

PC Attachment 1

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Amy's Drive Thru
Existing
PM Peak Hour

Intersection 5 Madera Blvd/Tamalpais Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	42	45	107.4%	40.1	8.0	D
	Through	65	65	99.7%	43.2	6.6	D
	Right Turn	147	151	102.7%	14.6	4.4	B
	Subtotal	254	261	102.7%	26.3	3.5	C
SB	Left Turn	215	216	100.5%	42.5	3.9	D
	Through	68	71	104.7%	42.3	7.9	D
	Right Turn	169	168	99.1%	8.8	2.7	A
	Subtotal	452	455	100.6%	30.0	2.2	C
EB	Left Turn	159	161	100.9%	52.8	13.5	D
	Through	651	646	99.3%	35.7	11.3	D
	Right Turn	30	31	104.0%	35.0	12.3	C
	Subtotal	840	838	99.8%	39.0	10.9	D
WB	Left Turn	192	190	99.2%	57.0	6.1	E
	Through	670	666	99.4%	32.8	4.3	C
	Right Turn	302	291	96.3%	8.8	1.6	A
	Subtotal	1,164	1,147	98.5%	31.3	3.6	C
Total		2,710	2,701	99.7%	33.1	4.9	C

HCM 2010 Signalized Intersection Summary

6: Paradise Drive/San Clemente Drive

05/04/2018

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	252	37	21	762	846	26		
Future Volume (veh/h)	252	37	21	762	846	26		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1900		
Adj Flow Rate, veh/h	255	0	21	770	855	26		
Adj No. of Lanes	1	1	1	2	2	0		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99		
Percent Heavy Veh, %	1	1	1	1	1	1		
Cap, veh/h	307	274	461	2419	2037	62		
Arrive On Green	0.17	0.00	0.03	0.68	0.58	0.58		
Sat Flow, veh/h	1792	1599	1792	3668	3632	108		
Grp Volume(v), veh/h	255	0	21	770	432	449		
Grp Sat Flow(s),veh/h/ln	1792	1599	1792	1787	1787	1859		
Q Serve(g_s), s	8.3	0.0	0.3	5.3	8.1	8.1		
Cycle Q Clear(g_c), s	8.3	0.0	0.3	5.3	8.1	8.1		
Prop In Lane	1.00	1.00	1.00			0.06		
Lane Grp Cap(c), veh/h	307	274	461	2419	1029	1070		
V/C Ratio(X)	0.83	0.00	0.05	0.32	0.42	0.42		
Avail Cap(c_a), veh/h	460	410	632	2419	1029	1070		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.99	0.00	1.00	1.00	0.86	0.86		
Uniform Delay (d), s/veh	24.0	0.0	4.7	4.0	7.1	7.1		
Incr Delay (d2), s/veh	4.8	0.0	0.0	0.3	1.1	1.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.1	2.7	4.3	4.4		
LnGrp Delay(d),s/veh	28.8	0.0	4.8	4.3	8.2	8.2		
LnGrp LOS	C		A	A	A	A		
Approach Vol, veh/h	255			791	881			
Approach Delay, s/veh	28.8			4.3	8.2			
Approach LOS	C			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		45.5		14.5	6.1	39.4		
Change Period (Y+Rc), s		* 4.9		* 4.2	4.0	4.9		
Max Green Setting (Gmax), s		* 36		* 15	7.8	23.7		
Max Q Clear Time (g_c+I1), s		7.3		10.3	2.3	10.1		
Green Ext Time (p_c), s		13.7		0.2	0.0	8.7		
Intersection Summary								
HCM 2010 Ctrl Delay			9.3					
HCM 2010 LOS			A					
Notes								

PC Attachment 1

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Amy's Drive Thru
Existing Plus Project Conditions
Mid-Afternoon Peak

Intersection 1 San Clemente Dr/Tamalpais Dr-Redwood Hwy Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	918	901	98.1%	25.4	4.9	C
	Through						
	Right Turn	114	112	98.6%	31.7	10.6	C
	Subtotal	1,032	1,013	98.1%	26.2	5.6	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	574	570	99.3%	21.0	2.3	C
	Right Turn	627	634	101.1%	2.0	0.5	A
	Subtotal	1,201	1,204	100.3%	11.0	1.7	B
WB	Left Turn	83	83	100.4%	24.1	2.9	C
	Through	455	469	103.1%	12.2	1.4	B
	Right Turn						
	Subtotal	538	552	102.7%	14.1	1.2	B
Total		2,771	2,770	100.0%	17.1	2.3	B

Intersection 2 US 101 On-ramp-US 101 Off-ramp/Tamalpais Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	674	667	98.9%	46.2	7.2	D
	Through						
	Right Turn	464	460	99.2%	11.7	2.2	B
	Subtotal	1,138	1,127	99.0%	32.1	5.1	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	823	831	101.0%	18.5	0.9	B
	Right Turn	796	770	96.7%	10.6	2.1	B
	Subtotal	1,619	1,601	98.9%	14.7	1.3	B
WB	Left Turn						
	Through	771	770	99.9%	2.9	0.5	A
	Right Turn	602	586	97.4%	4.2	0.3	A
	Subtotal	1,373	1,357	98.8%	3.5	0.4	A
Total		4,130	4,084	98.9%	15.9	1.4	B

PC Attachment 1

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Amy's Drive Thru
Existing Plus Project Conditions
Mid-Afternoon Peak

Intersection 3 US 101 SB Off-ramp/Tamalpais Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	658	659	100.1%	31.3	6.6	C
	Through						
	Right Turn	328	324	98.7%	19.9	3.1	B
	Subtotal	986	982	99.6%	27.7	5.3	C
EB	Left Turn						
	Through	961	971	101.0%	7.9	0.9	A
	Right Turn						
	Subtotal	961	971	101.0%	7.9	0.9	A
WB	Left Turn						
	Through	1,019	1,023	100.4%	13.1	1.1	B
	Right Turn	426	428	100.4%	3.3	0.7	A
	Subtotal	1,445	1,451	100.4%	10.2	0.9	B
Total		3,392	3,404	100.4%	14.8	1.8	B

Intersection 4 Town Center Dr/Tamalpais Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	323	322	99.8%	19.2	3.0	B
	Through						
	Right Turn	41	44	106.6%	18.7	4.9	B
	Subtotal	364	366	100.6%	19.1	2.8	B
EB	Left Turn						
	Through	1,048	1,041	99.3%	9.7	1.4	A
	Right Turn						
	Subtotal	1,048	1,041	99.3%	9.7	1.4	A
WB	Left Turn						
	Through	1,118	1,135	101.5%	13.5	7.1	B
	Right Turn	229	228	99.6%	5.6	3.1	A
	Subtotal	1,347	1,363	101.2%	12.2	6.4	B
Total		2,759	2,770	100.4%	12.2	3.5	B

PC Attachment 1

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Amy's Drive Thru
Existing Plus Project Conditions
Mid-Afternoon Peak

Intersection 5

Madera Blvd/Tamalpais Dr

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	55	53	96.5%	37.1	4.9	D
	Through	72	77	107.4%	39.2	7.9	D
	Right Turn	158	157	99.6%	16.7	4.9	B
	Subtotal	285	288	100.9%	27.0	3.1	C
SB	Left Turn	219	224	102.4%	41.3	5.2	D
	Through	85	87	102.1%	44.2	7.6	D
	Right Turn	188	190	100.9%	10.0	2.4	B
	Subtotal	492	501	101.8%	29.9	3.1	C
EB	Left Turn	144	140	96.9%	54.5	15.0	D
	Through	671	658	98.0%	39.3	8.2	D
	Right Turn	27	29	108.1%	35.5	22.6	D
	Subtotal	842	827	98.2%	42.0	8.2	D
WB	Left Turn	166	166	99.9%	63.7	12.9	E
	Through	701	687	97.9%	38.0	7.9	D
	Right Turn	292	294	100.6%	10.1	2.5	B
	Subtotal	1,159	1,146	98.9%	35.7	4.5	D
Total		2,778	2,761	99.4%	35.7	3.8	D

HCM 2010 Signalized Intersection Summary

6: Paradise/San Clemente

05/04/2018

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	174	30	40	855	655	30		
Future Volume (veh/h)	174	30	40	855	655	30		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	183	0	42	900	689	32		
Adj No. of Lanes	1	1	1	2	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	254	226	570	2497	1998	93		
Arrive On Green	0.14	0.00	0.06	0.71	0.58	0.58		
Sat Flow, veh/h	1774	1583	1774	3632	3537	160		
Grp Volume(v), veh/h	183	0	42	900	354	367		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1835		
Q Serve(g_s), s	5.9	0.0	0.5	6.0	6.3	6.3		
Cycle Q Clear(g_c), s	5.9	0.0	0.5	6.0	6.3	6.3		
Prop In Lane	1.00	1.00	1.00			0.09		
Lane Grp Cap(c), veh/h	254	226	570	2497	1026	1064		
V/C Ratio(X)	0.72	0.00	0.07	0.36	0.34	0.35		
Avail Cap(c_a), veh/h	455	406	697	2497	1026	1064		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	24.6	0.0	3.9	3.5	6.6	6.6		
Incr Delay (d2), s/veh	1.5	0.0	0.1	0.4	0.9	0.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.2	3.0	3.3	3.4		
LnGrp Delay(d),s/veh	26.0	0.0	4.0	3.9	7.5	7.5		
LnGrp LOS	C		A	A	A	A		
Approach Vol, veh/h	183			942	721			
Approach Delay, s/veh	26.0			3.9	7.5			
Approach LOS	C			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		47.2		12.8	7.5	39.7		
Change Period (Y+Rc), s		* 4.9		* 4.2	4.0	4.9		
Max Green Setting (Gmax), s		* 36		* 15	7.8	23.7		
Max Q Clear Time (g_c+I1), s		8.0		7.9	2.5	8.3		
Green Ext Time (p_c), s		13.4		0.1	0.0	9.4		
Intersection Summary								
HCM 2010 Ctrl Delay			7.5					
HCM 2010 LOS			A					
Notes								

PC Attachment 1

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Amy's Drive Thru
Existing Plus Project
PM Peak Hour

Intersection 1 San Clemente Dr/Tamalpais Dr-Redwood Hwy Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	984	983	99.9%	34.6	11.0	C
	Through						
	Right Turn	103	106	103.1%	46.4	17.2	D
	Subtotal	1,087	1,089	100.2%	35.7	11.6	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	618	621	100.5%	22.0	1.5	C
	Right Turn	803	814	101.3%	2.0	0.4	A
	Subtotal	1,421	1,435	101.0%	10.6	1.0	B
WB	Left Turn	95	93	98.3%	25.0	3.2	C
	Through	414	428	103.4%	11.4	1.8	B
	Right Turn						
	Subtotal	509	522	102.5%	14.0	1.1	B
Total		3,017	3,045	100.9%	20.1	4.4	C

Intersection 2 US 101 On-ramp-US 101 Off-ramp/Tamalpais Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	632	633	100.2%	38.0	6.3	D
	Through						
	Right Turn	548	547	99.8%	14.4	2.3	B
	Subtotal	1,180	1,181	100.0%	27.3	4.2	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,005	1,018	101.3%	18.5	1.3	B
	Right Turn	657	633	96.3%	10.9	2.0	B
	Subtotal	1,662	1,651	99.3%	15.6	1.5	B
WB	Left Turn						
	Through	760	757	99.6%	3.0	0.4	A
	Right Turn	638	641	100.5%	4.4	0.2	A
	Subtotal	1,398	1,398	100.0%	3.7	0.2	A
Total		4,240	4,229	99.7%	14.9	1.7	B

PC Attachment 1

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Amy's Drive Thru
Existing Plus Project
PM Peak Hour

Intersection 3 US 101 SB Off-ramp/Tamalpais Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	737	730	99.1%	41.3	12.7	D
	Through						
	Right Turn	329	326	99.2%	24.3	5.8	C
	Subtotal	1,066	1,057	99.1%	36.1	10.4	D
EB	Left Turn						
	Through	925	939	101.5%	8.2	1.1	A
	Right Turn						
	Subtotal	925	939	101.5%	8.2	1.1	A
WB	Left Turn						
	Through	1,017	1,034	101.6%	12.3	1.0	B
	Right Turn	375	371	98.9%	3.0	0.5	A
	Subtotal	1,392	1,405	100.9%	9.9	0.8	A
Total		3,383	3,400	100.5%	17.6	3.5	B

Intersection 4 Town Center Dr/Tamalpais Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	288	285	99.0%	19.7	1.8	B
	Through						
	Right Turn	55	60	109.1%	19.7	9.7	B
	Subtotal	343	345	100.6%	19.8	1.9	B
EB	Left Turn						
	Through	1,027	1,025	99.8%	11.4	0.7	B
	Right Turn						
	Subtotal	1,027	1,025	99.8%	11.4	0.7	B
WB	Left Turn						
	Through	1,118	1,155	103.3%	13.5	6.6	B
	Right Turn	228	225	98.8%	5.3	2.3	A
	Subtotal	1,346	1,380	102.5%	12.2	5.9	B
Total		2,716	2,750	101.3%	13.0	2.8	B

PC Attachment 1

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Amy's Drive Thru
Existing Plus Project
PM Peak Hour

Intersection 5

Madera Blvd/Tamalpais Dr

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	42	42	100.0%	45.9	12.1	D
	Through	65	66	102.0%	47.5	5.9	D
	Right Turn	147	150	102.0%	18.5	5.1	B
	Subtotal	254	258	101.7%	29.9	3.0	C
SB	Left Turn	220	219	99.3%	40.5	3.1	D
	Through	68	71	103.8%	44.2	7.5	D
	Right Turn	169	169	99.9%	10.0	1.4	B
	Subtotal	457	458	100.2%	29.9	2.9	C
EB	Left Turn	159	156	98.1%	66.6	15.3	E
	Through	660	655	99.3%	50.0	16.7	D
	Right Turn	30	28	92.0%	53.1	22.5	D
	Subtotal	849	839	98.8%	53.2	15.3	D
WB	Left Turn	192	185	96.3%	64.6	7.4	E
	Through	678	687	101.3%	35.2	3.9	D
	Right Turn	303	311	102.6%	11.7	2.7	B
	Subtotal	1,173	1,182	100.8%	33.4	3.1	C
Total		2,733	2,737	100.1%	38.7	5.5	D

HCM 2010 Signalized Intersection Summary

6: Paradise/San Clemente

05/04/2018

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	310	45	30	762	846	26		
Future Volume (veh/h)	310	45	30	762	846	26		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	326	0	32	802	891	27		
Adj No. of Lanes	1	1	1	2	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	377	336	422	2251	1827	55		
Arrive On Green	0.21	0.00	0.05	0.64	0.52	0.52		
Sat Flow, veh/h	1774	1583	1774	3632	3600	106		
Grp Volume(v), veh/h	326	0	32	802	450	468		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1844		
Q Serve(g_s), s	10.6	0.0	0.4	6.4	9.8	9.8		
Cycle Q Clear(g_c), s	10.6	0.0	0.4	6.4	9.8	9.8		
Prop In Lane	1.00	1.00	1.00			0.06		
Lane Grp Cap(c), veh/h	377	336	422	2251	922	961		
V/C Ratio(X)	0.87	0.00	0.08	0.36	0.49	0.49		
Avail Cap(c_a), veh/h	455	406	568	2251	922	961		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	22.8	0.0	6.0	5.1	9.2	9.2		
Incr Delay (d2), s/veh	12.2	0.0	0.1	0.4	1.8	1.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.4	0.0	0.2	3.3	5.2	5.4		
LnGrp Delay(d),s/veh	35.0	0.0	6.1	5.6	11.1	11.0		
LnGrp LOS	C		A	A	B	B		
Approach Vol, veh/h	326			834	918			
Approach Delay, s/veh	35.0			5.6	11.0			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		43.1		16.9	6.9	36.2		
Change Period (Y+Rc), s		* 4.9		* 4.2	4.0	4.9		
Max Green Setting (Gmax), s		* 36		* 15	7.8	23.7		
Max Q Clear Time (g_c+I1), s		8.4		12.6	2.4	11.8		
Green Ext Time (p_c), s		14.2		0.2	0.0	8.2		
Intersection Summary								
HCM 2010 Ctrl Delay			12.6					
HCM 2010 LOS			B					
Notes								

PC Attachment 1

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Amy's Drive Thru
Cumulative No Project
PM Peak Hour

Intersection 1 San Clemente Dr/Tamalpais Dr-Redwood Hwy Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	1,080	1,053	97.5%	33.1	20.9	C
	Through						
	Right Turn	230	221	96.0%	19.6	21.7	B
	Subtotal	1,310	1,274	97.3%	30.7	20.9	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	900	899	99.9%	24.2	2.1	C
	Right Turn	880	870	98.9%	2.1	0.6	A
	Subtotal	1,780	1,769	99.4%	12.9	1.4	B
WB	Left Turn	220	222	100.8%	53.0	16.2	D
	Through	660	671	101.6%	14.7	4.1	B
	Right Turn						
	Subtotal	880	892	101.4%	23.8	6.0	C
Total		3,970	3,936	99.1%	20.9	7.8	C

Intersection 2 US 101 On-ramp-US 101 Off-ramp/Tamalpais Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	960	959	99.9%	77.3	32.6	E
	Through						
	Right Turn	730	721	98.8%	28.4	9.3	C
	Subtotal	1,690	1,680	99.4%	55.7	21.2	E
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,150	1,150	100.0%	14.7	2.4	B
	Right Turn	815	807	99.0%	11.4	2.4	B
	Subtotal	1,965	1,957	99.6%	13.3	2.3	B
WB	Left Turn						
	Through	950	935	98.4%	41.9	35.2	D
	Right Turn	790	782	99.0%	8.7	5.1	A
	Subtotal	1,740	1,717	98.7%	26.9	21.6	C
Total		5,395	5,354	99.2%	30.8	12.0	C

PC Attachment 1

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Amy's Drive Thru
Cumulative No Project
PM Peak Hour

Intersection 3 US 101 SB Off-ramp/Tamalpais Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	755	744	98.5%	25.5	7.9	C
	Through						
	Right Turn	430	423	98.4%	25.6	8.1	C
	Subtotal	1,185	1,167	98.5%	25.5	8.0	C
EB	Left Turn						
	Through	1,210	1,212	100.2%	19.9	6.6	B
	Right Turn						
	Subtotal	1,210	1,212	100.2%	19.9	6.6	B
WB	Left Turn						
	Through	1,300	1,276	98.1%	71.2	21.3	E
	Right Turn	610	596	97.6%	32.3	12.3	C
	Subtotal	1,910	1,871	98.0%	59.1	18.2	E
Total		4,305	4,251	98.7%	38.3	8.4	D

Intersection 4 Town Center Dr/Tamalpais Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	470	464	98.7%	23.4	8.5	C
	Through						
	Right Turn	90	85	94.8%	24.0	6.8	C
	Subtotal	560	549	98.1%	23.5	7.8	C
EB	Left Turn						
	Through	1,300	1,312	100.9%	7.6	1.8	A
	Right Turn						
	Subtotal	1,300	1,312	100.9%	7.6	1.8	A
WB	Left Turn						
	Through	1,310	1,280	97.7%	43.0	8.9	D
	Right Turn	420	410	97.5%	21.4	4.9	C
	Subtotal	1,730	1,690	97.7%	38.0	8.0	D
Total		3,590	3,551	98.9%	24.4	3.5	C

PC Attachment 1

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Amy's Drive Thru
Cumulative No Project
PM Peak Hour

Intersection 5 Madera Blvd/Tamalpais Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	70	68	97.7%	40.9	8.1	D
	Through	140	139	99.6%	44.5	5.8	D
	Right Turn	190	196	102.9%	17.4	3.9	B
	Subtotal	400	403	100.8%	31.0	3.8	C
SB	Left Turn	240	242	100.8%	44.1	4.4	D
	Through	90	90	100.3%	45.8	4.5	D
	Right Turn	220	226	102.7%	13.0	1.3	B
	Subtotal	550	558	101.5%	32.2	2.7	C
EB	Left Turn	250	239	95.4%	60.9	22.5	E
	Through	870	874	100.4%	48.0	25.6	D
	Right Turn	90	87	96.9%	53.6	32.1	D
	Subtotal	1,210	1,199	99.1%	50.9	25.1	D
WB	Left Turn	200	189	94.7%	90.7	19.7	F
	Through	870	854	98.2%	40.4	4.9	D
	Right Turn	330	317	96.2%	16.6	4.6	B
	Subtotal	1,400	1,361	97.2%	41.9	4.9	D
Total		3,560	3,522	98.9%	42.4	9.3	D

HCM 2010 Signalized Intersection Summary

6: Paradise Drive/San Clemente Drive

05/04/2018

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	310	50	30	980	1040	40		
Future Volume (veh/h)	310	50	30	980	1040	40		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1900		
Adj Flow Rate, veh/h	313	0	30	990	1051	40		
Adj No. of Lanes	1	1	1	2	2	0		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99		
Percent Heavy Veh, %	1	1	1	1	1	1		
Cap, veh/h	365	326	375	2304	1866	71		
Arrive On Green	0.20	0.00	0.05	0.64	0.53	0.53		
Sat Flow, veh/h	1792	1599	1792	3668	3601	133		
Grp Volume(v), veh/h	313	0	30	990	536	555		
Grp Sat Flow(s),veh/h/ln	1792	1599	1792	1787	1787	1853		
Q Serve(g_s), s	10.1	0.0	0.4	8.2	12.0	12.0		
Cycle Q Clear(g_c), s	10.1	0.0	0.4	8.2	12.0	12.0		
Prop In Lane	1.00	1.00	1.00			0.07		
Lane Grp Cap(c), veh/h	365	326	375	2304	951	986		
V/C Ratio(X)	0.86	0.00	0.08	0.43	0.56	0.56		
Avail Cap(c_a), veh/h	460	410	525	2304	951	986		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.87	0.00	1.00	1.00	0.86	0.86		
Uniform Delay (d), s/veh	23.0	0.0	6.3	5.2	9.4	9.4		
Incr Delay (d2), s/veh	9.3	0.0	0.1	0.6	2.1	2.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.9	0.0	0.2	4.2	6.3	6.6		
LnGrp Delay(d),s/veh	32.4	0.0	6.4	5.8	11.5	11.4		
LnGrp LOS	C		A	A	B	B		
Approach Vol, veh/h	313			1020	1091			
Approach Delay, s/veh	32.4			5.8	11.4			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		43.6		16.4	6.8	36.8		
Change Period (Y+Rc), s		* 4.9		* 4.2	4.0	4.9		
Max Green Setting (Gmax), s		* 36		* 15	7.8	23.7		
Max Q Clear Time (g_c+I1), s		10.2		12.1	2.4	14.0		
Green Ext Time (p_c), s		16.9		0.2	0.0	7.9		
Intersection Summary								
HCM 2010 Ctrl Delay			11.8					
HCM 2010 LOS			B					
Notes								

PC Attachment 1

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Amy's Drive Thru
Cumulative Plus Project
PM Peak Hour

Intersection 1 San Clemente Dr/Tamalpais Dr-Redwood Hwy Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	926	1,134	122.4%	30.1	8.9	C
	Through						
	Right Turn	103	227	220.4%	16.9	8.0	B
	Subtotal	1,029	1,361	132.2%	27.9	8.8	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	602	902	149.9%	25.4	2.6	C
	Right Turn	803	878	109.4%	3.4	1.4	A
	Subtotal	1,405	1,781	126.7%	14.5	2.1	B
WB	Left Turn	95	214	225.5%	58.6	34.4	E
	Through	413	672	162.7%	16.4	9.4	B
	Right Turn						
	Subtotal	508	886	174.5%	26.6	15.2	C
Total		2,942	4,028	136.9%	21.6	6.2	C

Intersection 2 US 101 On-ramp-US 101 Off-ramp/Tamalpais Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	632	935	147.9%	87.2	33.0	F
	Through						
	Right Turn	513	744	145.0%	36.9	13.8	D
	Subtotal	1,145	1,679	146.6%	65.1	24.2	E
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	960	1,179	122.8%	16.6	3.1	B
	Right Turn	657	803	122.2%	12.6	2.9	B
	Subtotal	1,617	1,982	122.6%	15.0	2.8	B
WB	Left Turn						
	Through	718	986	137.3%	38.7	21.5	D
	Right Turn	621	811	130.6%	3.3	2.4	A
	Subtotal	1,339	1,797	134.2%	22.5	12.7	C
Total		4,101	5,457	133.1%	32.6	10.3	C

PC Attachment 1

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Amy's Drive Thru
Cumulative Plus Project
PM Peak Hour

Intersection 3 US 101 SB Off-ramp/Tamalpais Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	706	773	109.4%	27.2	7.4	C
	Through						
	Right Turn	329	434	131.8%	27.1	8.1	C
	Subtotal	1,035	1,206	116.5%	27.2	7.5	C
EB	Left Turn						
	Through	911	1,208	132.6%	21.8	14.4	C
	Right Turn						
	Subtotal	911	1,208	132.6%	21.8	14.4	C
WB	Left Turn						
	Through	1,008	1,256	124.6%	66.9	25.9	E
	Right Turn	342	638	186.5%	30.3	13.2	C
	Subtotal	1,350	1,894	140.3%	54.4	21.5	D
Total		3,296	4,308	130.7%	37.7	12.0	D

Intersection 4 Town Center Dr/Tamalpais Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	288	458	159.1%	20.1	3.0	C
	Through						
	Right Turn	55	88	160.2%	21.9	1.4	C
	Subtotal	343	546	159.3%	20.4	2.6	C
EB	Left Turn						
	Through	1,013	1,298	128.1%	8.3	3.8	A
	Right Turn						
	Subtotal	1,013	1,298	128.1%	8.3	3.8	A
WB	Left Turn						
	Through	1,109	1,280	115.4%	38.3	8.6	D
	Right Turn	228	400	175.5%	19.3	4.6	B
	Subtotal	1,337	1,680	125.6%	34.1	7.7	C
Total		2,693	3,524	130.9%	22.7	4.4	C

PC Attachment 1

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Amy's Drive Thru
Cumulative Plus Project
PM Peak Hour

Intersection 5 Madera Blvd/Tamalpais Dr Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	42	76	181.4%	46.5	9.0	D
	Through	65	143	220.2%	47.3	6.0	D
	Right Turn	147	188	127.8%	17.1	3.7	B
	Subtotal	254	407	160.3%	33.8	4.2	C
SB	Left Turn	215	244	113.3%	43.9	5.3	D
	Through	68	94	138.1%	47.7	6.0	D
	Right Turn	169	222	131.4%	11.8	1.6	B
	Subtotal	452	560	123.8%	31.7	2.7	C
EB	Left Turn	159	252	158.2%	63.8	19.9	E
	Through	651	867	133.1%	46.9	14.5	D
	Right Turn	30	88	292.3%	47.2	18.1	D
	Subtotal	840	1,206	143.5%	50.6	15.3	D
WB	Left Turn	192	186	96.7%	71.7	11.3	E
	Through	670	855	127.6%	44.1	5.0	D
	Right Turn	302	322	106.5%	21.4	3.1	C
	Subtotal	1,164	1,363	117.1%	42.2	4.1	D
Total		2,710	3,535	130.4%	42.6	6.4	D

HCM 2010 Signalized Intersection Summary

6: Paradise Drive/San Clemente Drive

05/04/2018

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	355	57	36	980	1040	40		
Future Volume (veh/h)	355	57	36	980	1040	40		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1900		
Adj Flow Rate, veh/h	359	0	36	990	1051	40		
Adj No. of Lanes	1	1	1	2	2	0		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99		
Percent Heavy Veh, %	1	1	1	1	1	1		
Cap, veh/h	409	365	363	2216	1756	67		
Arrive On Green	0.23	0.00	0.05	0.62	0.50	0.50		
Sat Flow, veh/h	1792	1599	1792	3668	3601	133		
Grp Volume(v), veh/h	359	0	36	990	536	555		
Grp Sat Flow(s),veh/h/ln	1792	1599	1792	1787	1787	1853		
Q Serve(g_s), s	11.6	0.0	0.5	8.7	12.8	12.8		
Cycle Q Clear(g_c), s	11.6	0.0	0.5	8.7	12.8	12.8		
Prop In Lane	1.00	1.00	1.00			0.07		
Lane Grp Cap(c), veh/h	409	365	363	2216	895	928		
V/C Ratio(X)	0.88	0.00	0.10	0.45	0.60	0.60		
Avail Cap(c_a), veh/h	460	410	502	2216	895	928		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.87	0.00	1.00	1.00	0.86	0.86		
Uniform Delay (d), s/veh	22.3	0.0	7.2	6.0	10.7	10.7		
Incr Delay (d2), s/veh	13.2	0.0	0.1	0.7	2.5	2.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	7.2	0.0	0.3	4.5	6.9	7.1		
LnGrp Delay(d),s/veh	35.6	0.0	7.3	6.6	13.2	13.1		
LnGrp LOS	D		A	A	B	B		
Approach Vol, veh/h	359			1026	1091			
Approach Delay, s/veh	35.6			6.7	13.2			
Approach LOS	D			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		42.1		17.9	7.2	34.9		
Change Period (Y+Rc), s		* 4.9		* 4.2	4.0	4.9		
Max Green Setting (Gmax), s		* 36		* 15	7.8	23.7		
Max Q Clear Time (g_c+I1), s		10.7		13.6	2.5	14.8		
Green Ext Time (p_c), s		16.6		0.1	0.0	7.3		
Intersection Summary								
HCM 2010 Ctrl Delay			13.7					
HCM 2010 LOS			B					
Notes								

CITY OF ROSEVILLE
ENTITLEMENT PACKAGE
1119 GALLERIA BLVD
ROSEVILLE, CA 95678

Amy's
DRIVE THRU

FIELD VERIFICATION
Contractor shall verify all figured dimensions and conditions at the job site and notify Aria Group Architects, Inc. of any dimensional errors, omissions or discrepancies before beginning or fabricating any work. Do not scale these drawings.

COPYRIGHT
Aria Group Architects, Inc. shall retain all common law, statutory and other reserved rights. These drawings and related documents shall not be duplicated, disclosed or otherwise without written consent of Aria Group Architects, Inc.

No	DATE	REMARKS
1/14/2021	MPP3RD SUBMITTAL	
12/11/2020	MPP 2ND SUBMITTAL	
07/16/2020	MPP 1ST SUBMITTAL	

REVISIONS

Drawing Title

COVER SHEET

Job No.

194439

Drawn

Scale

AS SHOWN

Date

1/11/2021

Sheet No.

CS

VICINITY MAP

(NOT TO SCALE)



SITE MAP

(NOT TO SCALE)



APPLICABLE CODES

CODE ANALYSIS - 1119 GALLERIA BOULEVARD, ROSEVILLE

THE 2019 CALIFORNIA BUILDING STANDARDS CODE IS HEREBY ADOPTED BY THE CITY OF ROSEVILLE AND INCORPORATED BY REFERENCE INTO THE CITY OF ROSEVILLE MUNICIPAL CODE. THE 2019 CALIFORNIA BUILDING STANDARDS CODE INCLUDES, BUT IS NOT LIMITED TO, THE FOLLOWING:

APPLICABLE CODES:

2019 California Building Code-Volumes 1 and 2 Title 24 Part 2
2019 California Building Code Title 24 CH 1b - Accessibility code
2019 California Electrical Code Title 24 Part 3
2019 California Mechanical Code Title 24 Part 4
2019 California Plumbing Code Title 24 Part 5
2019 California Energy Code Title 24 Part 6
2019 California Fire Code Title 24 Part 9
2019 California Green Building Standards Code Title 24 Part 11
ROSEVILLE MUNICIPAL CODE

CODE ANALYSIS

OCCUPANCY: A-2 Restaurant
SECTION 303.3

CONSTRUCTION TYPE: TYPE V-B FULLY SPRINKLERED
SECTION 602.5

HEIGHT AND AREA LIMITATIONS:

ALLOWABLE HEIGHT: 1 story/40'
SECTION 504.3
ACTUAL HEIGHT: 1 story/24'-10"
SECTION 504.3
ALLOWABLE AREA: 24,000 sf
SECTION 506.2
ACTUAL AREA: 4,380 sf
SECTION 506.2

FIRE RESISTANCE RATINGS:

SECTION 601
EXTERIOR BEARING WALLS 0 hr
EXTERIOR NON-BEARING WALLS 0 hr
INTERIOR COLUMNS 0 hr
ROOF 0 hr
BEAMS/JOISTS 0 hr
FLOORS 0 hr
STAIRS N/A

SPRINKLERED SPACE: YES

REQUIRED EXITS: 2 EXITS
SECTION 1015

ACTUAL EXITS: 4 EXITS

MAXIMUM TRAVEL DISTANCE: 250'-0"
TABLE 107.2

ACTUAL MAX. TRAVEL DISTANCE: 62'-0"

MINIMUM WIDTH OF UNIT EXIT DOORS: 0.2' PER OCCUPANT
SECTION 1005.3.2

EXIT SEPARATION: 1/2 DIAGONAL
TABLE 1007.11

ACTUAL OVERALL DIAGONAL: (104'-7")/3 = 35'-7" MIN SEPARATION
ACTUAL EXIT SEPARATION: 49'-5"

SITE INFORMATION

PROPOSED SITE DATA:

ZONE: NORTH CENTRAL ROSEVILLE
REGIONAL COMMERCIAL/SPECIAL AREA OVERLAY
RC/SA-NC (NEIGHBORHOOD COMMERCIAL)
PROJECT APN's: 383-011-019-000
SITE AREA: 71,711 SF. (1.65 ACRES)

PARKING SUMMARY

PROVIDED PARKING

BUILDING AREA SQUARE FOOTAGE
1-STORY BUILDING 4,380 SF
COVERED PATIO 478 SF
TOTAL SQUARE FOOTAGE 4,858 SF

REQUIRED 1 SPOT PER 100 SF 49 SPOTS

PROVIDED PARKING 57 SPOTS
TOTAL PARKING 57 SPOTS

INDEX OF DRAWINGS

CS COVER SHEET

LANDSCAPE

L-0 LANDSCAPE PLAN
L-1 LANDSCAPE PLAN
L-1A SHADE STUDY
L-2 FAMILY PATIO AND IMAGERY
L-2A FAMILY PATIO AND IMAGERY
L-3 PLANT LEGEND
L-4 PLANT IMAGES
L-5 PLANT IMAGES

ARCHITECTURAL - AMY'S

A1 SITE PLAN
A2 FLOOR PLAN
A3 ROOF PLAN
A4 RENDERED EXTERIOR ELEVATIONS
A5 RENDERED EXTERIOR ELEVATIONS
A6 PARTIAL BUILDING SECTION
A7 RENDERED VIEWS
A8 LEFT INTENTIONALLY BLANK
A9 LEFT INTENTIONALLY BLANK
A10 SITE DETAILS
A11 SITE DETAILS

CIVIL

C10 TOPOGRAPHIC SURVEY
C20 PRELIMINARY GRADING & UTILITY PLAN
C30 STORMWATER QUALITY CONTROL PLAN

PHOTOMETRIC

SPC1 SITE LIGHTING PHOTOMETRIC CALCULATIONS

PROJECT DESCRIPTION

SITE DEVELOPMENT FOR NEW AMY'S DRIVE THRU RESTAURANT

PROJECT TEAM

OWNER

TEKIN & ASSOCIATES, LLC
2600 N DALLAS PKWY #510
FRIISCO, TX 75034
469-458-0485 x1 (TEL.)
CONTACT: MARK TEKIN

CIVIL

KIER-WRIGHT
2995 PROSPECT PARK DRIVE, SUITE 100,
RANCHO CORDOVA, CA 95610
916-910-5184x3215 (TEL.)
CONTACT: PETER BERNARD

MEP

HENDERSON ENGINEERS
8345 LENEXA DRIVE, SUITE 300
LENEXA, KS 66214
913-742-5345 (TEL.)
CONTACT: BRANDON MANNING

TENANT

AMY'S DRIVE-THRU
1650 CORPORATE CIRCLE, SUITE 200
PETALUMA, CA 94954
707-761-1650 (TEL.)
CONTACT: DAVE WOLFGRAH
LOUISE SELIN

ARCHITECT

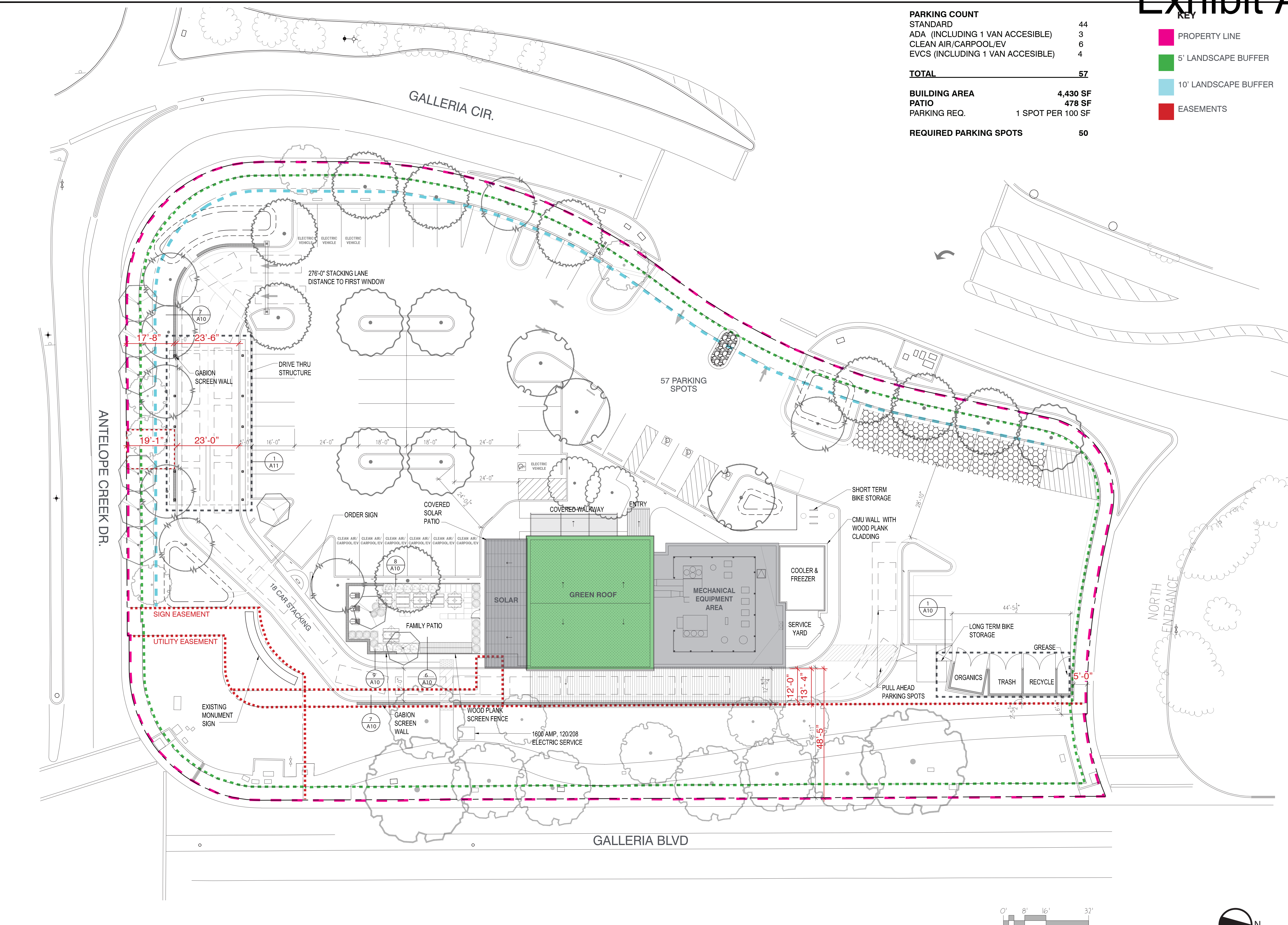
ARIA GROUP ARCHITECTS
830 NORTH BLVD
OAK PARK, ILLINOIS 60301
708-445-8400 (TEL.)
CONTACT: JIM LENCIONI
JOE JUNIUS

LANDSCAPE

CAMP AND CAMP ASSOCIATES
2520 CAMINO DIABLO
WALNUT CREEK, CA 94591
925-941-6430x105 (TEL.)
CONTACT: FAH1 WINTHER

PARKING COUNT	
STANDARD	44
ADA (INCLUDING 1 VAN ACCESIBLE)	3
CLEAN AIR/CARPOOL/EV	6
EVCS (INCLUDING 1 VAN ACCESIBLE)	4
TOTAL	
57	
BUILDING AREA	
PATIO	4,430 SF
478 SF	
PARKING REQ.	
1 SPOT PER 100 SF	
REQUIRED PARKING SPOTS	
50	

KEY	
	PROPERTY LINE
	5' LANDSCAPE BUFFER
	10' LANDSCAPE BUFFER
	EASEMENTS



1 SITE PLAN
1/16" = 1'-0"

CITY OF ROSEVILLE
ENTITLEMENT PACKAGE
1119 GALLERIA BLVD
ROSEVILLE, CA 95678



FIELD VERIFICATION
Contractor shall verify all figured dimensions and conditions at the job site and notify Aria Group Architects, Inc. of any dimensional errors, omissions or discrepancies before beginning or fabricating any work. Do not scale these drawings.

COPYRIGHT
Aria Group Architects, Inc. shall retain all common law, statutory and other reserved rights. These drawings and related documents shall not be duplicated, disclosed or otherwise without written consent of Aria Group Architects, Inc.

No	DATE	REMARKS
1	1/14/2021	MPP3RD SUBMITTAL
2	12/11/2020	MPP 2ND SUBMITTAL
3	07/16/2020	MPP 1ST SUBMITTAL

REVISIONS	

Drawing Title
SITE PLAN

Job No. 194439
Drawn

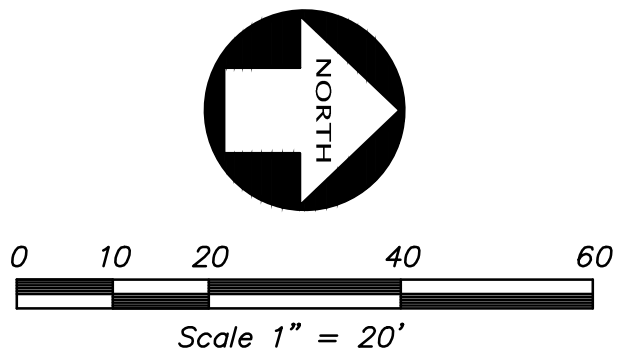
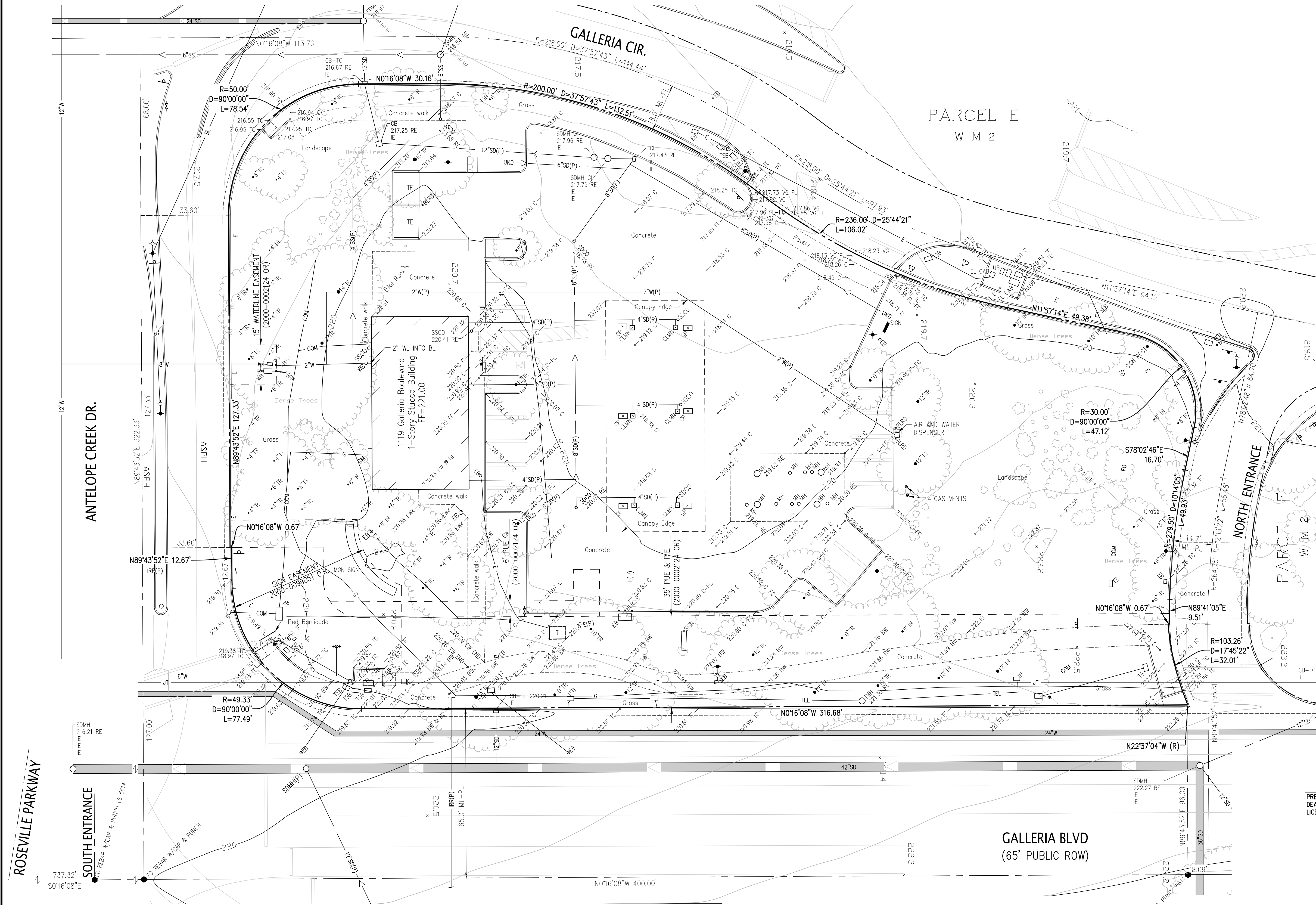
Scale AS SHOWN
Date 1/11/2021

Sheet No.
A1

NOTES

1. THIS PLOT WAS PREPARED FROM INFORMATION FURNISHED IN A PRELIMINARY TITLE REPORT, PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, DATED AUGUST 20, 2019 NUMBER 1002-285433-RTT. NO LIABILITY IS ASSUMED FOR MATTERS OF RECORD NOT STATED IN SAID PRELIMINARY TITLE REPORT THAT MAY AFFECT THE TITLE LINES, OR EXCEPTIONS, OR EASEMENTS OF THE PROPERTY.
2. ALL DISTANCES AND ELEVATIONS SHOWN HEREON ARE IN FEET AND DECIMALS THEREOF.
3. THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS TOPOGRAPHIC SURVEY WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. (A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES), HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS.
4. PHYSICAL ITEMS SHOWN ON THIS SURVEY ARE LIMITED TO THOSE ITEMS VISIBLE AS OF THE DATE OF THIS SURVEY. SUBSURFACE STRUCTURES, IF ANY, ARE NOT SHOWN. SAID SUBSURFACE OBJECTS MAY INCLUDE, BUT ARE NOT LIMITED TO, CONCRETE FOOTINGS, SLABS, SHORING, STRUCTURAL PILES, UTILITY VAULTS, PIPING, UNDERGROUND TANKS, AND ANY OTHER SUBSURFACE STRUCTURES NOT REVEALED BY A SURFACE INSPECTION.
5. THE SUBJECT PROPERTY IS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) FOR PLACER COUNTY, CALIFORNIA, MAP NUMBER 0601C0944H FOR COMMUNITY NUMBER 060243 (CITY OF ROSEVILLE), WITH AN EFFECTIVE DATE OF NOVEMBER 2, 2019, AS BEING LOCATED IN FLOOD ZONE "X-UNSHADED". ACCORDING TO FEMA THE DEFINITION OF ZONE "X-UNSHADED" IS: AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
6. BENCHMARK: CITY BENCHMARK 47, 3 1/2" BRASS DISK STAMPED LS5614 FEB. 1993, TOP OF CURB WEST SIDE OF D.I. ON SOUTH SIDE OF ROSEVILLE PARKWAY. APPROX. 270' EAST OF THE SOUTH INTERSECTION OF GIBSON DRIVE. ELEVATION = 171.495' (NAVD 1988)
7. BASIS OF BEARINGS: THE BEARING OF NORTH 00° 16' 08" WEST TAKEN ON THE MONUMENT LINE OF GALLERIA BOULEVARD (FORMERLY HARDING BOULEVARD) AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD DECEMBER 21, 1999, IN BOOK W OF MAPS AT PAGE 2, OFFICIAL RECORDS OF PLACER COUNTY WAS TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.
8. CORNER RECORD NOTE: THE DEVELOPER AND/OR CONTRACTOR SHALL BE RESPONSIBLE FOR THE PREPARATION AND FILING OF PRE-CONSTRUCTION AND POST-CONSTRUCTION CORNER RECORDS FOR ANY MONUMENTS OR PROPERTY CORNERS SHOWN HEREON THAT MAY BE DESTROYED DURING IMPROVEMENTS TO THE SUBJECT PROPERTY AS DEFINED IN SECTION 8771(B) OF THE PROFESSIONAL LAND SURVEYORS ACT.
9. THE AERIAL MAPPING WAS PREPARED USING COMPUTER ASSISTED, PHOTOGRAMMETRIC METHODS BY COOPER AERIAL SURVEYS CO., IN PHOENIX ARIZONA. JOB NUMBER 1909006. IN AREAS OF DENSE VEGETATION, ACCURACY OF CONTOURS MAY DEVIATE FROM ACCEPTED ACCURACY STANDARDS. DATE OF PHOTOGRAPHY 09-10-2019, ORIGINAL COMPILED MAP SCALE 1"=40', CONTOUR INTERVAL 1 FOOT. THE GRID IS BASED ON PHOTOGRAMMETRIC METHODS COMPILED ON DIGITAL STEREO WORKSTATIONS USING AERIAL PHOTOGRAPHY. CONTROL SURVEY PERFORMED BY KIER & WRIGHT, LIVERMORE, CA.

INFORMATION WAS OBTAINED FROM THE CITY OF ROSEVILLE, PUBLIC WORKS DEPARTMENT ON SEPTEMBER 10, 2019.

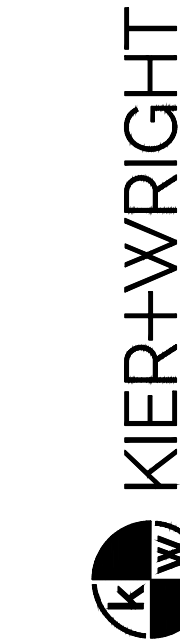


LEGEND

	BUILDING LINE
	CENTERLINE
	CONCRETE BLOCK/RETAINING WALL
	CONCRETE CURB
	CONCRETE CURB & GUTTER
	CONTOUR LINE
	OBSCURED CONTOUR LINE
	DRIVEWAY
	EASEMENT LINE
	EDGE OF PAVEMENT
	ELECTRIC LINE
	FIBER OPTICS LINE
	GAS LINE-VALVE & METER
	IRRIGATION WATER LINE
	JOINT TRENCH LINE
	LOT LINE
	MONUMENT/MONUMENT LINE
	PROPERTY LINE
	SANITARY SEWER LINE-MANHOLE & CLEANOUT
	SIDEWALK
	SPOT ELEVATION
	STORM DRAIN LINE-MANHOLE & CATCH BASIN
	STORM DRAIN LINE OVER 24" DIAMETER
	STREET LIGHT CONDUIT LINE
	TELEPHONE LINE
	TRAFFIC SIGNAL CONDUIT LINE
	CABLE TELEVISION LINE
	WATER LINE & VALVE
	WATER LINE OVER 24" DIAMETER
	BACKFLOW PREVENTION DEVICE
	ELECTROLINER
	FIRE HYDRANT
	GAS METER
	HOBBIES
	TRANSFORMER
	TRAFFIC SIGNAL POLE
	TRAFFIC SIGN
	UTILITY BOX
	WATER VALVE

ABBREVIATIONS

<	ANGLE POINT
BC	BACK OF CURB
BEG	BEGIN
BFP	BACK FLOW PREVENTER
BL	BUILDING LINE
BLRD/BOL	BOLLARD
BW	BACK OF WALK
C-FC	CONCRETE AT FACE OF CURB
CAB	CABINET
CB	CATCH BASIN
CLMN	COLUMN
E	EAST
EB	ELECTRIC BOX
EL	ELECTRIC
EV	ELECTRICAL VAULT
EW	EDGE OF WALK
FC	FACE OF CURB
FD	FOUND
FF	FINISH FLOOR
FH	FIRE HYDRANT
FL	FLOW LINE
GB	GRADE BREAK
GI	GREASE INTERCEPTOR
GP	GAS PUMP
ICB	INTERCONNECT BOX
IE	INVERT ELEVATION
IRR	IRRIGATION LINE
JT	JOINT TRENCH
LIP	LIP OF GUTTER
MH	MANHOLE
MON	MONUMENT
N	NORTH
O.R.	OFFICIAL RECORD
P.E.	PEDESTRIAN EASEMENT
PED	PEDESTRIAN
PUE	PUBLIC UTILITY EASEMENT
RE	RIM ELEVATION
ROW	RIGHT OF WAY
S	SOUTH
SDCO	STORM DRAIN CLEAN OUT
SDMH	STORM DRAIN MANHOLE
SL	STREET LIGHT
SLB	STREET LIGHT BOX
SS	SANITARY SEWER
SSCO	SANITARY SEWER CLEAN OUT
SSMH	SANITARY SEWER MANHOLE
TB	TELEPHONE BOX
TC	TOP OF CURB
TE	TRASH ENCLOSURE
TMH	TELEPHONE MANHOLE
TRN	TRANSFORMER
TSB	TRAFFIC SIGNAL BOX
TSP	TRAFFIC SIGNAL POLE
UB	UNKNOWN UTILITY BOX
UKD	UNKNOWN DESTINATION
VG	VALLEY GUTTER
W	WEST
W/	WITH
WB	WATER BOX



CITY OF ROSEVILLE
ENTITLEMENT PACKAGE
1119 GALLERIA BLVD
ROSEVILLE, CA 95678



REVISIONS

Drawing Title

TOPOGRAPHIC
SURVEY

Job No.
A19625-1

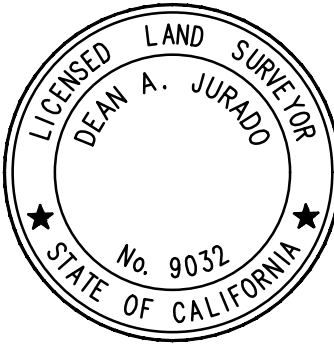
Drawn
DJK

Scale
AS SHOWN

Date
1/12/21

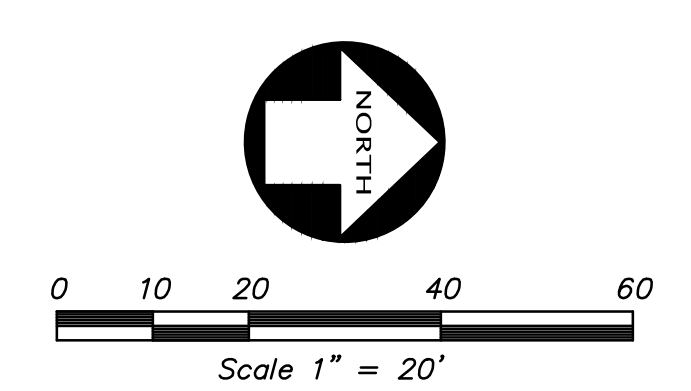
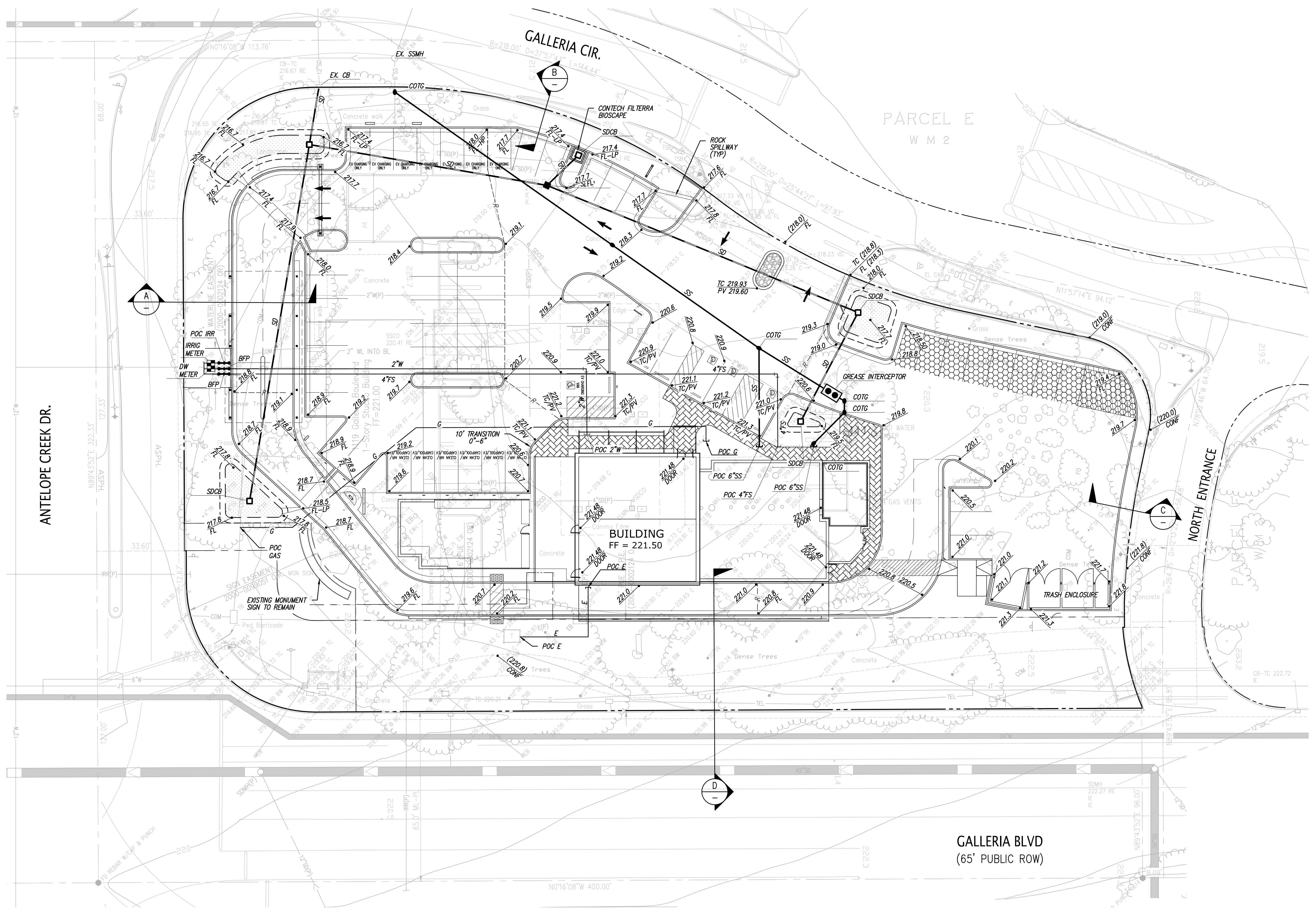
Sheet No.

C1.0



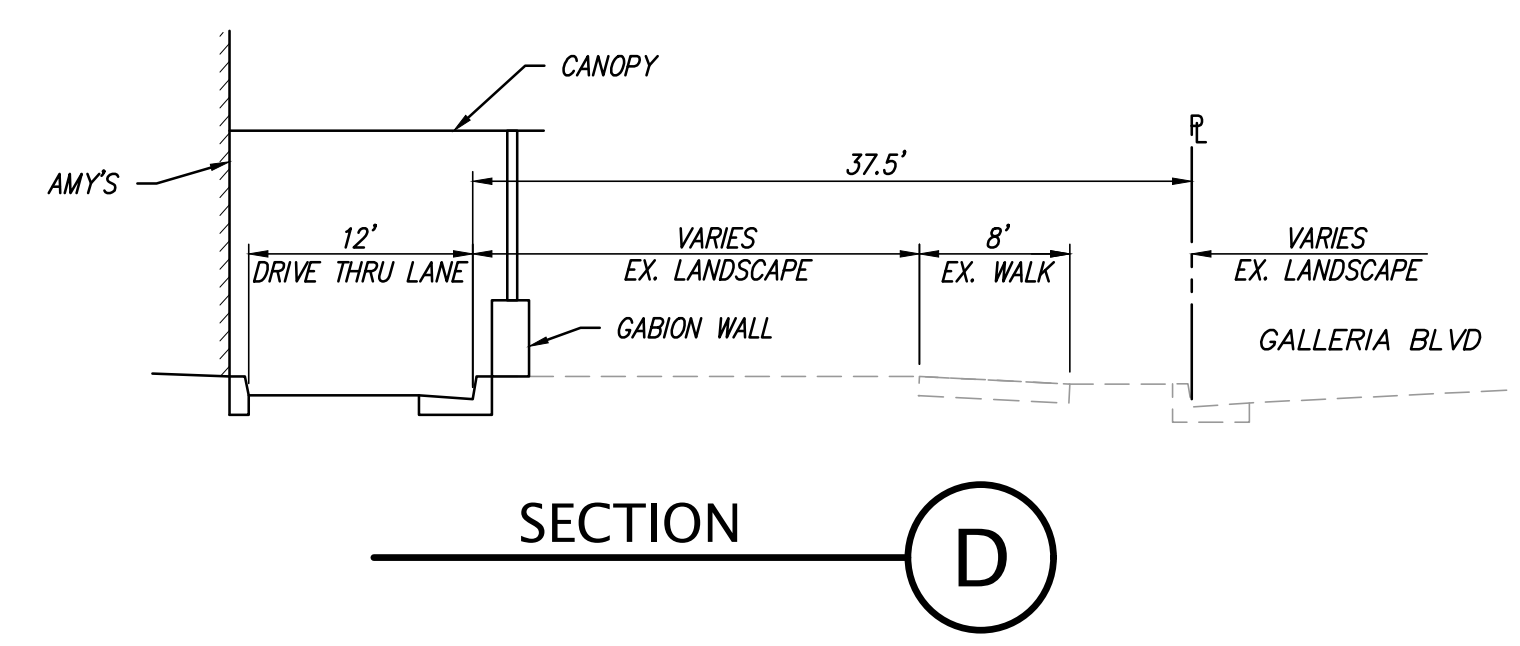
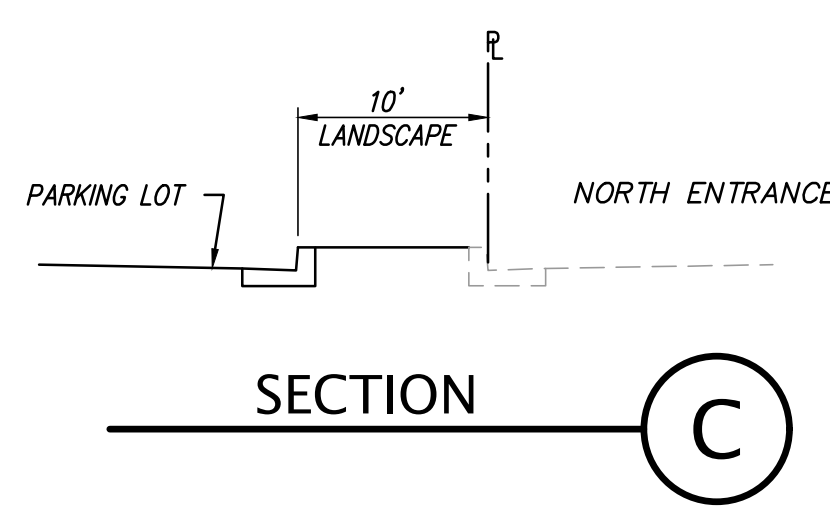
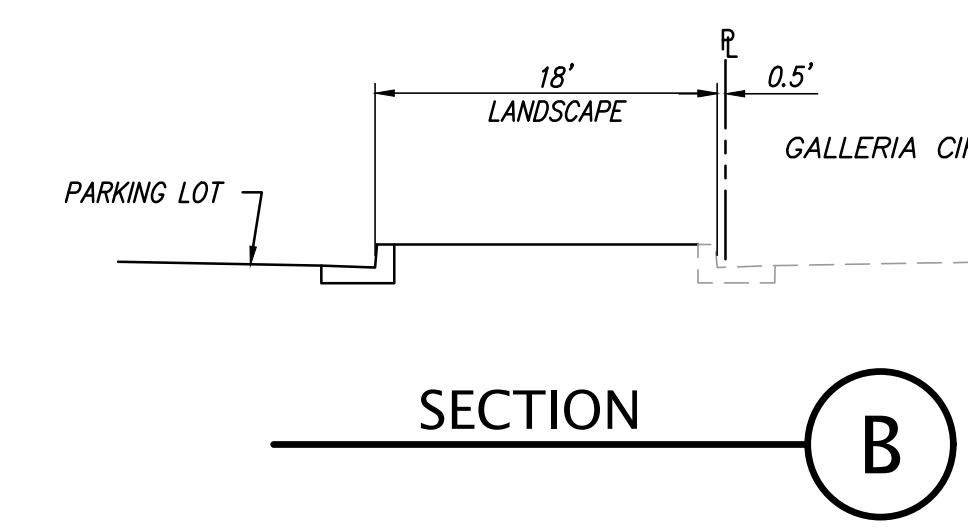
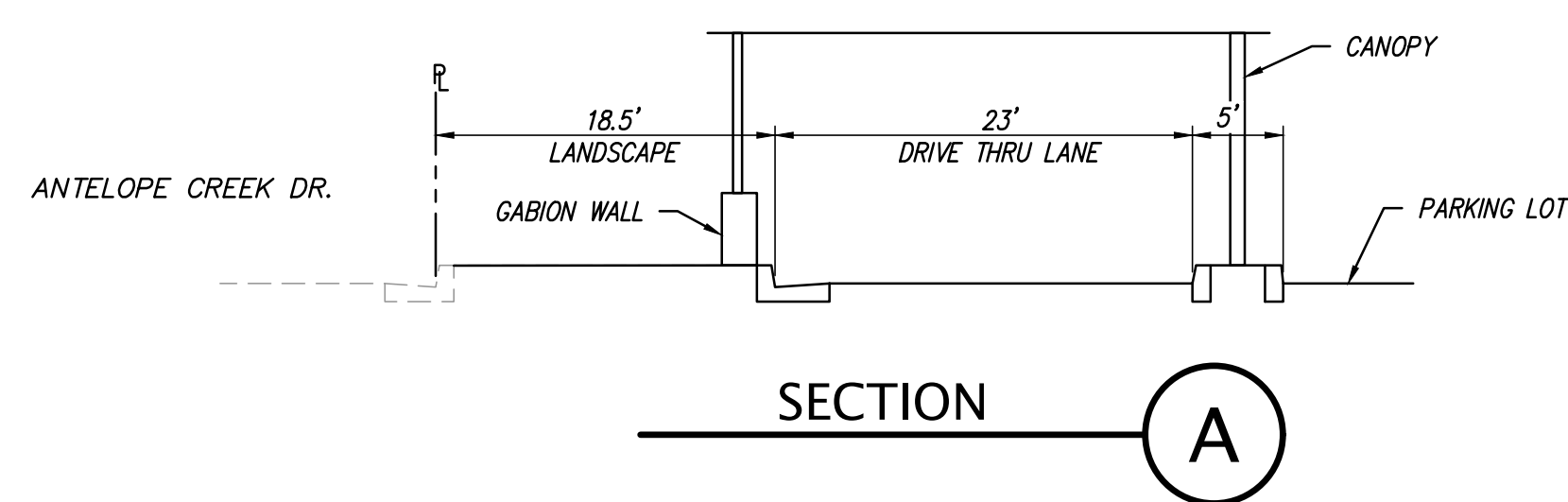
PREPARED BY OR UNDER THE SUPERVISION OF
DEAN A. JURADO, L.S. 9032
LICENSE EXPIRES: 1-30-19

09/30/19
DATE

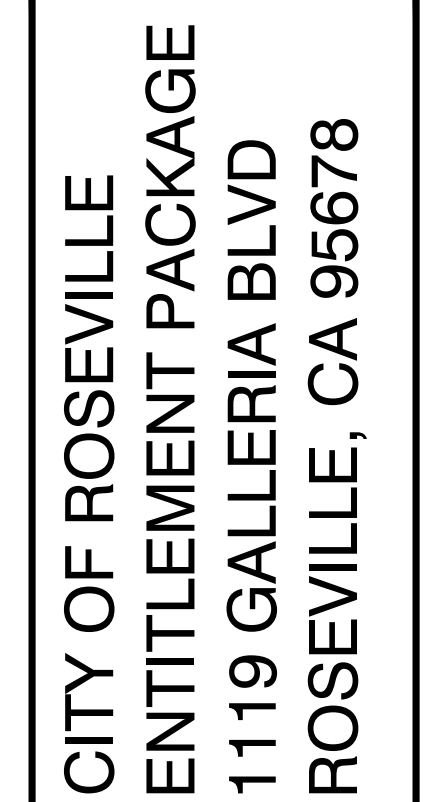


LEGEND

- ▲ AREA DRAIN
- ▴ STORM DRAIN CATCH BASIN
- ▢ STORM DRAIN JUNCTION BOX
- ▣ STORM DRAIN MANHOLE
- FL FLOW LINE
- FF FINISH FLOOR
- PV PAVEMENT
- RE RIM ELEVATION
- 23.8 SPOT ELEVATION
- X-SD STORM DRAIN LINE
- TC TOP OF CURB
- ASR AUTOMATIC SPRINKLER RISER
- RE RIM ELEVATION
- TC TOP OF CURB
- WS WATER SERVICE
- X-X EXISTING UTILITY TO BE ABANDONED BY REMOVAL
- FS FIRE SERVICE
- SS SANITARY SEWER
- COTG CLEANOUT TO GRADE
- BACK FLOW PREVENTION DEVICE
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT & VALVE
- POST INDICATOR VALVE
- SANITARY SEWER MANHOLE
- SINGLE CHECK VALVE
- SDMH STORM DRAIN MANHOLE
- WM WATER METER
- PERMEABLE PAVERS
- POROUS PAVEMENT
- CONCRETE WALK
- BIORETENTION PLANTER
- COBBLESTONE PAVERS



KIER+WRIGHT
2995 Prospect Park Drive, Suite 100
Rancho Cordova, CA 95670
Phone: (916) 970-5784
www.kierwright.com



REVISIONS

Drawing Title

**STORMWATER
QUALITY
CONTROL
PLAN**

Job No.
A19625-1

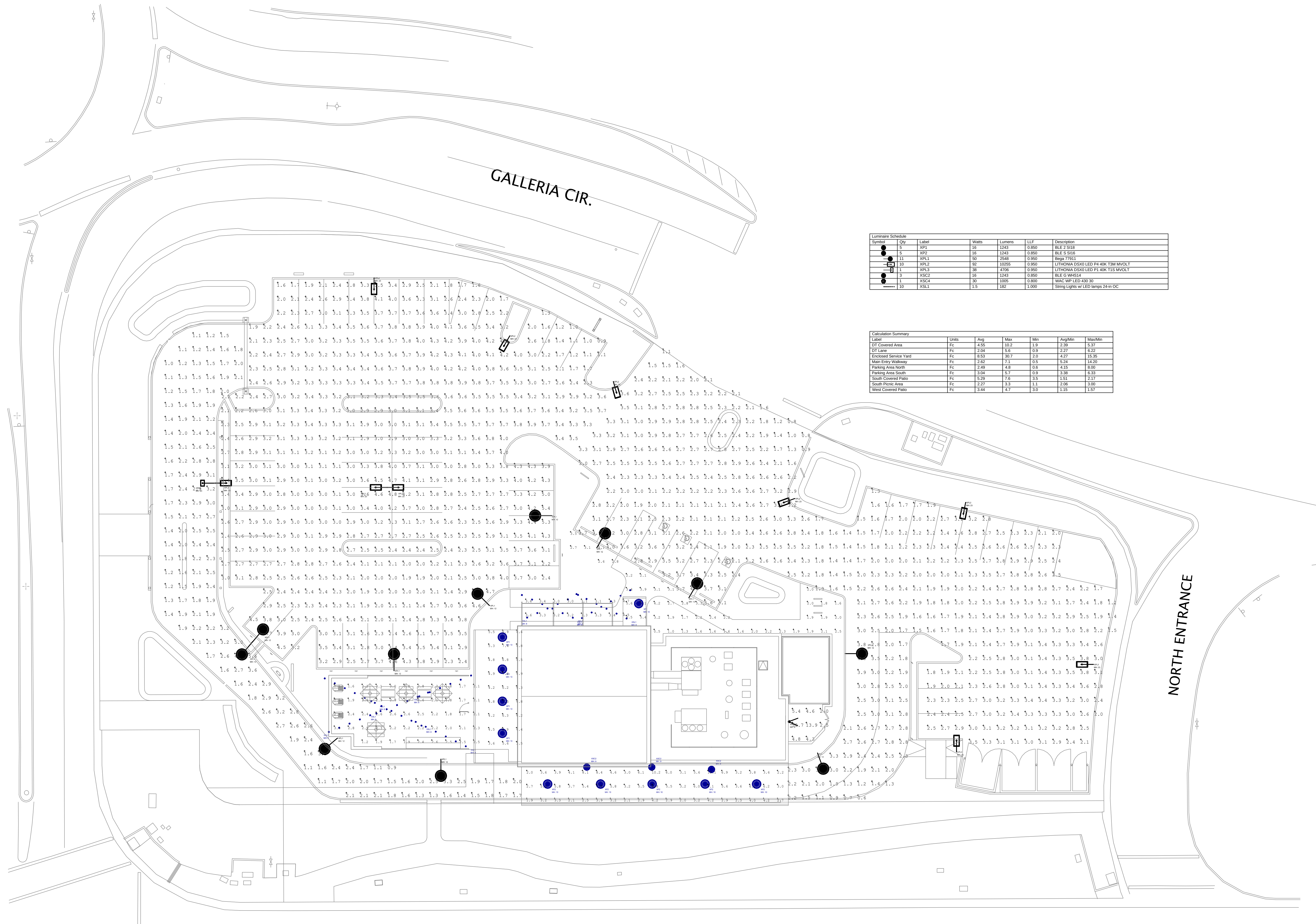
Scale
AS SHOWN

Sheet No.

C3.0

Luminaire Schedule					
Symbol	Qty	Label	Watts	Lumens	Description
	5	XP1	16	1243	BLE 2 5010
	5	XP2	18	1243	BLE 3 5016
	11	XP1L	50	2548	Beig 77911
	10	XP2L	92	10255	LITHONIA DSXO LED P40 40K T3M MVOLT
	1	XP3L	38	4060	LITHONIA DSXO LED P1 40K T3M MVOLT
	1	XS2C	16	1243	0.650 WAC W LED 430 30
	1	XS4C	30	1805	0.800 WAC W LED 430 30
	10	XS1L	1.5	182	1.000 String W/LP LED lamps 24w 4in OC

Calculation Summary						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
OT Covered Area	FC	4.565	10.2	1.9	2.39	5.37
OT Lane	FC	2.04	5.6	0.9	2.27	6.22
Enclosed Service Yard	FC	8.53	30.7	2.0	4.27	15.35
Main Entry Walkway	FC	2.62	7.1	0.5	5.24	14.20
Parking Area North	FC	2.49	4.8	0.6	4.15	8.00
Parking Area South	FC	3.04	5.7	0.9	3.38	6.33
South Covered Patio	FC	5.29	7.6	3.5	1.51	2.17
South Picnic Area	FC	2.27	3.3	1.1	2.06	3.00
West Covered Patio	FC	3.44	4.7	3.0	1.15	1.57



CITY OF ROSEVILLE
ENTITLEMENT PACKAGE
1119 GALLERIA BLVD
ROSEVILLE, CA 95678



FIELD VERIFICATION
Contractor shall verify all figured dimensions and conditions at the job site and notify Aria Group Architects, Inc. of any dimensional errors, omissions or discrepancies before beginning or fabricating any work. Do not scale these drawings.

COPYRIGHT
Aria Group Architects, Inc. shall retain all common law, statutory and other reserved rights. These drawings and related documents shall not be duplicated, disclosed or otherwise without written consent of Aria Group Architects, Inc.

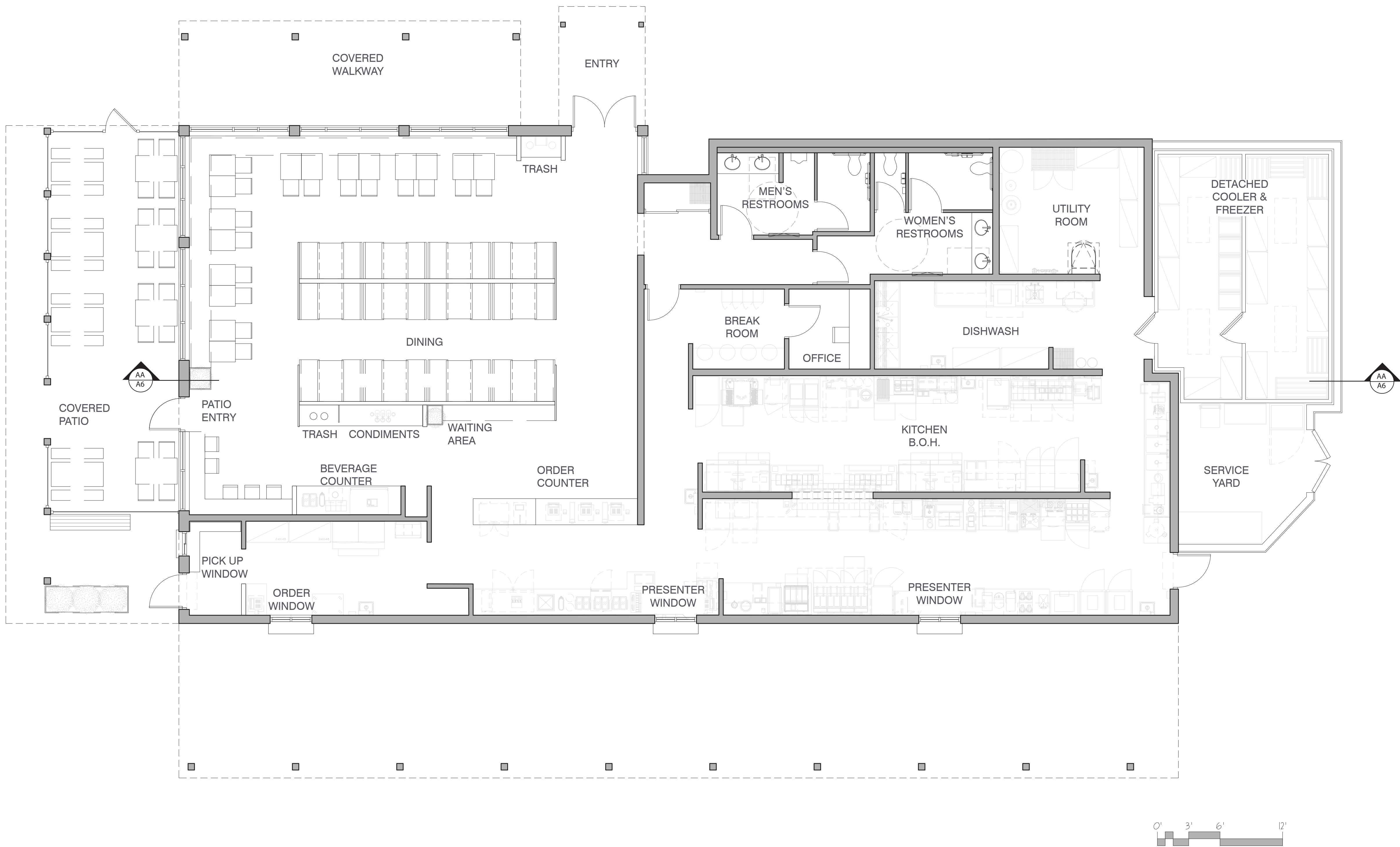
No	DATE	REMARKS
1	1/14/2021	MPP3RD SUBMITTAL
2	12/11/2020	MPP 2ND SUBMITTAL
3	07/16/2020	MPP 1ST SUBMITTAL

REVISIONS

Drawing Title
FLOOR PLAN

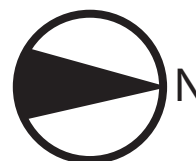
Job No. 194439	Drawn
Scale AS SHOWN	Date 1/11/2021

Sheet No.
A2



1 FLOOR PLAN
3/16" = 1'-0"

BUILDING S.F. (CONDITIONED) = 4,430SF



CITY OF ROSEVILLE
ENTITLEMENT PACKAGE
1119 GALLERIA BLVD
ROSEVILLE, CA 95678



FIELD VERIFICATION
Contractor shall verify all figured dimensions and conditions at the job site and notify Aria Group Architects, Inc. of any dimensional errors, omissions or discrepancies before beginning or fabricating any work. Do not scale these drawings.

COPYRIGHT
Aria Group Architects, Inc. shall retain all common law, statutory and other reserved rights. These drawings and related documents shall not be duplicated, disclosed or otherwise without written consent of Aria Group Architects, Inc.

No	DATE	REMARKS
1	1/14/2021	MPP3RD SUBMITTAL
2	12/11/2020	MPP 2ND SUBMITTAL
3	07/16/2020	MPP 1ST SUBMITTAL

Drawing Title
ROOF PLAN

Job No.
194439

Drawn

Scale
AS SHOWN

Date
1/11/2021

Sheet No.
A3

KEYNOTES

- 1

AREA OF EXTENSIVE VEGETATIVE ROOF
- 2

SOLAR PANELS ON STANDING SEAM ROOF
- 3

ACCESS LADDER TO ROOF
- 4

MECHANICAL EQUIPMENT TBD
- 5

STANDING SEAM ROOF + GUTTER
- 6

POLYCARBONATE PANEL ON WOOD FRAME CANOPY

1

EQUIPMENT ROOF SCREEN

GENERAL NOTES

1.

ROOFER AND MECHANICAL CONTRACTOR TO VERIFY ALL ROOF ELEMENTS PRIOR TO CONSTRUCTION AND NOTIFY ARCHITECT AND MECHANICAL ENGINEER OF ANY INCONSISTENCIES PRIOR TO COMMENCING SCOPE OF WORK.
2.

CONTRACTOR TO VERIFY LOCATIONS OF ALL ROOF PENETRATIONS, INCLUDING BUT NOT LIMITED TO ROOF VENTS, ROOF TOP UNITS, PITCH BOXES, AND ROOF HATCH OPENING.
3.

EXISTING ROOFING SYSTEM TO REMAIN.
4.

ALL NEW PENETRATIONS THROUGH ROOF BY ROOFING CONTRACTOR + COORDINATE FLASHING DETAILS WITH EXISTING ROOF WARRANTIES.
5.

ALL WOOD THAT IS USED ON THE PROJECT SHALL CONFORM WITH SECTION 603 OF THE 2019 INTERNATIONAL BUILDING CODE WITH RELATION TO FIRE TREATED WOOD CONSTRUCTION. PER THIS SECTION IT DOES NOT INCLUDE: INTERIOR FLOOR FINISHES OR INTERIOR FINISHES, TRIM AND MILLWORK SUCH
6.

REFER TO MECHANICAL DRAWINGS FOR EXACT LOCATIONS OF ROOF-TOP EQUIPMENT AND PLUMBING CONNECTIONS.
7.

VERIFY ALL MECHANICAL UNIT OPENING DIMENSIONS + LOCATIONS IN FIELD PRIOR TO INSTALLATION, TYP

AS DOORS, DOOR FRAMES, WINDOW SASHES, AND WINDOW FRAMES.

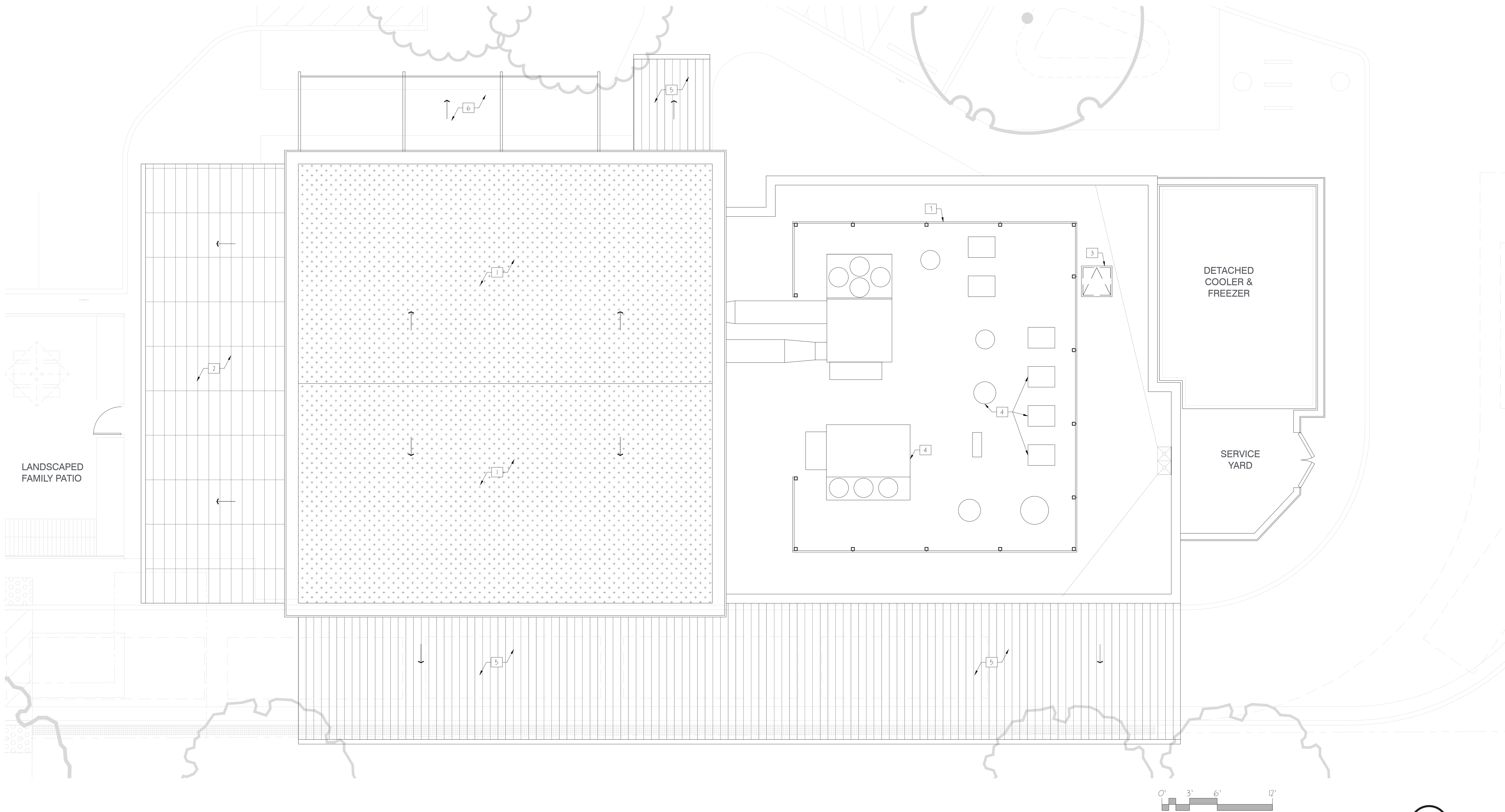
REFER TO MECHANICAL DRAWINGS FOR EXACT LOCATIONS OF ROOF-TOP EQUIPMENT AND PLUMBING CONNECTIONS.

VERIFY ALL MECHANICAL UNIT OPENING DIMENSIONS + LOCATIONS IN FIELD PRIOR TO INSTALLATION, TYP

SYMBOLS - LEGEND

- SLOPE

DIRECTION OF SLOPE
- PLANTING AREA
- SOLAR PANELS
- METAL CANOPY



1 ROOF PLAN
3/16" = 1'-0"

Exhibit B

aria
GROUP

830 North Blvd.
Oak Park, Illinois
60301

708-445-8400
ariainc.com

ARIA GROUP ARCHITECTS, INC.

CITY OF ROSEVILLE
ENTITLEMENT PACKAGE
1119 GALLERIA BLVD
ROSEVILLE, CA 95678



FIELD VERIFICATION
Contractor shall verify all figured dimensions and conditions at the job site and notify Aria Group Architects, Inc. of any dimensional errors, omissions or discrepancies before beginning or fabricating any work. Do not scale these drawings.

COPYRIGHT
Aria Group Architects, Inc. shall retain all common law, statutory and other reserved rights. These drawings and related documents shall not be duplicated, disclosed or otherwise without written consent of Aria Group Architects, Inc.

No	DATE	REMARKS
1	1/14/2021	MPP3RD SUBMITTAL
2	12/11/2020	MPP 2ND SUBMITTAL
3	07/16/2020	MPP 1ST SUBMITTAL

Drawing Title
**RENDERED
EXTERIOR
ELEVATIONS**

Job No.
194439

Scale
AS SHOWN

Sheet No.

A4



T/SLOPED ROOF
124'-10"

T/PARAPET
115'-0"

B/SLOPED ROOF
110'-2"

T/WALL
108'-0"

T/SLAB
100'-0"



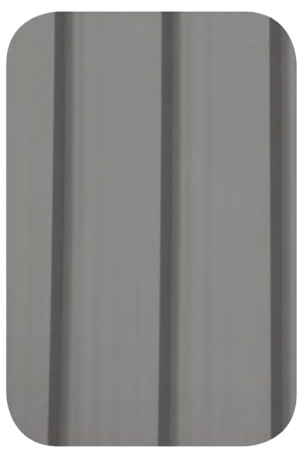
ST-1:
GABION WALL: 3" X 3"
SQUARE MESH, 4" - 8"
WOOD STONE ROCK
FILL



M-1:
PAC-CLAD METAL
FASCIA
COLOR: GRAPHITE



M-2:
SHERWIN WILLIAMS
SW-6767
AQUARIUM
METAL COPING



M-3:
STANDING SEAM ROOF
WESTERN STATES
METAL ROOFING
COLOR: WESTERN LOCK-
VINTAGE®



R-1:
VEGETATED
ROOF



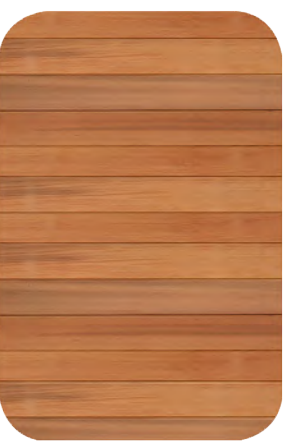
FS-1:
STO - STUCCO
SW. 7736
GARDEN SAGE



WD-1:
CEDAR BOARD & BATTEN
MINWAX GREY
EXTERIOR WOOD STAIN



WD-2:
CEDAR WOOD
MINWAX GREY
EXTERIOR WOOD STAIN



WD-3:
CEDAR WOOD
FENCE, CLEAR
WOOD STAIN



PLC-1:
EXCELITE
POLYCARBONATE
ROOF - OPAL



P-1:
SHERWIN WILLIAMS
SW-6902
DESICIVE YELLOW
FLAG PAINT



P-2:
SHERWIN WILLIAMS
SW-6767
AQUARIUM
FLAG PAINT

2 EXTERIOR ELEVATION - NORTH
3/16" = 1'-0"



T/SLOPED ROOF
124'-10"

T/PARAPET
115'-0"

B/SLOPED ROOF
114'-6"

B/SLOPED ROOF
110'-2"

T/SLAB
100'-0"

1 EXTERIOR ELEVATION - EAST
3/16" = 1'-0"

Exhibit B

aria
GROUP

830 North Blvd.
Oak Park, Illinois
60301

708-445-8400
ariainc.com

ARIA GROUP ARCHITECTS, INC.

CITY OF ROSEVILLE
ENTITLEMENT PACKAGE
1119 GALLERIA BLVD
ROSEVILLE, CA 95678

Amy's
DRIVE THRU

FIELD VERIFICATION
Contractor shall verify all figured dimensions and conditions at the job site and notify Aria Group Architects, Inc. of any dimensional errors, omissions or discrepancies before beginning or fabricating any work. Do not scale these drawings.
COPYRIGHT
Aria Group Architects, Inc. shall retain all common law, statutory and other reserved rights. These drawings and related documents shall not be duplicated, disclosed or otherwise without written consent of Aria Group Architects, Inc.

No	DATE	REMARKS
1	1/14/2021	MPP3RD SUBMITTAL
2	12/11/2020	MPP 2ND SUBMITTAL
3	07/16/2020	MPP 1ST SUBMITTAL

REVISIONS

Drawing Title
RENDERED
EXTERIOR
ELEVATIONS

Job No.
194439

Scale
AS SHOWN

Sheet No.
A5



2 EXTERIOR ELEVATION - SOUTH
3/16" = 1'-0"



1 EXTERIOR ELEVATION - WEST
3/16" = 1'-0" * landscaping and site items eliminated from views for architectural clarity, refer to pages 4 and 5 for entire landscape view

CITY OF ROSEVILLE
ENTITLEMENT PACKAGE
1119 GALLERIA BLVD
ROSEVILLE, CA 95678

Amy's
DRIVE THRU

FIELD VERIFICATION
Contractor shall verify all figured dimensions and conditions at the job site and notify Aria Group Architects, Inc. of any dimensional errors, omissions or discrepancies before beginning or fabricating any work. Do not scale these drawings.

COPYRIGHT
Aria Group Architects, Inc. shall retain all common law, statutory and other reserved rights. These drawings and related documents shall not be duplicated, disclosed or otherwise without written consent of Aria Group Architects, Inc.

1/14/2021	MPP3RD SUBMITTAL	
12/11/2020	MPP 2ND SUBMITTAL	
07/16/2020	MPP 1ST SUBMITTAL	
No	DATE	REMARKS

REVISIONS		

Drawing Title
PARTIAL
BUILDING
SECTION

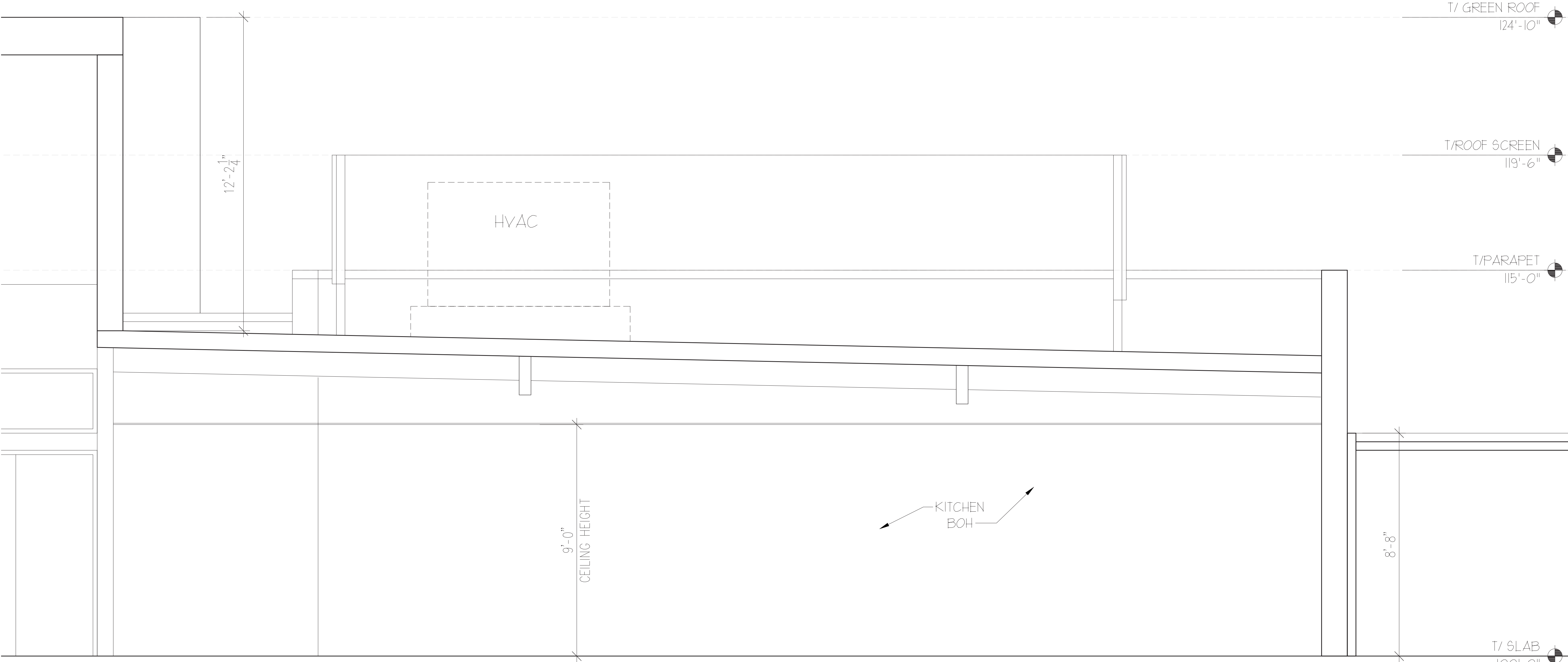
Job No.
194439

Drawn

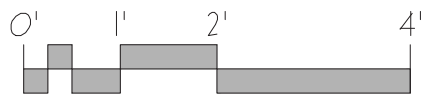
Scale
AS SHOWN

Date
1/11/2021

Sheet No.
A6



AA PATIAL BUILDING SECTION
1/2" = 1'-0"





4 NORTHEAST VIEW
N.T.S.



3 ENTRY VIEW
N.T.S.



2 SOUTHEAST VIEW
N.T.S.



1 SOUTHEAST VIEW
N.T.S.

CITY OF ROSEVILLE
ENTITLEMENT PACKAGE
1119 GALLERIA BLVD
ROSEVILLE, CA 95678



PAGE INTENTIONALLY LEFT BLANK

FIELD VERIFICATION
Contractor shall verify all figured dimensions and conditions at the job site and notify Aria Group Architects, Inc. of any dimensional errors, omissions or discrepancies before beginning or fabricating any work. Do not scale these drawings.

COPYRIGHT
Aria Group Architects, Inc. shall retain all common law, statutory and other reserved rights. These drawings and related documents shall not be duplicated, disclosed or otherwise without written consent of Aria Group Architects, Inc.

	1/14/2021	MPP3RD SUBMITTAL
	12/11/2020	MPP 2ND SUBMITTAL
	07/16/2020	MPP 1ST SUBMITTAL
No	DATE	REMARKS

--

Drawing Title

Job No. 194439	Drawn
Scale AS SHOWN	Date 1/11/2021

Sheet No.
A8

CITY OF ROSEVILLE
ENTITLEMENT PACKAGE
1119 GALLERIA BLVD
ROSEVILLE, CA 95678



PAGE INTENTIONALLY LEFT BLANK

FIELD VERIFICATION
Contractor shall verify all figured dimensions and conditions at the job site and notify Aria Group Architects, Inc. of any dimensional errors, omissions or discrepancies before beginning or fabricating any work. Do not scale these drawings.

COPYRIGHT
Aria Group Architects, Inc. shall retain all common law, statutory and other reserved rights. These drawings and related documents shall not be duplicated, disclosed or otherwise without written consent of Aria Group Architects, Inc.

	1/14/2021	MPP3RD SUBMITTAL
	12/11/2020	MPP 2ND SUBMITTAL
	07/16/2020	MPP 1ST SUBMITTAL
No	DATE	REMARKS

--

Drawing Title

Job No. 194439	Drawn
Scale AS SHOWN	Date 1/11/2021

Sheet No.
A9

No	DATE	REMARKS
1/14/2021	MPP3RD SUBMITTAL	
12/11/2020	MPP 2ND SUBMITTAL	
07/16/2020	MPP 1ST SUBMITTAL	

REVISIONS

Drawing Title

SITE DETAILS

Job No.
194439

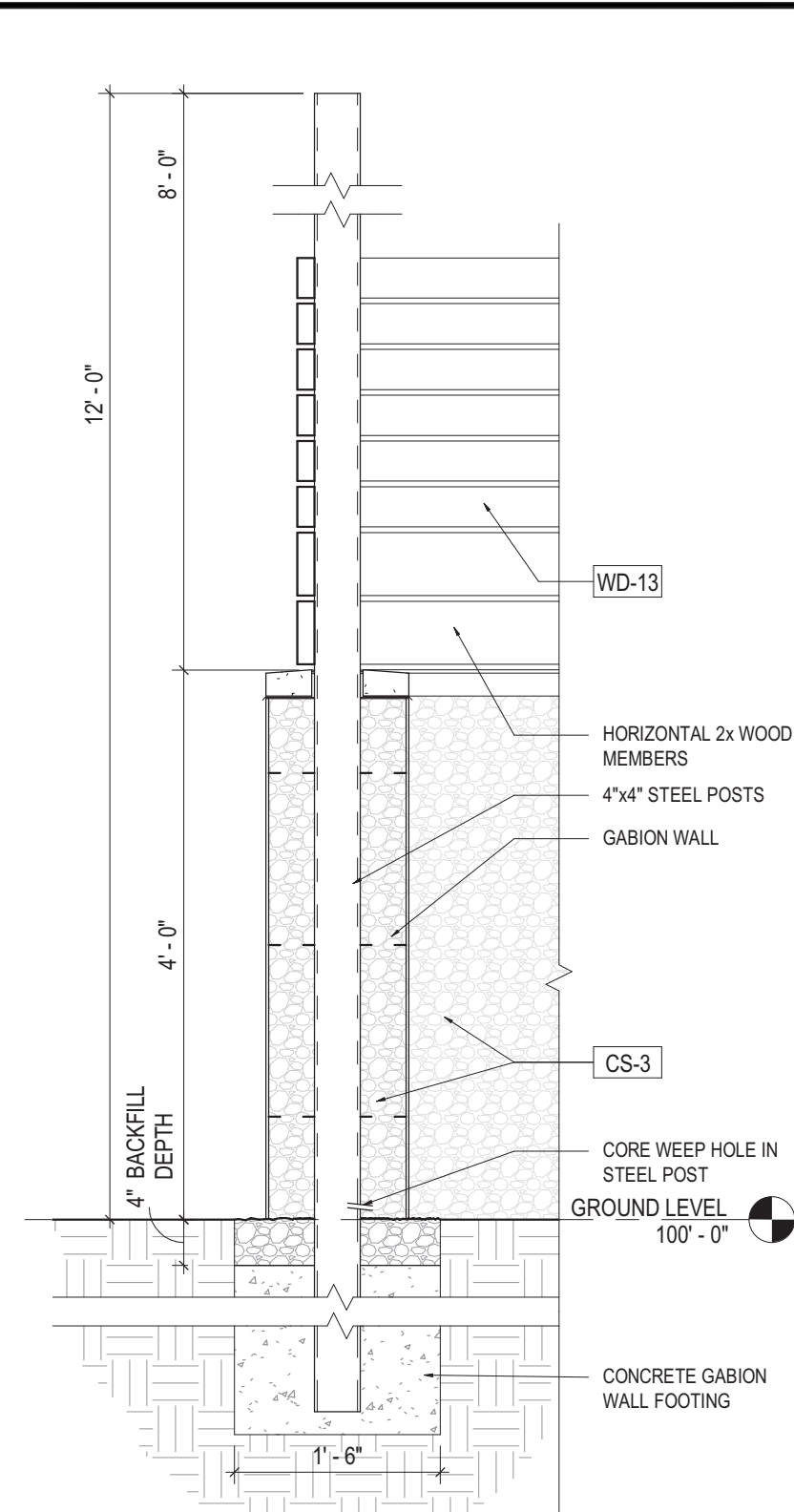
Drawn

Scale
AS SHOWN

Date
1/11/2021

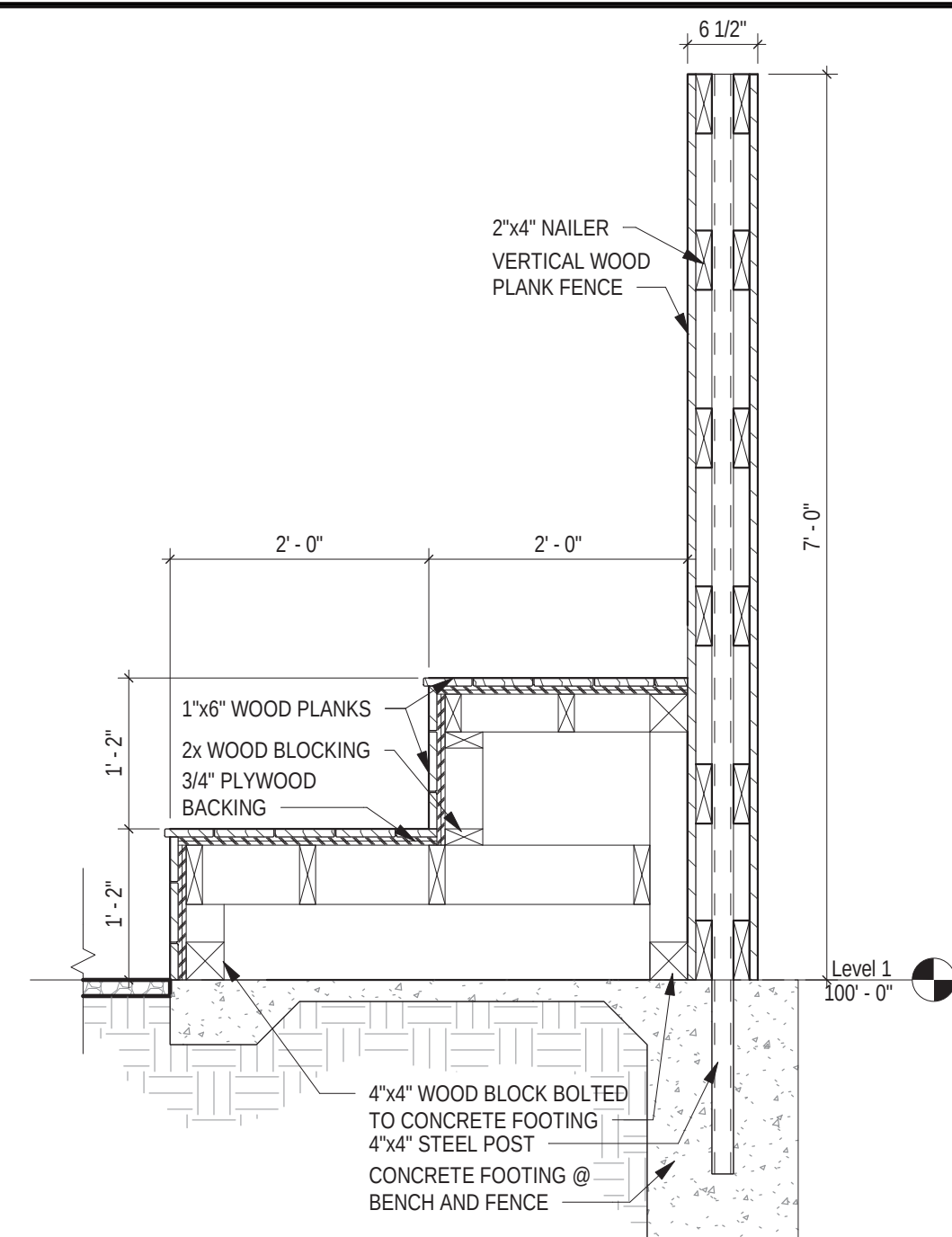
Sheet No.

A10



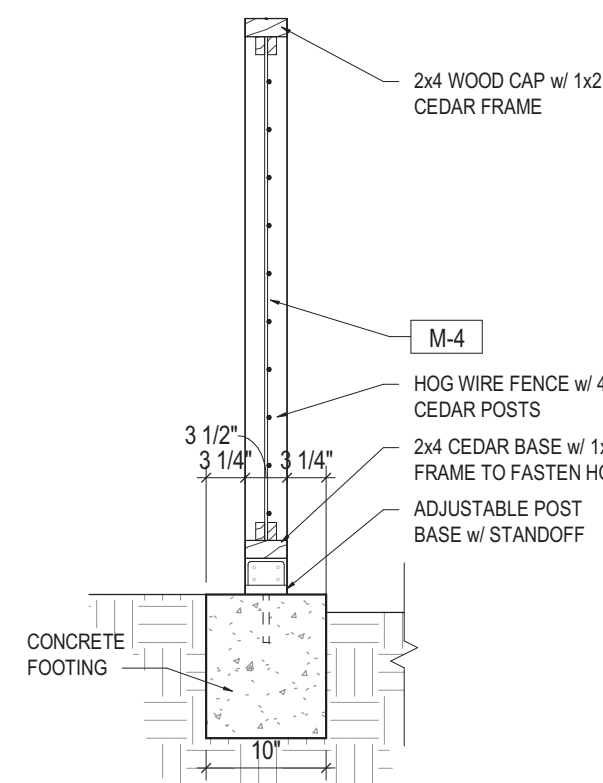
GABION WALL DETAIL

3/4" = 1'-0"



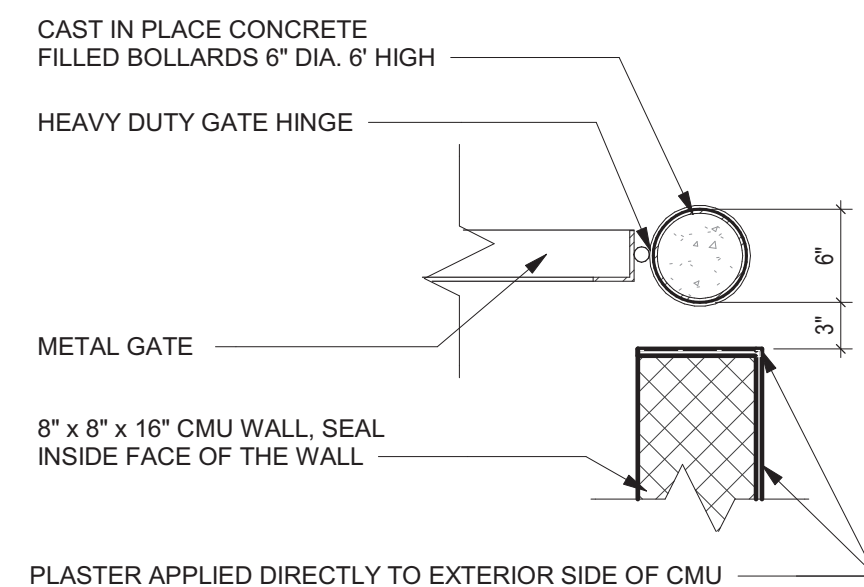
WOOD PLANK FENCE AND PATIO BENCH DETAIL

3/4" = 1'-0"



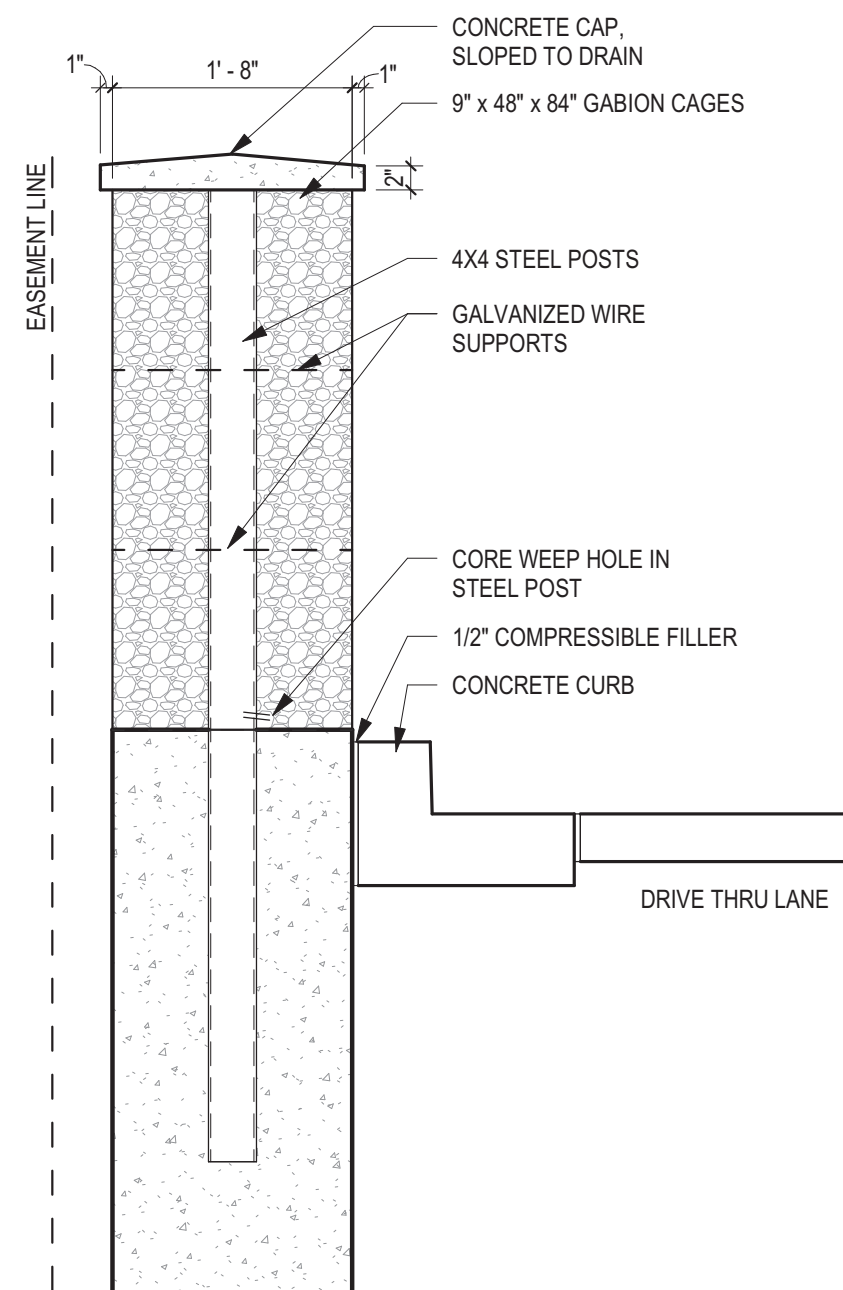
HOG WIRE FENCE DETAILS

3/4" = 1'-0"



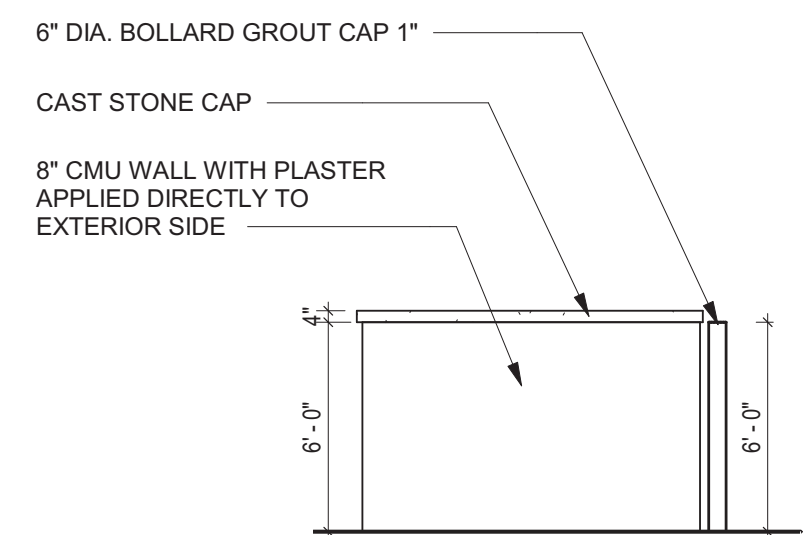
BOLLARD GATE DETAIL

1" = 1'-0"



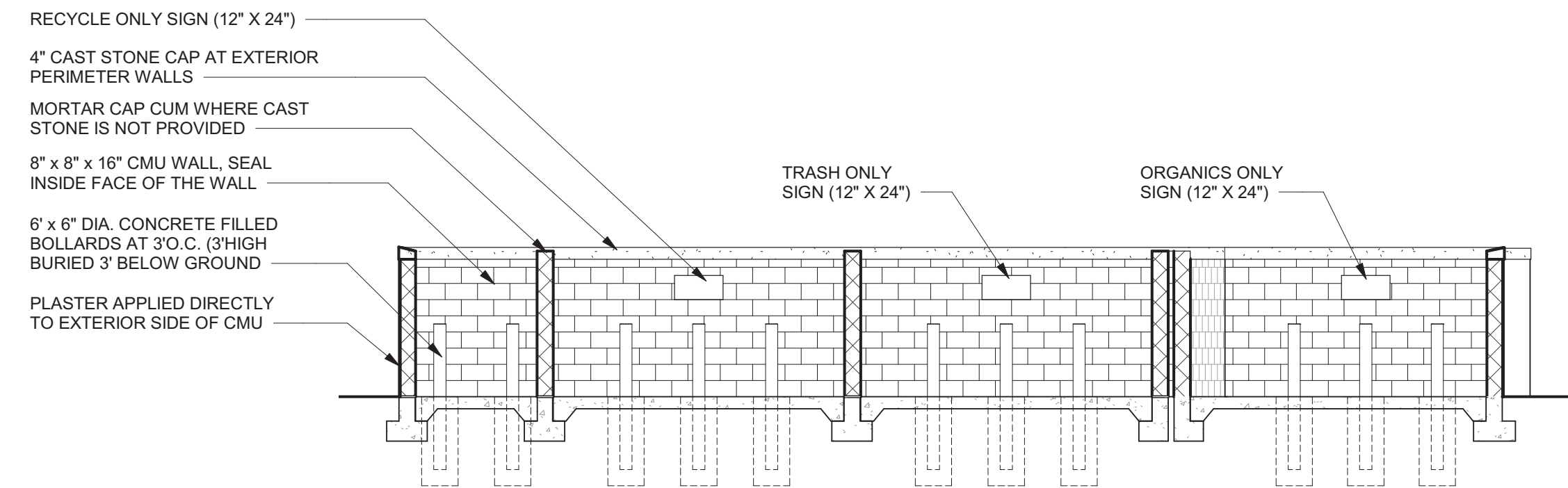
GABION WALL DETAIL

3/4" = 1'-0"



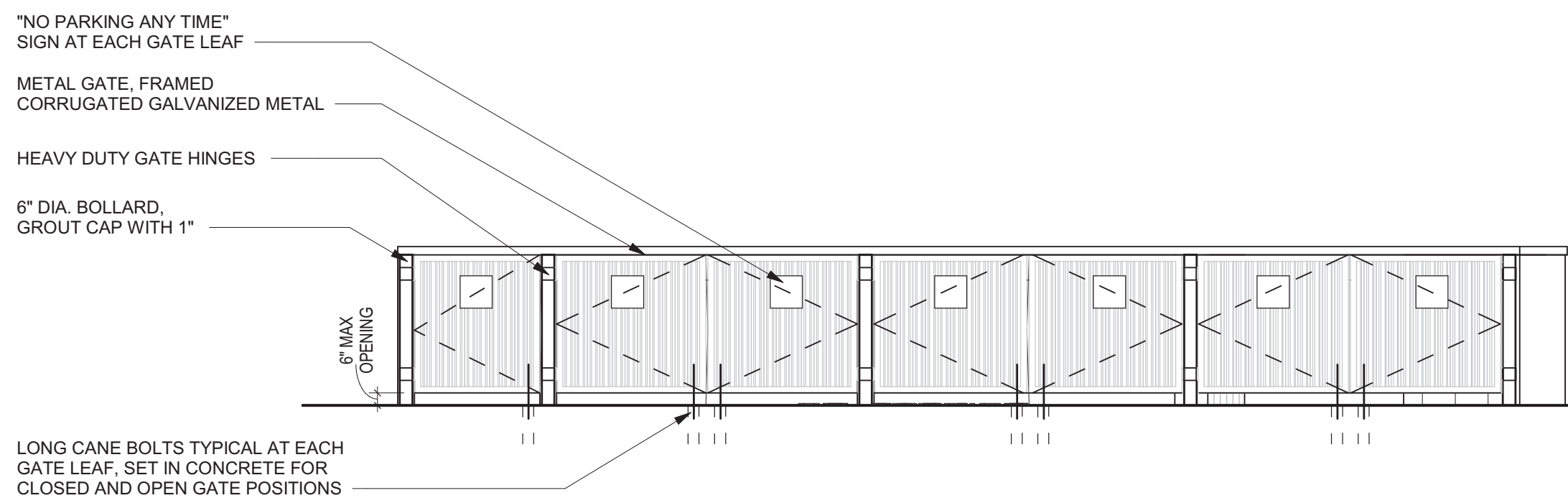
REFUSE ENCLOSURE ELEVATION

3/16" = 1'-0"



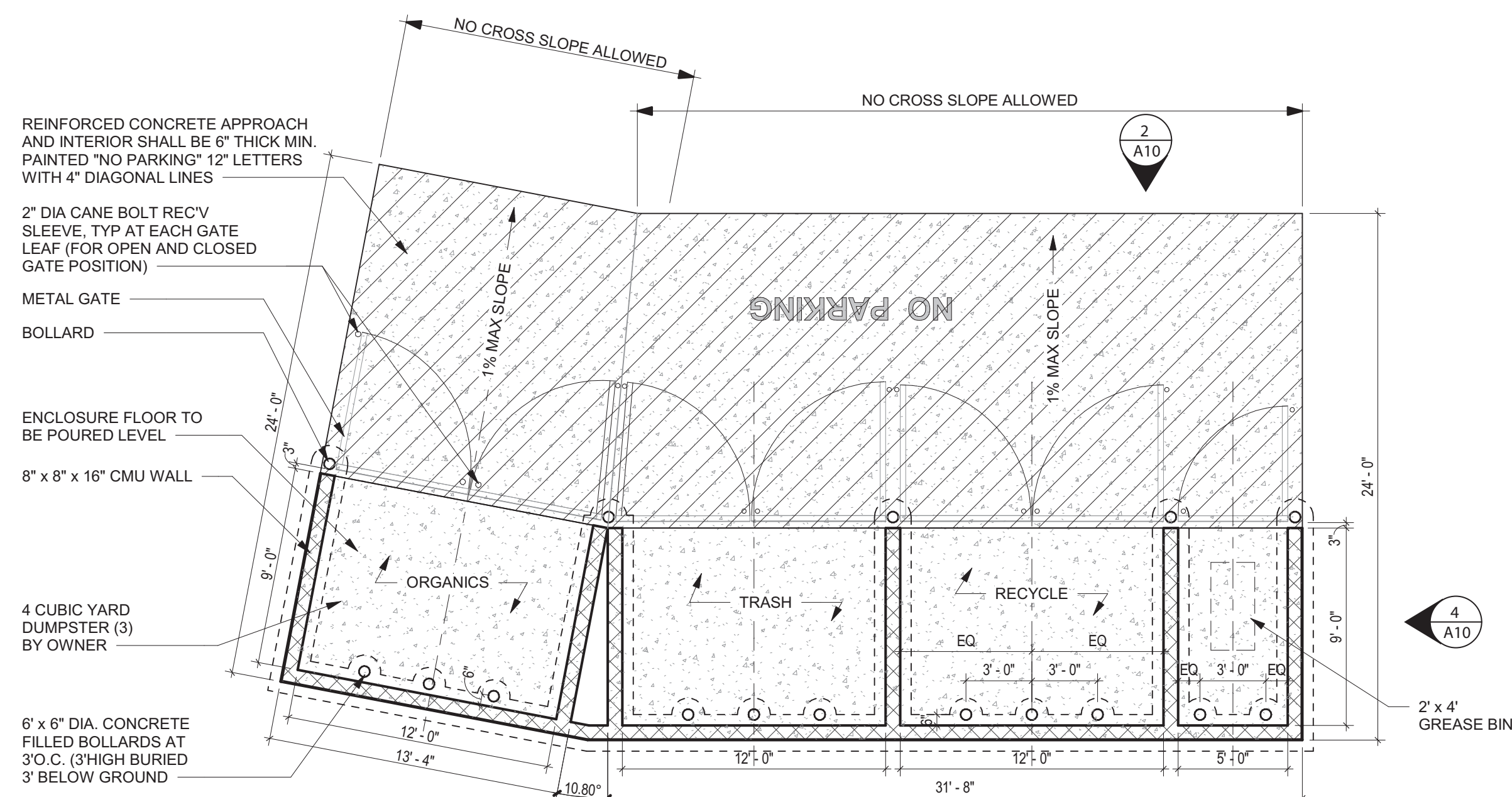
REFUSE ENCLOSURE INTERIOR ELEVATION

3/16" = 1'-0"



REFUSE ENCLOSURE ELEVATION

3/16" = 1'-0"



REFUSE ENCLOSURE PLAN

3/16" = 1'-0"

CITY OF ROSEVILLE
ENTITLEMENT PACKAGE
1119 GALLERIA BLVD
ROSEVILLE, CA 95678



FIELD VERIFICATION
Contractor shall verify all figured dimensions and conditions at the job site and notify Aria Group Architects, Inc. of any dimensional errors, omissions or discrepancies before beginning or fabricating any work. Do not scale these drawings.

COPYRIGHT
Aria Group Architects, Inc. shall retain all common law, statutory and other reserved rights. These drawings and related documents shall not be duplicated, disclosed or otherwise without written consent of Aria Group Architects, Inc.

No	DATE	REMARKS
1/14/2021	MPP3RD SUBMITTAL	
12/11/2020	MPP 2ND SUBMITTAL	
07/16/2020	MPP 1ST SUBMITTAL	

REVISIONS

Drawing Title

SITE DETAILS

Job No.
194439

Drawn

Scale
AS SHOWN

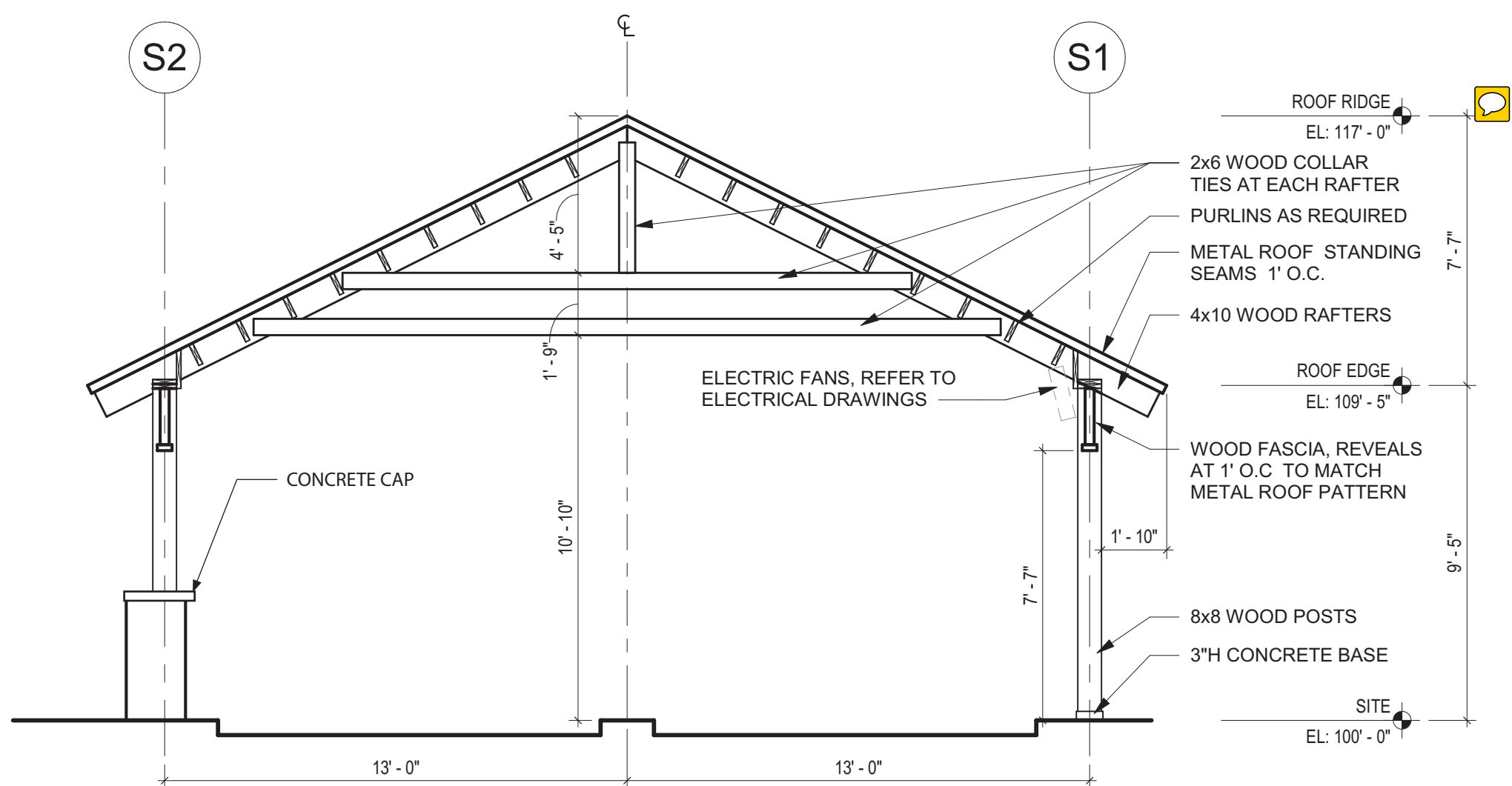
Date
1/11/2021

Sheet No.

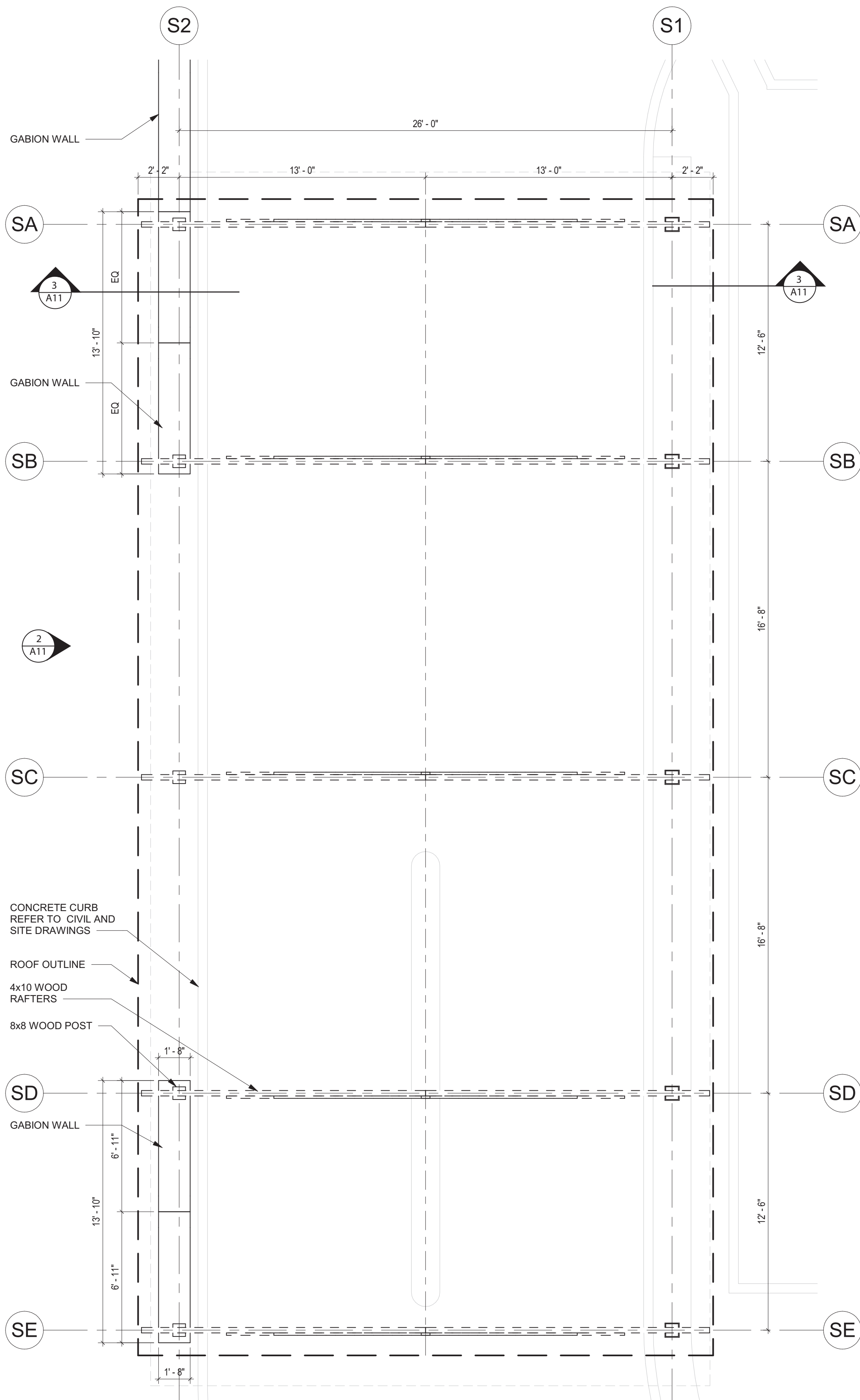
A11



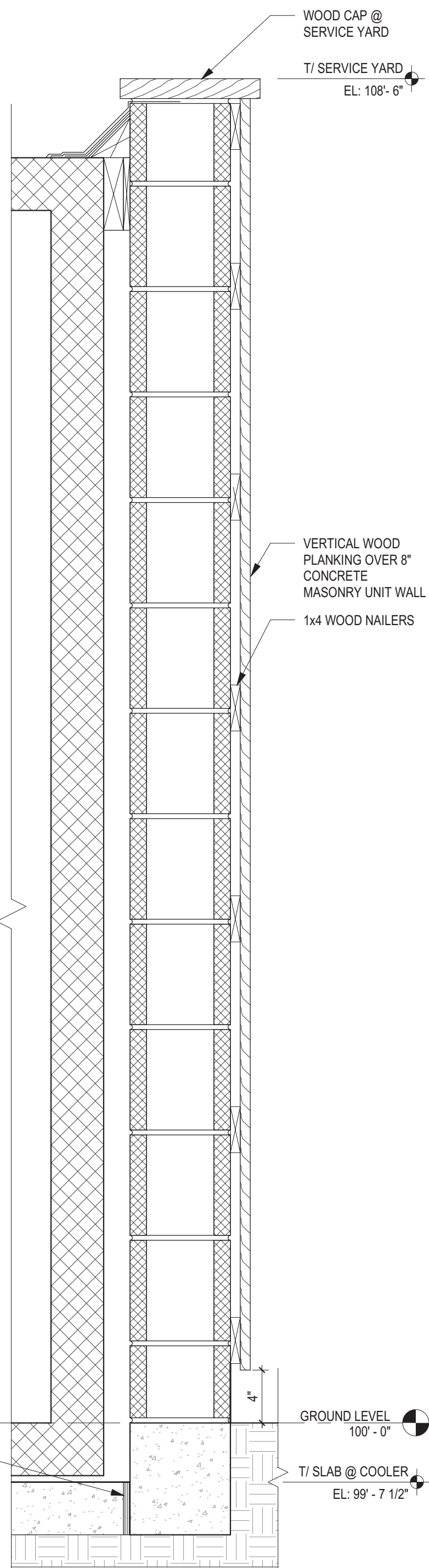
4 IMAGE
1/4" = 1'-0"



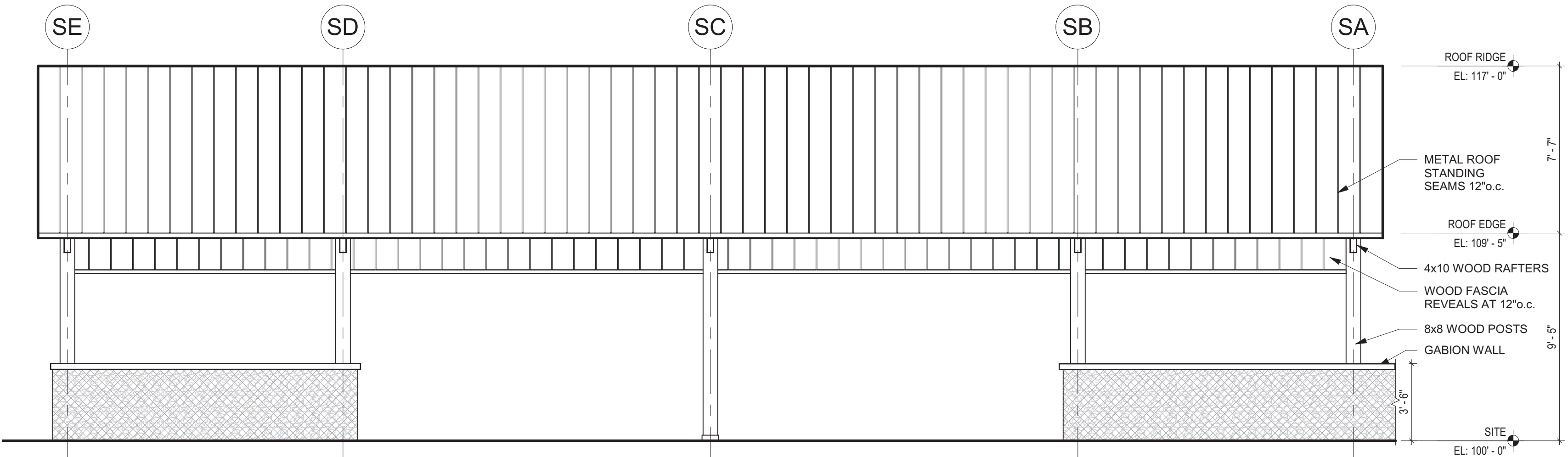
3 CARPORT SECTION
1/4" = 1'-0"



1 CARPORT PLAN
1/4" = 1'-0"



5 SERVICE YARD SECTION
1 1/2" = 1'-0"



2 CARPORT ELEVATION
1/4" = 1'-0"

12/11/2020	MPP 2ND SUBMITTAL
07/16/2020	MPP 1ST SUBMITTAL

REVISIONS



Drawing Title
LANDSCAPE PLAN

Job No. 19-055

Scale 1/16" = 1' - 0"

Sheet No.

L-0

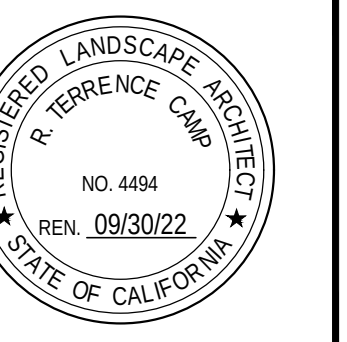


Vicinity Map



Bike Rack

	12/11/2020	MPP 2ND SUBMITTAL
	07/16/2020	MPP 1ST SUBMITTAL
REVISIONS		

LANDSCAPE
PLAN

e
/11/2020

1.



SEE SHEET L-3 FOR PLANT LEGEND

12/11/2020	MPP 2ND SUBMITTAL
07/16/2020	MPP 1ST SUBMITTAL
REVISIONS	



Drawing Title
SHADE STUDY

Job No.
19-055

Scale
1/16" = 1' - 0"

Sheet No.

L-1A

TREE SHADE CALCULATION

SHADE COVERAGE	SHADE SQ.FT/TREE	QTY	TOTAL SQ.FT
LARGE TREES (30-35' SPREAD)			
100% SHADE	962	4	3,848
50% SHADE	481	1	481
25% SHADE	240	1	240
MEDIUM TO LARGE TREES (25-30' SPREAD)			
100% SHADE	707	1	707
50% SHADE	354	9	3,186
25% SHADE	177	0	--
MEDIUM TO SMALL TREES (20-25' SPREAD)			
100% SHADE	491	1	491
50% SHADE	246	3	738
25% SHADE	123	4	492

TOTAL TREE SHADE PROVIDED @ 15 YRS 10,183 SF

TOTAL APPLICABLE PARKING LOT SQUARE FOOTAGE 18,730 SF

SHADE REQUIRED (50% OF PARKING AREA) 9,365 SF



Vicinity Map

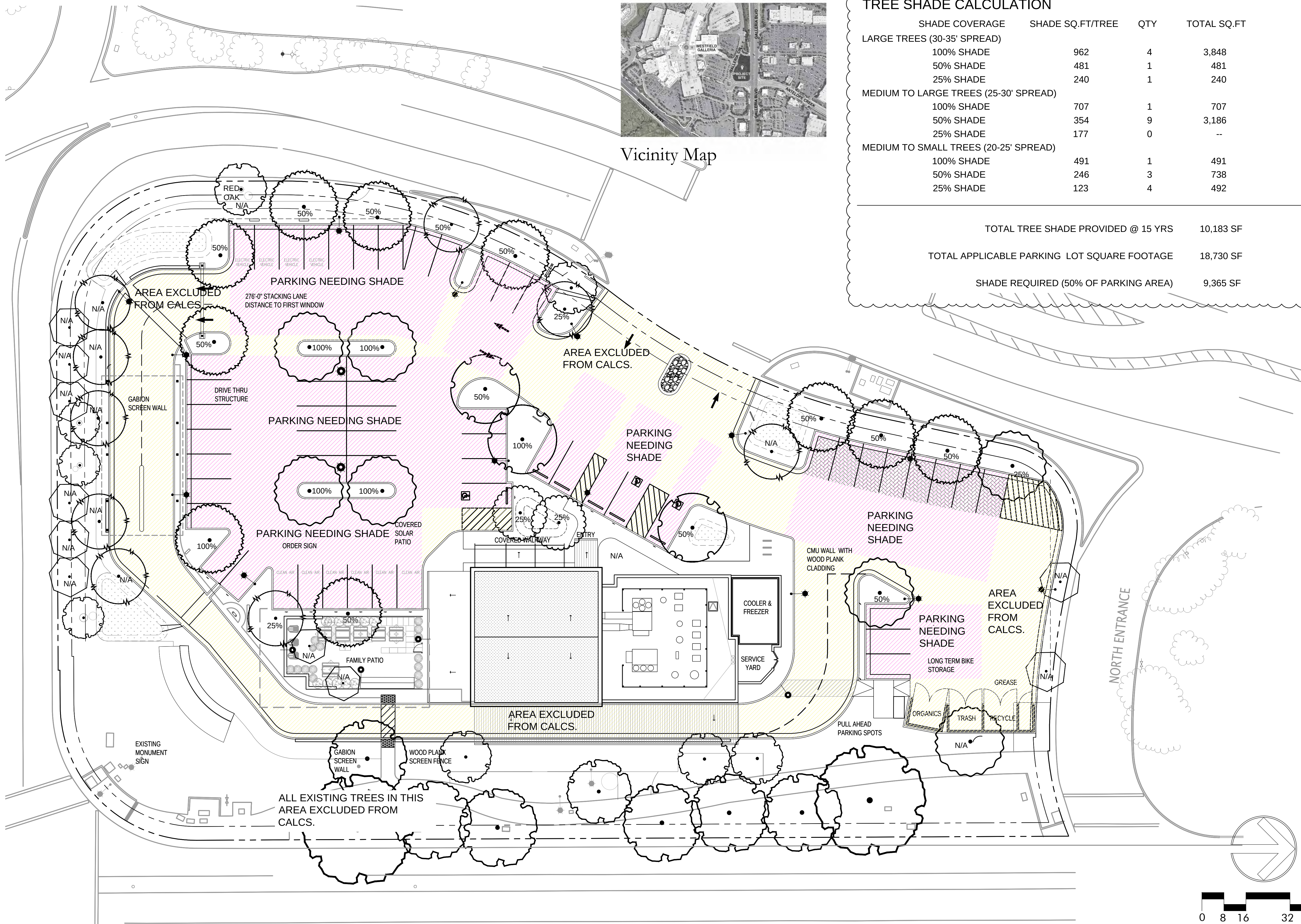


Exhibit C



2540 CAMINO DIABLO
SUITE 201
WALNUT CREEK, CA 94597
P. (925) 941-6490
EMAIL: tc@campandcamp.com

CITY OF ROSEVILLE
ENTITLEMENT PACKAGE
1119 GALLERIA BLVD
ROSEVILLE, CA 95678



~~Roof garden~~



6' Blue cedar fence



4' Gabion wall

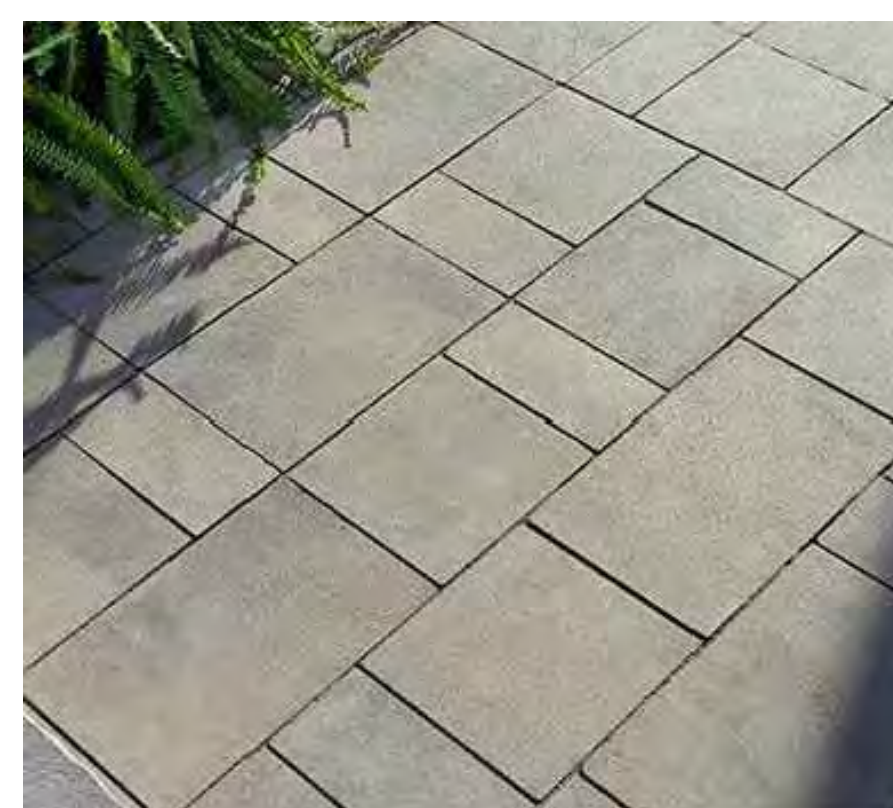
See Detail on Sheet A-10



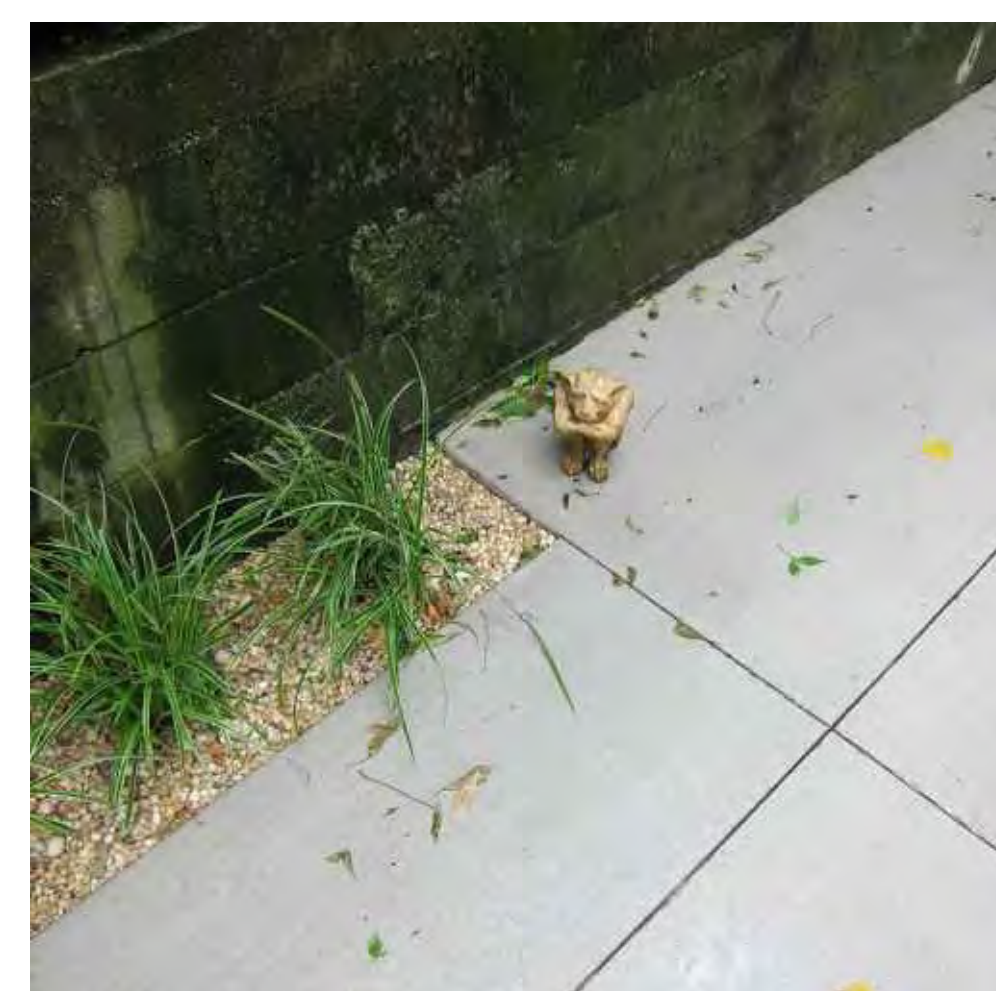
4' Hog wire and wood fencing



Vicinity Map



Permeable pavers



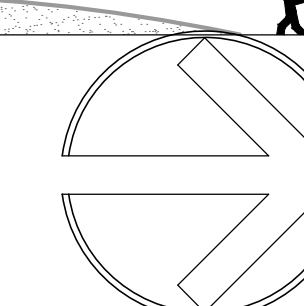
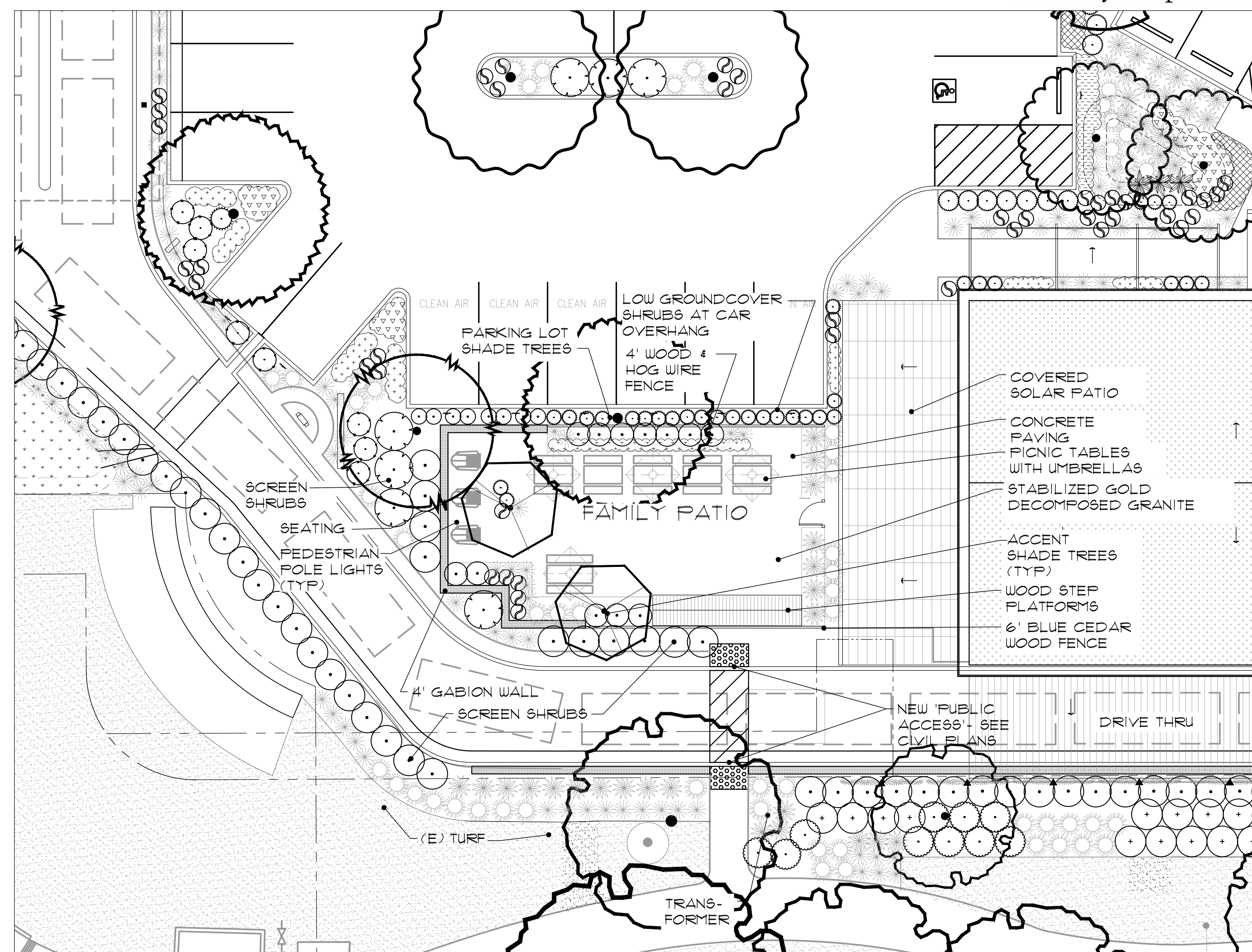
Scored concrete paving



6' Stabilized decomposed granite paving



Wood step platforms



12/11/2020	MPP 2ND SUBMITTAL
07/16/2020	MPP 1ST SUBMITTAL

REVISIONS



Drawing Title
FAMILY PATIO AND IMAGERY

Job No. 19-055 Drawn

Scale 1"=10' Date 12/11/2020

Sheet No.

L-2

Exhibit C

Camp Associates
Landscape Architecture
2540 CAMINO DIABLO
SUITE 201
WALNUT CREEK, CA 94597
P: (925) 941-6490
EMAIL: to@campandcamp.com

CITY OF ROSEVILLE
ENTITLEMENT PACKAGE
1119 GALLERIA BLVD
ROSEVILLE, CA 95678



12/11/2020	MPP 2ND SUBMITTAL	
07/16/2020	MPP 1ST SUBMITTAL	
REVISIONS		



Drawing Title
FAMILY PATIO AND IMAGERY

Job No. 19-055
Drawn

Scale 1"=10'
Date 12/11/2020

Sheet No.
L-2A



~~Roof garden~~



6' Blue cedar fence



4' Gabion wall



4' Hog wire and wood fencing



Vicinity Map



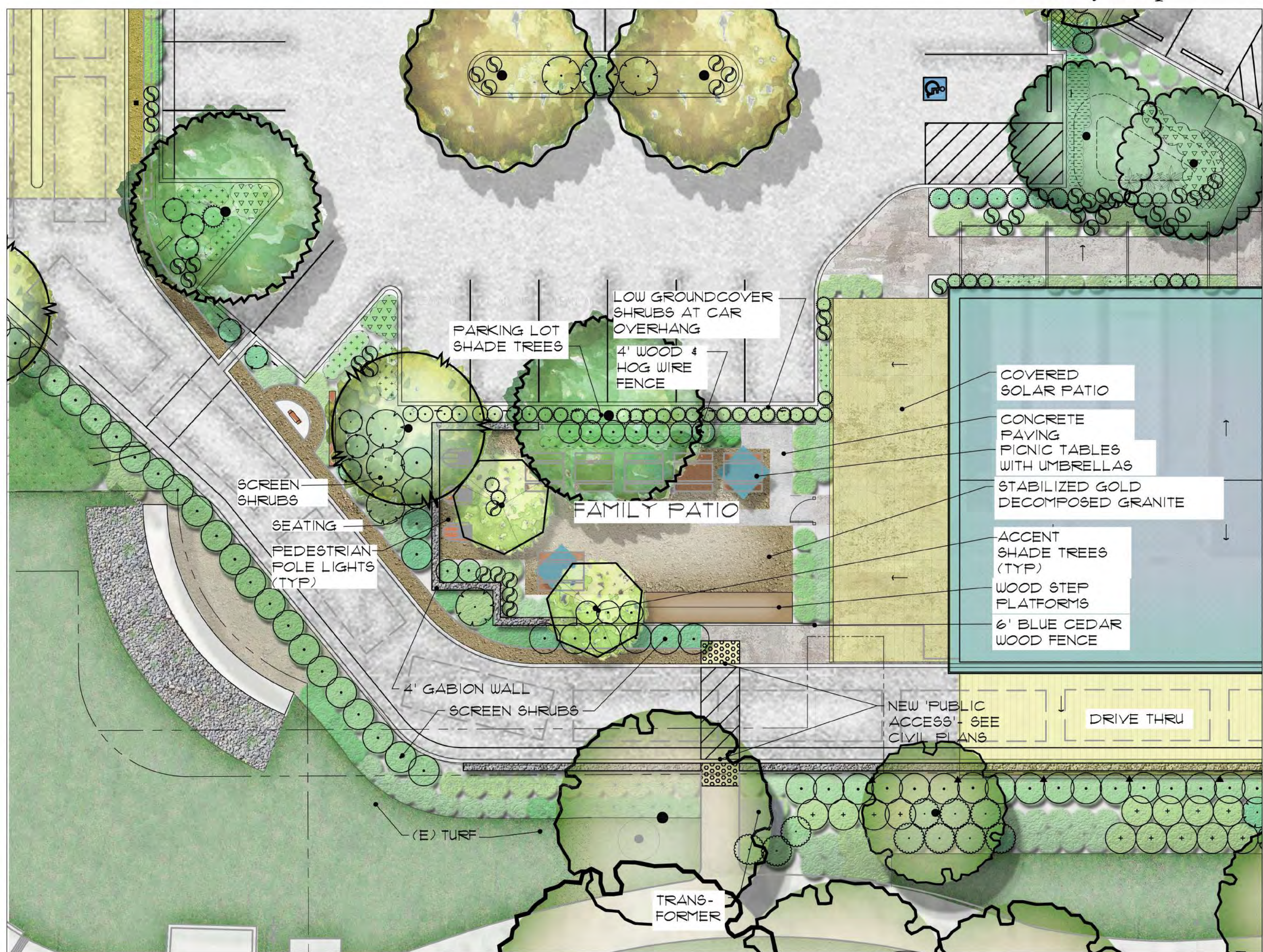
Permeable pavers



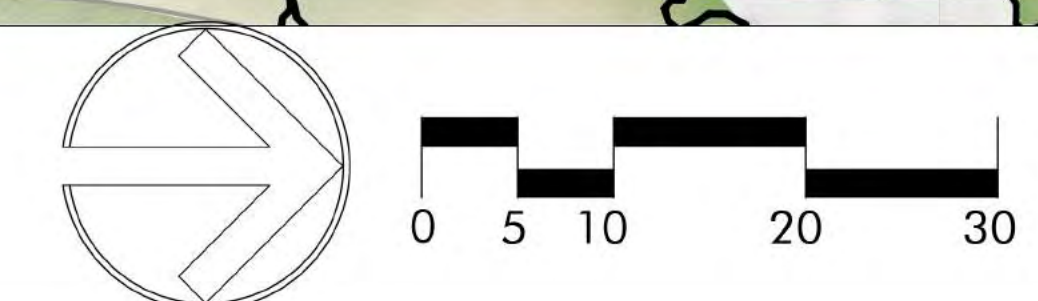
Scored concrete paving



6' Stabilized decomposed granite paving



Wood step platforms



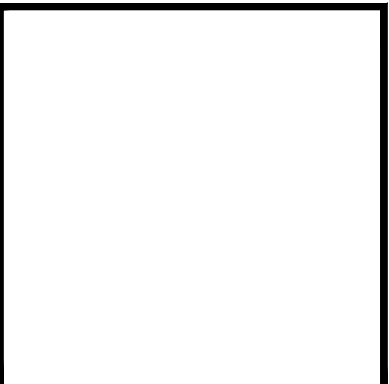
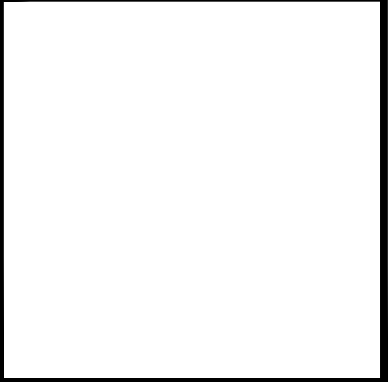


Camp Associates
Landscape Architecture

2540 CAMINO DIABLO
SUITE 201
WALNUT CREEK, CA 94597
P: (925) 941-6490
EMAIL: tc@campandcamp.com

CITY OF ROSEVILLE
ENTITLEMENT PACKAGE
1119 GALLERIA BLVD
ROSEVILLE, CA 95678





	12/11/2020	MPP 2ND SUBMITTAL
	07/16/2020	MPP 1ST SUBMITTAL
REVISIONS		



Drawing Title

**PLANT
LEGEND**

Job No.
19-055

Drawn

Scale
NTS

Date
12/11/2020

Sheet No.
L-3

Amy's Drive-thru Plant Legend

Symbol	Botanical Name	Common Name	Size(HxW)	Size	Wucols	Edible	Native	Qty.	Spacing
TREES:									
ACE BUE	Acer buegerianum	TRIDENT MAPLE	25' x 25'	24" Box	M		N	-	
CER CAN	Cercis canadensis	EASTERN REDBUD	25' x 25'	24" Box	M		N	3	
CER HEA	Cercis c. 'Hearts of Gold'- STD.	STD. HEARTS OF GOLD REDBUD	25' x 25'	24" Box	M		N	2	
CER DES	Cercidium x 'Desert Museum'	DESERT MUSEUM PALO VERDE	25' x 25'	24" Box	L		N	-	
LAG NAT	Lagerstroemia x fauriei 'Natchez'	WHITE CRAPE MYRTLE	25' x 12'	24" Box	L		N	2	
OLE EUR	Olea europaea 'Swan Hill'	SWAN HILL OLIVE	20' x 25'	24" BOX	L		N	1	
PIS CHI	Pistacia chinensis 'Keith Davey'	KEITH DAVEY PISTACHE	25' x 30'	24" BOX	L		N	10	
PRU CER	Prunus cerasifera (match existing)	PURPLE PLUM	25' x 30'	24" BOX	M		N	6	
QUE AGR	Quercus agrifolia	COAST LIVE OAK	40' x 50'	24" BOX	L		Y	13	
SHRUBS:									
ARC HOW	Arctostaphylos 'Howard McMinn'	HOWARD MCMINN MANZANITA	5' x 6'	5 gallon	L		Y	-	6' O.C.
CAR CAL	Carpenteria californica	BUSH ANEMONE	6' x 4'	5 gallon	L		Y	-	5' O.C.
CIS SKA	Cistus x. skanbergii	PINK ROCKROSE	3' x 6'	5 gallon	L		N	-	6' O.C.
DIE BIC	Dietes bicolor 'Liz's Selection'	YELLOW WILD IRIS	3' x 3'	5 gallon	L		N	-	3' O.C.
GRE ROS	Grevillea r. 'Scarlet Sprite'	SCARLET SPRINT GREVILLEA	5' x 6'	5 gallon	L		N	-	6' O.C.
HEL ARG	Helleborus argutifolius	CORSICAN HELLEBORE	3' x 3'	5 gallon	L		N	-	3' O.C.
LOR MON	Loropetalum c. 'Monraz'	RAZZLEBERRY FRINGE FLOWER	4' x 6'	5 gallon	L		N	-	6' O.C.
LAV HID	Lavandula 'Hidcote Blue'	ENGLISH LAVENDER	2' x 2'	5 gallon	L	Y	N	-	2' O.C.
OLE LIT	Olea europaea 'Little Ollie'	DWARF OLIVE	5' x 4'	5 gallon	L		N	-	4' O.C.
PHL FRU	Phlomis fruticosa	JERUSALEM SAGE	4' x 4'	5 gallon	L		N	-	4' O.C.
RHA SEA	Rhamnus c. 'Seaview Improved'	SEAVIEW IMPROVED COFFEEBERRY	4' x 4'	5 gallon	L		N	-	4' O.C.
RIB SAN	Ribes sanguineum	PINK FLOWERING CURRANT	4' x 6'	5 gallon	L		N	-	4' O.C.
ROS TUS	Rosmarinus 'Tuscan Blue'	UPRIGHT ROSMARY	5' x 5'	5 gallon	L	Y	N	-	4' O.C.
SAL CLE	Salvia clevelandii	CLEVELAND SAGE	4' x 5'	5 gallon	L	Y	Y	-	4' O.C.
THU EME	Thuja occidentalis 'Emerald Green'	ARBORVITAE	4' x 7'	5 gallon	M		N	-	4' O.C.
PERENNIALS:									
ANI HAR	Anigozanthos 'Harmony'	KANGAROO PAW	5' x 3'	1 gallon	L		N	-	30" O.C.
ECH SOM	Echinacea 'Sombrero Lemon Yellow'	YELLOW CONEFLOWER	2' x 1.5'	1 gallon	L		N	-	18" O.C.
ESC CAL	Eschecholzia californica	CALIFORNIA POPPY	2' x 2'	1 gallon	VL		N	-	12" O.C.
IRI DOU	Iris douglasiana	PACIFIC COAST IRIS	1.5' x 1.5'	1 gallon	L		Y	-	18" O.C.
KNI CIT	Kniphofia citrina	YELLOW RED HOT FOKER	2' x 2'	5 gallon	L		Y	-	24" O.C.
KNI NAN	Kniphofia uvaria 'Nancy's Red'	RED HOT FOKER	2' x 2'	5 gallon	L		Y	-	24" O.C.
MIM AUR	Mimulus auranticus	STICKY MONKEYFLOWER	3' x 3'	5 gallon	L		Y	-	18" O.C.
NEP WAL	Nepeta faassenii 'Walkers Low'	CAT MINT	2' x 2.5'	1 gallon	L	Y	N	-	30" O.C.
GROUNDCOVERS:									
LAN MON	Lantana montevidensis	PURPLE LANTANA	2' x 4'	5 gallon	L		N	-	5' O.C.
LAN NEW	Lantana 'New Gold'	NEW GOLD LANTANA	2' x 4'	5 gallon	L		N	-	3' O.C.
SAL SPA	Salvia spathacea	HUMMINGBIRD SAGE	2' x 3'	1 gallon	L	Y	Y	-	3' O.C.
GRASSES/SEDGES:									
CAL ACU	Calamagrostis a. 'Karl Foerster'	PACIFIC REEDGRASS	4' x 4'	5 gallon	L		N	-	2' O.C.
CAR DIV	Carex divulsa	BERKELEY SEDGE	1' x 3'	1 gallon	L		Y	-	2' O.C.
FES SIS	Festuca 'Siskiyou Blue'	SISKIYOU BLUE FESCUE	1.5' x 1.5'	1 gallon	L		Y	-	18" O.C.
HEL SEM	Helictotrichon sempervirens	BLUE OAT GRASS	2' x 3'	5 gallon	L		N	-	3' O.C.
LOM LON	Lomandra longifolia 'Breeze	LOMANDRA	2' x 3'	5 gallon	L		N	-	3' O.C.
MUH RIG	Muhlenbergia rigens	DEER GRASS	4' x 4'	5 gallon	L		Y	-	3' O.C.
STI ARU	Stipa arundinaceae	NEW ZEALAND WIND GRASS	3' x 3'	5 gallon	L		N	-	3' O.C.
VINES/ESPALIER:									
CIT LIM	Citrus limon 'Meyer Improved'	MEYER LEMON- ESPALIER	5' x 8'	5 gallon	M	Y	N	-	6' O.C.
DIS BUC	Disticus buccinatoria	BLOOD RED TRUMPET VINE	5' x 8'	5 gallon	M		N	-	6' O.C.
MAL DOM	Malus domestica 'Fuji'	SEMI-DWARF APPLE-ESPALIER	5' x 8'	5 gallon	M	Y	N	-	6' O.C.
BIOSWALE PLANTS:									
ACH MIL	Achillea millefolium 'Paprika'	YARROW	3' x 1.5'	1 gallon	L		Y	-	9" O.C.
CAR DIV	Carex divulsa	BERKELEY SEDGE	1' x 3'	1 gallon	L		L	-	2' O.C.
JUN PAT	Juncus patens 'Elk Blue'	ELK BLUE CALIFORNIA GRAY RUSH	2.5' x 2.5'	1 gallon	L		N	-	30" O.C.
MIM AUR	Mimulus aurantiacus 'Hybrid'	STICKY MONKEY FLOWER	4' x 4'	5 gallon	L		N	-	4' O.C.
MUH RIG	Muhlenbergia rigens	DEER GRASS	4' x 4'	5 gallon	L		N	-	3' O.C.
GREENROOF PLANTS-POTENTIAL CANDIDATES									
ALL SCH	Allium schoenoprasum	CHIVES	2' x 2'	1 gallon	M	Y	N	-	
ARM MAR	Armeria maritima 'Alba'	SEA THRIFT	1' x 1'	1 gallon	L		N	-	
ARM STE	Artemisia stelleriana	DUSTY MILLER	2-1/2' x 3'	1 gallon	M		N	-	
AUR SAX	Aurinia saxatilis 'Gold Dust'	BASKET OF GOLD	8" x 1'	1 gallon	M		N	-	
CAR PAN	Carex pansa	CALIFORNIA MEADOW SEDGE	8"-12"x12"x18"	1 gallon	M		Y	-	
ESC CAL	Eschecholzia californica	CALIFORNIA POPPY	2' x 2'	1 gallon	L		N	-	
OEN MAC	Oenothera macrocarpa	OZARK SUNDROPS	6" x 2'	1 gallon	M		N	-	
PEN HET	Penstemon h. 'Margarita BOP'	PENSTEMON	2' x 2'	1 gallon	M		N	-	
SES AUT	Sesleria autumnalis	AUTUMNMOOR GRASS	8"-18"x12"-18"	1 gallon	M		N	-	
SAL SYL	Salvia x sylvestris 'May Night'	MAY NIGHT SAGE	2'x2'-3'	1 gallon	M	Y	N	-	
SIS BEL	Sisyrinchium bellum	BLUE EYED GRASS	4"-24"x6"-24"	1 gallon	M		N	-	
STA BYZ	Stachys Byzantina	LAMB'S EAR	1-1/2" x 2'	1 gallon	M		N	-	
TAL CAL	Talinum calycinum	FAME FLOWER	1' x 1'	1 gallon	M		N	-	



TREES



Acer buergerianum
TRIDENT MAPLE



Cercis canadensis
EASTERN REDBUD



Cercis canadensis
'Hearts of Gold'
EASTERN REDBUD



Cercidium 'Desert Museum'
DESERT MUSEUM PALO VERDE



Lagerstroemia 'Natchez'
WHITE CRAPE MYRTLE



Olea europaea 'Swan Hill'
SWAN HILL OLIVE



Pistacia chinensis
'Keith Davey'
KEITH DAVEY PISTACHE



Prunus cerasifera
PURPLE LEAF PLUM



Quercus agrifolia
COAST LIVE OAK

SHRUBS



Arctostaphylos 'Howard McMin'
HOWARD MCMINN MANZANITA



Carpenteria californica
BUSH ANEMONE



Cistus x. skanbergii
PINK ROCKROSE



Dietes bicolor 'Liz's Selection'
YELLOW WILD IRIS



Grevillea 'Scarlet Sprite'
SCARLET SPRITE GREVILLEA



Helleborus argutifolius
CORSICAN HELLEBORE



Loropetalum c. 'Monraz'
RAZZLEBERRY FRINGE FLOWER



Lavandula a. 'Hidcote Blue'
HIDCOTE BLUE ENGLISH LAVENDER



Olea europaea 'Little Ollie'
DWARF OLIVE



Phlomis fruticosa
JERUSALEM SAGE



Rhamnus c. 'Seaview Improved'
COFFEEBERRY



Ribes sanguineum
PINK FLOWERING CURRANT



Rosmarinus 'Tuscan Blue'
UPRIGHT ROSEMARY



Salvia clevelandii
CLEVELAND SAGE

PERENNIALS



Anigozanthos 'Harmony'
KANGAROO PAW



Echinacea 'Sombrero'
Lemon Yellow'
YELLOW CONEFLOWER



Eschscholzia californica
CALIFORNIA POPPY



Iris douglasiana
PACIFIC COAST IRIS



Kniphofia citrina
YELLOW RED
HOT POKER



Kniphofia 'Nancy's Red'
NANCY'S RED HOT POKER



Mimulus aurantiacus
STICKY MONKEY FLOWER



Nepeta faassenii 'Walker's Low'
CAT MINT

GROUNDCOVERS



Lantana montevidensis
LANTANA



Lantana 'New Gold'
NEW GOLD LANTANA



Salvia spathacea
HUMMINGBIRD SAGE

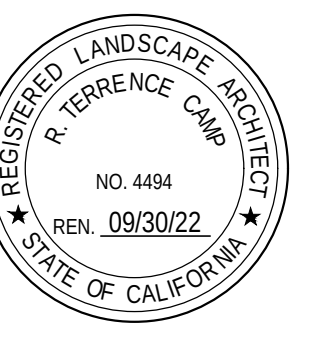


2540 CAMINO DIABLO
SUITE 201
WALNUT CREEK, CA 94597
P: (925) 941-6490
EMAIL: tc@campandcamp.com

CITY OF ROSEVILLE
ENTITLEMENT PACKAGE
1119 GALLERIA BLVD
ROSEVILLE, CA 95678



	12/11/2020	MPP 2ND SUBMITTAL
	07/16/2020	MPP 1ST SUBMITTAL
REVISIONS		



Drawing Title

PLANT
IMAGES

Job No.

19-055

Drawn

Scale

NTS

Date

12/11/2020

Sheet No.

L-4

GRASSES/SEDGES



Calamagrostis acutiflora
'Karl Foerster'
PACIFIC REEDGRASS



Carex divisa
BERKELEY SEDGE



Festuca 'Siskiyou Blue'
SISKIYOU BLUE FESCUE



Helictotrichon sempervirens
BLUE OAT GRASS



Lomandra longifolia 'Breeze'
LOMANDRA



Muhlenbergia rigens
DEER GRASS



Stipa arundinacea
PHEASANT TAIL GRASS

VINES



Citrus 'Meyer Improved'
MEYER LEMON IMPROVED- ESPALIER



Distictus buccinatoria
BLOOD RED TRUMPET VINE



Malus 'Fuji'
DWARF FUJI APPLE-ESPALIER

BIOSWALE PLANTS



Achillea millefolium 'Paprika'
YARROW



Carex divisa
BERKELEY SEDGE



Juncus patens 'Elk Blue'
ELK BLUE CALIFORNIA GRAY RUSH



Mimulus aurantiacus 'Hybrid'
STICKY MONKEY FLOWER



Muhlenbergia rigens
DEER GRASS

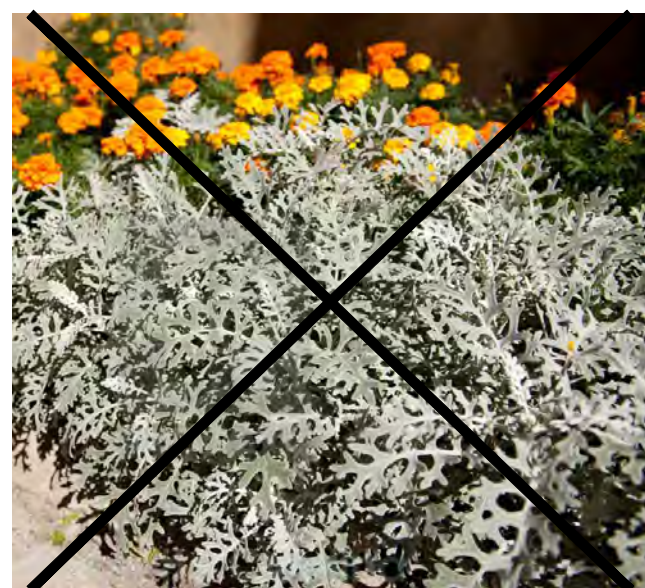
GREEN ROOF



Allium schoenoprasum
CHIVES



Armeria maritime 'Alba'
SEA THRIFT



Artemisia stelleriana
DUSTY MILLER



Aurinia saxatilis 'Gold Dust'
BASKET OF GOLD



Carex pansa
CALIFORNIA MEADOW SEDGE



Eschscholzia californica
CALIFORNIA POPPY



Oenothera macrocarpa
OZARK SUNDROPS



Penstemon heterophyllus 'Margarita Bop'
PENSTEMON



Salvia x sylvestris 'May Night'
MAY NIGHT SAGE



Sesleria autumnalis
AUTUMNMOOR GRASS



Sisyrinchium bellum
BLUE EYED GRASS



Stachys byzantina
LAMB'S EAR



Talinum calycinum
FAME FLOWER



PLANNING COMMISSION COMMUNICATION

Title: WRSP PCL W-20 - Coffee Shack, 1875 Pleasant Grove Bl, File # PL20-0142
Contact: Kinarik Shallow, kshallow@roseville.ca.us, 916-746-1309

Meeting Date: 2/11/2021
Item #: 6.2.

ATTACHMENTS:

Description

Staff Report
Attachment 1 Public Comments
Exhibit A Initial Study MND
Exhibit B GPA Exhibit
Exhibit C SPA Exhibit
Exhibit D Rezone Exhibit
Exhibit E GP Land Use Map Amendment
Exhibit F WRSP Change Pages
Exhibit G Ninth Westpark DAA
Exhibit H Site Plan
Exhibit I Preliminary Grading Plan
Exhibit J Preliminary Utility Plan
Exhibit K Conceptual Elevations and Details
Exhibit L Preliminary Landscape Plan
Exhibit M Photometric Plan
Exhibit N Water Quality Plan
Exhibit O Offsite Sewer

ITEM 6.2: General Plan Amendment, Specific Plan Amendment, Rezone, Development Agreement Amendment, Conditional Use Permit, and Design Review Permit – 1875 Pleasant Grove Boulevard – WRSP PCL W-20 – Coffee Shack – File # PL20-0142

REQUEST

The proposed project is a 910-square-foot drive-through coffee kiosk with associated parking, lighting, and landscaping. The project entitlements include a General Plan Amendment and Specific Plan Amendment to modify the land use from Low Density Residential (LDR) to Community Commercial (CC), a Rezone from Single-Family Residential/Development Standards (R1/DS) to Community Commercial/Special Area (CC/SA), a Development Agreement Amendment to reflect the land use change, a Conditional Use Permit to allow a drive-through use contiguous to a residential zoned parcel, and a Design Review Permit to approve the building architecture and site design.

Applicant – David Cobbs, Baker Williams Engineering Group
Property Owner – Steve Schnable, Mourier Investments LLC

SUMMARY RECOMMENDATION

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

- A. Adopt the WRSP PCL W-20 – Coffee Shack Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program;
- B. Recommend the City Council approve the General Plan Amendment (Land Use Map);
- C. Recommend the City Council approve the Specific Plan Amendment (Text and Land Use Map);
- D. Recommend the City Council adopt the two (2) findings of fact and approve the Rezone;
- E. Recommend the City Council approve the Ninth Amendment of the Development Agreement by and between the City of Roseville and VC Roseville, LLC;
- F. Adopt the three (3) findings of fact and approve the Conditional Use Permit subject to six (6) conditions of approval; and
- G. Adopt the four (4) findings of fact and approve the Design Review Permit subject to seventy-four (74) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

Prior to publication of this staff report, staff received two opposition letters from nearby residents with concerns regarding the project. The issues raised in the letters are related to the rezone of the site, and the project's impacts to traffic and noise. Further discussion is provided in the Public Outreach and Environmental Determination sections of this report.

The applicant has reviewed and is in agreement with all recommended conditions of approval.

BACKGROUND

The project site is located on Parcel W-20 within the West Roseville Specific Plan (WRSP) area, at the southeastern intersection of Upland Drive and Pleasant Grove Boulevard (see Figure 1). The WRSP was approved by the City on February 4, 2004 and established the land use designations and zoning standards for the specific plan area. The subject property has a zoning designation of Single-Family

Residential with a Development Standards overlay (R1/DS) and a General Plan land use designation of Low Density Residential (LDR). Although Parcel W-20 has a land use designation of LDR, the WRSP has not allocated any residential units to the site. The parcel was intended to be a landscape gateway for the Plan area and is currently vacant.

Figure 1: Project Location



PROJECT DESCRIPTION

The applicant is requesting approval of several entitlements to allow the construction of a 910-square-foot drive-through coffee kiosk on Parcel W-20, with associated parking, lighting, and landscaping. The building will have a separate walk-up order window and an outdoor seating area. No indoor seating will be provided. The user of the coffee kiosk has not been identified and is unknown at this time. The requested entitlements are listed below:

General Plan Amendment (GPA) and Specific Plan Amendment (SPA) – The project includes a GPA and SPA to amend the land use designation of Parcel W-20 from Low Density Residential (LDR) to Community Commercial (CC) to allow the proposed use. The change in land use will require updates to the General Plan land use map and changes to the text, tables, and figures of the WRSP.

Rezone – The project includes a Rezone to change the zoning designation of Parcel W-20 from Single-Family Residential/Development Standards (R1/DS) to Community Commercial/Special Area (CC/SA). The CC/SA zoning designation is consistent with the proposed CC land use and will facilitate development of the proposed drive-through use. The Special Area (SA) overlay is intended to modify permitted uses to ensure compatibility with adjacent land uses.

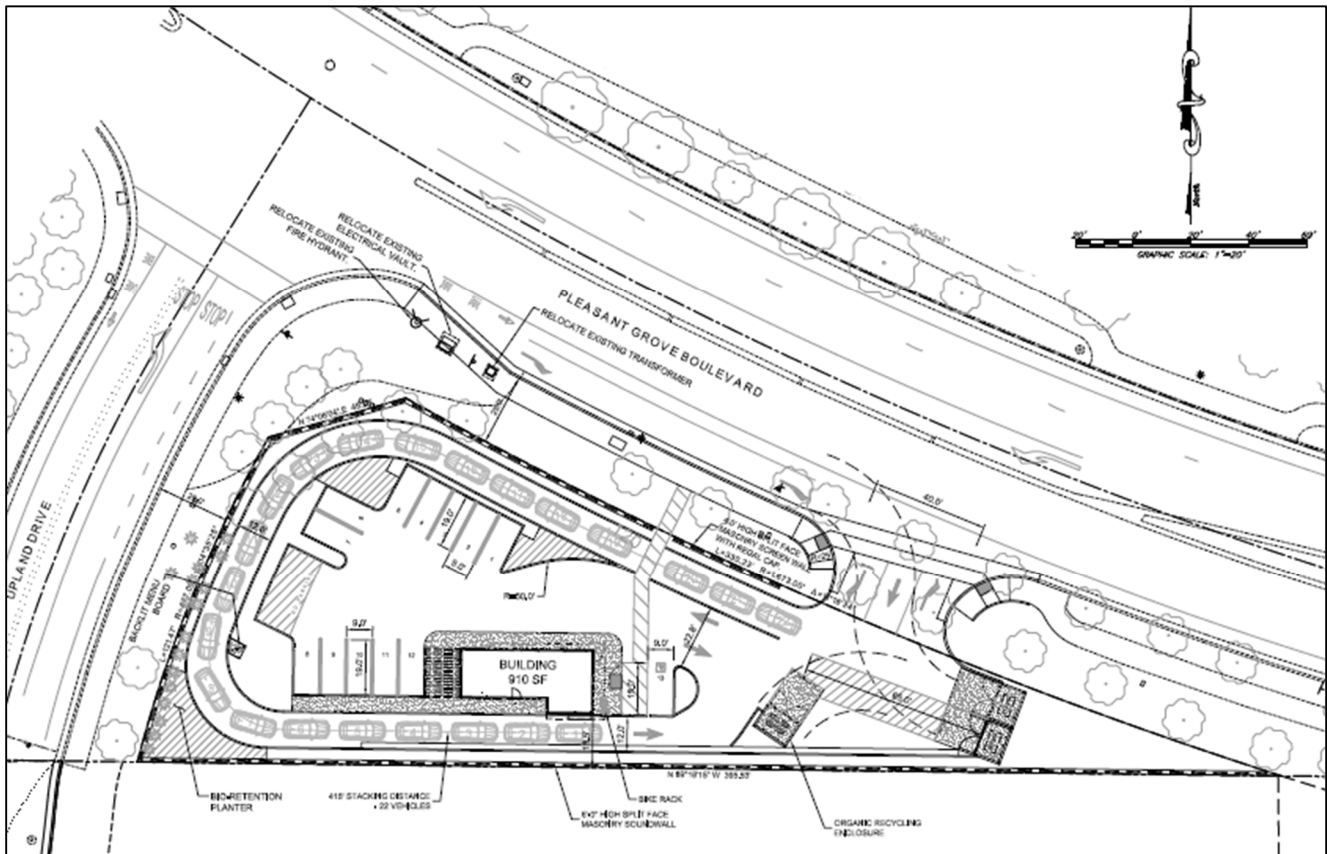
Development Agreement Amendment (DAA) – The project includes the amendment of the Development Agreement by and between the City of Roseville and VC Roseville, LLC (“Westpark DA”) to reflect the proposed land use change described above. This amendment will be the Ninth Amendment of the Westpark DA.

Conditional Use Permit (CUP) – The project site is adjacent to Sierra Vista Specific Plan (SVSP) Parcel JM-30 to the south, which has a residential zoning designation of Multi-Family Housing (R3). As required

by the Zoning Ordinance, a fast food with drive-through use (such as the proposed coffee kiosk) requires approval of a CUP when contiguous to a residential zoned parcel to ensure compatibility with adjacent uses. Thus, the project includes a request for a CUP.

Design Review Permit (DRP) – The project includes a DRP to review the proposed building and site design, including parking, lighting, and landscaping.

Figure 2: Site Plan



SITE INFORMATION

Location: 1875 Pleasant Grove Boulevard (APN 017-152-018-000)

Total Size: 0.61 acres

Topography and Setting: The project site is a triangular-shaped parcel that is dominated by relatively flat topography. The site is undeveloped, with the exception of frontage and landscape improvements along Pleasant Grove Boulevard to the north and Upland Drive to the west. The frontage improvements consist of sidewalks, curb, and gutter, and the landscape along the frontage consists of street trees, accent trees, shrubs and groundcover. Vegetation on the site consists of native and non-native grasses. The site is adjacent to single-family residential uses to the north and east across Pleasant Grove Boulevard, a vacant High Density Residential (HDR) parcel to the south (Parcel JM-30 of the SVSP), and single-family residential uses to the west across Upland Drive. A small portion of the southeastern corner of the site is also bounded by the vacant Community Commercial (CC) parcel located at the southwest corner of Pleasant Grove Boulevard and Fiddymont Road (Parcel JM-41 of the SVSP).

EVALUATION: GENERAL PLAN AMENDMENT, SPECIFIC PLAN AMENDMENT, AND REZONE

Proposed amendments to the General Plan and Specific Plan are analyzed for consistency with the goals and policies of the respective plans. The policies for land use amendments relate to promoting land use patterns that enhance quality of life and minimize conflicts between land uses. Land use modifications are also evaluated for impacts to noise, air quality, traffic, and utilities. These same potential impacts are evaluated in the Initial Study/Mitigated Negative Declaration prepared for the project, included as Exhibit A. For the proposed rezone, Zoning Ordinance Section 19.86.050 specifies that recommendations for approval or denial of a rezone shall include consideration of the proposed amendment's consistency with:

- 1. The public interest, health, safety, or welfare of the City, and***
- 2. The General Plan and the West Roseville Specific Plan.***

The existing General Plan and Specific Plan land use designation of the property is Low Density Residential (LDR), and the existing zoning designation of the property is Single-Family Residential/Development Standards (R1/DS). The applicant proposes to change the zoning and land use designation of the parcel to Community Commercial (CC) to allow development of the proposed drive-through coffee kiosk (see Exhibits B—D). The CC zone will include a Special Area (SA) overlay to modify permitted uses. Approval of the land use amendment would require updates to the City's General Plan land use map as well as updates to the land use map and associated land use tables in the West Roseville Specific Plan (WRSP). The WRSP will also be updated to include the table of permitted uses specific to the CC/SA zone for Parcel W-20. Exhibit E includes the proposed amended General Plan Land Use Map and Exhibit F includes the change pages for the WRSP.

Land Use Compatibility: Table II-9 of the General Plan contains a table addressing the compatibility of adjacent land uses. For purposes of the table, "adjacent" includes land uses separated by collectors (e.g., Upland Drive) and local streets but does not include land uses separated by major arterials (e.g., Pleasant Grove Boulevard). The proposed CC land use is considered to be conditionally compatible with both the adjacent HDR land use to the south of the site and the LDR land uses to the west of the project site across Upland Drive. Per the General Plan, CC land use sites should be located at intersections of, or adjacent to arterial roads. The project site is located adjacent to an arterial road (Pleasant Grove Boulevard) and the intersection of Pleasant Grove Boulevard/Upland Drive, which is consistent with the General Plan standards.

The City of Roseville General Plan provides a list of compatible "Implementing Zones" for each land use designation (General Plan Table II-10), which establishes what zoning designations are considered compatible with the applicable General Plan land use designation. The proposed CC zone is listed as an implementing zone for the CC land use; therefore, the proposed zoning designation is compatible with the General Plan land use. Based on the size of the parcel and proximity to residential uses, a SA overlay will be added to the proposed CC zone. The SA overlay allows modification of the underlying general district regulations, including permitted use types. The proposed CC/SA zone would modify the permitted uses and would be structured to prohibit potentially incompatible uses (i.e., auto repair, nightclubs, smoke shops) (see Table 4-6 in Exhibit F). This ensures uses on these parcels will be those that are desirable to the community and compatible with the existing and future residential uses. As such, staff finds that the proposed CC land use and zoning would be appropriate for the property and compatible with the adjacent residential land uses with adoption of the SA zone district overlay.

Traffic: A traffic study was prepared by Fehr & Peers, an engineering consultant, to analyze the potential traffic impacts from the project (see Attachment 4 of Exhibit A – Initial Study). Consistent with General Plan policies, the traffic study included an estimated trip generation, impacts on Level of Service (LOS), and analysis of Vehicle Miles Traveled (VMT). Each of these items are discussed below.

- **Trip Generation:** The project trip generation was estimated based on data collected at two Dutch Brothers drive-through coffee stores located at 1225 Baseline Road in Roseville and at 8610 Elk Grove Boulevard in Elk Grove. Although the proposed project does not have an identified user, the Dutch Bros. locations were chosen for the study as a “worst-case” scenario and because they share similar operating and design characteristics to that of the proposed project. The traffic study estimated the project would generate 54 net new external vehicle trips during the a.m. peak hour and 48 net new vehicle trips during the p.m. peak hour after accounting for a 70 percent pass-by trip reduction. Pass-by trips are trips already on the network that are diverted to and from a commercial or retail land use, and therefore would not be considered as new trips generated by the project. The pass-by trips were estimated based on data from the Institute of Transportation Engineers (ITE). However, the traffic study reduced the ITE pass-by trip rate from 89 percent to 70 percent to provide a more conservative estimate. The City’s Engineering Division reviewed the traffic study and determined there is sufficient capacity to accommodate the trips generated by the project.
- **Level of Service (LOS):** The Circulation Element of the General Plan establishes a policy requiring LOS “C” or better as an acceptable operating condition at all signalized intersections during a.m. and p.m. peak hours. Exceptions to LOS policy may be made by the City Council, but a minimum of 70% of all signalized intersections must maintain LOS C. The traffic study evaluated the effects of the project on LOS under both Existing Plus Project and Cumulative Plus Project conditions. The Existing Plus Project scenario considers the development of the project without any additional changes to the surrounding land use and transportation characteristics. The Cumulative Plus Project scenario considers the development of the project alongside land use and transportation system changes through 2035 as identified in the General Plan. This scenario includes the southern extension of Upland Drive into the Sierra Vista Specific Plan area as well as the future signalization of the Pleasant Grove Boulevard/Upland Drive intersection. The study concluded the Pleasant Grove Boulevard/Upland Drive intersection would operate at LOS C or better during the a.m. and p.m. peak hours under both Existing Plus Project and Cumulative Plus Project conditions. Therefore, the project is consistent with the General Plan policy relating to LOS.
- **Vehicle Miles Traveled (VMT):** VMT is a measurement of travel demand, representing the number of miles traveled by vehicles in some amount of time (e.g., VMT per day or annual VMT). Consistent with state law, the General Plan has adopted VMT standards and requires land use amendments to be evaluated for consistency with these standards. Per the traffic study findings, the project is considered a locally-serving use that does not include any unique characteristics which would draw in regional traffic, or which would prompt longer trips that would lead to a significant increase in VMT. Thus, the project would have a less than significant impact to the transportation system on the basis of project-generated VMT.

Noise: Consistent with the General Plan noise policies and the WRSP Environmental Impact Report (EIR) mitigation measures, an Environmental Noise Assessment was prepared for the project by Bollard Acoustical Consultants, Inc. to ensure the project complies with the sound limits identified in the City’s Noise Ordinance (Chapter 9.24). The Environmental Noise Assessment is included as Attachment 3 of Exhibit A – Initial Study. The noise assessment concluded that noise from drive-through operations (e.g., drive-through menu speaker board and vehicle idling/pass-bys) could potentially exceed the applicable nighttime hourly average noise level standards for sensitive receptors (e.g., residential uses) at the southern property line adjacent to the HDR parcel, if the drive-through hours of operation extend into nighttime hours (10:00 p.m. to 7:00 a.m.). Therefore, to comply with the General Plan noise standards, the noise assessment recommends constructing a 10-foot solid noise barrier along the southern property line or limiting the drive-through hours of operation to 7:00 a.m. to 10:00 p.m. The applicant is proposing to limit the hours of operation. The hours of operation and any external amplified sound are regulated by the conditions of approval, as discussed in the Conditional Use Permit evaluation section of this report, which will ensure the project is consistent with the General Plan and Noise Ordinance.

Water: The change in land use from LDR to CC would increase water demand for the site by 1.1 acre feet per year (AF/yr). As discussed in the Initial Study, the City's Environmental Utilities staff determined this to be a de minimis amount of water and concluded there are sufficient water supplies available to allocate the additional water demand. Therefore, the project would not require new or expanded water supply entitlements.

General Plan Amendment, Specific Plan Amendment, and Rezone Conclusion

In conclusion, as discussed above, the proposed GPA, SPA, and Rezone of the property is consistent with the goals and policies of the General Plan, and the proposed land use and zoning designation are appropriate and compatible with the surrounding area.

EVALUATION: DEVELOPMENT AGREEMENT AMENDMENT

Section 19.84.040 of the City of Roseville Zoning Ordinance specifies that recommendations for approval or denial of a Development Agreement (DA), including Amendments, shall include consideration of the following:

- 1. *Consistency with the objectives, policies, general land uses and programs specified in the General Plan and the West Roseville Specific Plan;***
- 2. *Consistency with the provisions of the City of Roseville Zoning Ordinance;***
- 3. *Conformity with the public health, safety and general welfare;***
- 4. *The effect on the orderly development of the property or the preservation of property values; and***
- 5. *Whether the provisions of the Agreement shall provide sufficient benefit to the City to justify entering into the Agreement.***

Development Agreements (DAs) are binding contracts that set the terms, rules, conditions, regulations, entitlements, responsibilities, and other provisions relating to the development of the covered properties. The project includes a ninth amendment of the Westpark DA, included as Exhibit G. The DA will be amended to reflect the proposed land use change. Items that are not addressed in this amendment are subject to the terms of the original DAs and prior Amendments. City staff has found the proposed DAA to be consistent with the General Plan, WRSP, and the Zoning Ordinance. The DAA is in conformance with the public health, safety, and welfare, and will not adversely affect the orderly development of the property or the preservation of property values. Therefore, the proposed DAA is consistent with items 1-5 above.

EVALUATION: CONDITIONAL USE PERMIT

Section 19.78.060 of the City of Roseville Zoning Ordinance requires that three findings be made in order to approve a CUP. The three findings are listed below in ***italicized, bold print*** and are followed by an evaluation of the proposal in relation to each finding.

- 1. *The proposed use or development is consistent with the City of Roseville General Plan and the West Roseville Specific Plan.***

The project site has an existing land use designation of Low Density Residential (LDR) and is located within the WRSP. The applicant is requesting to amend the land use designation to Community Commercial (CC) to facilitate development of the proposed drive-through coffee kiosk. This use falls under the Zoning Ordinance definition of "fast food with drive-through" use. The General Plan relies on the Zoning Ordinance to determine the appropriate location and design of fast food with drive through

facilities on CC land use sites through the Conditional Use Permit process when contiguous to a residential zoned parcel; therefore, the proposed project is consistent with the General Plan. With approval of the proposed land use amendment and rezone, the proposed drive-through coffee shop will be consistent with the General Plan and the WRSP.

2. *The proposed use or development conforms with all applicable standards and requirements of the Zoning Ordinance.*

The project includes a Rezone to change the existing zoning designation of the property from Single-Family Residential/Development Standards (R1/DS) to Community Commercial (CC). Fast food with drive through establishments are principally permitted in the CC zoning district. However, the Zoning Ordinance specifies that a CUP is required for this use when contiguous to a property with a residential zoning designation. The property immediately adjacent to the south of the site is an HDR parcel with a zoning designation of Multi-Family Housing (R3), which is classified as a residential zone; thus, the proposed project requires approval of a CUP. The Zoning Ordinance standards relevant to the project are the requirements for approval of a CUP, as discussed herein, commercial zone general development standards, and requirements for off-street parking.

Section 19.12.030 of the Zoning Ordinance identifies general development standards for commercial zones. These standards include compliance with the City's Community Design Guidelines (CDG) and any applicable Specific Plan. This section also identifies maximum building heights for commercial zones. For the proposed CC zone, the maximum building height is 50 feet. The proposed building has a maximum height of 20'-6", which is below the maximum allowable height. Further discussion on the project's compliance with the CDG and the WRSP is contained in the Design Review Permit evaluation section of this report.

Section 19.26.030 of the Zoning Ordinance regulates parking space requirements by use type. The proposed use is classified as a "fast food with drive through" use, which has a parking requirement of one (1) space per 100 square feet of building area. The proposed building is approximately 910 square feet in size, which amounts to a parking requirement of nine (9) off-street spaces. The project proposes a total of thirteen (13) parking spaces, which exceeds the parking requirement. Therefore, the proposed project is consistent with all applicable standards and requirements of the Zoning Ordinance.

3. *The location, size, design and operating characteristics of the proposed use or development is compatible with and shall not adversely affect or be materially detrimental to the health, safety, or welfare of persons residing or working in the area, or be detrimental or injurious to public or private property or improvements.*

The 910-square-foot building will consist of a single drive-through lane for drive-through orders and a separate walk-up order window. No indoor seating will be provided. The project will include a covered outdoor seating area on the west side of the building that will be approximately 200 square feet in area. The drive-through lane will be screened with a four-foot tall masonry wall. In addition, a six-foot tall masonry wall will be constructed along the southern property line to reduce potential noise impacts and provide screening of the project from the adjacent HDR parcel. Given that the coffee kiosk user is unknown at this time, the proposed operational characteristics and site design are based on the findings and recommendations of the technical studies prepared for the project. These studies include the Environmental Noise Assessment prepared by Bollard Acoustical Consultants and the traffic study prepared by Fehr & Peers. As mentioned, both of these studies are included with the Initial Study prepared for the project (see Attachments 3 and 4 of Exhibit A). Condition #3 of the CUP requires modifications to the operations be approved with a Conditional Use Permit Modification, which will ensure any future user is compatible with and will not adversely affect the surrounding uses.

In regards to noise, the nearest sensitive receptors are the future residents of the undeveloped HDR parcel located immediately south of the site. The nearest existing residents are located approximately 100 feet west of the site, within the residential subdivision across Upland Drive. An existing six-foot tall

masonry sound wall is located along the western side of Upland Drive, behind the landscaping area and sidewalk, for the protection of the residential neighborhood from roadway and other noise.

The noise assessment concluded that noise from drive-through operations (e.g., drive-through menu speaker board and vehicle idling/pass-bys) could potentially exceed the applicable noise level limits when measured at the southern property line adjacent to the HDR site. As such, noise mitigation measures are required in order to comply with the General Plan noise standards, and to ensure impacts are less than significant. The measures consist of limiting the drive-through hours of operation to 7:00 a.m. to 10:00 p.m. Noise from delivery truck loading area activities, delivery truck on-site circulation, and rooftop mechanical equipment is not expected to exceed the noise limits, provided that the requirements identified in WRSP EIR Mitigation Measure 4.5-3 are met (e.g., limiting hours of delivery, orienting rooftop HVAC equipment away from residences). This mitigation measure is included in the Mitigation Monitoring & Reporting Program for the project (see Attachment 1 of Exhibit A). With implementation of the mitigation measures, no impacts to surrounding uses from noise are anticipated. In addition, the conditions of approval for the project require compliance with the mitigation measures and compliance with the City's Noise Regulation standards.

The traffic study evaluated the proposed vehicle access and circulation design. This study was used to determine appropriate driveway spacing, entryway throat depths, drive-through queues, and other elements of access and circulation design for the proposed project. The recommendations made in the traffic study were incorporated into the proposed plans. The project was also reviewed by the City Engineering and City Fire Department staff and was found to comply with refuse service standards and with emergency circulation requirements. The site design provides for appropriate circulation into, out of, and throughout the site. In addition, the drive-through lane provides adequate queuing for vehicles and will not adversely affect the surrounding uses or adjacent roadways. Further discussion on vehicle access and circulation is provided in the Design Review Permit evaluation section of this report.

Based on the proposed operations and with the conditions of approval, staff does not anticipate the use will adversely affect or be materially detrimental to the health, safety, or welfare of persons residing or working in the area, or be detrimental or injurious to public or private property or improvements.

EVALUATION: DESIGN REVIEW PERMIT

Section 19.78.060(B) of the City of Roseville Zoning Ordinance requires four findings of fact be made in order to approve a Design Review Permit. The four findings for approval of the Design Review Permit are listed below and are followed by an evaluation.

- 1. The project as approved preserves and accentuates the natural features of the property, such as open space, topography, trees, wetlands and water courses, provides adequate drainage for the project, and allows beneficial use to be made of the site for development.***
- 2. The project site design as approved provides open space, access, vehicle parking, vehicle, pedestrian and bicycle circulation, pedestrian walks and links to alternative modes of transportation, loading areas, landscaping and irrigation and lighting which results in a safe, efficient, and harmonious development and which is consistent with the applicable goals, policies and objectives set forth in the General Plan, the Community Design Guidelines and the West Roseville Specific Plan.***
- 3. The building design, including the materials, colors, height, bulk, size and relief, and the arrangement of the structures on the site, as approved is harmonious with other development and buildings in the vicinity and which is consistent with the applicable goals, policies and objectives set forth in the General Plan, the Community Design Guidelines and the West Roseville Specific Plan.***
- 4. The design of the public services, as approved, including, but not limited to, trash enclosures and service equipment are located so as not to detract from the appearance of***

the site, and are screened appropriately and effectively using construction materials, colors and landscaping that are harmonious with the site and the building designs.

The evaluation of the Design Review Permit has been based on the applicable development and design standards within the City's Zoning Ordinance, the City's Community Design Guidelines (CDG), and the WRSP. Staff reviewed the proposal for consistency with all applicable standards and found the project to be consistent with the pertinent requirements and guidelines. The following sections of evaluation focus on areas of interest.

Site Planning & Building Siting: The project consists of a 910-square-foot coffee kiosk building with a single drive-through lane. The building will be situated away from the roadways, approximately 70 feet from Pleasant Grove Boulevard and approximately 120 feet from Upland Drive, in order to maximize the stacking distance of the drive-through lane. A walk-up order window will be located along the northern building elevation and an outdoor seating area will be located to the west of the building. The WRSP provides standards and guidelines for streetscapes and project design intent, but defers to the CDG for the evaluation of site planning and building siting. Key guidelines related to site planning and building siting within the CDG include direction to consider the orientation of drive-through lanes and pick-up windows (CC-4). The CDG requires drive-through lanes that are adjacent to the street be screened through the use of low walls and/or landscaping. Consistent with this requirement, the entire length of the drive-through lane will be screened from the adjacent roadways with a four (4)-foot tall masonry wall. A six (6)-foot tall masonry wall will be constructed along the southern property line to provide sound attenuation and further screening of the project from the adjacent HDR parcel.

Vehicle Access & Circulation: The proposed access and circulation was designed based on the recommendations made in the traffic study. Access to the site will be provided by a new 40-foot wide driveway on Pleasant Grove Boulevard that will allow for right-in/right-out turning movements, with two inbound lanes and one outbound lane. A new right-turn deceleration lane will also be provided eastbound on Pleasant Grove Boulevard for vehicles approaching the entrance to the site. The deceleration lane will reduce the likelihood of the drive-through queue impacting traffic on Pleasant Grove Boulevard.

CDG Policy CC-30 requires a minimum of 180 feet of stacking space from the entrance of a drive-through lane to the pick-up window to prevent conflict with other vehicle circulation on the project site. The proposed drive-through lane provides approximately 415 feet of stacking, which is well above the minimum stacking requirement and would accommodate approximately 21 vehicles. City Engineering staff reviewed the vehicle stacking design and determined it to be adequate based on similar drive-through establishments in the City. No impacts from overflow parking or vehicle queuing are anticipated on the adjacent roadways. The project was also reviewed by the City Fire Department staff and was found to comply with emergency circulation requirements.

Parking: Parking for the project is based on the City's Zoning Ordinance parking standard for a fast food with drive through use, which is one (1) space per 100 square feet of building area. The proposed building is 910 square feet; thus, the project is required to provide a total of nine (9) parking spaces. The project proposes a total of thirteen (13) parking spaces, which exceeds the parking requirement. The parking lot is designed with the spaces located in easily accessible areas that would not be impeded by the path of travel from vehicles circulating within the project.

Architecture: The applicant has included conceptual building elevations (see Figure 3 below and Exhibit K). Since the user of the kiosk is unknown at this time, a condition has been added to the Design Review Permit requiring approval of a subsequent Design Review Permit Modification prior to submittal of building permits to revisit the building architecture (Condition #5 of the DRP). This condition also includes a review of the screen wall design along the drive-through lane to ensure it is constructed of materials consistent with the building. The proposed building is rectangular in shape, and is designed with modern elements such as flat roof parapets that vary in height from 16'-6" to 20'-6". The building materials consist of cement plaster painted in a muted green or warm tan color. Cultured stone veneer is used along the base of the building to provide texture to the façade. Additional architectural treatment is provided on the building façade through

the use of windows and steel window awnings. A covered seating area is proposed on the west side of the building.

Figure 3: Conceptual Building Elevations



Trash Enclosures: Current state and local codes updated in 2020 require that restaurants utilize three separate refuse bins for trash, recycling, and organic material. In order to meet the Refuse Division requirements for access to the refuse bins, the enclosures are located near the entrance to the site. The organics enclosure is separate from the trash and recycling enclosure to improve vehicle circulation within the parking area and allow for additional landscape areas around the enclosures.

Landscaping: The property has existing frontage improvements which include 25-foot wide landscape corridors along Pleasant Grove Boulevard and Upland Drive. A majority of the existing landscaping will remain in place; however, some trees will be removed to accommodate the new driveway off of Pleasant Grove Boulevard and the drive-through lane. The project will add new landscaping consisting of a mix of trees, shrubs and groundcover at the driveway entrance, on the project corner, and in the parking lot. Japanese pagoda trees are used in the parking lot area to achieve the City's minimum requirement of 50% shading in parking lots. The project proposes a minimum 5-foot landscape planter along the southern property boundary that will consist of southern live oak and desert willow trees to provide further screening of the drive-through lane from the HDR site. Staff finds the landscape plan meets the intent of the CDG and the WRSP design guidelines, and is also consistent with the City's Water Efficient Landscape Ordinance.

Lighting: A photometric plan was included for the project, which demonstrates consistency with the City's minimum lighting level requirements (0.5 foot-candles in pedestrian areas and 1.0 foot-candles in vehicle areas). The photometric plan is included as Exhibit M. The parking lot lighting will consist of LED pole-mounted lights at an overall height of 24.5 feet. This height complies with CDG Policy CC-90, which requires pole mounted lighting to be no taller than 25 feet. Consistent with CDG Policy CC-86, the lighting sources will have cut off lenses and be located to avoid light spillage and glare on adjacent properties. As such, staff finds the photometric plan is consistent with the CDG.

PUBLIC OUTREACH

The proposed project was distributed to all internal and external agencies and departments who have requested such notice, and all comments or recommended conditions of approval have been incorporated into the project, as appropriate. Early notice of the application was distributed to the Roseville Coalition of Neighborhood Associations (RCONA), and the project was shared at the joint Westpark/Fiddymont Farms Neighborhood Association virtual meeting on January 12, 2021. The neighborhood meeting was attended by approximately 30 people, not including City staff and the

applicant's representatives. Overall, the feedback at the meeting was positive. Questions and comments were focused on the drive-through design, parking lot lighting, and the project's impacts to traffic.

A notice of the public hearing was published in the Roseville Press Tribune on January 29, 2021. A notice of the hearing was also distributed to all property owners within 300 feet of the site, to interested persons who requested such notice, and to the Roseville Coalition of Neighborhood Associations. As of publication of this staff report, staff has received two public comment letters on the project. The letters are included as Attachment 1. The letter from Audrey and Charles Ehrlich is in opposition to the rezone of the site and proposed drive-through use. The letter from Matt Gray is in response to the Initial Study/Mitigated Negative Declaration prepared for the project and is addressed in the Environmental Determination section below.

ENVIRONMENTAL DETERMINATION

As required by the California Environmental Quality Act (CEQA), the City of Roseville, acting as Lead Agency, prepared an Initial Study/Mitigated Negative Declaration to evaluate the environmental effects of the project. The document was released for a 20-day public comment period, which began on January 15, 2021 and ended on February 4, 2021. The document analyzed the potential for environmental impacts due to project implementation and determined that potentially significant impacts related to Biological Resources, Noise, and Tribal Cultural Resources could be reduced to less than significant levels with mitigation. The Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Program are included as Exhibit A.

Staff received one comment letter during the 20-day public comment period (included with Attachment 1). The comment letter was submitted by Matt Gray, a resident who lives on Horton Court (to the west of the project site, across Upland Drive). In summary, Mr. Gray assumes the coffee kiosk will be operated by Dutch Bros. and has concerns with the project's impacts to traffic and noise. As mentioned, the coffee kiosk user is unknown at this time. With regards to traffic and noise, staff believes these concerns have been adequately addressed with the evaluation contained in the Initial Study and in this staff report. The letter also claims the traffic study's assessment of the two Dutch Bros. locations is flawed given it was conducted during the COVID-19 pandemic. The data collection was conducted in February 2020 and in November 2020. The traffic study states adjustments were made to the November 2020 data in order to estimate pre-COVID conditions. This was accomplished by applying the a.m. to p.m. peak hour trip generation factor derived from the November 2020 data to the p.m. peak hour trips derived from the February 2020 trip generation data. City Engineering staff reviewed the traffic study and found the findings to be consistent with what has been observed at other existing coffee kiosks in Roseville.

RECOMMENDATION

The Planning Division recommends the Planning Commission take the following actions:

- A. Adopt the **WRSP PCL W-20 – Coffee Shack Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program**;
- B. Recommend the City Council approve the **GENERAL PLAN AMENDMENT (LAND USE MAP) – 1875 PLEASANT GROVE BOULEVARD – WRSP PCL W-20 – COFFEE SHACK – FILE #PL20-0142**;
- C. Recommend the City Council approve the **SPECIFIC PLAN AMENDMENT (TEXT AND LAND USE MAP) – 1875 PLEASANT GROVE BOULEVARD – WRSP PCL W-20 – COFFEE SHACK – FILE #PL20-0142**;
- D. Recommend the City Council adopt the two (2) findings of fact and approve the **REZONE – 1875 PLEASANT GROVE BOULEVARD – WRSP PCL W-20 – COFFEE SHACK – FILE #PL20-0142**;
- E. Recommend the City Council approve the **DEVELOPMENT AGREEMENT AMENDMENT – 1875 PLEASANT GROVE BOULEVARD – WRSP PCL W-20 – COFFEE SHACK – FILE #PL20-0142**;

- F. Adopt the three (3) findings of fact and approve the **CONDITIONAL USE PERMIT – 1875 PLEASANT GROVE BOULEVARD – WRSP PCL W-20 – COFFEE SHACK – FILE #PL20-0142** subject to six (6) conditions of approval; and
- G. Adopt the four (4) findings of fact and approve the **DESIGN REVIEW PERMIT – 1875 PLEASANT GROVE BOULEVARD – WRSP PCL W-20 – COFFEE SHACK – FILE #PL20-0142** subject to seventy-four (74) conditions of approval.

CONDITIONS OF APPROVAL FOR THE CONDITIONAL USE PERMIT – FILE #PL20-0142

1. The Conditional Use Permit shall not be deemed approved until the actions on the General Plan Amendment, Specific Plan Amendment, Rezone, and Development Agreement Amendment are approved and become effective. (Planning)
2. This Conditional Use Permit approval shall be effectuated within a period of two (2) years from **February 11, 2021** and if not effectuated shall expire on **February 11, 2023**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **February 11, 2024**. (Planning)
3. The project is approved as identified and shown in Exhibits B—O, and as conditioned or modified below. Any modifications to the operations shall require approval of a Conditional Use Permit Modification. (Planning)
4. The project shall comply with all required environmental mitigation identified in the WRSP PCL W-20 Coffee Shack Initial Study/Mitigated Negative Declaration (included as Exhibit A), and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)
5. Hours of operation shall be limited to 7:00 a.m. to 10:00 p.m. to comply with the noise study recommendations. (Planning)
6. Operations shall be consistent with the City's Noise Regulation standards (Roseville Municipal Code Chapter 9.24). (Planning)

CONDITIONS OF APPROVAL FOR THE DESIGN REVIEW PERMIT – FILE #PL20-0142

1. The Design Review Permit shall not be deemed approved until the actions on the General Plan Amendment, Specific Plan Amendment, Rezone, and Development Agreement Amendment are approved and become effective. (Planning)
2. This Design Review Permit approval shall be effectuated within a period of two (2) years from **February 11, 2021** and if not effectuated shall expire on **February 11, 2023**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **February 11, 2024**. (Planning)
3. The project is approved as shown in Exhibits B—O, and as conditioned or modified below. (Planning)
4. The project shall comply with all required environmental mitigation identified in the WRSP PCL W-20 Coffee Shack Initial Study/Mitigated Negative Declaration (included as Exhibit A), and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)
5. A Design Review Permit Modification shall be required prior to submittal of building permits to review the building architecture and design, and to review the design of the screen wall along the drive-through lane (Planning)

6. The project shall be addressed as 1875 Pleasant Grove Bl. All projects with multi-tenants or buildings must submit a site plan with building footprint(s) to the Development Services Department (Business Services – Addressing) for building/suite addressing. (Business Services)
7. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. Project billing may occur up to two (2) months after the end of warranty or the Notice of Termination date for the SWPPP, whichever occurs later. (Engineering, Environmental Utilities, Electric, Finance)
8. The design and construction of all improvements shall conform to the Design and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
9. The applicant shall not commence with any on-site improvements or improvements within the right-of-way until such time as grading and/or improvement plans have been submitted for review and are approved with grading and/or encroachment permits issued by the Department of Development Services – Engineering Division. (Engineering)
10. The approval of this project does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. The Developer shall submit civil drawings to the Department of Development Services – Engineering Division for review and approval. (Engineering)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

11. Parking lot design shall conform to the City's design standards, including the following minimum standards for parking stalls:
 - a. All parking stalls shall be double-striped. Parking stalls adjacent to sidewalks, landscaped areas or light fixtures, and all Accessible stalls shall abut a 6-inch raised curb or concrete bumper. (Planning)
 - b. Standard – 9 feet x 18 feet; Compact – 9 feet x 16 feet; Accessible – 14 feet x 18 feet (a 9-foot-wide parking area plus a 5-foot-wide loading area) and a minimum of one (1) parking space shall be Accessible van accessible – 17 feet x 18 feet (9-foot-wide parking area plus an 8-foot-wide loading area). (Planning)
 - c. An 'exterior routes of travel' site accessibility plan incorporating slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signage, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to City for review, prior to building plan check approvals. This site accessibility plan shall also include:
 - i. Accessible parking stalls shall be dispersed and located closest to accessible entrances. The total number of accessible parking spaces shall be established by Table 11B-208.2 of the CBC.
 - ii. Accessible Parking spaces and crosswalks shall be signed, marked and maintained as required by Chapter 11 of the CBC.
 - iii. Accessible parking and exterior route of travel shall comply with CBC, Sections 11B-206 and 11B-208. (Building)
12. Signs and/or striping shall be provided on-site as required by the Planning Department to control on-site traffic movements. Parking lot striping and signage shall be maintained in a visible and legible manner. (Planning)

13. The plans submitted to the Building Division for permits shall indicate all approved revisions/alterations as approved by the Commission including all conditions of approval. (Planning)
14. The project Landscape Plans shall comply with the following:
 - a. The Landscape Plan shall indicate the location of, and be designed to avoid conflicts with, all pole-mounted light fixtures and utility equipment including (but not limited to) electric transformers, switchgear, and overhead lines; backflow preventers; fire department connections; and public water, sewer, and storm drain facilities. (Planning, Fire, Environmental Utilities, Electric, Engineering)
 - b. The tree plantings in the parking lot shall be designed to provide a minimum of 50% shade coverage after 15 years. (Planning)
 - c. At a minimum, landscaped areas not covered with live material shall be covered with a rock, (3") bark (no shredded bark) or (3") mulch covering. (Planning)
 - d. The landscape plan shall comply with the Landscape Guidelines for West Roseville Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning, Environmental Utilities)
 - e. All landscaping in areas containing electrical service equipment shall conform to the Electric Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Departments "Specification for Commercial Construction." (Electric)
 - f. Slopes within landscape planters shall be no more than 3:1. A two-foot flat bench located at back-of-walk shall be included in the landscape area to slow or allow absorption of nuisance run-off from the planters. (Parks, Recreation, and Libraries)
 - g. All landscaping shall conform to the standards of crime prevention through environmental design with the intent to create natural surveillance, controlling access, and territorial reinforcement to property boundaries. (Police)
15. Any roof-mounted equipment and satellite dishes proposed shall be shown on the building plans. The equipment shall be fully screened from public streets and the surrounding properties. (Planning)
16. A separate Architectural Site Accessibility Plan which details the project's site accessibility information as required by California Title 24, Part 2 shall be submitted as part of the project Building Permit Plans. (Building)
17. For Multiple Building Complexes: As part of the required Architectural Site Accessibility Plan, the developer shall delineate the extent of the site accessibility improvements being installed as part of the initial improvements for the project, and those that are planned to be developed as part of subsequent phases (i.e. around future pad buildings). (Building)
18. Building permit plans shall comply with all applicable code requirements (California Building Code – CBC – based on the International Building Code, California Green Building Standards Code–CGBSC, California Mechanical Code – CMC – based on the Uniform Mechanical Code, California Plumbing Code – CPC – based on the Uniform Plumbing Code, California Fire Code – CFC – based on the International Fire Code – with City of Roseville Amendments – RFC, California Electrical Code – CEC – based on the National Electrical Code, and California Energy Standards – CEC T-24 Part 6), California Title 24 and the American with Disabilities Act - ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Division for applicable Code editions). (Building)

19. For restaurants and other food services: The developer shall obtain all required approvals and permits from the Placer County Health Department and the City of Roseville Industrial Waste Division. (Building, Environmental Utilities)
20. Maintenance of copy of building plans: Health and Safety Code section 19850 requires the building department of every city or county to maintain an official copy of the building plans for the life of the building. As such, each individual building shall be submitted as a separate submittal package. Building plan review, permit issuance and archiving is based on each individual building address. (Building)
21. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Public Works prior to approval of any plans. (Engineering)
22. The Improvement Plans shall include a complete set of Landscape Plans. The Landscape Plans shall be approved with the Improvement Plans. (Planning, Engineering, Fire, Environmental Utilities, Electric)
23. A note shall be added to the grading plans that states:

*“Prior to the commencement of grading operations, the contractor shall identify the site where the **excess/borrow** earthen material shall be imported/deposited. If the **borrow/deposit** site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified.”* (Engineering)
24. The applicant shall dedicate all necessary rights-of-way or Public Utility Easement for the widening of any streets or transfer of public utilities across and over any portion of the property as required with this entitlement. A separate document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorder’s Office. (Engineering)
25. Bike parking and clean air vehicle spaces shall be provided per the California Green Building Standards. Bike rack/locker design and location shall be approved by Alternative Transportation. Clean air parking stall markings are to be marked as “CLEAN AIR/CARPOOL/EV”. Do not use “Vanpool”. (Alternative Transportation, Building).
26. All storm drainage, including roof drains, shall be collected on site and treated with Best Management Practices (BMP’s) per the City’s Stormwater Quality Design Manual. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. Drain outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. The grading/improvement plans for the site shall be accompanied with a shed map that defines that area tributary to this site and all drainage facilities shall be designed to accommodate the tributary flow. The storm drain system and proposed BMP’s shall be privately owned and maintained by the property owner. Prior to the issuance of any permits, the owner shall provide a plan for the maintenance of the proposed BMP’s. (Engineering)
27. Prior to the approval of the Improvement Plans, the project proponent shall provide proof of preparation and submittal of a Storm Water Pollution Prevention Plan (SWPPP) to the Regional Water Quality Control Board (RWQCB). Proof shall be in the form of the Waste Discharge Identification Number (WDID#), provided to the applicant from RWQCB, placed on the coversheet of the improvement plans. Upon approval of the improvement plans, a copy of the SWPPP shall be required onsite and available for viewing by City inspection staff upon request. (Engineering)
28. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)

29. To ensure that the design for any necessary widening, construction, or modifications of Public Streets does not conflict with existing dry utilities generally located behind the curb and gutter, and prior to the submittal of design drawings for those frontage improvements, the project proponent shall have the existing dry utilities pot holed for verification of location and depth. (Engineering)
30. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
31. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During plan check of the improvement plans and/or during inspection, Public Works will designate the exact areas to be reconstructed. Any existing public facilities damaged during the course of construction shall be repaired by the property owner and at the property owner's expense, to the satisfaction of the City. (Engineering)
32. Prior to the approval of the improvement plans, it will be the project proponent's responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
33. Prior to the issuance of building permits, the property owner shall pay into the following fee programs: Citywide Drainage Fee, Citywide Traffic Mitigation Fee (TMF), Highway 65 Joint Partners Association (JPA), South Placer Regional Transportation Authority (SPRTA), and City/County Fee. (Engineering)
34. Prior to issuance of a building permit, the property owner shall pay the WRSP Transit Shuttle Service Fee per the Development Agreement Section 3.15.14. (Alternative Transportation).
35. Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water, sewer and recycled water utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan-view and in profile-view where grading activities will modify existing site elevations over top of or within 15 feet of the utility. Any utilities that could potentially be impacted by the project shall be clearly identified along with the proposed protection measures. The developer shall be responsible for taking measures and incurring costs associated with protecting the existing water, sewer and recycled water utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)
36. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
37. Water and sewer infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards and shall include:
 - a. Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12 feet unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.
 - b. Water, sewer and recycled mains shall not exceed a depth of 12 feet below finished grade, unless authorized in these conditions of approval.
 - c. All sewer manholes shall have all-weather, 10-ton vehicle access unless otherwise authorized by these conditions of approval. (Environmental Utilities)
38. Recycled water infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. The applicant shall pay

all applicable recycled water fees. Easements shall be provided as necessary for recycled water infrastructure. (Environmental Utilities)

39. Trash enclosures, recycling areas, and enclosure approaches shall be designed to current Refuse Division specifications, the materials and colors shall match the building, and the location of such facilities shall be reviewed and approved by the Refuse Division, Planning and the Fire Department. The enclosure must have inside dimensions of 12 feet wide and 9 feet deep and be built to the specifications of the Solid Waste Department's Enclosure Description. (Refuse, Planning, Fire)
40. Access to trash enclosures shall have an inside turning radius of 25 feet and an outside turning radius of 45 feet must be maintained to allow the refuse truck access to and from the enclosure. Enclosures must have a clear approach of 65 feet in front of the enclosure to allow servicing bins. (Refuse)
41. A trash enclosure and recycling enclosure is required for each building and each tenant, otherwise, the building owner is responsible for the trash service. (Refuse)
42. The design and installation of all fire protection equipment shall conform to the California Fire Code and the amendments adopted by the City of Roseville, along with all standards and policies implemented by the Roseville Fire Department. (Fire)
43. The applicable codes and standards adopted by the City shall be enforced at the time construction plans have been submitted to the City for permitting. (Fire)
44. The Electric Department requires the submittal of the following information in order to complete the final electric design for the project:
 - a. one (1) set of improvement plans
 - b. load calculations
 - c. electrical panel one-line drawings
45. All on-site external lighting shall be installed and directed to have no off-site glare. Lighting within the parking areas and pedestrian walkways shall provide a maintained minimum of one (1) foot-candle, and 0.5 foot-candle of light, respectively. All exterior light fixtures shall be vandal resistant. (Planning, Police)
46. The parking lot shall have properly posted signs that state the use of the parking area is for the exclusive use of employees and customers of this project. (See California Vehicle Code Sections 22507.8, 22511.5, 22511.8, 22658(a), and the City of Roseville Municipal Code Section 11.20.110). The location of the signs shall be shown on the approved site plan. (Planning, Police)
47. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

DURING CONSTRUCTION & PRIOR TO ISSUANCE OF OCCUPANCY PERMITS:

48. Any backflow preventers visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventers shall be screened with landscaping and shall comply with the following criteria:
 - a. There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventer to the landscaping.
 - b. For maintenance purposes, the landscaping shall only be installed on three sides and the plant material shall not have thorns.

- c. The control valves and the water meter shall be physically unobstructed.
 - d. The backflow preventer shall be covered with a green cover that will provide insulation. (Planning, Environmental Utilities)
49. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:
- a. A 12.5-foot-wide public utilities easement along all road frontages.
 - b. Water, sewer, and reclaimed water easements.
 - c. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
50. Easement widths shall comply with the City's Improvement Standards and Construction Standards. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed land Surveyor. All existing public utility, electric, water, sewer and reclaimed water easements shall be maintained unless otherwise authorized by these conditions of approval. (Public Works, Environmental Utilities, Electric)
51. Inspection of the potable water supply system on new commercial/industrial/office projects shall be as follows:
- a. The Environmental Utilities Inspector will inspect all potable water supply up to the downstream side of the backflow preventer.
 - b. The property owner/applicant shall be responsible for that portion of the water supply system from the backflow preventer to the building. The builder/contractor shall engage a qualified inspector to approve the installation of this portion of the water supply. The Building Division will require from the builder/contractor, a written document certifying that this portion of the potable water supply has been installed per improvement plans and in accordance with the Uniform Plumbing Code. This certificate of compliance shall be submitted to the Building Division before a temporary occupancy or a building final is approved.
 - c. The building inspectors will exclusively inspect all potable water supply systems for the building from the shutoff valve at the building and downstream within the building. (Building, Environmental Utilities)
52. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)
53. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Engineering)
54. Water, sewer and reclaimed water shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)
55. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
56. **Restaurants or other Food Service Establishment (FSE).** The applicant shall design for installation and/or install an exterior grease interceptor if the proposed business could potentially discharge substances containing fats, oils and grease (FOG) into the sewer system. The grease

interceptor shall be adequate to separate and remove FOG contained in the wastewater from FSE's prior to discharge to the public sewer. (Environmental Utilities)

57. In the event an exterior grease interceptor cannot be installed due to space limitation, the developer shall install a grease trap, per City Standards, that will mechanically separate the FOG contained in the wastewater from the FSE prior to discharge to the public sewer. (Environmental Utilities)
58. Pursuant to the Municipal Code, the applicant shall apply for and obtain a FOG waste discharge permit (FOG WDP) from the Environmental Utilities Industrial Waste Division prior to occupancy or prior to discharging waste to the public sewer. The applicant shall submit information required by the Environmental Utilities Department for evaluation, including but not limited to: site plans, floor plans, mechanical and plumbing plans, and details to show all sewers, FOG control device, grease interceptor or other pretreatment equipment and appurtenances by size, location and elevation. Additional information related to the applicant's business operations and potential discharge may be requested to properly evaluate the FOG WDP application. (Environmental Utilities)
59. The City of Roseville Electric Department has electrical construction charges which are to be paid by the developer and which are explained in the City of Roseville "Specification for Commercial Construction." These charges will be determined upon completion of the final electrical design. (Electric)
60. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
61. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)
62. All electric metering shall be directly outside accessible. This can be accomplished in any of the following ways:
 - a. Locate the metered service panel on the outside of the building.
 - b. Locate the metered service panel in a service room with a door that opens directly to the outside. The developer will be required to provide a key to the door for placement in a lock box to be installed on the outside of the door. Any doors leading from the service room to other areas of the building shall be secured to prohibit unauthorized entry. (Electric)
63. One ¾-inch conduit with a 2-pair phone line shall be installed from the building's telephone service panel to the meter section of the customer's electrical switchgear or panel. (Electric)
64. It is the responsibility of the developer to ensure that all existing electric facilities remain free and clear of any obstruction during construction and when the project is complete. (Electric)

OTHER CONDITIONS OF APPROVAL:

65. Signs shown on the elevations are not approved as part of the Design Review Permit. A Sign Permit is required for all project signs. (Planning)
66. Following the installation of the landscaping, all landscape material shall be maintained in a healthy and weed-free condition; dead plant material shall be replaced immediately. All trees shall be maintained and pruned in accordance with the accepted practices of the International Society of Arboriculture (ISA). (Planning)

67. The City reserves the right to restrict vehicle turning movements within the public right-of-way in the future if deemed necessary by the City Engineer. (Engineering)
68. The required width of fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Minimum required widths and vertical clearances established by the Fire Code shall be maintained at all times during construction. Closure of accesses for fire apparatus by gates, barricades and other devices shall be prohibited unless approved by the Fire Chief. (Fire)
69. Temporary aboveground storage tanks may be used at construction sites for diesel fuel only and shall not exceed 1,000 gallon capacity. Tanks shall comply with all provisions found within the Fire Code. A Fire Department Permit shall be obtained prior to tank installation. The permit shall expire after 90 days from the date of issuance, unless extended by the Fire Chief. (Fire)
70. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor or person responsible for the building permit must notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. (Fire)
71. The location and design of the gas service shall be determined by PG&E. The design of the gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)
72. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance, project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday, provided that all construction equipment shall be fitted with factory installed muffling devices and be maintained in good working order. (Building)
73. The developer (or designated consultant) shall certify that the building foundation location has been placed according to all approved setback requirements shown on the approved site plan. The developer shall prepare a written statement confirming building placement and provide an original copy to the City Building Division Field Inspector at the time of or prior to the foundation inspection. (Building)
74. Prior to Certificate of Occupancy, the applicant may apply for a Temporary Certificate of Occupancy (TCO) of the building. If a TCO is desired, the applicant must submit a written request to the Building Division a minimum of thirty (30) days prior to the expected temporary occupancy date and shall include a schedule for occupancy and a description of the purpose for the Temporary Certificate of Occupancy. (Building)

ATTACHMENTS

1. Public Comments

EXHIBITS

- A. Initial Study/Mitigated Negative Declaration
- B. GPA Exhibit
- C. SPA Exhibit
- D. Rezone Exhibit
- E. General Plan Land Use Map Amendment
- F. WRSP Change Pages
- G. Ninth Amendment of the Westpark DA
- H. Site Plan
- I. Preliminary Grading Plan
- J. Preliminary Utility Plan

- K. Conceptual Elevations and Details
- L. Preliminary Landscape Plan
- M. Photometric Plan
- N. Water Quality Plan
- O. Offsite Sewer Exhibit

Note to Applicant and/or Developer: Please contact Planning Division staff at (916) 774-5276 prior to the Commission meeting if you have any questions on any of the recommended conditions for your project. If you challenge the decision of the Commission in court, you may be limited to raising only those issues which you or someone else raised at the public hearing held for this project, or in written correspondence delivered to the Planning Manager at, or prior to, the public hearing.

From: [Chuck & Audrey](#)
To: [Shallow, Kinarik](#)
Cc: [Chuck & Audrey](#); [Ginny Starr](#); [Wayne Waggoner](#); lindarossier@gmail.com; glee7311@sbcglobal.net
Subject: Coffee Shack proposal Pleasant Grove Blvd Roseville
Date: Thursday, January 21, 2021 1:48:15 PM
Importance: High

EXTERNAL: This email originated from outside of the organization. Do not click on any links or open attachments unless you recognize the sender and know the content is safe.

TO: Kinarik Shallow, Associate Planner
FROM: Audrey & Charles Ehrlich

We oppose the rezoning all and anything involved with the Project Title/File # WRSP PCL W-20 Coffee Shack on 1875 Pleasant Grove Blvd, Roseville,CA.

Chuck & I have lived at 2104 Benton Loop in the Pulte Active Adult Community, The Club at Westpark for 11 years. We know we back up to Pleasant Grove and close to Upland Road. We were reluctant, but expecting more homes build in that site. The entire Westpark Community is residential. We were shocked to see this proposal for a drive thru coffee shack. We deeply oppose a change to rezone any area in our single-family residential community to a commercial site, but especially a drive thru anything is appalling. We see the lines and traffic at a like minded business, Starbucks close to Fiddymont and Pleasant Grove Blvd..

The project owner, Chris Winter of Pulte Home Company better put his idea somewhere else. Please do not vote for this. Keep the area Low Density single family residential or leave it empty. We say NO!
Audrey & Charles Ehrlich

From: [Matt](#)
To: [Shallow, Kinarik](#)
Subject: WRSP PCL W-20 Coffee Shack File PL20-0142
Date: Thursday, January 21, 2021 8:29:42 PM

EXTERNAL: This email originated from outside of the organization. Do not click on any links or open attachments unless you recognize the sender and know the content is safe.

Kinarik Shallow

Good evening Mr. Shallow I am emailing you regarding the proposed Coffee Shack File; #PL20-0142. The land was originally slated for low density residential and the current proposal is a commercial coffee shop, which through the plans appears to be a Dutch Brothers. First I would like to relate that I am a fan and customer of Dutch Brothers. I have always found the individual establishments to be giving and caring to the communities in which they operate in. However, I would like to share some concerns and reveal some of the issues that could, and most certainly will, occur when this business is placed in close proximity to a residential area.

The perspective I will be sharing with you will be from my observations as a public safety official in the City of Woodland, which is home to 3 Dutch Brothers locations. The method of operation of the 3 locations in Woodland are on par with the locations within the City of Roseville.

1. Each of the Dutch Brothers locations attract high density vehicular, bicycle and pedestrian traffic. The reason this is such a concern is due to the location that is being considered. Pleasant Grove Blvd is a major thoroughfare which is heavily traveled at all hours of the day and night. This area of Pleasant Grove Blvd is more like a freeway. During my 9 years of living in this area, I have witnessed little to no police speed enforcement, numerous collisions due to excessive speed as well as DUI collisions. Obviously due to these road conditions it is very concerning that the City of Roseville is entertaining the idea of permitting a business that attracts a high density population at this parcel.
2. All Dutch Brothers locations play loud music of various genres during the operating hours. The reason this is an issue is due to the close proximity to Horton Court. From my residence, with all doors and windows closed I can hear the sound of a car door closing from a parked car on Upland Dr. Dutch Brothers is also a frequent meet up location for car racing meet up clubs. Numerous car clubs advertise meet ups at Dutch Brothers via social media. This will also bring loud and unwanted noise to the area in the evening hours. Also, vehicles in the drive-thru are known to exhibit loud music and often times modified exhaust systems on their vehicles
3. The speed survey is from 5 years ago and the population of West Park has substantially grown each year.
4. The assessment of the other Dutch Brothers location is flawed. It was conducted during a pandemic where numbers are lower and pedestrian visitors were substantially lower due to schools not being in service and calls for social distancing during stay at home orders.

These issues might seem small if the location being considered on a parcel near the intersection of Pleasant Grove Blvd and Fiddymont Road. However the consideration of placing this establishment directly behind a residential area magnifies these issues and will have a large and direct impact on the nearby residents. Your decision of approving the change from low density residential to a busy, vibrant and loud commercial business will have an irreversible negative impact of the quality of life of nearby residents. I believe it is irresponsible for the City of Roseville to approve this use of the land based on the information provided.

If you have questions or would like to discuss in greater detail please contact me. I would also encourage you to access police calls for service at the numerous locations of Dutch Brothers from the surrounding region.

I greatly look forward to making neighboring residents aware of the negative repercussions of the City of Roseville's decision making during public comment

Respectfully submitted,

Matt Gray
Horton Court, Roseville CA
[916-871-7123](tel:916-871-7123)

Sent from my iPhone

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Notice is hereby given that, as Lead Agency, the City of Roseville, Development Services Department, Planning Division has prepared an Initial Study leading to a **Mitigated Negative Declaration** for the project referenced below. This Mitigated Negative Declaration is available for public review and comment.

Project Title/File#: WRSP PCL W-20 – Coffee Shack; File #PL20-0142

Project Location: 1875 Pleasant Grove Boulevard, Roseville, Placer County, CA; APN 017-152-018-000

Project Owner: Chris Winter, Pulte Home Company, LLC

Project Applicant: David Cobbs, Baker Williams Engineering Group

Project Planner: Kinarik Shallow, Associate Planner

Project Description: The proposed project is a 910-square-foot drive-through coffee kiosk with associated parking, lighting, and landscaping. The project entitlements include a General Plan Amendment and Specific Plan Amendment to modify the land use from Low Density Residential (LDR) to Community Commercial (CC), a Rezone from Single-Family Residential/Development Standards (R1/DS) to Community Commercial (CC), a Development Agreement Amendment to reflect the land use change, a Conditional Use Permit to allow a drive-through use contiguous to a residential zoned parcel, and a Design Review Permit to approve the building architecture and site design.

Document Review and Availability: The public review and comment period begins on January 15, 2021 and ends on February 4, 2021. The **Mitigated Negative Declaration** may be reviewed online at <https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8774505>.

Written comments on the adequacy of the Mitigated Negative Declaration may be submitted to Kinarik Shallow, Associate Planner, at kshallow@roseville.ca.us and must be received no later than 5:00 pm on February 4, 2021. Due to the currently in place Placer County Stay at Home Directive, physical correspondence will not be able to be considered during the review period.

This project will be scheduled for a public hearing before the City's Planning Commission. At this hearing, the Planning Commission will consider the **Mitigated Negative Declaration** and associated project entitlements. A separate notice will be published once a hearing is scheduled.

Greg Bitter
Planning Manager

Dated: January 14, 2021

Publish: January 15, 2021

MITIGATED NEGATIVE DECLARATION

Project Title/File Number: WRSP PCL W-20 – Coffee Shack; File #PL20-0142
Project Location: 1875 Pleasant Grove Boulevard, Roseville, Placer County, CA; APN 017-152-018-000
Project Applicant: David Cobbs, Baker Williams Engineering Group
Property Owner: Chris Winter, Pulte Home Company, LLC
Lead Agency Contact Person: Kinarik Shallow, Associate Planner - City of Roseville; (916) 746-1309
Date: January 14, 2021

Project Description:

The proposed project is a 910-square-foot drive-through coffee kiosk with associated parking, lighting, and landscaping. The project entitlements include a General Plan Amendment and Specific Plan Amendment to modify the land use from Low Density Residential (LDR) to Community Commercial (CC), a Rezone from Single-Family Residential/Development Standards (R1/DS) to Community Commercial (CC), a Development Agreement Amendment to reflect the land use change, a Conditional Use Permit to allow a drive-through use contiguous to a residential zoned parcel, and a Design Review Permit to approve the building architecture and site design.

DECLARATION

The Planning Manager has determined that the above project will not have significant effects on the environment and therefore does not require preparation of an Environmental Impact Report. The determination is based on the attached initial study and the following findings:

- A. *The project will not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, reduce the number or restrict the range of rare or endangered plants or animals or eliminate important examples of the major periods of California history or prehistory.*
- B. *The project will not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.*
- C. *The project will not have impacts, which are individually limited, but cumulatively considerable.*
- D. *The project will not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.*
- E. *No substantial evidence exists that the project may have a significant effect on the environment.*
- F. *The project incorporates all applicable mitigation measures identified in the attached initial study.*
- G. *This Mitigated Negative Declaration reflects the independent judgment of the lead agency.*

INITIAL STUDY & ENVIRONMENTAL CHECKLIST

Project Title/File Number:	WRSP PCL W-20 – Coffee Shack; File #PL20-0142
Project Location:	1875 Pleasant Grove Boulevard, Roseville, Placer County, CA; APN 017-152-018-000
Project Description:	The proposed project is a 910-square-foot drive-through coffee kiosk with associated parking, lighting, and landscaping. The project entitlements include a General Plan Amendment and Specific Plan Amendment to modify the land use from Low Density Residential (LDR) to Community Commercial (CC), a Rezone from Single-Family Residential/Development Standards (R1/DS) to Community Commercial (CC), a Development Agreement Amendment to reflect the land use change, a Conditional Use Permit to allow a drive-through use contiguous to a residential zoned parcel, and a Design Review Permit to approve the building architecture and site design.
Project Applicant:	David Cobbs, Baker Williams Engineering Group
Property Owner:	Chris Winter, Pulte Home Company, LLC
Lead Agency Contact:	Kinarik Shallow, Associate Planner; Phone (916) 746-1309

This initial study has been prepared to identify and assess the anticipated environmental impacts of the above described project application. The document relies on previous environmental documents (see Attachments) and site-specific studies prepared to address in detail the effects or impacts associated with the project. Where documents were submitted by consultants working for the applicant, City staff reviewed such documents in order to determine whether, based on their own professional judgment and expertise, staff found such documents to be credible and persuasive. Staff has only relied on documents that reflect their independent judgment, and has not accepted at face value representations made by consultants for the applicant.

This document has been prepared to satisfy the California Environmental Quality Act (CEQA), (Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (14 CCR 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

The initial study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an EIR. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a negative declaration shall be prepared. If in the course of analysis, the agency recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures to which the applicant agrees, the impact will be reduced to a less than significant effect, a mitigated negative declaration shall be prepared.

Table of Contents

Project Description	3
City of Roseville Mitigation Ordinances, Guidelines, and Standards.....	5
Other Environmental Documents Relied Upon	5
Explanation of Initial Study Checklist	6
 Initial Study Checklist	
I. Aesthetics	7
II. Agricultural & Forestry Resources	8
III. Air Quality	10
IV. Biological Resources	13
V. Cultural Resources	19
VI. Energy	20
VII. Geology and Soils	21
VIII. Greenhouse Gases	24
IX. Hazards and Hazardous Materials	26
X. Hydrology and Water Quality	29
XI. Land Use and Planning	31
XII. Mineral Resources	32
XIII. Noise	33
XIV. Population and Housing	37
XV. Public Services	38
XVI. Recreation	39
XVII. Transportation	39
XVIII. Tribal Cultural Resources	42
XIX. Utilities and Service Systems	45
XX. Wildfire	47
XXI. Mandatory Findings of Significance	48
 Environmental Determination	 49
 Attachments	 49

PROJECT DESCRIPTION

Project Location

The 0.61-acre project site is located at 1851 Pleasant Grove Boulevard, at the southeastern intersection of Upland Drive and Pleasant Grove Boulevard (see Figure 1). The site has frontage on both Pleasant Grove Boulevard and Upland Drive. The subject property is identified as Parcel W-20 of the West Roseville Specific Plan (WRSP) and has a zoning designation of Single-Family Residential/Development Standards (R1/DS) and a General Plan land use designation of Low Density Residential (LDR).

Figure 1: Project Location



Background

The WRSP was approved by City Council in February 2004. The WRSP area includes 3,162 acres in the northwest portion of the City, west of Fiddymment Road and generally north of Pleasant Grove Boulevard. An Environmental Impact Report (EIR) was certified with the WRSP (State Clearinghouse #2002082057), which examined the impacts of Specific Plan buildout. This addressed the major cumulative impacts of developing the Specific Plan as a whole, including the subject property (Parcel W-20). Although Parcel W-20 has a land use designation of LDR, the WRSP has not allocated any residential units to the site. The parcel was intended to be a landscape gateway for the Plan area.

Environmental Setting

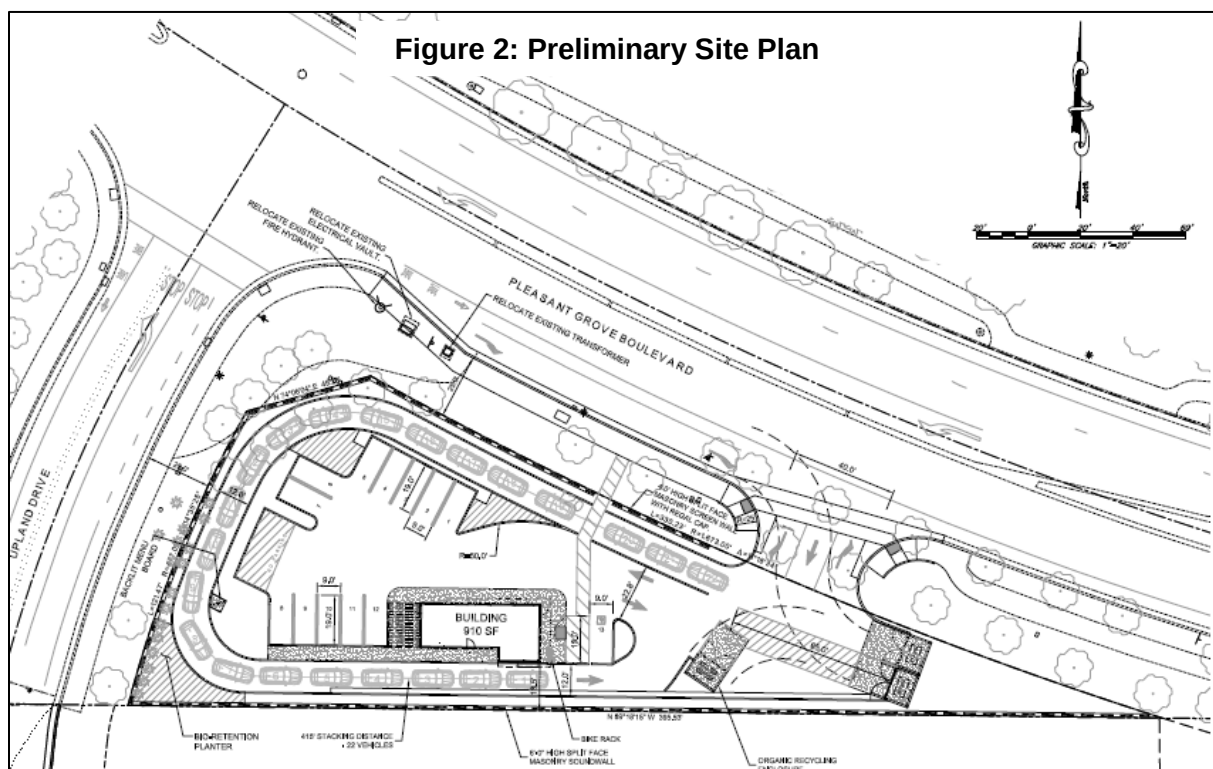
The project site is a triangular parcel that is undeveloped with the exception of frontage and landscape improvements along Pleasant Grove Boulevard to the north and Upland Drive to the west. Frontage improvements consist of sidewalks, curb, and gutter. The landscape along the frontage consists of street trees, accent trees, shrubs and groundcover. Vegetation on the site consists of native and non-native grasses. Excluding the landscaped area, there are no trees on the site. The site is adjacent to single-family residential uses to the north and east across Pleasant Grove Boulevard, a vacant High Density Residential (HDR) parcel to the south, and single-family residential uses to the west across Upland Drive. Table 1 below identifies the land use designation and uses of the site and surrounding properties.

Table 1: Adjacent Zoning and Land Use

Location	Zoning	General Plan Land Use	Actual Use of Property
Site	Single-Family Residential/Development Standards (R1/DS)	Low Density Residential (LDR)	Vacant
North	Pleasant Grove Boulevard with RS/DS beyond	LDR-5	Single-Family Residential
South	Attached Housing (R3)	High Density Residential (HDR-21.2)	Vacant
East	Pleasant Grove Boulevard with RS/DS beyond	LDR-5	Single-Family Residential
West	R1/DS	LDR-4	Single-Family Residential

Proposed Project

The proposed project includes construction of a 910-square-foot building for a drive-through coffee shop with associated parking, lighting, and landscaping. The site will consist of a single drive-through lane and a walk-up window for customers. No indoor seating will be provided, however the project does include an outdoor seating area. A total of thirteen (13) parking spaces will be provided on-site. The drive-through lane has a stacking distance of 380 feet, measured from the entrance of the drive-through to the pick-up window, which amounts to a capacity of 19 vehicles. Access to the site will be provided by a new driveway on Pleasant Grove Boulevard that will allow for right-in/right-out turning movements, with two inbound lanes and one outbound lane. A new right-turn deceleration lane will also be provided eastbound on Pleasant Grove Boulevard for vehicles approaching the entrance to the site. Construction of the new driveway will require demolition and construction along the frontage of Pleasant Grove Boulevard.



The site is currently zoned Single-Family Residential/Development Standards (R1/DS) and has a land use designation of Low Density Residential (LDR). Eating and drinking establishments, such as a drive-through coffee shop, is not a permitted use in the R1/DS zone. The project includes a General Plan Amendment, Specific Plan Amendment, and Rezone to amend the land use and zoning designation to Community Commercial (CC) to allow development of the drive-through coffee shop. The project also includes an Amendment to the Westpark Development Agreement to reflect the change in land use, a Conditional Use Permit to allow a drive-through use contiguous to a residential zoned parcel, and a Design Review Permit to approve the building architecture and site design.

CITY OF ROSEVILLE MITIGATION ORDINANCES, GUIDELINES, AND STANDARDS

For projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified, CEQA Guidelines section 15183(f) allows a lead agency to rely on previously adopted development policies or standards as mitigation for the environmental effects, when the standards have been adopted by the City, with findings based on substantial evidence, that the policies or standards will substantially mitigate environmental effects, unless substantial new information shows otherwise (CEQA Guidelines §15183(f)). The City of Roseville adopted CEQA Implementing Procedures (Implementing Procedures) which are consistent with this CEQA Guidelines section. The current version of the Implementing Procedures were adopted in April 2008, along with Findings of Fact, as Resolution 08-172. The below regulations and ordinances were found to provide uniform mitigating policies and standards, and are applicable to development projects. The City's Mitigating Policies and Standards are referenced, where applicable, in the Initial Study Checklist.

- City of Roseville 2035 General Plan
- City of Roseville Zoning Ordinance (RMC Title 19)
- City of Roseville Improvement Standards (Resolution 02-37)
- City of Roseville Construction Standards (Resolution 01-208)
- Subdivision Ordinance (RMC Title 18)
- Noise Regulation (RMC Ch.9.24)
- Flood Damage Prevention Ordinance (RMC Ch.9.80)
- Drainage Fees (Dry Creek [RMC Ch.4.49] and Pleasant Grove Creek [RMC Ch.4.48])
- West Placer Stormwater Quality Design Manual (Resolution 16-152)
- Urban Stormwater Quality Management and Discharge Control Ordinance (RMC Ch. 14.20)
- Traffic Mitigation Fee (RMC Ch.4.44)
- Highway 65 Joint Powers Authority Improvement Fee (Resolution 2008-02)
- South Placer Regional Transportation Authority Transportation and Air Quality Mitigation Fee (Resolution 09-05)
- Tree Preservation Ordinance (RMC Ch.19.66)
- Community Design Guidelines (Resolution 95-347)
- Specific Plan Design Guidelines:
 - o West Roseville Specific Plan and Design Guidelines (Resolution 04-40)

OTHER ENVIRONMENTAL DOCUMENTS RELIED UPON

- Amoruso Ranch Specific Plan Final Environmental Impact Report, located online at: <http://roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8774579>

- West Roseville Specific Plan Environmental Impact Report (SCH #2002082057), located online at: <http://roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8775152>

Pursuant to CEQA Guidelines Section 15183, any project which is consistent with the development densities established by zoning, a Community Plan, or a General Plan for which an EIR was certified shall not require additional environmental review, except as may be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. The Amoruso Ranch Specific Plan EIR updated the City's General Plan to 2035, and updated Citywide analyses of traffic, water supply, water treatment, wastewater treatment, and waste disposal. The proposed project is consistent with the adopted land use designations examined within the environmental documents listed above. This Initial Study focuses on effects particular to the specific project site, impacts which were not analyzed within the EIR, and impacts which may require revisiting due to substantial new information. When applicable, the topical sections within the Initial Study summarize the findings within the environmental documents listed above. The analysis, supporting technical materials, and findings of the environmental document are incorporated by reference, and are available for review at the Civic Center, 311 Vernon Street, Roseville, CA.

EXPLANATION OF INITIAL STUDY CHECKLIST

The California Environmental Quality Act (CEQA) Guidelines recommend that lead agencies use an Initial Study Checklist to determine potential impacts of the proposed project on the physical environment. The Initial Study Checklist provides a list of questions concerning a comprehensive array of environmental issue areas potentially affected by this project. This section of the Initial Study incorporates a portion of Appendix G Environmental Checklist Form, contained in the CEQA Guidelines. Within each topical section (e.g. Air Quality) a description of the setting is provided, followed by the checklist responses, thresholds used, and finally a discussion of each checklist answer.

There are four (4) possible answers to the Environmental Impacts Checklist on the following pages. Each possible answer is explained below:

- 1) A "Potentially Significant Impact" is appropriate if there is enough relevant information and reasonable inferences from the information that a fair argument based on substantial evidence can be made to support a conclusion that a substantial, or potentially substantial, adverse change may occur to any of the physical conditions within the area affected by the project. When one or more "Potentially significant Impact" entries are made, an EIR is required.
- 2) A "Less Than Significant With Mitigation" answer is appropriate when the lead agency incorporates mitigation measures to reduce an impact from "Potentially Significant" to "Less than Significant." For example, floodwater impacts could be reduced from a potentially-significant level to a less-than-significant level by relocating a building to an area outside of the floodway. The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level. Mitigation measures are identified as MM followed by a number.
- 3) A "Less Than significant Impact" answer is appropriate if there is evidence that one or more environmental impacts may occur, but the impacts are determined to be less than significant, or the application of development policies and standards to the project will reduce the impact(s) to a less-than-significant level. For instance, the application of the City's Improvement Standards reduces potential erosion impacts to a less-than-significant level.
- 4) A "No Impact" answer is appropriate where it can be demonstrated that the impact does not have the potential to adversely affect the environment. For instance, a project in the center of an urbanized area with no agricultural lands on or adjacent to the project area clearly would not have an adverse effect on

agricultural resources or operations. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources cited in the Initial Study. Where a “No Impact” answer is adequately supported by the information sources cited in the Initial Study, further narrative explanation is not required. A “No Impact” answer is explained when it is based on project-specific factors as well as generous standards.

All answers must take account of the whole action involved, including off- and on-site, indirect, direct, construction, and operation impacts, except as provided for under State CEQA Guidelines.

INITIAL STUDY CHECKLIST

I. Aesthetics

The project site is a triangular-shaped parcel located in a typical urbanized setting within a residential zoned area of the City’s West Roseville Specific Plan (WRSP) area. Public views of the site are from Pleasant Grove Boulevard to the north (a four-lane arterial roadway) and Upland Drive (a collector roadway) to the west, and their adjacent sidewalks. The foreground of the view includes completed landscaping, which includes street trees, groundcover, and shrubs. The site itself contains no distinct topography or other visual elements. Surrounding uses include a single-family subdivision to the north, east, and west, and an undeveloped High Density Residential parcel to the south.

Except as provided in Public Resources Code Section 21099, would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X	

Thresholds of Significance and Regulatory Setting:

The significance of an environmental impact cannot always be determined through the use of a specific, quantifiable threshold. CEQA Guidelines Section 15064(b) affirms this by the statement “an ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting.” This is particularly true of aesthetic impacts. As an example, a proposed parking lot in a dense urban center would have markedly different visual effects than a parking lot in an open space area. For the purpose of this study, the significance thresholds are as stated in CEQA Guidelines Appendix G, as shown in a–d of the checklist below. The Findings of the Implementing Procedures indicate that compliance with the Zoning Ordinance (e.g. building height, setbacks, etc.), Subdivision Ordinance (RMC Ch. 18), Community Design Guidelines (Resolution 95-347), and applicable Specific Plan Policies and/or Specific Plan Design Guidelines will prevent significant impacts in urban settings as it relates to items a and b, below.

Discussion of Checklist Answers:

a–b) There are no designated or eligible scenic vistas or scenic highways within or adjacent to the City of Roseville.

c) The project site is in an urban setting and has street frontage along the northern and western property lines, with low density residential uses to the north, east, and west, and a future high density residential parcel to the south. The City of Roseville has adopted Community Design Guidelines (CDG) to establish common design elements and expectations for development within the City. The CDG includes provisions related to architectural design, site design and landscape design, to enhance the visual character of the urban environment. The project has been reviewed by City staff and was found to be consistent with the goals and policies of the CDG, the WRSP, and applicable zoning regulations. As such, impacts of the project related to this criterion are less than significant.

d) The project involves nighttime lighting to provide for the security and safety of project users. However, the project is already located within an urbanized setting with many existing lighting sources. Lighting for the project is conditioned to comply with City standards (i.e., Community Design Guidelines) to limit the height of light standards and to require cut-off lenses and glare shields to minimize light and glare impacts. The project will not create a new source of substantial light. None of the project elements are highly reflective, and therefore the project will not contribute to an increased source of glare. Impacts of the project are less than significant.

II. Agricultural & Forestry Resources

The State Department of Conservation oversees the Farmland Mapping and Monitoring Program, which was established to document the location, quality, and quantity of agricultural lands, and the conversion of those lands over time. The primary land use classifications on the maps generated through this program are: Urban and Built Up Land, Grazing Land, Farmland of Local Importance, Unique Farmland, Farmland of Statewide Importance, and Prime Farmland. According to the current California Department of Conservation Placer County Important Farmland Map (2012), the majority of the City of Roseville is designated as Urban and Built Up Land and most of the open space areas of the City are designated as Grazing Land. There are a few areas designated

as Farmland of Local Importance and two small areas designated as Unique Farmland located on the western side of the City along Baseline Road. The current Williamson Act Contract map (2013/2014) produced by the Department of Conservation shows that there are no Williamson Act contracts within the City, and only one (on PFE Road) that is adjacent to the City. None of the land within the City is considered forest land by the Board of Forestry and Fire Protection.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Thresholds of Significance and Regulatory Setting:

Unique Farmland, Farmland of Statewide Importance, and Prime Farmland are called out as protected farmland categories within CEQA Guidelines Appendix G. Neither the City nor the State has adopted quantified significance thresholds related to impacts to protected farmland categories or to agricultural and forestry resources. For the purpose of this study, the significance thresholds are as stated in CEQA Guidelines Appendix G, as shown in a–e of the checklist above.

Discussion of Checklist Answers:

a–e) The project site is not used for agricultural purposes, does not include agricultural zoning, is not within or adjacent to one of the areas of the City designated as a protected farmland category on the Placer County Important Farmland map, is not within or adjacent to land within a Williamson Act Contract, and is not considered forest land. Given the foregoing, the proposed project will have no impact on agricultural resources.

III. Air Quality

The City of Roseville, along with the south Placer County area, is located in the Sacramento Valley Air Basin (SVAB). The SVAB is within the Sacramento Federal Ozone Non-Attainment Area. Under the Clean Air Act, Placer County has been designated a "serious non-attainment" area for the federal 8-hour ozone standard, "non-attainment" for the state ozone standard, and a "non-attainment" area for the federal and state PM₁₀ standard (particulate matter less than 10 microns in diameter). Within Placer County, the Placer County Air Pollution Control District (PCAPCD) is responsible for ensuring that emission standards are not violated.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Thresholds of Significance and Regulatory Setting:

In responding to checklist items a, b, and d, project-related air emissions would have a significant effect if they would result in concentrations that either violate an ambient air quality standard or contribute to an existing air quality violation. To assist in making this determination, the PCAPCD adopted thresholds of significance, which were developed by considering both the health-based ambient air quality standards and the attainment strategies outlined in the State Implementation Plan. The PCAPCD-recommended significance threshold for reactive organic gases (ROG) and nitrogen oxides (NO_x) is 82 pounds daily during construction and 55 pounds daily during operation, and for particulate matter (PM) is 82 pounds per day during both construction and operation. For all other constituents, significance is determined based on the concentration-based limits in the Federal and State Ambient Air Quality Standards. Toxic Air Contaminants (TAC) are also of public health concern, but no thresholds or standards are provided because they are considered to have no safe level of exposure. Analysis of TAC is based on the *Air Quality and Land Use Handbook – A Community Health Perspective* (April 2005, California Air Resources Board), which lists TAC sources and recommended buffer distances from sensitive uses. For checklist item c, the PCAPCD's *CEQA Air Quality Handbook (Handbook)* recommends that the same thresholds used for the project analysis be used for the cumulative impact analysis.

With regard to checklist item d, there are no quantified significance thresholds for exposure to objectionable odors. Significance is determined after taking into account multiple factors, including screening distances from odor sources (as found in the PCAPCD CEQA Handbook), the direction and frequency of prevailing winds, the time of day when odors are present, and the nature and intensity of the odor source.

Discussion of Checklist Answers:

a-c) Analyses are not included for sulfur dioxide, lead, and other constituents because there are no mass emission thresholds; these are concentration-based limits in the Federal and State Ambient Air Quality Standards which require substantial, point-source emissions (e.g. refineries, concrete plants, etc) before exceedance will occur, and the SVAB is in attainment for these constituents. Likewise, carbon monoxide is not analyzed because the SVAB is in attainment for this constituent, and it requires high localized concentrations (called carbon monoxide “hot spots”) before the ambient air quality standard would be exceeded. “Hot spots” are typically associated with heavy traffic congestion occurring at high-volume roadway intersections. The Amoruso Ranch EIR analysis of Citywide traffic indicated that 198 out of 226 signalized intersections would operate at level of service C or better—that is, they will not experience heavy traffic congestion. It further indicated that analyses of existing CO concentrations at the most congested intersections in Roseville show that CO levels are well below federal and state ambient air quality standards. The discussions below focus on emissions of ROG, NO_x, or PM. A project-level analysis has been prepared to determine whether the project will, on a singular level, exceed the established thresholds.

The PCAPCD recommends that lead agencies use the California Emissions Estimator Model (CalEEMod) to quantify a project's construction and operational emissions for criteria air pollutants (NO_x, ROG, and PM). The results are then compared to the significance thresholds established by the district, as detailed above. According to PCAPCD's published screening table, general commercial projects smaller than 249,099 square feet will not result in NO_x emissions that exceed 55 lbs/day. Typically, NO_x emissions are substantially higher than ROG and PM₁₀; therefore, it can be assumed that projects that do not exceed the NO_x threshold will not exceed the ROG and PM₁₀ thresholds, and will not result in a significant impact related to operational emissions.

The project proposes the construction of a 910-square-foot building, which is well below PCAPCD's modeled example. Given its small size, the project is not expected to result in construction or operational emissions that would exceed the district's thresholds for significance. To substantiate this assumption, the proposed project's emissions were modeled using CalEEMod (version 2016.3.2). The CalEEMod was run using the model defaults as well as project specific information such as land use and building square footage. The results are included as Attachment 2 and are summarized in Table 2 below. The modeled emissions for the project do not exceed

the construction and operational thresholds of significance. Therefore, the project will not result in a significant impact related to construction or operational emissions. Impacts are less than significant.

Table 2: CalEEMod Results

Pollutant	Project Emissions (lbs/day)	Significance Threshold (lbs/day)	Exceeds Threshold?
Construction Emissions			
ROG	1.9	82	No
NO _x	7.9	82	No
PM ₁₀	1.24	82	No
Operational Emissions			
ROG	1.03	55	No
NO _x	5.29	55	No
PM ₁₀	1.33	82	No

The project must also comply with all applicable PCAPCD rules and regulations. The project would not substantially contribute to the region's nonattainment status for ozone or particulate matter, and implementation of the project will not violate an air quality standard or contribute to an existing or projected air quality violation. In addition, because the proposed project would not produce substantial emissions of criteria air pollutants, adjacent residents or businesses would not be exposed to significant levels of pollutant concentrations during construction or operation. Therefore, implementation of the proposed project would result in less-than-significant impacts.

With regard to TAC, there are hundreds of constituents which are considered toxic, but they are typically generated by stationary sources like gas stations, facilities using solvents, and heavy industrial operations. The proposed project is not a TAC-generating use, nor is it within the specified buffer area of a TAC-generating use, as established in the *Air Quality and Land Use Handbook – A Community Health Perspective*. Impacts are less than significant.

d) Diesel fumes from construction equipment and delivery trucks are often found to be objectionable; however, construction is temporary and diesel emissions are minimal and regulated. Typical urban projects such as residences and retail businesses generally do not result in substantial objectionable odors when operated in compliance with City Ordinances (e.g. proper trash disposal and storage). The Project is a typical urban development that lacks any characteristics that would cause the generation of substantial unpleasant odors. Thus, construction and operation of the proposed project would not result in the creation of objectionable odors affecting a substantial number of people. A review of the project surroundings indicates that there are no substantial odor-generating uses near the project site; the project location meets the recommended screening distances from odor-generators provided by the PCAPCD. Impacts related to odors are less than significant.

IV. Biological Resources

The project site is undeveloped with the exception of frontage and landscape improvements along Pleasant Grove Boulevard to the north and Upland Drive to the west. Frontage improvements consist of sidewalks, curb, and gutter. The landscape along the frontage consists of street trees, accent trees, shrubs and groundcover. Vegetation on the site consists of native and non-native grasses. Excluding the landscaped area, there are no trees on the site. There are no existing wetland features or designated open space areas on the site. The site is adjacent to single-family residential uses to the north and east across Pleasant Grove Boulevard, a vacant High Density Residential (HDR) parcel to the south, and single-family residential uses to the west across Upland Drive.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Thresholds of Significance and Regulatory Setting:

There is no ironclad definition of significance as it relates to biological resources. Thus, the significance of impacts to biological resources is defined by the use of expert judgment supported by facts, and relies on the policies, codes, and regulations adopted by the City and by regulatory agencies which relate to biological resources (as cited and described in the Discussion of Checklist Answers section). Thresholds for assessing the significance of environmental impacts are based on the CEQA Guidelines checklist items a–f, above. Consistent with CEQA Guidelines Section 15065, a project may have a significant effect on the environment if:

The project has the potential to substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; [or] substantially reduce the number or restrict the range of an endangered, rare or threatened species . . .

Various agencies regulate impacts to the habitats and animals addressed by the CEQA Guidelines checklist. These include the United States Fish and Wildlife Service, National Oceanic and Atmospheric Administration–Fisheries, United States Army Corps of Engineers, Central Valley Regional Water Quality Control Board, and California Department of Fish and Wildlife. The primary regulations affecting biological resources are described in the sections below.

Checklist item a addresses impacts to special status species. A “special status” species is one which has been identified as having relative scarcity and/or declining populations. Special status species include those formally listed as threatened or endangered, those proposed for formal listing, candidates for federal listing, and those classified as species of special concern. Also included are those species considered to be “fully protected” by the California Department of Fish and Wildlife (California Fish and Wildlife), those granted “special animal” status for tracking and monitoring purposes, and those plant species considered to be rare, threatened, or endangered

in California by the California Native Plant Society (CNPS). The primary regulatory protections for special status species are within the Federal Endangered Species Act, California Endangered Species Act, California Fish and Game Code, and the Federal Migratory Bird Treaty Act (MBTA).

Checklist item b addresses all “sensitive natural communities” that may be affected by local, state, or federal regulations/policies while checklist item c focuses specifically on one type of such a community: federally-protected wetlands. Focusing first on wetlands, there are two questions to be posed in examining wet habitats: the first is whether the wetted area meets the technical definition of a wetland, making it subject to checklist item b, and the second is whether the wetland is subject to federal jurisdiction, making it subject to checklist item c. The 1987 Army Corps Wetlands Delineation Manual is used to determine whether an area meets the technical criteria for a wetland. A delineation verification by the Army Corps verifies the size and condition of the wetlands and other waters in question, and determines the extent of government jurisdiction as it relates to Section 404 of the Federal Clean Water Act and Section 401 of the State Clean Water Act.

The Clean Water Act protects all “navigable waters”, which are defined as traditional navigable waters that are or were used for commerce, or may be used for interstate commerce; tributaries of covered waters; and wetlands adjacent to covered waters, including tributaries. Non-navigable waters are called isolated wetlands, and are not subject to either the Federal or State Clean Water Act. Thus, isolated wetlands are not subject to federal wetland protection regulations. However, in addition to the Clean Water Act, the State also has jurisdiction over impacts to surface waters through the Porter-Cologne Water Quality Control Act (Porter-Cologne), which does not require that waters be “navigable”. For this reason, isolated wetlands are regulated by the State of California pursuant to Porter-Cologne. The City of Roseville General Plan also provides protection for wetlands, including isolated wetlands, pursuant to the General Plan Open Space and Conservation Element. Federal, State and City regulations/policies all seek to achieve no net loss of wetland acreage, values, or function.

Aside from wetlands, checklist item b also addresses other “sensitive natural communities,” which includes any habitats protected by local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. The City of Roseville General Plan Open Space and Conservation Element includes policies for the protection of riparian areas (streamside habitat) and floodplain areas; these are Vegetation and Wildlife section Policies 2 and 3. Policy 4 also directs preservation of additional area around stream corridors and floodplain if there is sensitive woodland, grassland, or other habitat which could be made part of a contiguous open space area. Other than wetlands, which were already discussed, US Fish and Wildlife and California Department of Fish and Wildlife habitat protections generally result from species protections, and are thus addressed via checklist item a.

For checklist item d, there are no regulations specific to the protection of migratory corridors. This item is addressed by an analysis of the habitats present in the vicinity and analyzing the probable effects on access to those habitats which will result from a project.

The City of Roseville Tree Preservation ordinance (RMC Ch.19.66) requires protection of native oak trees, and compensation for oak tree removal. The Findings of the Implementing Procedures indicate that compliance with the City of Roseville Tree Preservation ordinance (RMC Ch.19.66) will prevent significant impacts related to loss of native oak trees, referenced by item e, above.

Regarding checklist item f, there are no adopted Habitat Conservation Plans within the City of Roseville.

Discussion of Checklist Answers:

a-b) A Biological Resource Assessment was prepared as part of the WRSP. The assessment included a list of species with the potential to occur within the WRSP plan area based on surveys conducted by the project biologists. A review of this list determined that the project site contains potential foraging habitat for Swainson’s hawks. Strategies for preserving on-site grasslands as raptor and migratory bird foraging habitat were addressed

in the Operations & Maintenance Plan prepared pursuant to the Clean Water Act Section 404 Permit obtained for the WRSP. Mitigation for Swainson's hawk foraging habitat would concurrently mitigate for loss of habitat for a number of other wildlife species in the region such as burrowing owl, red-tailed hawk, white-tailed kite, northern harrier, and loggerhead shrike among many others. The WRSP EIR included a Swainson's hawk Grassland Habitat Mitigation Plan that was developed based upon consultation with California Department of Fish and Wildlife (CDFW), to mitigate for the loss of grassland foraging habitat. Pursuant to the WRSP EIR Mitigation Measure 4.7-8, the Swainson's hawk Grassland Habitat Mitigation Program shall be implemented by the project applicants prior to approval of grading permits. As this is a requirement of the specific plan, no mitigation is required. This measure will ensure that no special status species are impacted during grading and ground disturbing activities. Although the site lacks habitat, construction activities have potential to disrupt offsite nesting species. **Mitigation Measure BIO-1** is required to ensure that special status migratory birds and raptors are not harmed. Ground disturbing activities shall not occur during the active nesting season. However, if it is necessary to conduct such activities during the nesting season, preconstruction surveys and mitigation as described in **Mitigation Measure BIO-1** would be required to ensure that fully protected bird and raptor species are not injured or disturbed by construction in the vicinity of nesting habitat. With implementation of this measure, impacts are less than significant.

c) No wetland features are present on the subject property; thus, the project will have no impact with regard to this criterion.

d) The City includes an interconnected network of open space corridors and preserves located throughout the City, to ensure that the movement of wildlife is not substantially impeded as the City develops. The development of the project site will not negatively impact these existing and planned open space corridors, nor is the project site located in an area that has been designated by the City, United States Fish and Wildlife, or California Department of Fish and Wildlife as vital or important for the movement of wildlife or the use of native wildlife nursery sites.

e) There are no biological resources on the project site which are protected by City policies or ordinances.

f) There are no Habitat Conservation Plans; Natural Community Conservation Plans; or other approved local, regional, or state habitat conservation plans that apply to the project site.

V. Cultural Resources

As described within the Open Space and Conservation Element of the City of Roseville General Plan, the Roseville region was within the territory of the Nisenan (also Southern Maidu or Valley Maidu). Two large permanent Nisenan habitation sites have been identified and protected within the City's open space (in Maidu Park). Numerous smaller cultural resources, such as midden deposits and bedrock mortars, have also been recorded in the City. The gold rush which began in 1848 marked another settlement period, and evidence of Roseville's ranching and mining past are still found today. Historic features include rock walls, ditches, low terraces, and other remnants of settlement and activity. A majority of documented sites within the City are located in areas designated for open space uses.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of an historic resource pursuant to Section 15064.5?			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			X	
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

Thresholds of Significance and Regulatory Setting:

The significance of impacts to cultural resources is based directly on the CEQA Guidelines checklist items a–e listed above. The Archaeological, Historic, and Cultural Resources section of the City of Roseville General Plan also directs the proper evaluation of and, when feasible, protection of significant resources (Policies 1 and 2). There are also various federal and State regulations regarding the treatment and protection of cultural resources, including the National Historic Preservation Act and the Antiquities Act (which regulate items of significance in history), Section 7050.5 of the California Health and Safety Code, Section 5097.9 of the California Public Resources Code (which regulates the treatment of human remains) and Section 21073 et seq. of the California Public Resources Code (regarding Tribal Cultural Resources). The CEQA Guidelines also contains specific sections, other than the checklist items, related to the treatment of effects on historic resources.

Pursuant to the CEQA Guidelines, if it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (Section 21083.2 (a), (b), and (c)). A *historical resource* is a resource listed, or determined to be eligible for listing, in the California Register of Historical Resources (CRHR) (Section 21084.1); a resource included in a local register of historical resources (Section 15064.5(a)(2)); or any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant (Section 15064.5 (a)(3)). Public Resources Code Section 5024.1 requires evaluation of historical resources to determine their eligibility for listing on the CRHR.

Discussion of Checklist Answers:

a–c) No cultural resources are known to exist on the project site per the WRSP EIR; however, standard mitigation measures apply which are designed to reduce impacts to cultural resources, should any be found on-site (WRSP MM 4.8-1 and MM 4.8-10, listed below). The measures requires an immediate cessation of work, and contact with the appropriate agencies to address the resource before work can resume. This mitigation need not be applied herein, as it is already applicable and required of the project pursuant to the WRSP. The project will not result in any new impacts beyond those already discussed and disclosed in the WRSP EIR. Compliance with policies intended to protect cultural resources will ensure that project-specific impacts are less than significant.

2004 WRSP EIR MM 4.8-1: Cease Work and Consult with Qualified Archaeologist: Should any cultural resources, such as structural features, any amount of bone or shell, artifacts, human remains, or architectural remains be encountered during any subsurface development activities, work shall be suspended within 100 feet of the find, and the City of Roseville shall be immediately notified. At that time, the City shall coordinate any necessary investigation of the site with qualified archaeologists as needed to assess the resource and provide

proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recovery excavations. The contractor shall implement any measures deemed necessary for the protection of the cultural resources. In addition, pursuant to section 5097.98 of the State Public Resources Code, and section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

2004 WRSP EIR MM 4.8-10: Cease Work Until Review Conducted by Qualified Paleontologist and Recommendations Implemented: Should any evidence of paleontological resources (e.g., fossils) be encountered during grading or excavation, work shall be suspended within 100 feet of the find, and the City of Roseville shall be immediately notified. At that time, the City shall coordinate any necessary investigation of the site with a qualified paleontologist to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recovery excavations. The contractor shall implement any measures deemed necessary by the paleontologist for the protection of the paleontological resources.

VI. Energy

Roseville Electric provides electrical power in the City and Pacific Gas and Electric (PG&E) provides natural gas. The City purchases wholesale electrical power from both the Western Area Power Administration (WAPA), which is generated by the federal government's Central Valley Project, which produces 100 percent hydroelectric energy sources from a system of dams, reservoirs, and power plants within central and northern California. In addition, up to 50 percent of the City's power is generated at the City-owned Roseville Energy Park (REP). The REP is a 160 megawatt natural-gas-fired power plant that uses a combined cycle gas turbine technology. The City also owns the 48 megawatt combustion-turbine Roseville Power Plant 2 (REP 2), which is used for peaking energy. The City's electric power mix varies from year-to-year, but according to the most recent Citywide energy analysis (the Amoroso Ranch Environmental Impact Report), the mix in 2013/2014 was 25% eligible renewable (geothermal, small hydroelectric, and wind), 14% hydroelectric, 48% natural gas, and 13% from other sources (power purchased by contract).

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Thresholds of Significance and Regulatory Setting:

Established in 2002, California's Renewable Portfolio Standard (RPS) currently requires that 33 percent of electricity retail sales be served by renewable energy resources by 2020, and 50 percent by 2030. The City published a Renewables Portfolio Standard Procurement Plan in June 2018, and continues to comply with the

RPS reporting and requirements and standards. There are no numeric significance thresholds to define “wasteful, inefficient, or unnecessary” energy consumption, and therefore significance is based on CEQA Guidelines checklist items a and b, above, and by the use of expert judgment supported by facts, relying on the policies, codes, and regulations adopted by the City and by regulatory agencies which relate to energy. The analysis considers compliance with regulations and standards, project design as it relates to energy use (including transportation energy), whether the project will result in a substantial unplanned demand on the City's energy resources, and whether the project will impede the ability of the City to meet the RPS standards.

Discussion of Checklist Answers:

a-b) The project would consume energy both during project construction and during project operation. During construction, fossil fuels, electricity, and natural gas would be used by construction vehicles and equipment. However, the energy consumed during construction would be temporary, and would not represent a significant demand on available resources. There are no unusual project characteristics that would necessitate the use of construction equipment or methods that would be less energy-efficient or which would be wasteful.

The completed project would consume energy related to building operation, exterior lighting, landscape irrigation and maintenance, and vehicle trips to and from the use. In accordance with California Energy Code Title 24, the project would be required to meet the Building Energy Efficiency Standards. This includes standards for water and space heating and cooling equipment; insulation for doors, pipes, walls, and ceilings; and appliances, to name a few. The project would also be eligible for rebates and other financial incentives from both the electric and gas providers for the purchase of energy-efficient appliances and systems, which would further reduce the operational energy demand of the project. The project was distributed to both PG&E and Roseville Electric for comments, and was found to conform to the standards of both providers; energy supplies are available to serve the project.

VII. Geology and Soils

As described in the Safety Element of the City of Roseville General Plan, there are three inactive faults (Volcano Hill, Linda Creek, and an unnamed fault) in the vicinity, but there are no known active seismic faults within Placer County. The last seismic event recorded in the South Placer area occurred in 1908, and is estimated to have been at least a 4.0 on the Richter Scale. Due to the geographic location and soil characteristics within the City, the General Plan indicates that soil liquefaction, landslides, and subsidence are not a significant risk in the area.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
i) Ruptures of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)			X	
• Strong seismic ground shaking?			X	
• Seismic-related ground failure, including liquefaction?			X	
• Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located in a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to geology and soils is based directly on the CEQA Guidelines checklist items a–e listed above. Regulations applicable to this topic include the Alquist-Priolo Act, which addresses earthquake safety in building permits, and the Seismic Hazards Mapping Act, which requires the state to gather and publish data on the location and risk of seismic faults.

The Findings of the Implementing Procedures indicate that compliance with the Flood Damage Prevention Ordinance (RMC Ch.9.80) and Design/Construction Standards (Resolution 07-107) will prevent significant impacts related to checklist item b. The Ordinance and standards include permit requirements for construction and development in erosion-prone areas and ensure that grading activities will not result in significant soil erosion or loss of topsoil. The use of septic tanks or alternative waste systems is not permitted in the City of Roseville, and therefore no analysis of criterion e is necessary.

Discussion of Checklist Answers:

a) The project will not expose people or structures to potential substantial adverse effects involving seismic shaking, ground failure or landslides.

i–iii) According to United States Geological Service mapping and literature, active faults are largely considered to be those which have had movement within the last 10,000 years (within the Holocene or Historic time periods)¹ and there are no major active faults in Placer County. The California Geological Survey has prepared a map of the state which shows the earthquake shaking potential of areas throughout California based primarily on an area's distance from known active faults. The map shows that the City lies in a relatively low-intensity ground-shaking zone. Commercial, institutional, and residential buildings as well as all related infrastructure are required, in conformance with Chapter 16, *Structural Design Requirements*, Division IV, *Earthquake Design* of the California Building Code, to lessen the exposure to potentially damaging vibrations through seismic-resistant design. In compliance with the Code, all structures in the Project area would be well-built to withstand ground shaking from possible earthquakes in the region; impacts are less than significant.

iv) Landslides typically occur where soils on steep slopes become saturated or where natural or manmade conditions have taken away supporting structures and vegetation. The existing and proposed slopes of the project site are not steep enough to present a hazard during development or upon completion of the project. In addition, measures would be incorporated during construction to shore minor slopes and prevent potential earth movement. Therefore, impacts associated with landslides are less than significant.

b) Grading activities will result in the disruption, displacement, compaction and over-covering of soils associated with site preparation (grading and trenching for utilities). Grading activities for the project will be limited to the project site. Grading activities require a grading permit from the Engineering Division. The grading permit is reviewed for compliance with the City's Improvement Standards, including the provision of proper drainage, appropriate dust control, and erosion control measures. Grading and erosion control measures will be incorporated into the required grading plans and improvement plans. Therefore, the impacts associated with disruption, displacement, and compaction of soils associated with the project are less than significant.

c, d) A review of the Natural Resources Conservation Service Soil Survey for Placer County, accessed via the Web Soil Survey (<http://websoilsurvey.nrcs.usda.gov/app/>), indicates that the soils on the site are Cometa-Fiddymont complex, 1 to 5 percent slopes, and San Joaquin-Cometa sandy loams, 1 to 5 percent slopes which are not listed as geologically unstable or sensitive. Therefore, the project has no impacts related to this criteria.

¹ United States Geological Survey, <http://earthquake.usgs.gov/learn/glossary/?term=active%20fault>, Accessed January 2016

f) No paleontological resources are known to exist on the project site per the WRSP EIR; however, standard mitigation measures apply which are designed to reduce impacts to such resources, should any be found on-site. The measure requires an immediate cessation of work, and contact with the appropriate agencies to address the resource before work can resume. With these measures in place, project-specific impacts are less than significant.

VIII. Greenhouse Gases

Greenhouse gases trap heat in the earth's atmosphere. The principal greenhouse gases (GHGs) that enter the atmosphere because of human activities are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated gases. As explained by the United States Environmental Protection Agency², global average temperature has increased by more than 1.5 degrees Fahrenheit since the late 1800s, and most of the warming of the past half century has been caused by human emissions. The City has taken proactive steps to reduce greenhouse gas emissions, which include the introduction of General Plan policies to reduce emissions, changes to City operations, and climate action initiatives.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Thresholds of Significance and Regulatory Setting:

In Assembly Bill 32 (the California Global Warming Solutions Act), signed by Governor Schwarzenegger of California in September 2006, the legislature found that climate change resulting from global warming was a threat to California, and directed that “the State Air Resources Board design emissions reduction measures to meet the statewide emissions limits for greenhouse gases . . .”. The target established in AB 32 was to reduce emissions to 1990 levels by the year 2020. CARB subsequently prepared the *Climate Change Scoping Plan* (Scoping Plan) for California, which was approved in 2008. The Scoping Plan provides the outline for actions to reduce California's GHG emissions. CARB's updated August 2011 Scoping Plan calculated a reduction needed of 21.7% from future “Business As Usual” (BAU) conditions in the year 2020. The current Scoping Plan (adopted May 2014) indicates that statewide emissions of GHG in 1990 amounted to 431 million metric tons, and that the 2020 “Business As Usual” (BAU) scenario is estimated as 509³ million metric tons, which would require a reduction of 15.3% from 2020 BAU. In addition to this, Senate Bill 32 was signed by the Governor on September 8, 2016, to establish a reduction target of 40 percent below 1990 levels by 2030. The Air Resources Board is currently updating the Scoping Plan to reflect this target.

² <http://www3.epa.gov/climatechange/science/overview.html>, Accessed January 2016

³ Includes Pavely and Renewables Portfolio Standard reduction

The Placer County Air Pollution Control District (PCAPCD) recommends that thresholds of significance for GHG be related to AB 32 reduction goals, and has adopted thresholds of significance which take into account the 2030 reduction target. The thresholds include a de minimis and a bright-line maximum threshold. Any project emitting less than 1,100 metric tons of carbon dioxide equivalents per year (MT CO₂e/yr) during construction or operation results in less than significant impacts. The PCAPCD considers any project with emissions greater than the bright-line cap of 10,000 MT CO₂e/yr to have significant impacts. For projects exceeding the de minimum threshold but below the bright-line threshold, comparison to the appropriate efficiency threshold is recommended. The significance thresholds are shown in Table 3 below.

Table 3: GHG Significance Thresholds

Bright-line Threshold 10,000 MT CO₂e/yr			
Residential Efficiency (MT CO₂e/capita¹)		Non-Residential Efficiency (MT CO₂e/ksf²)	
Urban	Rural	Urban	Rural
4.5	5.5	26.5	27.3
De Minimis Threshold 1,100 MT CO₂e/yr			
1. Per Capita = per person			
2. Per ksf = per 1,000 square feet of building			

Discussion of Checklist Answers:

a–b) Greenhouse gases are primarily emitted as a result of vehicle operation associated with trips to and from a project, and energy consumption from operation of the buildings. Greenhouse gases from vehicles is assessed based on the vehicle miles traveled (VMT) resulting from a project, on a Citywide basis. Residential projects, destination centers (such as a regional mall), and major employers tend to increase VMT in a study area, either by adding new residents traveling in an area, or by encouraging longer trip lengths and drawing in trips from a broader regional area. However, non-residential projects and neighborhood-serving uses (e.g. neighborhood parks) tend to lower VMT in a study area because they do not generate new trips within the study area, they divert existing trips. These trips are diverted because the new use location is closer to home, on their way to another destination (e.g. work), or is otherwise more convenient.

The proposed project is a 910-square-foot drive-through coffee shop. As further discussed and evaluated in Section XVII (Transportation) of this Initial Study, the project is considered a locally-serving use that does not include any unique characteristics which would draw in regional traffic, or which would prompt longer trips. The project is presumed to have a less-than-significant impact to the transportation system on the basis of project-generated VMT. Therefore, the focus of this analysis is on the emissions which would result from the construction and operation of the project.

As detailed in Attachment 2, CalEEMod (version 2016.3.2) was used to model the project's construction related and operational related GHG emissions (CO₂e). Construction-related GHG emissions occur at one point in time and are therefore not typically expected to significantly contribute to climate change. Climate change is a cumulative effect that occurs over time, as emissions increase on a year-to-year basis due to increases in developed area and other factors; construction emissions are a one-time emission source, which end once the project is built. The CalEEMod results indicate the project would result in annual construction emissions of 60.87 CO₂e in the most active construction year, which is below the PCAPCD de minimis threshold of 1,100 MT CO₂e/yr. Thus, the project-generated GHG emissions would not result in significant construction emissions of GHG.

The operational emissions of the project include energy to run the building, area emissions such as landscape equipment to maintain the site, and water and wastewater energy demands. According to the CalEEMod results,

the project would result in annual operational emissions of 272.42 MT CO₂e, which is below the de minimis threshold of 1,100 MT CO₂e. Therefore, the proposed project would not result in significant operational emissions of GHG.

Based on the evaluation above, project-generated GHG emissions would not conflict with, and are consistent with, the State goals listed in AB32 and policies and regulation adopted by the California Air Resources Board pursuant to AB32. This impact is considered less than significant.

IX. Hazards and Hazardous Materials

There are no hazardous cleanup sites of record within 1,000 feet of the site according to both the State Water Resources Control Envirostor database (<http://geotracker.waterboards.ca.gov/>) and the Department of Toxic Substances Control Envirostor database (<http://www.envirostor.dtsc.ca.gov/public/>). The project is not located on a site where existing hazardous materials have been identified, and the project does not have the potential to expose individuals to hazardous materials.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to hazardous materials is based directly on the CEQA Guidelines checklist items a–h listed above. A material is defined as hazardous if it appears on a list of hazardous materials prepared by a federal, state or local regulatory agency, or if it has characteristics defined as hazardous by such an agency. The determination of significance based on the above criteria depends on the probable frequency and severity of consequences to people who might be exposed to the health hazard, and the degree to which Project design or existing regulations would reduce the frequency of or severity of exposure. As an example, products commonly used for household cleaning are classified as hazardous when transported in large quantities, but one would not conclude that the presence of small quantities of household cleaners at a home would pose a risk to a school located within ¼-mile.

Many federal and State agencies regulate hazards and hazardous substances, including the United States Environmental Protection Agency (US EPA), California Department of Toxic Substances Control (DTSC), Central Valley Regional Water Quality Control Board (Regional Water Board), and the California Occupational Safety and Health Administration (CalOSHA). The state has been granted primacy (primary responsibility for oversight) by the US EPA to administer and enforce hazardous waste management programs. State regulations also have detailed planning and management requirements to ensure that hazardous materials are handled, stored, and disposed of properly to reduce human health risks. California regulations pertaining to hazardous waste management are published in the California Code of Regulations (see 8 CCR, 22 CCR, and 23 CCR).

The project is not within an airport land use plan or within two miles of a public or public use airport. Therefore, no further discussion is provided for items e.

Discussion of Checklist Answers:

a-b) Standard construction activities would require the use of hazardous materials such as fuels, oils, lubricants, glues, paints and paint thinners, soaps, bleach, and solvents. These are common household and commercial materials routinely used by both businesses and average members of the public. The materials only pose a hazard if they are improperly used, stored, or transported either through upset conditions (e.g. a vehicle accident) or mishandling. In addition to construction use, the operational project would result in the use of common hazardous materials as well, including bleach, solvents, and herbicides. Regulations pertaining to the transport of materials are codified in 49 Code of Federal Regulations 171–180, and transport regulations are enforced and monitored by the California Department of Transportation and by the California Highway Patrol. Specifications for storage on a construction site are contained in various regulations and codes, including the California Code of Regulations, the Uniform Fire Code, and the California Health and Safety Code. These same codes require that all hazardous materials be used and stored in the manner specified on the material packaging. Existing regulations and programs are sufficient to ensure that potential impacts as a result of the use or storage of hazardous materials are reduced to less than significant levels.

c) The project is not located within a ¼-mile of an existing or proposed school, and thus there is no impact with respect to this criterion.

d) The project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5⁴; therefore, no impact will occur.

f) This project is located within an area currently receiving City emergency services and development of the site has been anticipated and incorporated into emergency response plans. As such, the project will cause a less than significant impact to the City's Emergency Response or Management Plans. Furthermore, the project will be required to comply with all local, State and federal requirements for the handling of hazardous materials, which will ensure less-than-significant impacts. These will require the following programs:

- A Risk Management and Prevention Program (RMPP) is required of uses that handle toxic and/or hazardous materials in quantities regulated by the California Health and Safety Code and/or the City.
- Businesses that handle toxic or hazardous materials are required to complete a Hazardous Materials Management Program (HMMP) pursuant to local, State, or federal requirements.

g) The California Department of Forestry and Fire Protection (CAL FIRE) is the state agency responsible for wildland fire protection and management. As part of that task, CAL FIRE maintains maps designating Wildland Fire Hazard Severity zones. The City is not located within a Very High Fire Hazard Severity Zone, and is not in a CAL FIRE responsibility area; fire suppression is entirely within local responsibility. The project site is in an urban area, and therefore would not expose people to any risk from wildland fire. There would be no impact with regard to this criterion.

X. Hydrology and Water Quality

As described in the Open Space and Conservation Element of the City of Roseville General Plan, the City is located within the Pleasant Grove Creek Basin and the Dry Creek Basin. Pleasant Grove Creek and its tributaries drain most of the western and central areas of the City and Dry Creek and its tributaries drain the remainder of the City. Most major stream areas in the City are located within designated open space.

⁴ <http://www.calepa.ca.gov/SiteCleanup/CorteseList/SectionA.htm>

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
i. result in substantial erosion or siltation on or off-site;			X	
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X	
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater systems or provide substantial additional sources of polluted runoff; or			X	
iv. impede or redirect flood flows?				X
d) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) In flood hazard, tsunami, or seiches zones, risk release of pollutants due to project inundation?				X

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to hydrology and water quality is based directly on the CEQA Guidelines checklist items a–e listed above. For checklist item a, c (i), d, and e, the Findings of the Implementing Procedures indicate that compliance with the City of Roseville Design/Construction Standards (Resolution 07-107), Urban Stormwater Quality Management and Discharge Control Ordinance (RMC Ch. 14.20), and Stormwater Quality Design Manual (Resolution 16-152) will prevent significant impacts related to water quality or erosion. The standards require preparation of an erosion and sediment control plan for construction activities and includes designs to control pollutants within post-construction urban water runoff. Likewise, it is indicated that the Drainage Fees for the Dry Creek and Pleasant Grove Watersheds (RMC Ch.4.48) and City of Roseville Design/Construction Standards (Resolution 07-107) will prevent significant impacts related to checklist items c (ii) and c (iii). The ordinance and standards require the collection of drainage fees to fund improvements that mitigate potential flooding impacts, and require the design of a water drainage system that will adequately convey anticipated stormwater flows without increasing the rate or amount of surface runoff. These same ordinances and standards prevent impacts related to groundwater (items a and d), because developers are required to treat and detain all stormwater onsite using stormwater swales and other methods which slow flows and preserve infiltration. Finally, it is indicated that compliance with the Flood Damage Prevention Ordinance (RMC Ch. 9.80) will prevent significant impacts related to items c (iv) and e. The Ordinance includes standard requirements for all new construction, including regulation of development with the potential to impede or redirect flood flows, and prohibits development within flood hazard areas. Impacts from tsunamis and seiches were screened out of the analysis (item e) because the project is not located near a water body or other feature that would pose a risk of such an event.

Discussion of Checklist Answers:

a,c (i),d, e) The project will involve the disturbance of on-site soils and the construction of impervious surfaces, such as asphalt paving. Disturbing the soil can allow sediment to be mobilized by rain or wind, and cause displacement into waterways. To address this and other issues, the developer is required to receive approval of a grading permit and/or improvement plants prior to the start of construction. The permit or plans are required to incorporate mitigation measures for dust and erosion control. In addition, the City has a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit issued by the Central Valley Regional Water Quality Control Board which requires the City to reduce pollutants in stormwater to the maximum extent practicable. The City does this, in part, by means of the City's 2016 Design/Construction Standards, which require preparation and implementation of a Stormwater Pollution Prevention Plan. All permanent stormwater quality control measures must be designed to comply with the City's Manual for Stormwater Quality Control Standards for New Development, the City's 2016 Design/Construction Standards, Urban Stormwater Quality Management and Discharge Control Ordinance, and Stormwater Quality Design Manual. For these reasons, impacts related to water quality are less than significant.

b, d) The project does not involve the installation of groundwater wells. The City maintains wells to supplement surface water supplies during multiple dry years, but the effect of groundwater extraction on the aquifer was addressed in the Water Supply Assessment of the Amoruso Ranch Specific Plan EIR, which included a Citywide water analysis. Although the project site has an existing land use designation of Low Density Residential, it does not have any residential units allocated to the site. Therefore, the City-defined baseline water usage for the site

is 0 acre-feet per year (AFY). The project involves a change in land use to Community Commercial, which would increase water demand for the site by 1.1 AFY. The City's Environmental Utilities Department determined this increase is not significant and there are sufficient water supplies available to allocate the additional water demand. Project impacts related to groundwater extraction are less than significant. Furthermore, all permanent stormwater quality control measures must be designed to comply with the Stormwater Quality Design Manual, which requires the use of bioswales and other onsite detention and infiltration methods. These standards ensure that stormwater will continue to infiltrate into the groundwater aquifer.

c (ii and iii)) The project has been reviewed by City Engineering staff for conformance with City ordinances and standards. The project includes adequate and appropriate facilities to ensure no net increase in the amount or rate of stormwater runoff from the site, and which will adequately convey stormwater flows.

c (iv) and e) The project has been reviewed by City Engineering staff for conformance with City ordinances and standards. The project is not located within either the Federal Emergency Management Agency floodplain or the City's Regulatory Floodplain (defined as the floodplain which will result from full buildout of the City). Therefore, the project will not impede or redirect flood flows, nor will it be inundated. The proposed project is located within an area of flat topography and is not near a waterbody or other feature which could cause a seiche or tsunami. There would be no impact with regard to these criterion.

XI. Land Use and Planning

The project site has a General Plan and Specific Plan land use designation of Low Density Residential (LDR). The zoning designation is Single-Family Residential/Development Standards (R1/DS). As mentioned, the WRSP does not have any residential units allocated to Parcel W-20. The site is intended to consist of a landscape gateway feature for the Plan area. Surrounding properties have residential land use and zoning designations, as described in the Environmental Setting section of this Initial Study.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to land use is based directly on the CEQA Guidelines checklist items a–c listed above. Consistency with applicable City General Plan policies, Improvement Standards, and design standards is already required and part of the City's processing of permits and plans, so these requirements do not appear as mitigation measures. Land use regulations applicable to the site include the City's General Plan 2035, the Zoning Ordinance, and the WRSP. The WRSP contains general design guidelines and policies for development within the WRSP as a whole.

Discussion of Checklist Answers:

a) The project area has been planned for development, including adequate roads, pedestrian paths, and bicycle paths to provide connections within the community. The project involves frontage improvements including a new driveway and a pedestrian path. As such, the project will not physically divide an established community.

b) The project includes an amendment to the General Plan to change the land use from Low Density Residential (LDR) to Community Commercial (CC), and a Rezone to change the zoning designation from Single-Family Residential/Development Standards (R1/DS) to Community Commercial (CC), in order to facilitate construction of the proposed drive-through coffee shop. The City's Design Review standards, as well as City-required Conditions of Approval would ensure that the proposed project would be developed in conformance with all applicable land use plans and ordinances, and would not conflict with any agency's plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Impacts are less than significant.

XII. Mineral Resources

The Surface Mining and Reclamation Act (SMARA) of 1975 requires the State Geologist to classify land into Mineral Resource Zones (MRZ's) based on the known or inferred mineral resource potential of that land. The California Division of Mines and Geology (CDMG) was historically responsible for the classification and designation of areas containing—or potentially containing—significant mineral resources, though that responsibility now lies with the California Geological Survey (CGS). CDMG published Open File Report 95-10, which provides the mineral classification map for Placer County. A detailed evaluation of mineral resources has not been conducted within the City limits, but MRZ's have been identified. There are four broad MRZ categories (MRZ-1 through MRZ-4), and only MRZ-2 represents an area of known significant mineral resources. The City of Roseville General Plan EIR included Exhibit 4.1-3, depicting the location of MRZ's in the City limits. There is only one small MRZ-2 designation area, located at the far eastern edge of the City.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to mineral resources is based directly on the CEQA Guidelines checklist items a and b listed above.

Discussion of Checklist Answers:

a–b) The project site is not in the area of the City known to include any mineral resources that would be of local, regional, or statewide importance; therefore, the project has no impacts on mineral resources.

XIII. Noise

The project site is currently undeveloped and is surrounded by existing and future residential uses, which typically do not generate substantial noise volumes. The site is located adjacent to Pleasant Grove Boulevard and Upland Drive. According to the City's General Plan Noise Element, Pleasant Grove Boulevard is identified as a transportation noise source while Upland Drive is not. The project site is within the existing 65 dB L_{dn} noise contour line and the future 2035 70 dB L_{dn} noise contour line of Pleasant Grove Boulevard (City of Roseville General Plan 2035 Noise Element, Figure IX-1 and Figure IX-2). The nearest sensitive receptors are the future residents of the undeveloped High Density Residential parcel located immediately south of the site. The nearest existing residents are located within the residential area to the west of this site, across Upland Drive. These residential uses are also located within the same roadway noise contour lines as the project site. The nearest home is approximately 100 feet west of the site. A six-foot tall masonry sound wall is located along the western side of Upland Drive, behind the landscaping area and sidewalk, for the protection of the residential neighborhood from roadway and other noise.

Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive ground borne vibration of ground borne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

Thresholds of Significance and Regulatory Setting:

Standards for transportation noise and non-transportation noise affecting existing or proposed land uses are established within the City of Roseville General Plan Noise Element Table IX-1, and these standards are used as the thresholds to determine the significance of impacts related to items a and c. The significance of other noise impacts is based directly on the CEQA Guidelines checklist items b and c listed above. The Findings of the Implementing Procedures indicate that compliance with the City Noise Regulation (RMC Ch. 9.24) will prevent significant non-transportation noise as it relates to items a and b. The Ordinance establishes noise exposure standards that protect noise-sensitive receptors from a variety of noise sources, including non-transportation/fixed noise, amplified sound, industrial noise, and events on public property. The project is not within an airport land use plan, within two miles of a public or public use airport and there are also no private airstrips in the vicinity of the project area. Therefore, item c has been ruled out from further analysis.

Discussion of Checklist Answers:

a) The overall noise goal for the City is to protect the health and welfare of the community by promoting community development that is compatible with noise level criteria. The Noise Element identifies noise level standards for transportation-related noise sources. For most noise-sensitive land uses (such as residential uses), a 60 dBA L_{dn} exterior noise level standard and 45 dBA L_{dn} interior noise level standard is established. The proposed project is a drive-through coffee shop, which is considered a commercial use and not a noise-sensitive land use.

Residential uses are considered sensitive receptors and as mentioned, the project site is immediately adjacent to future residential uses to the south. The site is also adjacent to existing residential uses that are located to the west across Upland Drive and to the north across Pleasant Grove Boulevard. Table 1 of the City's Noise Ordinance (Chapter 9.24) identifies the sound limits for sensitive receptors for non-transportation and fixed noise sources. The table is included as Figure 3 below. As identified, fixed noise sources are not to exceed 50 dBA L_{eq} and 70 dBA L_{max} during daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA L_{eq} and 65 dBA L_{max} during nighttime hours (10:00 p.m. to 7:00 a.m.) as measured at the property line of noise sensitive land uses. These standards apply to permanent increases in noise, not to construction noise, which is instead regulated by the City's Health and Safety Ordinance and is evaluated within checklist item b.

Figure 3: Noise Ordinance Table 1

Table 1 SOUND LEVEL STANDARDS (for non-transportation or fixed sound sources)		
Sound Level Descriptor	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly L _{eq} , dB	50	45
Maximum level, dB	70	65

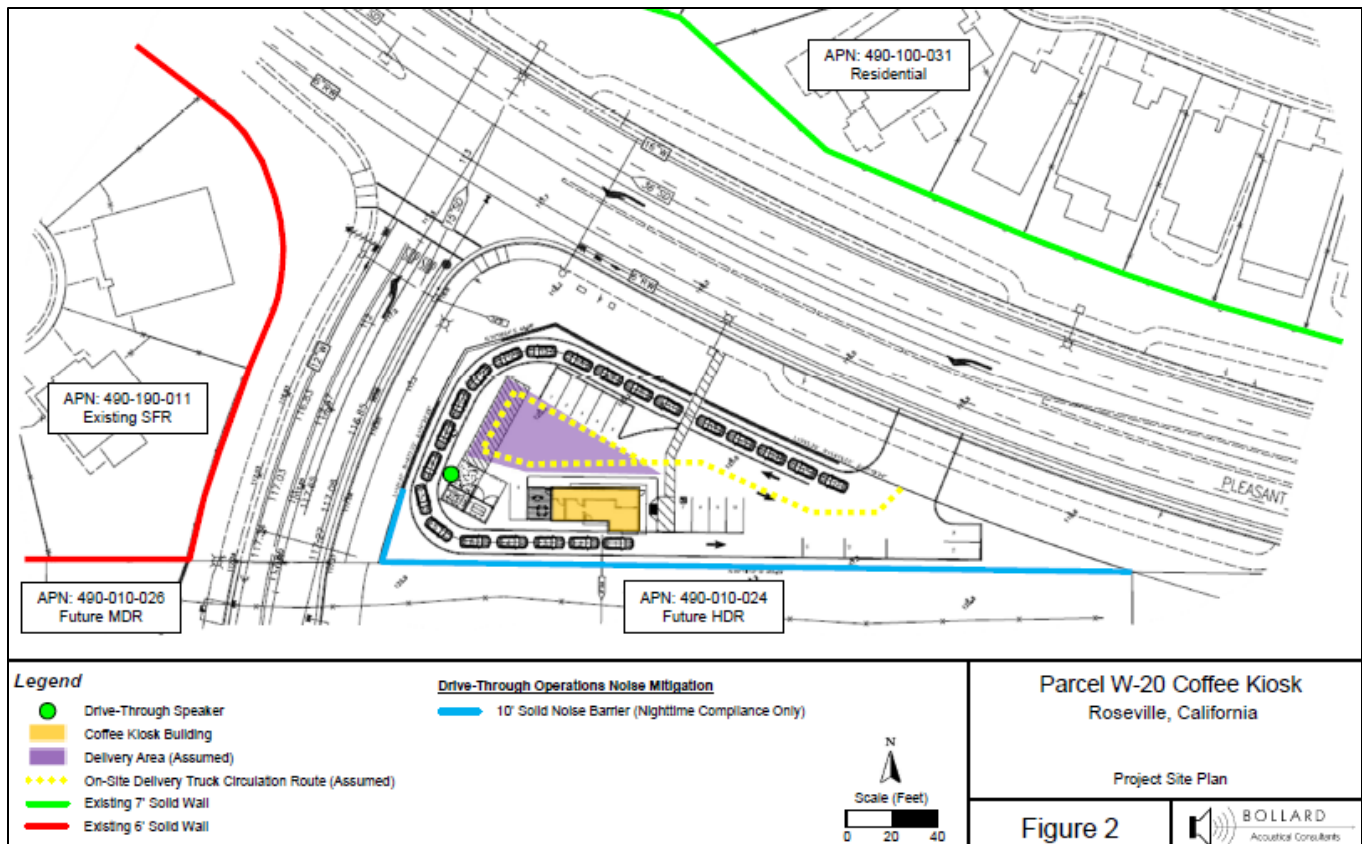
An Environmental Noise Assessment (ENA) was prepared for the project by Bollard Acoustical Consultants, Inc. (BAC) to evaluate noise levels associated with project operations (see Attachment 3). The assessment identifies the following as the primary noise sources of the project: 1.) drive-through operations (e.g., drive-through menu speaker board, post and vehicle idling, passbys); 2.) delivery truck loading area activities; 3.) delivery truck on-site circulation; and 4.) rooftop mechanical equipment (HVAC). The assessment concluded that noise from drive-through operations could potentially exceed the applicable noise level limits at the nearest residential uses.

As such, noise mitigation measures are required in order to comply with the General Plan noise standards, and to ensure impacts are less than significant. Noise from delivery truck loading area activities, delivery truck on-site circulation, and rooftop mechanical equipment is not expected to exceed the noise limits, provided that the requirements identified in WRSP EIR Mitigation Measure (MM) 4.5-3 are met. Each of these noise sources and related mitigation measures are addressed separately, below.

Drive-Through Operations

The ENA evaluated expected noise levels from the use of an amplified speaker menu board in the drive-through. The location of the menu board is shown in Figure 4 below. The assessment concluded that the project drive-through operations are predicted to satisfy the applicable daytime hourly average and maximum noise level standards at the nearest existing and future residential property lines. However, noise levels from drive-through operations are predicted to exceed the nighttime hourly average noise level standards at the future High Density Residential property line to the south, if the hours of operation extend into nighttime hours (10:00 p.m. to 7:00 a.m.). Therefore, in order to avoid exceeding General Plan noise standards, **Mitigation Measure NOI-1** is included which requires either the construction of a 10-foot solid noise barrier along the southern project property boundary (as shown in blue on Figure 4), or to limit all drive-through operations to daytime hours only (7:00 a.m. to 10:00 p.m.). With mitigation, impacts related to noise will be less than significant.

Figure 4: Environmental Noise Assessment Figure 2



Truck Delivery Activities

The primary noise sources associated with delivery activities are trucks stopping (air brakes), trucks backing into position (back-up alarms), and pulling away from the loading/unloading area (revving engines). The project site plan does not propose a loading dock. For purposes of the noise analysis, it was assumed that deliveries would

occur on the north side of the building, as illustrated in Figure 4 above. Pursuant to WRSP EIR MM 4.5-3(a)(1), commercial truck deliveries shall be limited to daytime hours (7:00 a.m. to 10:00 p.m.). Given this, the ENA compared truck delivery activity noise to daytime noise level standards only. The assessment concluded that project truck delivery activity noise exposure is predicted to satisfy the applicable City of Roseville General Plan daytime hourly average (L_{eq}) and maximum (L_{max}) noise level standards at the nearest existing and future residential uses. As a result, additional noise mitigation measures are not warranted for this aspect of the project.

On-Site Delivery Truck Circulation

The project on-site delivery truck circulation noise exposure is predicted to satisfy the applicable daytime hourly average (L_{eq}) and maximum (L_{max}) noise level standards at the nearest existing and future residential uses. In addition, project on-site delivery truck circulation noise levels are also predicted to satisfy the hourly average and maximum noise level standards identified in MM 4.5-3 of the WRSP EIR Mitigation Monitoring Program. As a result, additional noise mitigation measures are not warranted for this aspect of the project.

Mechanical Equipment (HVAC)

Pursuant to WRSP EIR MM 4.5-3(b), roof-top HVAC equipment shall be oriented away from residential areas and systems shall not produce noise levels that exceed 50 dB at a distance of 25 feet. In addition, rooftop parapets shall block line-of-sight of HVAC equipment from noise-sensitive uses. Provided that the project complies with these requirements, the ENA concluded that additional noise mitigation measures are not warranted for this aspect of the project.

b) Surrounding uses may experience short-term increases in groundborne vibration, groundborne noise, and airborne noise levels during construction. However, these increases would only occur for a short period of time. When conducted during daytime hours, construction activities are exempt from Noise Ordinance standards, but the standards do apply to construction occurring during nighttime hours. While the noise generated may be a minor nuisance, the City Noise Regulation standards are designed to ensure that impacts are not unduly intrusive. Based on this, the impact is less than significant.

XIV. Population and Housing

The project site is located within the City's West Roseville Specific Plan (WRSP) area. The site has a zoning designation of Single-Family Residential/Development Standards (R1/DS) and a land use designation of Low Density Residential (LDR). The WRSP includes unit allocations and population projections for the Plan Area. The WRSP does not have any residential units allocated to the project site. Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to population and housing is based directly on the CEQA Guidelines checklist items a–c listed above.

Discussion of Checklist Answers:

a) The CEQA Guidelines identify several ways in which a project could have growth-inducing impacts (Public Resources Code Section 15126.2), either directly or indirectly. Growth-inducement may be the result of fostering economic growth, fostering population growth, providing new housing, or removing barriers to growth. Growth inducement may be detrimental, beneficial, or of no impact or significance under CEQA. An impact is only deemed to occur when it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be shown that the growth will significantly affect the environment in some other way.

The project will change the zoning on the site and introduce a small, locally-serving retail use. The previous zoning and WRSP anticipated low density residential uses on the site, which would have had some level of growth inducing impacts. Therefore, while the project in question will induce some level of growth, this growth was already identified and its effects disclosed and mitigated within the West Roseville Specific Plan EIR. The project will not result in additional infrastructure that will lead to additional growth nor will the project negatively affect the City's ability to provide public services. Therefore, the impact of the project is less than significant.

b) The project site is currently vacant and no housing exists on the project site. There would be no impact with respect to this criterion.

XV. Public Services

Fire protection, police protection, park services, and library services are provided by the City. The project is located within the Roseville Elementary School District and the Roseville Joint Unified High School District.

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

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?			X	
d) Parks?			X	
e) Other public facilities?			X	

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to public services is based directly on the CEQA Guidelines checklist items a–e listed above. The EIR for the Amoruso Ranch Specific Plan, which updated Citywide analyses, addressed the level of public services which would need to be provided in order to serve planned growth in the community. Development Agreements and other conditions have been adopted in all proposed growth areas of the City which identify the physical facilities needed to serve growth, and the funding needed to provide for the construction and operation of those facilities and services. Although the project involves a General Plan Amendment, the City's Fire, Police, Parks, and Utilities Departments have all reviewed the project plans and have not identified any significant impacts to City services. In addition, the project has been routed to the various public service agencies, both internal and external, to ensure that the project meets the agencies' design standards (where applicable) and to provide an opportunity to recommend appropriate conditions of approval.

- a) Existing City codes and regulations require adequate water pressure in the water lines, and construction must comply with the Uniform Fire and Building Codes used by the City of Roseville. Additionally, the applicant is required to pay a fire service construction tax, which is used for purchasing capital facilities for the Fire Department. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.
- b) Sales taxes and property taxes resulting from development will add revenue to the General Fund, which provides funding for police services. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.
- c) Project applicants are required to pay school impact fees at a rate determined by the local school districts. School fees will be collected prior to the issuance of building permits, consistent with City requirements. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.
- d) Future park and recreation sites and facilities have already been identified as part of the Specific Plan process. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.
- e) The City charges fees for end-users for other services, such as garbage and greenwaste collection, in order to fund those services. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.

XVI. Recreation

There are no parks or recreation facilities immediately adjacent to the project site. The nearest developed recreation areas are Robert P. "Bob" Mahan Park and Nela Luken Park at the Village Center, both located approximately one (1) mile northwest of the site. The project is also located within 0.3-mile of land to the southwest that is designated as Parks and Recreation according to the General Plan and Sierra Vista Specific Plan.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to recreation services is based directly on the CEQA Guidelines checklist items a–b listed above.

Discussion of Checklist Answers:

a) The WRSP EIR addressed the level of park services—including new construction, maintenance, and operations—which would need to be provided in order to serve planned growth in the community. The project has the potential to increase the use of existing neighborhood and recreational facilities, but the increase is not anticipated to be substantial or result in accelerated physical deterioration of existing recreational facilities. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.

b) Park sites and other recreational facilities were identified within the WRSP, and the plan-level impacts of developing those facilities were addressed within the Final EIR for the Specific Plan. The project does not include recreational facilities nor will it require additional recreational facilities. Thus, the project will not cause any unforeseen or new impacts related to the construction or expansion of recreational facilities.

XVII. Transportation

The project site is located at the southeast corner of the Pleasant Grove Boulevard and Upland Drive intersection, approximately 750 feet west of Fiddymont Road. Pleasant Grove Boulevard, along the north of the site, is a four-lane roadway that is considered a minor arterial within the vicinity of the project site. Upland Drive is a two-lane collector roadway located to the west. Upland Drive will eventually extend south into the Sierra Vista Specific Plan area, but is currently a stub street ending approximately 180 feet south of Pleasant Grove Boulevard. The Pleasant Grove Boulevard/Upland Drive intersection is side-street stop controlled and includes left-turn lanes in the northbound and westbound directions. The intersection is planned for signalization in the future. Sidewalks and Class II bike lanes are provided on both sides of the roadways within the project site vicinity.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

Thresholds of Significance and Regulatory Setting:

CEQA Guidelines Section 15064.3 indicates that a project's effect on automobile delay cannot be considered a significant impact, and directs transportation system analysis to focus on vehicle miles traveled (VMT), per checklist item b. However, the CEQA Guidelines also include consistency with a program, plan, or policy addressing transportation systems as an area of potential environmental effects (checklist item a). The City has adopted the following plans, ordinances, or policies applicable to this checklist item: Pedestrian Master Plan, Bicycle Master Plan, Short-Range Transit Plan, and General Plan Circulation Element. The project is evaluated for consistency with these plans and the policies contained within them, which includes an analysis of delay as a potential policy impact. The Circulation Element of the General Plan establishes Level of Service C or better as an acceptable operating condition at all signalized intersections during a.m. and p.m. peak hours. Exceptions to this policy may be made by the City Council, but a minimum of 70% of all signalized intersections must maintain LOS C. The Findings of the Implementing Procedures indicate that compliance with the Traffic Mitigation Fee (RMC Ch. 4.44) will fund roadway projects and improvements necessary to maintain the City's Level of Service standards for projects consistent with the General Plan and related Specific Plan. An existing plus project conditions (short-term) traffic impact study may be required for projects with unique trip generation or distribution characteristics, in areas of local traffic constraints, or to study the proposed project access. A cumulative plus project conditions (long-term) study is required if a project is inconsistent with the General Plan or Specific Plan and would generate more than 50 p.m. peak-hour trips. The guidelines for traffic study preparation are found in the City of Roseville Design and Construction Standards–Section 4.

For checklist item b, the CEQA Guidelines Section 15064.3 establishes a detailed process for evaluating the significance of transportation impacts. In accordance with this section, the analysis must focus on the generation

of VMT. Projects within one-half mile of either an existing major transit stop⁵ or a stop along an existing high quality transit corridor⁶ should be presumed to have less than significant impacts, as should any project which will decrease VMT when compared with the existing conditions. VMT may be analyzed qualitatively if existing models or methods are not available to estimate VMT for a particular project; this will generally be appropriate for discussions of construction traffic VMT.

Impacts with regard to items c and d are assessed based on the expert judgment of the City Engineer and City Fire Department, as based upon facts and consistency with the City's Design and Construction Standards.

Discussion of Checklist Answers:

a) The City of Roseville has adopted a Pedestrian Master Plan, Bicycle Master Plan, and Short-Range Transit Plan. The project was reviewed for consistency with these documents. All facilities identified in these plans for this area are already installed, and the project does not impact or conflict with these planning documents.

Fehr & Peers, a transportation engineering consultant, prepared a traffic study for the proposed project (Attachment 4), which included a trip generation estimate. Pass-by trips are trips already on the network that are diverted to and from a commercial or retail land use, and therefore would not be considered as new trips generated by the project. Pass-by trips were estimated from data presented in the *Trip Generation Handbook, 3rd Edition* (Institute of Transportation Engineers, 2017). After accounting for pass-by trip reductions, the traffic study estimated the project would generate an estimated 54 net new external vehicle trips during the a.m. peak hour and 48 net new vehicle trips during the p.m. peak hour.

The traffic study evaluated the effects of the project on LOS under both Existing Plus Project and Cumulative Plus Project conditions. The Existing Plus Project scenario considers the development of the project without any additional changes to the surrounding land use and transportation characteristics. The Cumulative Plus Project scenarios considers the development of the project alongside land use and transportation system changes through 2035 as identified in the City of Roseville General Plan. This scenario includes the extension of Upland Drive south into the Sierra Vista Specific Plan area as well as the signalization of the Pleasant Grove Boulevard/Upland Drive intersection. The study concluded the Pleasant Grove Boulevard/Upland Drive intersection would operate at LOS C or better during the a.m. and p.m. peak hours under both Existing Plus Project and Cumulative Plus Project conditions.

The study also evaluated the drive-through queue storage using queue observations at comparable drive-through coffee businesses, such as the existing Dutch Bros locations in Roseville, located at 1225 Baseline Road and 715 Sunrise Avenue. The study determined the proposed drive-through lane would provide 380 feet of storage, for up to 19 vehicles, when measured at the drive-through lane entry point and the service window. The maximum drive-through queue observed at the Sunrise Avenue Dutch Bros store was 13 vehicles and the maximum drive-through queue observed at the Baseline Road Dutch Bros store was 21 vehicles. Therefore, if the project would be expected to generate levels of customer activity (and on-site employee order fulfillment efficiency) similar to the Sunrise Avenue Dutch Bros store, the project would provide sufficient drive-through storage to accommodate the maximum queue. However, if the project would be expected to generate levels of customer activity similar to the Baseline Road Dutch Bros store, the maximum drive-through queue would exceed the available storage by two vehicles.

⁵ A site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. (Public Resources Code Section 21064.3)

⁶ A corridor with fixed route bus service at service intervals of 15 minutes or less during peak commute hours.

Vehicles that exceed the drive-through queue storage would impede the path of travel for vehicles entering the project site. Fehr & Peers notes that the Baseline Road Dutch Bros store exceeded 19 vehicles (the available drive-through storage for the proposed project) for only two five-minute intervals during the entirety of the 7:00 a.m. to 7:00 p.m. observation period. This represents just over one percent of the 145 five-minute intervals recorded during the maximum drive-through queue observations. Therefore, while it is conceivable that the maximum drive-through queue would exceed the available drive-through storage for the proposed project, this condition would likely occur only during brief periods of heavy visitation and would not persist for extended periods of time. Moreover, sufficient space is available such that a maximum drive-through queue of 21 vehicles would not spill back into travel lanes on Pleasant Grove Boulevard.

The traffic study determined the following modifications to the project are needed to improve project access and on-site circulation design:

1. Construct a right-turn deceleration lane on eastbound Pleasant Grove Boulevard approaching the project driveway that is 135 feet in length plus a 60-foot taper.
2. Construct the driveway as a Type A-7 driveway (refer to Detail ST-22) with a corner radius of 25 feet to accommodate large truck maneuvers in/out of the project site.
3. Widen the project driveway to a width of 40 feet and provide two inbound lanes and one outbound lane. Install “Drive Thru” pavement markings in the westerly inbound lane.
4. Maintain the existing median landscaping on the west leg of the Pleasant Grove Boulevard/Upland Drive intersection and routinely prune the existing trees and vegetation to maintain a six-inch to six-foot clear line of sight within the green area shown on Figure 4 of Attachment 4.
5. Eliminate parking stalls #10, #11, and #12 shown on the project site plan.

These modifications have been incorporated into the preliminary site plan (see Figure 2 in the Project Description section of this Initial Study). Therefore, based on the traffic study and the evaluation above, impacts to traffic and level of service have been determined to be less than significant.

b) Traffic analyses focus on the number of trips traveling in specified areas during peak periods, in order to quantify impacts as specific intersections. However, there is no direct relationship between the number of trips and the amount of VMT generated by a use. Projects which substantially increase trips to a specific area may in fact decrease VMT in the City. As an example, if a new grocery store is added to an area, customers who go to that store were already going to a grocery store elsewhere, and are most likely to choose the new store because it is closer to home or on their way to another location (e.g. work). So while the store would generate additional new trips, it would lower Citywide VMT. Unless a project includes unique characteristics, non-residential projects do not increase VMT; they divert existing trips into a similar or more efficient pathway.

The proposed project is a 910-square-foot drive-through coffee shop. The project does not include any unique characteristics which would draw in regional traffic, or which would prompt longer trips. The project would locate services and employment in proximity to existing developed areas. As referenced in the traffic study prepared by Fehr & Peers, the Governor’s Office of Planning and Research (OPR) produced the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018), which generally describes retail development including stores less than 50,000 square feet as locally-serving. In the context of CEQA, it concludes that locally-serving retail may be found to cause less-than-significant transportation impacts. The proposed project falls well below this building size threshold. Moreover, given the prevalence of coffee stores (drive-through and walk-in) throughout the City of Roseville and the broad distribution of these coffee stores throughout the City’s residential and employment areas, it is expected that the project would similarly cater to local residents and employees and function as a locally-serving establishment. For these reasons, the project is presumed to have a less-than-

significant impact to the transportation system on the basis of project-generated VMT, pursuant to guidance provided in the *Technical Advisory*.

c-d) The project has been reviewed by the City Engineering and City Fire Department staff, and has been found to be consistent with the City's Design Standards. Furthermore, standard conditions of approval added to all City project require compliance with Fire Codes and other design standards. Compliance with existing regulations ensure that impacts are less than significant.

XVIII. Tribal Cultural Resources

As described within the Open Space and Conservation Element of the City of Roseville General Plan, the Roseville region was within the territory of the Nisenan (also Southern Maidu or Valley Maidu). Two large permanent Nisenan habitation sites have been identified and protected within the City's open space (in Maidu Park). Numerous smaller cultural resources, such as midden deposits and bedrock mortars, have also been recorded in the City. A majority of documented sites within the City are located in areas designated for open space uses.

Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?			X	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

Thresholds of Significance and Regulatory Setting:

In addition to archeological resources, tribal cultural resources are also given particular treatment. Tribal cultural resources are defined in Public Resources Code Section 21074, as either 1) a site, feature, place, geographically-defined cultural landscape, sacred place, or object with cultural value to a California Native American Tribe, that is listed or eligible for listing on the California Register or Historical Resources, or on a local register of historical resources or as 2) a resource determined by the lead agency, supported by substantial evidence, to be significant according to the historical register criteria in Public Resources Code section 5024.1(c), and considering the significance of the resource to a California Native American Tribe.

Discussion of Checklist Answers:

a) The WRSP EIR included a historic and cultural resources study, which concluded there were no listed or eligible sites documented in the project area. However, the WRSP EIR includes standard mitigation measures which are designed to reduce impacts to any previously undiscovered resources should any be found on site. Language included in the measure requires an immediate cessation of work, and the requirement to contact the appropriate agencies to address the resource before work can resume. The project will not result in any new impacts beyond those already discussed and disclosed in the WRSP EIR; therefore, project-specific impacts are less than significant.

b) Notice of the proposed project was mailed to tribes which had requested such notice pursuant to Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18) on September 1, 2020. No request for consultation was received within the AB 52 30-day consultation period and the SB 18 90-day consultation period. As discussed in item a, above, no resources are known to occur in the area. However, standard mitigation measures apply which are designed to reduce impacts to resources, should any be found on-site. The measure requires an immediate cessation of work, and the requirement to contact the appropriate agencies to address the resource before work can resume. The project will not result in any new impacts beyond those already discussed and disclosed in the WRSP EIR; therefore, project-specific impacts are less than significant.

XIX. Utilities and Service Systems

Water and sewer services will be provided by the City of Roseville. The developer will be responsible for extending new lines onto the site in order to serve the project. Storm water will be collected on-site and transferred via the existing storm drain system into an off-site storm drain system. Solid waste will be collected by the City of Roseville's Refuse Department. The City of Roseville will provide electric service to the site, while natural gas will be provided by PG&E. Comcast will provide cable. The project has been reviewed by the City's Engineering Division, Environmental Utilities, Roseville Electric and PG&E. Adequate services are available for the project.

Would the project:

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

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to utilities and service systems is based directly on the CEQA Guidelines checklist items a–g listed above.

Discussion of Checklist Answers:

a) The major utility infrastructure to serve this area is already installed, which includes a looped sewer line and looped water line system in the streets surrounding the site, and stormwater lines. Minor additional infrastructure will be constructed within the project site to tie the project into the major systems, but these facilities will be constructed in locations where site development is already occurring as part of the overall project; there are no additional substantial impacts specific or particular to the minor infrastructure improvements.

b) The City of Roseville 2015 Urban Water Management Plan (UWMP), adopted May 2016, estimates water demand and supply for the City through the year 2040, based on existing land use designations and population projections. In addition, the Amoruso Ranch Water Supply Assessment (AR WSA, Appendix E of the Amoruso Ranch FEIR), dated May 2016, estimates water demand and supply for ultimate General Plan buildout. The UWMP indicates that existing water supply sources are sufficient to meet all near term needs, estimating an annual water demand of 45,475 acre-feet per year (AFY) by the year 2020 and existing surface and recycled water supplies in the amount of 70,421 AFY. The AR WSA estimates a Citywide buildout demand of 64,370 AFY when including recycled water, and of 59,657 AFY of potable water. The AR WSA indicates that surface water supply is sufficient to meet demand during normal rainfall years, but is insufficient during single- and multiple-dry years. However, the City's UWMP establishes mandatory water conservation measures and the use of groundwater to offset reductions in surface water supplies. Both the UWMP and AR WSA indicate that these measures, in combination with additional purchased water sources, will ensure that supply meets projected demand. The project involves a change in land use from Low Density Residential to Community Commercial, which would increase water demand for the site by 1.1 AFY. The City's Environmental Utilities Department determined this to be a de minimis amount of water and there are sufficient water supplies available to allocate the additional water demand; the project would not require new or expanded water supply entitlements.

c) The proposed project would be served by the Pleasant Grove Wastewater Treatment Plant (PGWWTP). The Central Valley Regional Water Quality Control Board (RWQCB) regulates water quality and quantity of effluent discharged from the City's wastewater treatment facilities. The Pleasant Grove WWTP has the capacity to treat 12 million gallons per day (mgd) and is currently treating 7.0 mgd. The volume of wastewater generated by the proposed project could be accommodated by the facility; the proposed project will not contribute to an exceedance of applicable wastewater treatment requirements. The impact would be less than significant.

d,e) The Western Placer Waste Management Authority is the regional agency handling recycling and waste disposal for Roseville and surrounding areas. The regional waste facilities include a Material Recovery Facility (MRF) and the Western Regional Sanitary Landfill (WRSL). Currently, the WRSL is permitted to accept up to 1,900 tons of municipal solid waste per day. According to the solid waste analysis of the Amoruso Ranch Specific Plan FEIR, under current projected development conditions the WRSL has a projected lifespan extending through 2058. The project is consistent with the existing land use designation, and therefore there is sufficient existing capacity to serve the proposed project. Though the project will contribute incrementally to an eventual need to find other means of waste disposal, this impact of City buildout has already been disclosed and mitigation applied as part of each Specific Plan the City has approved, including the most recent Amoruso Ranch Specific Plan. All residences and business in the City pay fees for solid waste collection, a portion of which is collected to fund eventual solid waste disposal expansion. The project will not result in any new impacts associated with major infrastructure. Environmental Utilities staff has reviewed the project for consistency with policies, codes, and regulations related to waste disposal and waste reduction regulations and policies and has found that the project design is in compliance.

XX. Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Thresholds of Significance and Regulatory Setting:

The significance of impacts related to utilities and service systems is based directly on the CEQA Guidelines checklist items a–d listed above. The California Department of Forestry and Fire Protection (CAL FIRE) is the state agency responsible for wildland fire protection and management. As part of that task, CAL FIRE maintains maps designating Wildland Fire Hazard Severity zones. The City is not located within a Very High Fire Hazard Severity Zone, and is not in a CAL FIRE responsibility area; fire suppression is entirely within local responsibility.

Discussion of Checklist Answers:

a–d) Checklist questions a–d above do not apply, because the project site is not within a Very High Fire Hazard Severity Zone and is not in a CAL FIRE responsibility area.

XXI. Mandatory Findings of Significance

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, threatened or rare species, or eliminate important examples of the major periods of California history or prehistory?			X	
f) Does the project have impacts which are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
g) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Significance Criteria and Regulatory Setting:

The significance of impacts related to mandatory findings of significance is based directly on the CEQA Guidelines checklist items a–c listed above.

Discussion of Checklist Answers:

a–c) Long term environmental goals are not impacted by the proposed project. The cumulative impacts do not deviate beyond what was contemplated in the WRSP EIR, and mitigation measures have already been incorporated. With implementation of the City’s Mitigating Ordinances, Guidelines, and Standards and best

management practices, mitigation measures described in this chapter, and permit conditions, the proposed project will not have a significant impact on the habitat of any plant or animal species. Based on the foregoing, the proposed project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of any wildlife species, or create adverse effects on human beings.

ENVIRONMENTAL DETERMINATION:

*In reviewing the site specific information provided for this project and acting as Lead Agency, the City of Roseville, Development Services Department, Planning Division has analyzed the potential environmental impacts created by this project and determined that with mitigation the impacts are less than significant. As demonstrated in the initial study checklist, there are no "project specific significant effects which are peculiar to the project or site" that cannot be reduced to less than significant effects through mitigation (CEQA Section 15183) and therefore an EIR is **not** required. Therefore, **on the basis of the foregoing initial study:***

[X] I find that the proposed project COULD, but with mitigation agreed to by the applicant, clearly will not have a significant effect on the environment and a *MITIGATED NEGATIVE DECLARATION* has been prepared.

Initial Study Prepared by:

Kinarik Shallow

Kinarik Shallow, Associate Planner
City of Roseville, Development Services – Planning Division

Attachments:

1. Mitigation Monitoring & Reporting Program
2. CalEEMod Results
3. Environmental Noise Assessment, prepared by Bollard Acoustical Consultants
4. Traffic Study, prepared by Fehr & Peers


DEVELOPMENT SERVICES DEPARTMENT – PLANNING DIVISION

311 Vernon Street, Roseville, CA 95678 (916) 774-5276

MITIGATION MONITORING AND REPORTING PROGRAM

Project Title/File Number:	WRSP PCL W-20 – Coffee Shack; File #PL20-0142
Project Location:	1875 Pleasant Grove Boulevard, Roseville, Placer County, CA; APN 017-152-018-000
Project Description:	The proposed project is a 910-square-foot drive-through coffee kiosk with associated parking and landscaping. The project entitlements include a General Plan Amendment and Specific Plan Amendment to modify the land use from Low Density Residential (LDR) to Community Commercial (CC), a Rezone from Single-Family Residential/Development Standards (R1/DS) to Community Commercial (CC), a Development Agreement Amendment to reflect the land use change, a Conditional Use Permit to allow a drive-through use contiguous to a residential zoned parcel, and a Design Review Permit to approve the building architecture and site design.
Environmental Document	Mitigated Negative Declaration
Project Applicant:	David Cobbs, Baker Williams Engineering Group
Property Owner:	Chris Winter, Pulte Home Company, LLC
Lead Agency Contact Person:	Kinarik Shallow, Associate Planner; Phone (916) 746-1309

Section 21081.6 of the California Public Resources Code requires public agencies to "adopt a reporting and monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." This Mitigation Monitoring and Reporting Program has been adopted for the purpose of avoiding environmental impacts

MONITORING PROCESS: Existing monitoring mechanisms are in place that assist the City of Roseville in meeting the intent of CEQA. These existing monitoring mechanisms eliminate the need to develop new monitoring processes for each mitigation measure. These mechanisms include grading plan review and approval, improvement/building plan review and approval and on-site inspections by City Departments. Given that these monitoring processes are requirements of the project, they are not included in the mitigation monitoring program.

It shall be the responsibility of the project applicant/owner to provide written notification to the City using the Mitigation Verification Cover Sheet and Forms, in a timely manner, of the completion of each Mitigation Measure as identified on the following pages. The City will verify that the project is in compliance with the adopted Mitigation Monitoring and Reporting Program. Any non-compliance will be reported by the City to the applicant/owner, and it shall be the project applicant's/owner's responsibility to rectify the situation by bringing the project into compliance. The purpose of this program is to ensure diligent and good faith compliance with the Mitigation Measures which have been adopted as part of the project.

TABLE OF MITIGATION MEASURES					
Mitigation Measure	Implementation	Timing	Reviewing Party	Documents to be Submitted to City	Staff Use Only
BIO-1: Avoid nesting sites To ensure that fully protected bird and raptor species are not injured or disturbed by construction in the vicinity of nesting habitat, the project applicant shall implement the following measures: (a) When feasible, all tree removal shall occur between August 30 and February 15 to avoid the breeding season of any raptor species that could be using the area, and to discourage hawks from nesting in the vicinity of an upcoming construction area. This period may be modified with the authorization of the DFG; or (b) Prior to the beginning of mass grading, including grading for major infrastructure improvements, during the period between February 15 and August 30, all trees and potential burrowing owl habitat within 350 feet of any grading or earthmoving activity shall be surveyed for active raptor nests or burrows by a qualified biologist no more than 30 days prior to disturbance. If active raptor nests or burrows are found, and the site is within 350 feet of potential construction activity, a fence shall be erected around the tree or burrow(s) at a distance of up to 350 feet, depending on the species, from the edge of the canopy to prevent construction disturbance and intrusions on the nest area. The appropriate buffer shall be determined by the City in consultation with CDFG. (c) No construction vehicles shall be permitted within restricted areas (i.e., raptor protection zones), unless directly related to the management or protection of the legally protected species. (d) In the event that a nest is abandoned, despite efforts to minimize disturbance, and if the nestlings are still alive, the developer shall contact CDFG and, subject to CDFG approval, fund the recovery and hacking (controlled release of captive reared young) of the nestling(s). (e) If a legally protected species nest is located in a tree designated for removal, the removal shall be deferred until after August 30th, or until the adults and young of the year are no longer dependent on the nest site as determined by a qualified biologist. (f) The project applicant, in consultation with the CDFG, shall conduct a pre-construction survey within the phases of the project site that are scheduled for construction activities. The survey shall be conducted by a qualified biologist to determine if burrowing owls are occupying the project site. The survey shall be conducted no more than three weeks prior to grading of the project site. If the above survey does not identify burrowing owls on the project site, then no further mitigation would be required. However, should burrowing owls be found on the project site, the following measures shall be required: (g) The applicant shall avoid all potential burrowing owl burrows that may be disturbed by project construction during the breeding season between February 15 and August 30 (the period when nest burrows are typically occupied by adults with eggs or young). Avoidance shall include the establishment of a 350-foot diameter non-disturbance buffer zone around any occupied burrows. The buffer zone shall be delineated by highly visible temporary construction fencing. Disturbance of any occupied burrows shall only occur outside of the breeding season (August 30 through February 15). Based on approval by the CDFG, preconstruction and nonbreeding season exclusion measures may be implemented to preclude burrowing owl occupation of the project site prior to project-related disturbance (such as grading). Burrowing owls may be passively excluded from burrows in the construction area by placing one-way doors in the burrows according to current CDFG protocol. The one-way doors must be in place for a minimum of three days. All burrows that may be occupied by burrowing owls, regardless of whether they exhibit signs of occupation, must be cleared. Burrows that have been cleared through the use of the one-way doors shall then be closed or backfilled to prevent owls from entering the burrow. The one-way doors shall not be used more than two weeks before construction to ensure that owls do not recolonize the area of construction.	Results of preconstruction surveys shall be submitted prior to the issuance of a grading permit or Improvement Plans. Applicable construction restrictions shall be reflected within plans. The applicants shall prepare annual reports on the status and success of mitigation and shall submit these reports to USFWS and CDFG. The applicants shall coordinate with USFWS and CDFG to modify as necessary any mitigation plans in an effort to attain mitigation success.	<i>Pre-Construction and Construction:</i> Surveys required prior to construction. If surveys are positive for birds, then remainder of mitigation steps are required prior to construction. Add as note on Improvement Plans.	Engineering	Nesting bird surveys	

NOI-1: Commercial Noise Control For all commercial uses within 150 feet of residential uses, implement the following or equally effective measures: (a) For commercial loading docks and on-site truck circulation areas that are planned to be within 150 feet of sensitive receptors (including backyards), the following measures shall be implemented: (1) Loading docks and on-site truck circulation routes shall be designed to ensure that noise levels do not exceed 70 dB Lmax or 50 dB hourly Leq at the nearest residence. An acoustic analysis shall demonstrate that the loading area design, including any noise attenuation features (e.g., covering, sound walls, orientation) would be adequate to achieve this standard; and, (2) Deliveries shall generally be limited to the hours between 7:00 A.M. and 10:00 P.M. (b) For all commercial buildings, roof-top HVAC shall be oriented away from residential areas and systems shall not produce noise levels that exceed 50 dB at a distance of 25 feet. In addition, roof-top parapets shall block line-of-sight from noise-sensitive uses to HVAC equipment. (c) Setbacks or enhanced barriers (e.g., 8 feet tall) as needed to achieve City standards. (d) In order to satisfy the applicable City of Roseville General Plan nighttime hourly average noise level standards, one of the following specific noise mitigation measures are recommended: 1. The construction of a 10' solid noise barrier along the southern project property boundary. The solid barrier could consist of either masonry or precast concrete panels. OR 2. Limit drive-through operations to the hours between 7:00 A.M. to 10:00 P.M. An acoustical analysis shall be conducted to demonstrate that City noise standards would be achieved by these measures. Additional measures shall be implemented, if needed, to meet the standards.	Project plans will be reviewed for compliance. The applicants shall submit site-specific acoustical analyses to the Chief Building Inspector for review.	<i>Pre-Construction:</i> Prior to issuance of Improvement Plans and/or Building Permits Add as note on Improvement Plans and Building Plans	Engineering will review Improvement Plans for compliance with wall and noise requirements. Building will review Building Plans for compliance with HVAC requirements.	An Acoustical Study	
MM 4.8-1: Cease Work and Consult with Qualified Archaeologist Should any cultural resources, such as structural features, any amount of bone or shell, artifacts, human remains, or architectural remains be encountered during any subsurface development activities, work shall be suspended within 100 feet of the find, and the City of Roseville shall be immediately notified. At that time, the City shall coordinate any necessary investigation of the site with qualified archaeologists as needed to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recovery excavations. The contractor shall implement any measures deemed necessary for the protection of the cultural resources. In addition, pursuant to section 5097.98 of the State Public Resources Code, and section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.	This condition shall be reflected in all construction and building plans, and construction site workers shall be advised by the site manager of this measure.	<i>Construction:</i> Measure applies if resources are discovered during construction. Add as note on Improvement Plans and Building Plans.	Engineering and Building	None	
MM 4.8-10: Cease Work Until Review Conducted by Qualified Paleontologist and Recommendations Implemented Should any evidence of paleontological resources (e.g., fossils) be encountered during grading or excavation, work shall be suspended within 100 feet of the find, and the City of Roseville shall be immediately notified. At that time, the City shall coordinate any necessary investigation of the site with a qualified paleontologist to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recovery excavations. The contractor shall implement any measures deemed necessary by the paleontologist for the protection of the paleontological resources.	This condition shall be reflected in all construction and building plans, and construction site workers shall be advised by the site manager of this measure.	<i>Construction:</i> Measure applies if resources are discovered during construction. Add as note on Improvement Plans and Building Plans.	Engineering and Building	None	

MITIGATION VERIFICATION SUBMITTAL COVER SHEET

Project Title/Planning File # _____
 Project Address _____
 Property Owner _____
 Planning Division Contact _____

SUMMARY OF VERIFICATION MATERIALS INCLUDED IN THIS SUBMITTAL

Mitigation Measure	Supporting Attachments Included	Date Complete

I HAVE ATTACHED THE FOLLOWING REQUIRED ITEMS:

- ☐ Table of Applicable Mitigation Measures
☐ Mitigation Verification Form(s)
☐ Specific supporting documentation required by measure(s), if applicable (e.g. biologist's report)

I hereby certify under penalty of perjury under the laws of the State of California that I am the property owner or an agent of the property owner and am authorized to submit this Mitigation Verification Form. I also certify that the above-listed mitigation measures have been completed in the manner required, and that all of the information in this submittal is true and correct, to the best of my knowledge:

 Signature and Date Print Name Contact Number

MITIGATION VERIFICATION FORM

Mitigation Measure _____

Description of Monitoring and Verification Work Performed. The following information is a required part of the description: dates, personnel names or titles, and the stage/phase of construction work. Additional notes sheets may be attached, if necessary, or the below may simply reference a separate attachment that provides the required information.

INSTRUCTIONS

COVER SHEET:

A Cover Sheet for the project/development is prepared by City staff, with the top portion filled out. Each time Mitigation Verification Forms(s) are being submitted, a Cover Sheet completed by the Developer, Contractor, or Designee is required. An example of a completed summary table is provided below. The signature on the Cover Sheet must be *original wet ink*.

EXAMPLE MITIGATION VERIFICATION SUBMITTAL COVER SHEET

Project Title/Planning File #	New Coffee Shop, PL15-0000
Project Address	10 Justashort Street
Property Owner	Jane Owner
Planning Division Contact	Joe Planner, Associate Planner, (916) 774-####

SUMMARY OF VERIFICATION MATERIALS INCLUDED IN THIS SUBMITTAL

Mitigation Measure	Supporting Attachments Included	Date Complete
MM-3	Copy of survey report signed by biologist	5/10/2016
MM-4	All information included in Mitigation Verification Form	5/12/2016
MM-5	E-mail from Air District approving Dust Control Plan	5/05/2016

MITIGATION VERIFICATION FORM:

A Mitigation Verification Form is provided by City staff, along with the Cover Sheet and Table of Applicable Mitigation Measures. A form is filled in and submitted for each mitigation measure by the Developer, Contractor, or Designee. The form needs only the mitigation number to be filled in, along with the Description of Monitoring and Verification Work Performed. Multiple forms may be submitted simultaneously, under one cover sheet. It is also permissible to submit a form for each part of a measure, on separate dates. For instance, in the example measure MM-4 in the table above, the actual mitigation requires informing construction workers *and* retaining a qualified archeologist if resources are uncovered. Thus, a developer may submit a form in May certifying that construction workers have been informed, and also submit a second copy of the form in July because resources were discovered and additional actions had to be undertaken.

Each mitigation measure specifies the type of supporting documentation required; this must be submitted in order for the City to accept the mitigation as complete. An example of a completed Mitigation Verification Form is provided below.

EXAMPLE MITIGATION VERIFICATION FORM

Mitigation Measure MM3

Description of Monitoring and Verification Work Performed. The following information is a required part of the description: dates, personnel names or titles, and the stage/phase of construction work. Additional notes sheets may be attached, if necessary, or the below may simply reference a separate attachment that provides the required information.

The mitigation measure text is included on the Improvement Plans General Notes page (Improvement Plan EN15-0001). On May 4, 2016, prior to any ground-disturbing activities (the pre-construction phase), a site meeting was held. At this meeting, workers on the site were informed of the potential to unearth remains, and were instructed to cease work and notify their supervisor immediately if any resources were observed.

W-20 Coffee Shack - Placer-Sacramento County, Annual

W-20 Coffee Shack
Placer-Sacramento County, Annual**1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant with Drive Thru	0.91	1000sqft	0.02	910.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	74
Climate Zone	2			Operational Year	2022
Utility Company	Roseville Electric				
CO2 Intensity (lb/MW hr)	793.8	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Start of construction and operational year are estimated.

Land Use - Proposed use is a drive thru coffee shop.

Energy Use -

Table Name	Column Name	Default Value	New Value
------------	-------------	---------------	-----------

2.0 Emissions Summary

W-20 Coffee Shack - Placer-Sacramento County, Annual

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0508	0.4675	0.4354	6.9000e-004	1.8600e-003	0.0261	0.0280	6.7000e-004	0.0241	0.0248	0.0000	60.4036	60.4036	0.0182	0.0000	60.8594
Maximum	0.0508	0.4675	0.4354	6.9000e-004	1.8600e-003	0.0261	0.0280	6.7000e-004	0.0241	0.0248	0.0000	60.4036	60.4036	0.0182	0.0000	60.8594

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0508	0.4675	0.4354	6.9000e-004	1.8600e-003	0.0261	0.0280	6.7000e-004	0.0241	0.0248	0.0000	60.4035	60.4035	0.0182	0.0000	60.8593
Maximum	0.0508	0.4675	0.4354	6.9000e-004	1.8600e-003	0.0261	0.0280	6.7000e-004	0.0241	0.0248	0.0000	60.4035	60.4035	0.0182	0.0000	60.8593

[illegible]

W-20 Coffee Shack - Placer-Sacramento County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2021	8-31-2021	0.2840	0.2840
2	9-1-2021	9-30-2021	0.0939	0.0939
		Highest	0.2840	0.2840

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.9800e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Energy	5.4000e-004	4.8800e-003	4.1000e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	15.5851	15.5851	4.8000e-004	1.8000e-004	15.6492
Mobile	0.1067	0.7111	0.8355	2.7100e-003	0.1691	2.3700e-003	0.1715	0.0455	2.2200e-003	0.0477	0.0000	250.1873	250.1873	0.0151	0.0000	250.5645
Waste						0.0000	0.0000		0.0000	0.0000	2.1274	0.0000	2.1274	0.1257	0.0000	5.2704
Water						0.0000	0.0000		0.0000	0.0000	0.0876	0.5604	0.6480	9.0200e-003	2.2000e-004	0.9381
Total	0.1112	0.7159	0.8396	2.7400e-003	0.1691	2.7400e-003	0.1719	0.0455	2.5900e-003	0.0481	2.2150	266.3328	268.5478	0.1503	4.0000e-004	272.4223

W-20 Coffee Shack - Placer-Sacramento County, Annual

2.2 Overall Operational**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.9800e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Energy	5.4000e-004	4.8800e-003	4.1000e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	15.5851	15.5851	4.8000e-004	1.8000e-004	15.6492
Mobile	0.1067	0.7111	0.8355	2.7100e-003	0.1691	2.3700e-003	0.1715	0.0455	2.2200e-003	0.0477	0.0000	250.1873	250.1873	0.0151	0.0000	250.5645
Waste						0.0000	0.0000		0.0000	0.0000	2.1274	0.0000	2.1274	0.1257	0.0000	5.2704
Water						0.0000	0.0000		0.0000	0.0000	0.0876	0.5604	0.6480	9.0200e-003	2.2000e-004	0.9381
Total	0.1112	0.7159	0.8396	2.7400e-003	0.1691	2.7400e-003	0.1719	0.0455	2.5900e-003	0.0481	2.2150	266.3328	268.5478	0.1503	4.0000e-004	272.4223

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

W-20 Coffee Shack - Placer-Sacramento County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2021	6/14/2021	5	10	
2	Site Preparation	Site Preparation	6/15/2021	6/15/2021	5	1	
3	Grading	Grading	6/16/2021	6/17/2021	5	2	
4	Building Construction	Building Construction	6/18/2021	11/4/2021	5	100	
5	Paving	Paving	11/5/2021	11/11/2021	5	5	
6	Architectural Coating	Architectural Coating	11/12/2021	11/18/2021	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,365; Non-Residential Outdoor: 455; Striped Parking Area: 0
(Architectural Coating – sqft)

OffRoad Equipment

W-20 Coffee Shack - Placer-Sacramento County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

W-20 Coffee Shack - Placer-Sacramento County, Annual

3.1 Mitigation Measures Construction**3.2 Demolition - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.9800e-003	0.0363	0.0379	6.0000e-005		2.0400e-003	2.0400e-003		1.9400e-003	1.9400e-003	0.0000	5.2047	5.2047	9.7000e-004	0.0000	5.2289
Total	3.9800e-003	0.0363	0.0379	6.0000e-005		2.0400e-003	2.0400e-003		1.9400e-003	1.9400e-003	0.0000	5.2047	5.2047	9.7000e-004	0.0000	5.2289

W-20 Coffee Shack - Placer-Sacramento County, Annual

3.2 Demolition - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.1000e-004	1.1900e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3270	0.3270	1.0000e-005	0.0000	0.3272
Total	1.6000e-004	1.1000e-004	1.1900e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3270	0.3270	1.0000e-005	0.0000	0.3272

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.9800e-003	0.0363	0.0379	6.0000e-005		2.0400e-003	2.0400e-003		1.9400e-003	1.9400e-003	0.0000	5.2047	5.2047	9.7000e-004	0.0000	5.2289
Total	3.9800e-003	0.0363	0.0379	6.0000e-005		2.0400e-003	2.0400e-003		1.9400e-003	1.9400e-003	0.0000	5.2047	5.2047	9.7000e-004	0.0000	5.2289

W-20 Coffee Shack - Placer-Sacramento County, Annual

3.2 Demolition - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.1000e-004	1.1900e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3270	0.3270	1.0000e-005	0.0000	0.3272
Total	1.6000e-004	1.1000e-004	1.1900e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3270	0.3270	1.0000e-005	0.0000	0.3272

3.3 Site Preparation - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2000e-004	3.9100e-003	2.0100e-003	0.0000		1.5000e-004	1.5000e-004		1.4000e-004	1.4000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310
Total	3.2000e-004	3.9100e-003	2.0100e-003	0.0000	2.7000e-004	1.5000e-004	4.2000e-004	3.0000e-005	1.4000e-004	1.7000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310

W-20 Coffee Shack - Placer-Sacramento County, Annual

3.3 Site Preparation - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0164	0.0164	0.0000	0.0000	0.0164
Total	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0164	0.0164	0.0000	0.0000	0.0164

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2000e-004	3.9100e-003	2.0100e-003	0.0000		1.5000e-004	1.5000e-004		1.4000e-004	1.4000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310
Total	3.2000e-004	3.9100e-003	2.0100e-003	0.0000	2.7000e-004	1.5000e-004	4.2000e-004	3.0000e-005	1.4000e-004	1.7000e-004	0.0000	0.4276	0.4276	1.4000e-004	0.0000	0.4310

W-20 Coffee Shack - Placer-Sacramento County, Annual

3.3 Site Preparation - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0164	0.0164	0.0000	0.0000	0.0164
Total	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0164	0.0164	0.0000	0.0000	0.0164

3.4 Grading - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0000e-004	7.2500e-003	7.5700e-003	1.0000e-005		4.1000e-004	4.1000e-004		3.9000e-004	3.9000e-004	0.0000	1.0409	1.0409	1.9000e-004	0.0000	1.0458
Total	8.0000e-004	7.2500e-003	7.5700e-003	1.0000e-005	7.5000e-004	4.1000e-004	1.1600e-003	4.1000e-004	3.9000e-004	8.0000e-004	0.0000	1.0409	1.0409	1.9000e-004	0.0000	1.0458

W-20 Coffee Shack - Placer-Sacramento County, Annual

3.4 Grading - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.4000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0654	0.0654	0.0000	0.0000	0.0654
Total	3.0000e-005	2.0000e-005	2.4000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0654	0.0654	0.0000	0.0000	0.0654

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0000e-004	7.2500e-003	7.5700e-003	1.0000e-005		4.1000e-004	4.1000e-004		3.9000e-004	3.9000e-004	0.0000	1.0409	1.0409	1.9000e-004	0.0000	1.0458
Total	8.0000e-004	7.2500e-003	7.5700e-003	1.0000e-005	7.5000e-004	4.1000e-004	1.1600e-003	4.1000e-004	3.9000e-004	8.0000e-004	0.0000	1.0409	1.0409	1.9000e-004	0.0000	1.0458

W-20 Coffee Shack - Placer-Sacramento County, Annual

3.4 Grading - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.4000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0654	0.0654	0.0000	0.0000	0.0654
Total	3.0000e-005	2.0000e-005	2.4000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0654	0.0654	0.0000	0.0000	0.0654

3.5 Building Construction - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456
Total	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456

W-20 Coffee Shack - Placer-Sacramento County, Annual

3.5 Building Construction - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456
Total	0.0388	0.3993	0.3632	5.7000e-004		0.0224	0.0224		0.0206	0.0206	0.0000	50.0410	50.0410	0.0162	0.0000	50.4456

W-20 Coffee Shack - Placer-Sacramento County, Annual

3.5 Building Construction - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.6 Paving - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652

W-20 Coffee Shack - Placer-Sacramento County, Annual

3.6 Paving - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.0000e-004	1.0700e-003	0.0000	3.5000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2943	0.2943	1.0000e-005	0.0000	0.2944
Total	1.5000e-004	1.0000e-004	1.0700e-003	0.0000	3.5000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2943	0.2943	1.0000e-005	0.0000	0.2944

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652

W-20 Coffee Shack - Placer-Sacramento County, Annual

3.6 Paving - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.0000e-004	1.0700e-003	0.0000	3.5000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2943	0.2943	1.0000e-005	0.0000	0.2944
Total	1.5000e-004	1.0000e-004	1.0700e-003	0.0000	3.5000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2943	0.2943	1.0000e-005	0.0000	0.2944

3.7 Architectural Coating - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.2200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.5000e-004	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	4.7700e-003	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394

W-20 Coffee Shack - Placer-Sacramento County, Annual

3.7 Architectural Coating - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.2200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.5000e-004	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394
Total	4.7700e-003	3.8200e-003	4.5400e-003	1.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6394

W-20 Coffee Shack - Placer-Sacramento County, Annual

3.7 Architectural Coating - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

W-20 Coffee Shack - Placer-Sacramento County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1067	0.7111	0.8355	2.7100e-003	0.1691	2.3700e-003	0.1715	0.0455	2.2200e-003	0.0477	0.0000	250.1873	250.1873	0.0151	0.0000	250.5645
Unmitigated	0.1067	0.7111	0.8355	2.7100e-003	0.1691	2.3700e-003	0.1715	0.0455	2.2200e-003	0.0477	0.0000	250.1873	250.1873	0.0151	0.0000	250.5645

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	451.47	657.05	493.88	454,919	454,919
Total	451.47	657.05	493.88	454,919	454,919

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant with Drive	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant with Drive Thru	0.499712	0.039404	0.220288	0.124864	0.021993	0.006021	0.030614	0.046741	0.001428	0.001188	0.005840	0.000765	0.001142

5.0 Energy Detail

W-20 Coffee Shack - Placer-Sacramento County, Annual

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	10.2720	10.2720	3.8000e-004	8.0000e-005	10.3045
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	10.2720	10.2720	3.8000e-004	8.0000e-005	10.3045
NaturalGas Mitigated	5.4000e-004	4.8800e-003	4.1000e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3131	5.3131	1.0000e-004	1.0000e-004	5.3446
NaturalGas Unmitigated	5.4000e-004	4.8800e-003	4.1000e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3131	5.3131	1.0000e-004	1.0000e-004	5.3446

W-20 Coffee Shack - Placer-Sacramento County, Annual

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant with Drive Thru	99563.1	5.4000e-004	4.8800e-003	4.1000e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3131	5.3131	1.0000e-004	1.0000e-004	5.3446
Total		5.4000e-004	4.8800e-003	4.1000e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3131	5.3131	1.0000e-004	1.0000e-004	5.3446

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant with Drive Thru	99563.1	5.4000e-004	4.8800e-003	4.1000e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3131	5.3131	1.0000e-004	1.0000e-004	5.3446
Total		5.4000e-004	4.8800e-003	4.1000e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.3131	5.3131	1.0000e-004	1.0000e-004	5.3446

W-20 Coffee Shack - Placer-Sacramento County, Annual

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant with Drive Thru	28528.5	10.2720	3.8000e-004	8.0000e-005	10.3045
Total		10.2720	3.8000e-004	8.0000e-005	10.3045

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant with Drive Thru	28528.5	10.2720	3.8000e-004	8.0000e-005	10.3045
Total		10.2720	3.8000e-004	8.0000e-005	10.3045

6.0 Area Detail**6.1 Mitigation Measures Area**

W-20 Coffee Shack - Placer-Sacramento County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.9800e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Unmitigated	3.9800e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.5500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	3.9700e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

W-20 Coffee Shack - Placer-Sacramento County, Annual

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.5500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	3.9700e-003	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

7.0 Water Detail**7.1 Mitigation Measures Water**

W-20 Coffee Shack - Placer-Sacramento County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.6480	9.0200e-003	2.2000e-004	0.9381
Unmitigated	0.6480	9.0200e-003	2.2000e-004	0.9381

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant with Drive Thru	0.276216 / 0.0176308	0.6480	9.0200e-003	2.2000e-004	0.9381
Total		0.6480	9.0200e-003	2.2000e-004	0.9381

W-20 Coffee Shack - Placer-Sacramento County, Annual

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant with Drive Thru	0.276216 / 0.0176308	0.6480	9.0200e-003	2.2000e-004	0.9381
Total		0.6480	9.0200e-003	2.2000e-004	0.9381

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.1274	0.1257	0.0000	5.2704
Unmitigated	2.1274	0.1257	0.0000	5.2704

W-20 Coffee Shack - Placer-Sacramento County, Annual

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	10.48	2.1274	0.1257	0.0000	5.2704
Total		2.1274	0.1257	0.0000	5.2704

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	10.48	2.1274	0.1257	0.0000	5.2704
Total		2.1274	0.1257	0.0000	5.2704

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

W-20 Coffee Shack - Placer-Sacramento County, Annual

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

W-20 Coffee Shack - Placer-Sacramento County, Summer

W-20 Coffee Shack
Placer-Sacramento County, Summer**1.0 Project Characteristics**

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant with Drive Thru	0.91	1000sqft	0.02	910.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	74
Climate Zone	2			Operational Year	2022
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Start of construction and operational year are estimated.

Land Use - Proposed use is a drive thru coffee shop.

Energy Use -

Table Name	Column Name	Default Value	New Value
------------	-------------	---------------	-----------

2.0 Emissions Summary

W-20 Coffee Shack - Placer-Sacramento County, Summer

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.9060	7.9850	7.8385	0.0128	0.8349	0.4475	1.2428	0.4356	0.4117	0.8246	0.0000	1,226.4174	1,226.4174	0.3568	0.0000	1,231.8084
Maximum	1.9060	7.9850	7.8385	0.0128	0.8349	0.4475	1.2428	0.4356	0.4117	0.8246	0.0000	1,226.4174	1,226.4174	0.3568	0.0000	1,231.8084

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.9060	7.9850	7.8385	0.0128	0.8349	0.4475	1.2428	0.4356	0.4117	0.8246	0.0000	1,226.4174	1,226.4174	0.3568	0.0000	1,231.8084
Maximum	1.9060	7.9850	7.8385	0.0128	0.8349	0.4475	1.2428	0.4356	0.4117	0.8246	0.0000	1,226.4174	1,226.4174	0.3568	0.0000	1,231.8084

[illegible]

W-20 Coffee Shack - Placer-Sacramento County, Summer

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0218	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004
Energy	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820
Mobile	1.0014	5.2262	6.0915	0.0213	1.3106	0.0173	1.3279	0.3512	0.0162	0.3675		2,170.861 1	2,170.861 1	0.1183		2,173.819 0
Total	1.0262	5.2530	6.1141	0.0215	1.3106	0.0193	1.3299	0.3512	0.0182	0.3695		2,202.952 5	2,202.952 5	0.1189	5.9000e-004	2,206.101 2

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0218	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004
Energy	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820
Mobile	1.0014	5.2262	6.0915	0.0213	1.3106	0.0173	1.3279	0.3512	0.0162	0.3675		2,170.861 1	2,170.861 1	0.1183		2,173.819 0
Total	1.0262	5.2530	6.1141	0.0215	1.3106	0.0193	1.3299	0.3512	0.0182	0.3695		2,202.952 5	2,202.952 5	0.1189	5.9000e-004	2,206.101 2

W-20 Coffee Shack - Placer-Sacramento County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2021	6/14/2021	5	10	
2	Site Preparation	Site Preparation	6/15/2021	6/15/2021	5	1	
3	Grading	Grading	6/16/2021	6/17/2021	5	2	
4	Building Construction	Building Construction	6/18/2021	11/4/2021	5	100	
5	Paving	Paving	11/5/2021	11/11/2021	5	5	
6	Architectural Coating	Architectural Coating	11/12/2021	11/18/2021	5	5	

Acres of Grading (Site Preparation Phase): 0.5**Acres of Grading (Grading Phase): 0****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,365; Non-Residential Outdoor: 455; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

W-20 Coffee Shack - Placer-Sacramento County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

W-20 Coffee Shack - Placer-Sacramento County, Summer

3.1 Mitigation Measures Construction**3.2 Demolition - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797

W-20 Coffee Shack - Placer-Sacramento County, Summer

3.2 Demolition - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797

W-20 Coffee Shack - Placer-Sacramento County, Summer

3.2 Demolition - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287

3.3 Site Preparation - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755		942.5842	942.5842	0.3049		950.2055
Total	0.6403	7.8204	4.0274	9.7300e-003	0.5303	0.2995	0.8297	0.0573	0.2755	0.3328		942.5842	942.5842	0.3049		950.2055

W-20 Coffee Shack - Placer-Sacramento County, Summer

3.3 Site Preparation - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0181	9.5700e-003	0.1347	4.0000e-004	0.0411	2.5000e-004	0.0413	0.0109	2.3000e-004	0.0111		39.4918	39.4918	9.0000e-004		39.5143
Total	0.0181	9.5700e-003	0.1347	4.0000e-004	0.0411	2.5000e-004	0.0413	0.0109	2.3000e-004	0.0111		39.4918	39.4918	9.0000e-004		39.5143

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755	0.0000	942.5842	942.5842	0.3049		950.2055
Total	0.6403	7.8204	4.0274	9.7300e-003	0.5303	0.2995	0.8297	0.0573	0.2755	0.3328	0.0000	942.5842	942.5842	0.3049		950.2055

W-20 Coffee Shack - Placer-Sacramento County, Summer

3.3 Site Preparation - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0181	9.5700e-003	0.1347	4.0000e-004	0.0411	2.5000e-004	0.0413	0.0109	2.3000e-004	0.0111		39.4918	39.4918	9.0000e-004		39.5143
Total	0.0181	9.5700e-003	0.1347	4.0000e-004	0.0411	2.5000e-004	0.0413	0.0109	2.3000e-004	0.0111		39.4918	39.4918	9.0000e-004		39.5143

3.4 Grading - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.7528	0.4073	1.1601	0.4138	0.3886	0.8024		1,147.4338	1,147.4338	0.2138		1,152.7797

W-20 Coffee Shack - Placer-Sacramento County, Summer

3.4 Grading - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.7528	0.4073	1.1601	0.4138	0.3886	0.8024	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797

W-20 Coffee Shack - Placer-Sacramento County, Summer

3.4 Grading - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287
Total	0.0361	0.0191	0.2694	7.9000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		78.9836	78.9836	1.8000e-003		79.0287

3.5 Building Construction - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358

W-20 Coffee Shack - Placer-Sacramento County, Summer

3.5 Building Construction - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358

W-20 Coffee Shack - Placer-Sacramento County, Summer

3.5 Building Construction - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.6 Paving - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818

W-20 Coffee Shack - Placer-Sacramento County, Summer

3.6 Paving - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0650	0.0344	0.4849	1.4300e-003	0.1479	9.1000e-004	0.1488	0.0392	8.4000e-004	0.0401		142.1705	142.1705	3.2400e-003		142.2516
Total	0.0650	0.0344	0.4849	1.4300e-003	0.1479	9.1000e-004	0.1488	0.0392	8.4000e-004	0.0401		142.1705	142.1705	3.2400e-003		142.2516

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818

W-20 Coffee Shack - Placer-Sacramento County, Summer

3.6 Paving - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0650	0.0344	0.4849	1.4300e-003	0.1479	9.1000e-004	0.1488	0.0392	8.4000e-004	0.0401		142.1705	142.1705	3.2400e-003		142.2516
Total	0.0650	0.0344	0.4849	1.4300e-003	0.1479	9.1000e-004	0.1488	0.0392	8.4000e-004	0.0401		142.1705	142.1705	3.2400e-003		142.2516

3.7 Architectural Coating - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.6871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	1.9060	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309

W-20 Coffee Shack - Placer-Sacramento County, Summer

3.7 Architectural Coating - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.6871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	1.9060	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309

W-20 Coffee Shack - Placer-Sacramento County, Summer

3.7 Architectural Coating - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

W-20 Coffee Shack - Placer-Sacramento County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0014	5.2262	6.0915	0.0213	1.3106	0.0173	1.3279	0.3512	0.0162	0.3675		2,170.861 1	2,170.861 1	0.1183		2,173.819 0
Unmitigated	1.0014	5.2262	6.0915	0.0213	1.3106	0.0173	1.3279	0.3512	0.0162	0.3675		2,170.861 1	2,170.861 1	0.1183		2,173.819 0

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	451.47	657.05	493.88	454,919	454,919
Total	451.47	657.05	493.88	454,919	454,919

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant with Drive	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant with Drive Thru	0.499712	0.039404	0.220288	0.124864	0.021993	0.006021	0.030614	0.046741	0.001428	0.001188	0.005840	0.000765	0.001142

5.0 Energy Detail

W-20 Coffee Shack - Placer-Sacramento County, Summer

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820
NaturalGas Unmitigated	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	272.776	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820
Total		2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820

W-20 Coffee Shack - Placer-Sacramento County, Summer

5.2 Energy by Land Use - NaturalGas**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	0.272776	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820
Total		2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820

6.0 Area Detail**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0218	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004
Unmitigated	0.0218	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004

W-20 Coffee Shack - Placer-Sacramento County, Summer

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.3100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0195					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004
Total	0.0218	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.3100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0195					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004
Total	0.0218	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004

7.0 Water Detail

W-20 Coffee Shack - Placer-Sacramento County, Summer

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

W-20 Coffee Shack - Placer-Sacramento County, Winter

W-20 Coffee Shack
Placer-Sacramento County, Winter**1.0 Project Characteristics**

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant with Drive Thru	0.91	1000sqft	0.02	910.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	74
Climate Zone	2			Operational Year	2022
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Start of construction and operational year are estimated.

Land Use - Proposed use is a drive thru coffee shop.

Energy Use -

Table Name	Column Name	Default Value	New Value
------------	-------------	---------------	-----------

2.0 Emissions Summary

W-20 Coffee Shack - Placer-Sacramento County, Winter

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.9060	7.9850	7.8090	0.0127	0.8349	0.4475	1.2428	0.4356	0.4117	0.8246	0.0000	1,217.7527	1,217.7527	0.3568	0.0000	1,223.1394
Maximum	1.9060	7.9850	7.8090	0.0127	0.8349	0.4475	1.2428	0.4356	0.4117	0.8246	0.0000	1,217.7527	1,217.7527	0.3568	0.0000	1,223.1394

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.9060	7.9850	7.8090	0.0127	0.8349	0.4475	1.2428	0.4356	0.4117	0.8246	0.0000	1,217.7527	1,217.7527	0.3568	0.0000	1,223.1394
Maximum	1.9060	7.9850	7.8090	0.0127	0.8349	0.4475	1.2428	0.4356	0.4117	0.8246	0.0000	1,217.7527	1,217.7527	0.3568	0.0000	1,223.1394

[illegible]

W-20 Coffee Shack - Placer-Sacramento County, Winter

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0218	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004
Energy	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820
Mobile	0.7560	5.2655	6.7742	0.0195	1.3106	0.0180	1.3286	0.3512	0.0169	0.3681		1,985.7423	1,985.7423	0.1311		1,989.0197
Total	0.7808	5.2922	6.7967	0.0197	1.3106	0.0200	1.3306	0.3512	0.0189	0.3701		2,017.8338	2,017.8338	0.1317	5.9000e-004	2,021.3019

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0218	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004
Energy	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820
Mobile	0.7560	5.2655	6.7742	0.0195	1.3106	0.0180	1.3286	0.3512	0.0169	0.3681		1,985.7423	1,985.7423	0.1311		1,989.0197
Total	0.7808	5.2922	6.7967	0.0197	1.3106	0.0200	1.3306	0.3512	0.0189	0.3701		2,017.8338	2,017.8338	0.1317	5.9000e-004	2,021.3019

W-20 Coffee Shack - Placer-Sacramento County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2021	6/14/2021	5	10	
2	Site Preparation	Site Preparation	6/15/2021	6/15/2021	5	1	
3	Grading	Grading	6/16/2021	6/17/2021	5	2	
4	Building Construction	Building Construction	6/18/2021	11/4/2021	5	100	
5	Paving	Paving	11/5/2021	11/11/2021	5	5	
6	Architectural Coating	Architectural Coating	11/12/2021	11/18/2021	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,365; Non-Residential Outdoor: 455; Striped Parking Area: 0
(Architectural Coating – sqft)

OffRoad Equipment

W-20 Coffee Shack - Placer-Sacramento County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

W-20 Coffee Shack - Placer-Sacramento County, Winter

3.1 Mitigation Measures Construction**3.2 Demolition - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.433 8	1,147.433 8	0.2138		1,152.779 7
Total	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.433 8	1,147.433 8	0.2138		1,152.779 7

W-20 Coffee Shack - Placer-Sacramento County, Winter

3.2 Demolition - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0350	0.0240	0.2399	7.1000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		70.3189	70.3189	1.6300e-003		70.3597
Total	0.0350	0.0240	0.2399	7.1000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		70.3189	70.3189	1.6300e-003		70.3597

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797

W-20 Coffee Shack - Placer-Sacramento County, Winter

3.2 Demolition - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0350	0.0240	0.2399	7.1000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		70.3189	70.3189	1.6300e-003		70.3597
Total	0.0350	0.0240	0.2399	7.1000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		70.3189	70.3189	1.6300e-003		70.3597

3.3 Site Preparation - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755		942.5842	942.5842	0.3049		950.2055
Total	0.6403	7.8204	4.0274	9.7300e-003	0.5303	0.2995	0.8297	0.0573	0.2755	0.3328		942.5842	942.5842	0.3049		950.2055

W-20 Coffee Shack - Placer-Sacramento County, Winter

3.3 Site Preparation - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0175	0.0120	0.1200	3.5000e-004	0.0411	2.5000e-004	0.0413	0.0109	2.3000e-004	0.0111		35.1595	35.1595	8.2000e-004		35.1798
Total	0.0175	0.0120	0.1200	3.5000e-004	0.0411	2.5000e-004	0.0413	0.0109	2.3000e-004	0.0111		35.1595	35.1595	8.2000e-004		35.1798

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6403	7.8204	4.0274	9.7300e-003		0.2995	0.2995		0.2755	0.2755	0.0000	942.5842	942.5842	0.3049		950.2055
Total	0.6403	7.8204	4.0274	9.7300e-003	0.5303	0.2995	0.8297	0.0573	0.2755	0.3328	0.0000	942.5842	942.5842	0.3049		950.2055

W-20 Coffee Shack - Placer-Sacramento County, Winter

3.3 Site Preparation - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0175	0.0120	0.1200	3.5000e-004	0.0411	2.5000e-004	0.0413	0.0109	2.3000e-004	0.0111		35.1595	35.1595	8.2000e-004		35.1798
Total	0.0175	0.0120	0.1200	3.5000e-004	0.0411	2.5000e-004	0.0413	0.0109	2.3000e-004	0.0111		35.1595	35.1595	8.2000e-004		35.1798

3.4 Grading - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.7528	0.4073	1.1601	0.4138	0.3886	0.8024		1,147.4338	1,147.4338	0.2138		1,152.7797

W-20 Coffee Shack - Placer-Sacramento County, Winter

3.4 Grading - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0350	0.0240	0.2399	7.1000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		70.3189	70.3189	1.6300e-003		70.3597
Total	0.0350	0.0240	0.2399	7.1000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		70.3189	70.3189	1.6300e-003		70.3597

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	0.7965	7.2530	7.5691	0.0120	0.7528	0.4073	1.1601	0.4138	0.3886	0.8024	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797

W-20 Coffee Shack - Placer-Sacramento County, Winter

3.4 Grading - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0350	0.0240	0.2399	7.1000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		70.3189	70.3189	1.6300e-003		70.3597
Total	0.0350	0.0240	0.2399	7.1000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		70.3189	70.3189	1.6300e-003		70.3597

3.5 Building Construction - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358

W-20 Coffee Shack - Placer-Sacramento County, Winter

3.5 Building Construction - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358

W-20 Coffee Shack - Placer-Sacramento County, Winter

3.5 Building Construction - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.6 Paving - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818

W-20 Coffee Shack - Placer-Sacramento County, Winter

3.6 Paving - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0629	0.0431	0.4319	1.2700e-003	0.1479	9.1000e-004	0.1488	0.0392	8.4000e-004	0.0401		126.5740	126.5740	2.9400e-003		126.6474
Total	0.0629	0.0431	0.4319	1.2700e-003	0.1479	9.1000e-004	0.1488	0.0392	8.4000e-004	0.0401		126.5740	126.5740	2.9400e-003		126.6474

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818

W-20 Coffee Shack - Placer-Sacramento County, Winter

3.6 Paving - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0629	0.0431	0.4319	1.2700e-003	0.1479	9.1000e-004	0.1488	0.0392	8.4000e-004	0.0401		126.5740	126.5740	2.9400e-003		126.6474
Total	0.0629	0.0431	0.4319	1.2700e-003	0.1479	9.1000e-004	0.1488	0.0392	8.4000e-004	0.0401		126.5740	126.5740	2.9400e-003		126.6474

3.7 Architectural Coating - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.6871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	1.9060	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309

W-20 Coffee Shack - Placer-Sacramento County, Winter

3.7 Architectural Coating - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.6871					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	1.9060	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309

W-20 Coffee Shack - Placer-Sacramento County, Winter

3.7 Architectural Coating - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

W-20 Coffee Shack - Placer-Sacramento County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.7560	5.2655	6.7742	0.0195	1.3106	0.0180	1.3286	0.3512	0.0169	0.3681		1,985.742 3	1,985.742 3	0.1311		1,989.019 7
Unmitigated	0.7560	5.2655	6.7742	0.0195	1.3106	0.0180	1.3286	0.3512	0.0169	0.3681		1,985.742 3	1,985.742 3	0.1311		1,989.019 7

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	451.47	657.05	493.88	454,919	454,919
Total	451.47	657.05	493.88	454,919	454,919

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant with Drive	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant with Drive Thru	0.499712	0.039404	0.220288	0.124864	0.021993	0.006021	0.030614	0.046741	0.001428	0.001188	0.005840	0.000765	0.001142

5.0 Energy Detail

W-20 Coffee Shack - Placer-Sacramento County, Winter

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820
NaturalGas Unmitigated	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	272.776	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820
Total		2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820

W-20 Coffee Shack - Placer-Sacramento County, Winter

5.2 Energy by Land Use - NaturalGas**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	0.272776	2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820
Total		2.9400e-003	0.0267	0.0225	1.6000e-004		2.0300e-003	2.0300e-003		2.0300e-003	2.0300e-003		32.0913	32.0913	6.2000e-004	5.9000e-004	32.2820

6.0 Area Detail**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0218	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004
Unmitigated	0.0218	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004

W-20 Coffee Shack - Placer-Sacramento County, Winter

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.3100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0195					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004
Total	0.0218	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.3100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0195					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004
Total	0.0218	0.0000	9.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		2.0000e-004	2.0000e-004	0.0000		2.1000e-004

7.0 Water Detail

W-20 Coffee Shack - Placer-Sacramento County, Winter

7.1 Mitigation Measures Water**8.0 Waste Detail**

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Environmental Noise Assessment

Parcel W-20 Coffee Kiosk

Roseville, California

BAC Job # 2020-166

Prepared For:

JMC Homes

Attn: Ryan Biziewski
1430 Blue Oaks Boulevard, Suite 190
Roseville, CA 95747

Prepared By:

Bollard Acoustical Consultants, Inc.



Dario Gotchet, Senior Consultant

November 3, 2020



Introduction

The Parcel W-20 Coffee Kiosk (project) is located on the southeast corner of Pleasant Grove Boulevard and Upland Drive in Roseville, California. The project proposes the construction of a coffee kiosk that would include drive-through services. Existing land uses in the immediate project vicinity include single-family residential to the north and west, and future residential to the south and southwest. The project site is located within the West Roseville Specific Plan. The project area and site plan are shown on Figures 1 and 2, respectively.

Due to the proximity of the proposed project to existing and future residential uses, Bollard Acoustical Consultants, Inc. (BAC) was retained to prepare an assessment of potential noise impacts associated with the project. Specifically, the purposes of this assessment are to quantify noise levels associated with project operations, to assess the state of compliance of those noise levels with applicable City of Roseville and West Roseville Specific Plan Mitigation Monitoring Program noise criteria, and if necessary, to recommend measures to reduce those noise levels to acceptable limits at the nearest existing and future residential uses.

Noise Fundamentals and Terminology

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard, and thus are called sound. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Appendix A contains definitions of Acoustical Terminology. Figure 3 shows common noise levels associated with various sources.

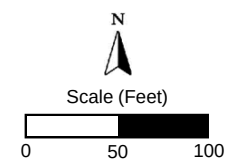
The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels in decibels.

Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}) over a given time period (usually one hour). The L_{eq} is the foundation of the Day-Night Average Level noise descriptor, DNL or L_{dn} , and shows very good correlation with community response to noise.



Legend

- Project Parcel Boundaries (Approximate)
- Long-Term Noise Survey Locations

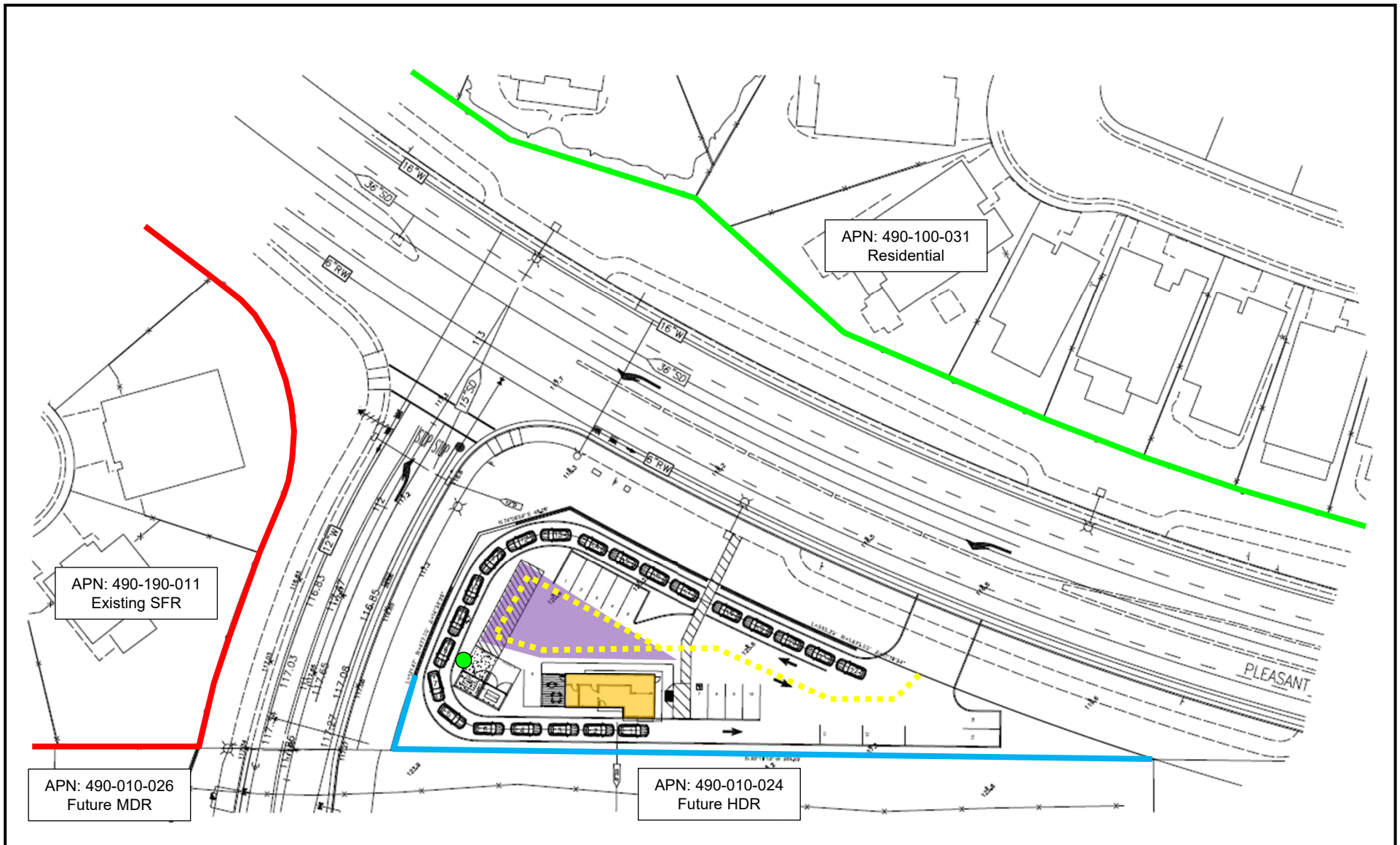


Parcel W-20 Coffee Kiosk
Roseville, California

Project Site Location & Adjacent Land Uses

Figure 1



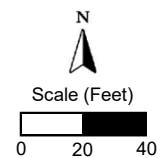


Legend

- Drive-Through Speaker
- Coffee Kiosk Building
- Delivery Area (Assumed)
- ⋯ On-Site Delivery Truck Circulation Route (Assumed)
- Existing 7' Solid Wall
- Existing 6' Solid Wall

Drive-Through Operations Noise Mitigation

- 10' Solid Noise Barrier (Nighttime Compliance Only)



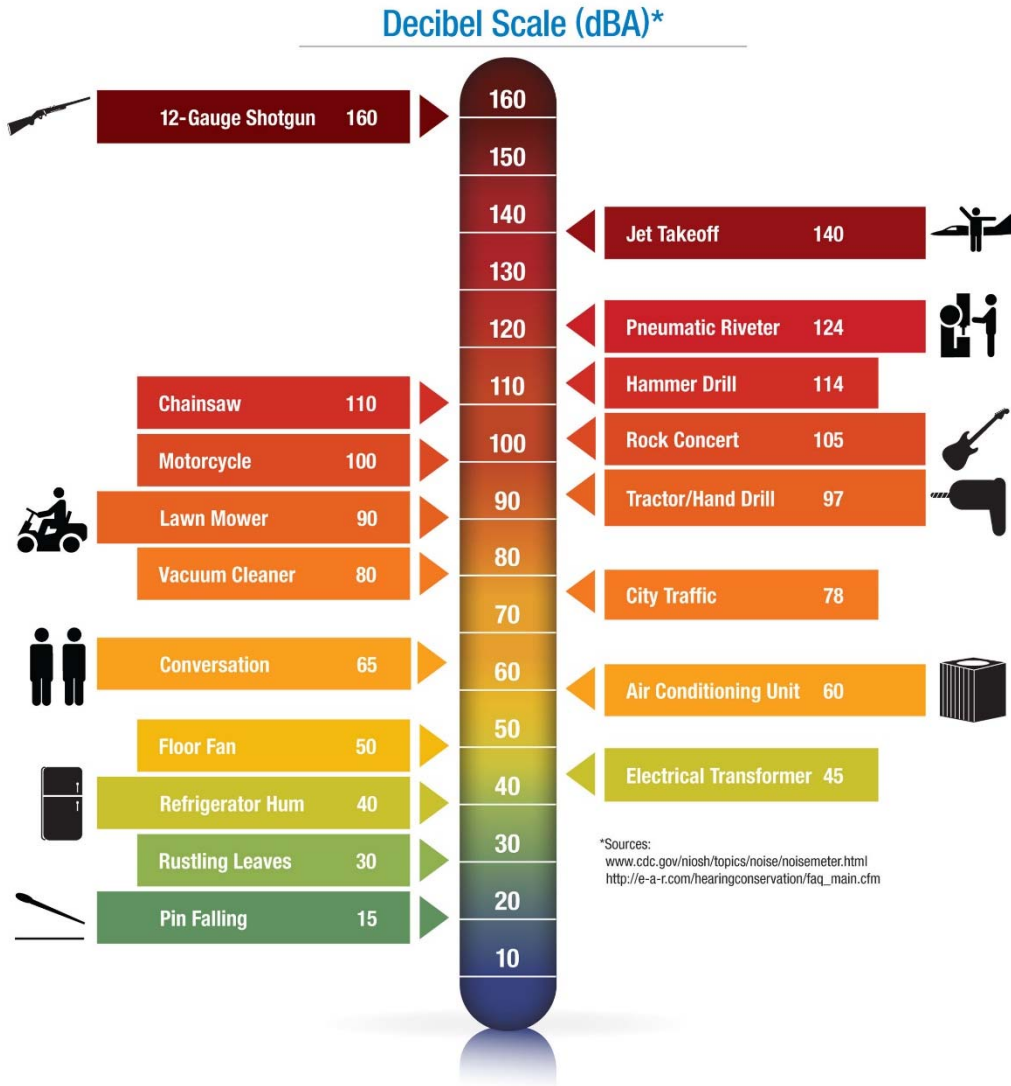
Parcel W-20 Coffee Kiosk
Roseville, California

Project Site Plan

Figure 2



Figure 3
Typical A-Weighted Sound Levels of Common Noise Sources



The Day-Night Average Level (DNL or L_{dn}) is based upon the average noise level over a 24-hour day, with a +10-decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because DNL represents a 24-hour average, it tends to disguise short-term variations in the noise environment. DNL-based noise standards are commonly used to assess noise impacts associated with traffic, railroad, and aircraft noise sources.

Existing Ambient Noise Environment within Project Vicinity

The existing ambient noise environment in the immediate project vicinity is defined primarily by traffic on Pleasant Grove Boulevard. To generally quantify the existing ambient noise level environment within the project vicinity, BAC conducted long-term (24-hour) noise level measurements at two (2) locations on October 27, 2020. The noise survey locations are shown on Figure 1, identified as sites LT-1 and LT-2. Measurement sites LT-1 and LT-2 were selected to be representative of the ambient noise level environment at the nearest existing residential uses to the west and north of the project parcel, respectively. Photographs of the noise level survey locations are provided in Appendix B.

Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meters were used for the ambient noise level survey. The meters were calibrated immediately before and after use with an LDL Model CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

The results of the long-term ambient noise level survey are shown numerically and graphically in Appendices C and D (respectively) and are summarized below in Table 1.

Table 1
Summary of Long-Term Ambient Noise Measurement Results – October 27, 2020¹

Site Description ²	DNL, dB	Average Measured Hourly Noise Levels, dB			
		Daytime ³		Nighttime ⁴	
		L _{eq}	L _{max}	L _{eq}	L _{max}
LT-1: West of project site along residential boundary of APN: 490-190-011	65	61	77	57	74
LT-2: North of project site along residential boundary of APN: 490-100-031	69	67	81	61	78
¹ Detailed summaries of the noise monitoring results are provided in Appendices C and D. ² Long-term ambient noise monitoring locations are identified on Figure 1. ³ Daytime: 7:00 a.m. to 10:00 p.m. ⁴ Nighttime: 10:00 p.m. to 7:00 a.m. Source: Bollard Acoustical Consultants, Inc. (2020)					

As indicated in Table 1, average measured hourly noise levels were higher at site LT-2. This was likely due to the proximity of the site relative to Pleasant Grove Boulevard.

Criteria for Acceptable Noise Exposure

City of Roseville General Plan Noise Element 2035

The Noise Element of the City of Roseville General Plan establishes non-transportation noise exposure limits as summarized below in Table 1 (Table IX-3 of the Noise Element). These limits are applicable to non-transportation noise sources, such as those proposed by project on-site operations. The General Plan noise level criteria is presented in Table 2.

Table 2
Performance Standards for Non-Transportation Sources
(As Measured at the Property Line of Noise-Sensitive Uses)

Noise Level Descriptor (dBA)	Noise Level (dBA)	
	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly L_{eq}	55	45
Maximum Level L_{max}	75	65
Notes: -Each of the noise level standards specified above shall be reduced by 5 dB for pure tone noises, noise consisting primarily of speech or music, or for recurring impulsive noises. Such noises are generally considered by residents to be particularly annoying and are a primary source of noise complaints. -These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings). -No standards have been included for interior noise levels. Standard construction practices should, with exterior noise levels identified, result in acceptable interior noise levels. Source: City of Roseville General Plan, Noise Element 2035, Table IX-3		

West Roseville Specific Plan Mitigation Monitoring Program

The project is located on a commercially zoned parcel within the West Roseville Specific Plan (WRSP). The WRSP Mitigation Monitoring Program contains commercial noise and operations-related criteria that would be applicable to the project. That criteria is provided below.

MM 4.5-3 Commercial noise control

For all commercial uses within 150 feet of residential uses, implement the following or equally effective measures:

- a. For commercial loading docks and on-site truck circulation areas that are planned to be within 150 feet of sensitive receptors (including backyards), the following measures shall be implemented:
 1. Loading docks and on-site truck circulation routes shall be designed to ensure that noise levels do not exceed 50 dB L_{eq} or 70 dB L_{max} at the nearest residence. An acoustic analysis shall demonstrate that the loading area design, including any noise attenuation features (e.g., covering, sound walls, orientation) would be adequate to achieve these standards; and
 2. Deliveries shall generally be limited to the hours between 7:00 a.m. to 10:00 p.m.
- b. For all commercial buildings, roof-top HVAC shall be oriented away from residential areas and systems shall not produce noise levels that exceed 50 dB at a distance of 25 feet. In addition, roof-top parapets shall block line-of-sight of equipment from noise-sensitive uses.
- c. Setbacks or enhanced barriers (e.g., 8 feet tall) as needed to achieve City standards.

Noise Standards Applicable to the Project

The primary noise sources associated with the project have been identified as drive-through operations (e.g., drive-through menu speaker board / post and vehicle idling / passbys), delivery truck loading area activities, delivery truck on-site circulation, and rooftop mechanical equipment (HVAC).

Pursuant to MM 4.5-3(a)(1) of the WRSP Mitigation Monitoring Program, commercial truck deliveries shall be limited to daytime hours (7:00 a.m. to 10:00 p.m.). In addition, because the hours of operation of the project drive-through operations are not known at this time, it was conservatively assumed for the purposes of this assessment that drive-through operations could potentially occur during both daytime and nighttime hours. Finally, the footnote in Table 2 states that each of the noise level limits shall be reduced by 5 dB for noises consisting of speech or music, which would be applicable to the project drive-through menu speaker post. Based on the information above, the City of Roseville and WRSP Mitigation Monitoring Program noise level standards applied to the project are provided in Table 3.

Table 3
Noise Level Standards Applied to the Project

Noise Source	Applicable Noise Level Standard (dBA)			
	Daytime		Nighttime	
	(7:00 a.m. to 10:00 p.m.)		(10:00 p.m. to 7:00 a.m.)	
	L _{eq}	L _{max}	L _{eq}	L _{max}
Drive-Through Menu Speaker	50	70	40	60
Drive-Through Vehicle Passbys	55	75	45	65
Delivery Truck Loading Area	55	75	--	--
Delivery Truck Circulation	55 / 50 ¹	75 / 70 ¹	--	--
Rooftop HVAC Equipment	55	75	45	65
¹ Pursuant to MM 4.5-3(a) of the WRSP Mitigation Monitoring Program, commercial truck circulation shall not exceed 50 dB L _{eq} and 70 dB L _{max} at the nearest residential uses. Source: City of Roseville General Plan Noise Element 2035 (Table IX-3), WRSP Mitigation Monitoring Program				

The noise level standards shown in Table 3 were applied at the property line of the nearest existing and future residential uses to the project. Satisfaction with the General Plan and WRSP Mitigation Monitoring Program noise level standards at the nearest residential uses would ensure compliance with the noise level criteria at residential uses located farther away.

Evaluation of Project-Generated Noise Levels

As mentioned previously, the primary noise sources associated with the project have been identified as drive-through operations, delivery truck loading area activities, delivery truck on-site circulation, and rooftop mechanical equipment (HVAC). Predicted noise levels resulting from each of these sources are evaluated in the following sections.

Predicted project-generated noise level exposure at the nearest existing residential uses to the north and west of the project takes into consideration the screening that would be provided by existing solid walls along the property boundaries of those uses. The locations of the existing noise barriers are shown on Figure 2. According to BAC field observations, the existing solid noise barriers to the west and north were estimated to be approximately 7' and 6' in height, respectively. The screening provided by the existing 7' and 6' barriers are expected to provide approximately 6 dB and 5 dB of project-generated noise level reduction at the nearest existing residential uses to the west and north, respectively.

Drive-Through Operations

The project coffee kiosk proposes to include a drive-through lane at the location identified on Figure 2. At the time of writing this report, it is unknown whether the drive-through will have an amplified speaker menu board / post. For the purposes of this analysis, it was conservatively assumed that the coffee kiosk would have an amplified drive-through speaker menu post.

To quantify the noise emissions of the proposed drive-through speaker usage and vehicle passages, BAC utilized noise measurement data collected for similar drive-through operations in the greater Sacramento area. Reference drive-through noise level data is presented in Table 4. In addition, reference noise level data for a commonly used drive-through speaker, HME SPP2 speaker post, is provided as Appendix E. The manufacturer's noise data sheet shows good agreement with measurements conducted by BAC.

Table 4
Reference Drive-Through Noise Levels

Noise Source	Measured Reference Noise Levels, dBA	
	Average (L_{eq})	Maximum (L_{max})
Vehicles ¹	60 dB at 5 feet	70 dB at 5 feet
Speaker ²	63 dB at 10 feet	67 dB at 10 feet
¹ Vehicle noise level data obtained from previous drive-through noise studies. ² Speaker noise level data obtained from measurements conducted at a representative drive-through parcel located at 2845 Bell Road in Auburn, California. Source: Bollard Acoustical Consultants, Inc. (2018)		

The Table 4 data were used to predict drive-through generated noise levels at the nearest existing and future residential uses. Assuming standard spherical spreading loss (-6 dB per doubling of distance), the drive-through operations noise levels at the nearest existing and future residential uses were predicted and the results of those predictions are shown in Table 5.

Table 5
Predicted Drive-Through Operations Noise Levels at Nearest Residential Property Lines

APN ¹	Land Use	Distance (feet) ²		Predicted Noise Levels (dBA) ³			
				Vehicles		Speaker	
		Vehicles	Speaker	L _{eq}	L _{max}	L _{eq}	L _{max}
490-190-011	Existing SFR	110	120	27	36	35	39
490-100-031	Existing SFR	155	265	25	31	30	34
490-010-026	Future MDR	135	150	31	40	39	43
490-010-024	Future HDR	12	50	52	50	49	53
Applicable General Plan Daytime Noise Standards				55	75	50	70
Applicable General Plan Nighttime Noise Standards				45	65	40	60

¹ Locations of nearest residential uses are shown on Figures 1 and 2.
² Distances scaled from center of proposed drive-through lane and speaker location to residential property lines using the provided site plans. Drive-through lane and speaker location are shown on Figure 2.
³ Predicted noise levels at nearest existing residential uses include consideration of the screening provided by existing sound walls, as discussed in this report.
Source: Bollard Acoustical Consultants, Inc. (2020)

As indicated in Table 5, project drive-through operations are predicted to satisfy the applicable City of Roseville General Plan daytime hourly average (L_{eq}) and maximum (L_{max}) noise level standards at the nearest existing and future residential property lines. However, project drive-through operations noise levels are predicted to exceed the applicable General Plan nighttime hourly average noise level standards at the future high-density residential (HDR) property line to the south (APN: 490-010-024). Therefore, should drive-through hours of operation extend into nighttime hours (10:00 p.m. to 7:00 a.m.), additional consideration of mitigation measures would be warranted for this aspect of the project.

In order to satisfy the applicable General Plan nighttime hourly average noise level standards, one of the following mitigation measures would be required:

1. The construction of a 10' solid noise barrier along the southern project property boundary. Figure 2 shows the location of the noise barrier recommended for nighttime compliance. The solid barrier could consist of either masonry or precast concrete panels. The construction of a 10' solid noise barrier at the location illustrated on Figure 2 would reduce predicted drive-through operations noise levels to 43 dB L_{eq} (vehicles) and 40 dB L_{eq} (speaker) at the property line of APN: 490-010-024, which would satisfy the applicable City of Roseville General Plan nighttime hourly average noise level standards.

OR

2. Limit all drive-through operations to daytime hours only (7:00 a.m. to 10:00 p.m.).

Truck Delivery Activities

It is the experience of BAC that deliveries of product to drive-through businesses such as the one proposed by the project occur with medium-duty vendor trucks/vans. The primary noise sources associated with delivery activities are trucks stopping (air brakes), trucks backing into position (back-up alarms), and pulling away from the loading/unloading area (revving engines). Based on a review of the site plan, the project does not propose a loading dock. Due to site design constraints indicated in the site plan, it was reasonably assumed for the purposes of this analysis that deliveries would occur on the north side of the kiosk building, illustrated on Figure 2.

For a conservative assessment of daily delivery truck noise levels at this coffee kiosk business, it was assumed that 4 medium duty trucks/vans would deliver products to the store on a typical busy day. For the purposes of predicting hourly average noise levels for comparison against the City's hourly average (L_{eq}) noise standards, it was assumed that 2 medium duty trucks could have store deliveries during the same worst-case hour.

BAC file data indicate that noise levels associated with medium-duty truck deliveries (including side-step vans) are approximately 66 dB L_{max} and 76 dB SEL at a distance of 100 feet. Based on 2 medium duty truck deliveries during any given hour and an SEL of 76 dB, the hourly average noise level computes to 43 dB L_{eq} at a reference distance of 100 feet during the worst-case hour of deliveries. Assuming standard spherical spreading loss (-6 dB per doubling of distance), on-site delivery truck activity noise exposure at the nearest existing and future residential uses was calculated and the results of those calculations are presented in Table 6.

Table 6
Predicted Truck Delivery Activity Noise Levels at Nearest Residential Property Lines

APN ¹	Land Use	Distance from Delivery Area (feet) ²	Predicted Noise Levels (dBA) ³	
			L_{eq}	L_{max}
490-190-011	Existing SFR	170	33	55
490-100-031	Existing SFR	200	32	55
490-010-026	Future MDR	210	37	60
490-010-024	Future HDR	60	48	70
Applicable General Plan Daytime Noise Standards			55	75
¹ Locations of nearest residential uses are shown on Figures 1 and 2. ² Distances scaled from (assumed) delivery area to residential property lines using the provided site plans. Delivery area shown on Figure 2. ³ Predicted noise levels at nearest existing residential uses include consideration of the screening provided by existing sound walls, as discussed in this report. Source: Bollard Acoustical Consultants, Inc. (2020)				

Pursuant to MM 4.5-3(a)(1) of the WRSP Mitigation Monitoring Program, commercial truck deliveries shall be limited to daytime hours (7:00 a.m. to 10:00 p.m.). As a result, project truck delivery activity noise exposure was assessed relative to the City of Roseville General Plan daytime noise level standards only.

As indicated in Table 6, project truck delivery activity noise exposure is predicted to satisfy the applicable City of Roseville General Plan daytime hourly average (L_{eq}) and maximum (L_{max}) noise level standards at the nearest existing and future residential uses. As a result, no further consideration of noise mitigation measures would be warranted for this aspect of the project.

On-Site Delivery Truck Circulation

As mentioned in the previous section, it is the experience of BAC that deliveries of product to drive-through businesses such as the one proposed by the project occur with medium-duty vendor trucks/vans. The assumed on-site delivery truck circulation route is shown on Figure 2.

On-site delivery truck passbys are expected to be relatively brief and will occur at low speeds. To predict noise levels generated by on-site delivery truck circulation, BAC utilized file data obtained from measurements conducted by BAC of medium duty truck passbys. According to BAC file data, single-event medium truck passby noise levels are approximately 66 dB L_{max} and 76 SEL at a distance of 50 feet.

For the purposes of this analysis, it was assumed that 2 medium duty trucks could have store deliveries during the same worst-case hour. Based on a conservative 2 medium truck trips per hour, and an SEL of 76 dB per passby, the combined hourly average noise level generated by project delivery truck circulation computes to 43 dB L_{eq} at a reference distance of 50 feet from the passby route during the worst-case hour of deliveries (maximum noise level of 66 dB L_{max}).

Based on the above reference noise levels and truck trip assumptions above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), on-site delivery truck circulation noise exposure at the nearest existing and future residential uses was calculated and the results of those calculations are presented in Table 7.

Table 7
Predicted On-Site Delivery Truck Circulation Noise Levels at Nearest Residential Property Lines

APN ¹	Land Use	Distance from Circulation Route (ft) ²	Predicted Noise Levels (dBA) ³	
			L_{eq}	L_{max}
490-190-011	Existing SFR	165	27	50
490-100-031	Existing SFR	160	28	51
490-010-026	Future MDR	210	31	54
490-010-024	Future HDR	30	48	70
Applicable General Plan Daytime Noise Standards			55	75
Applicable WRSP Noise Standards			50	70
¹ Locations of nearest residential uses are shown on Figures 1 and 2. ² Distances scaled from (assumed) on-site truck circulation route to residential property lines using the provided site plans. On-site truck circulation route shown on Figure 2. ³ Predicted noise levels at nearest existing residential uses include consideration of the screening provided by existing sound walls, as discussed in this report. Source: Bollard Acoustical Consultants, Inc. (2020)				

The Table 7 data indicate that project on-site delivery truck circulation noise exposure is predicted to satisfy the applicable City of Roseville General Plan daytime hourly average (L_{eq}) and maximum (L_{max}) noise level standards at the nearest existing and future residential uses. In addition, project on-site delivery truck circulation noise levels are also predicted to satisfy the hourly average and maximum noise level standards identified in MM 4.5-3 of the WRSP Mitigation Monitoring Program. As a result, no further consideration of noise mitigation measures would be warranted for this aspect of the project.

Mechanical Equipment (HVAC)

Heating, ventilating, and air conditioning (HVAC) requirements for the proposed coffee kiosk building will most likely be met using a packaged roof-mounted system. The location of the coffee kiosk building is shown on Figure 2.

Pursuant to MM 4.5-3(b), roof-top HVAC equipment shall be oriented away from residential areas and systems shall not produce noise levels that exceed 50 dB at a distance of 25 feet. In addition, roof-top parapets shall block line-of-sight of HVAC equipment from noise-sensitive uses. Assuming that the project HVAC equipment has reference noise level of 50 dB at 25 feet, and assuming standard spherical spreading loss (-6 dB per doubling of distance), project HVAC equipment noise exposure at the property lines of the nearest existing and proposed residential uses was calculated and the results of those calculations are presented in Table 8.

To account for the screening that would be provided by the building parapets that would break line-of-sight of the equipment (as required by MM 4.5-3), HVAC equipment noise levels at the nearest existing and future residential uses have been adjusted by -5 dB.

Table 8
Predicted Rooftop HVAC Equipment Noise Levels at Nearest Residential Property Lines

APN ¹	Land Use	Distance from Building (feet) ²	Predicted Noise Levels, L_{eq} (dBA) ³
490-190-011	Existing SFR	175	22
490-100-031	Existing SFR	200	22
490-010-026	Future MDR	200	27
490-010-024	Future HDR	40	41
Applicable General Plan Daytime Noise Standard			55
Applicable General Plan Nighttime Noise Standard			45
¹ Locations of nearest residential uses are shown on Figures 1 and 2. ² Distances scaled from coffee kiosk building roof (elevated position) to residential property lines (ground level) using the provided site plans. Building location is shown on Figure 2. ³ Predicted noise levels at nearest existing residential uses include consideration of the screening provided by existing sound walls, and an offset of -5 dB to account for building parapet screening, as discussed in this report. Source: Bollard Acoustical Consultants, Inc. (2020)			

Because mechanical equipment operation typically generates sustained, steady-state noise levels, impacts of project rooftop mechanical equipment are assessed in this study relative to the applicable City of Roseville General Plan hourly average (L_{eq}) noise level standards.

As indicated in Table 8, project HVAC equipment noise exposure is predicted to range from 22-41 dB L_{eq} at the property lines of the nearest existing and future residential uses, and would satisfy the City of Roseville General Plan daytime and nighttime hourly average noise level standards. Therefore, provided that the project complies with the HVAC equipment and orientation criteria identified in MM 4.5-3 of the WRSP Mitigation Monitoring Program (as required), additional consideration of mitigation measures would not be warranted for this aspect of the project.

Conclusions

Provided that the project complies with the commercial land use criteria identified in MM 4.5-3 of the West Roseville Specific Plan Mitigation Monitoring Program (as required), noise levels associated with operations at the proposed Parcel W-20 Coffee Kiosk are predicted to comply with the daytime hourly average and maximum noise level criteria contained in the City of Roseville General Plan and the West Roseville Specific Plan Mitigation Monitoring Program. However, it is possible that project drive-through operations noise level exposure could exceed the applicable City of Roseville General Plan nighttime hourly average noise level standards at the adjacent future high-density residential parcel (APN: 490-010-024) should they occur during nighttime hours (10:00 p.m. to 7:00 a.m.).

In order to satisfy the applicable City of Roseville General Plan nighttime hourly average noise level standards at APN: 490-010-024, one of the following specific noise mitigation measures are recommended:

1. The construction of a 10' solid noise barrier along the southern project property boundary. Figure 2 shows the location of the recommended noise barrier. The solid barrier could consist of either masonry or precast concrete panels.

OR

2. Limit drive-through operations to daytime hours only (7:00 a.m. to 10:00 p.m.).

These conclusions are based on the site plan shown on Figure 2, BAC reference noise level measurements conducted at a similarly configured drive-through restaurants in the Sacramento area in recent years, and noise level data from equipment manufacturers. Deviations from the above-mentioned resources could cause actual noise levels to differ from those predicted in this assessment.

This concludes BAC's environmental noise assessment of drive-through operations for the proposed Parcel W-20 Coffee Kiosk located in Roseville, California. Please contact BAC at (916) 663-0500 or dariog@bacnoise.com with any questions regarding this assessment.

Appendix A

Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
IIC	Impact Insulation Class (IIC): A single-number representation of a floor/ceiling partition's impact generated noise insulation performance. The field-measured version of this number is the FIIC.
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
Loudness	A subjective term for the sensation of the magnitude of sound.
Masking	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.
RT₆₀	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
STC	Sound Transmission Class (STC): A single-number representation of a partition's noise insulation performance. This number is based on laboratory-measured, 16-band (1/3-octave) transmission loss (TL) data of the subject partition. The field-measured version of this number is the FSTC.





Legend

- A: LT-1: Facing south along Upland Drive
- B: LT-1: Facing north along Upland Drive
- C: LT-1: Existing 7' solid wall along residential property boundary
- D: LT-2: Facing south towards Pleasant Grove Boulevard near 6' existing solid wall

Parcel W-20 Coffee Kiosk
Roseville, California

Photographs of Survey Locations

Appendix B



Appendix C-1
Ambient Noise Monitoring Results - Site LT-1
Parcel W-20 Coffee Kiosk - Roseville, California
Tuesday, October 27, 2020

Hour	Leq	Lmax	L50	L90
12:00 AM	50	75	43	37
1:00 AM	46	65	36	30
2:00 AM	48	73	34	29
3:00 AM	49	66	41	32
4:00 AM	55	75	48	40
5:00 AM	60	74	56	50
6:00 AM	64	86	62	56
7:00 AM	64	78	63	59
8:00 AM	63	74	62	56
9:00 AM	61	76	59	49
10:00 AM	60	75	58	46
11:00 AM	60	71	58	45
12:00 PM	61	86	58	46
1:00 PM	61	80	59	46
2:00 PM	61	83	58	46
3:00 PM	61	73	59	48
4:00 PM	61	73	60	51
5:00 PM	62	75	61	53
6:00 PM	63	84	61	54
7:00 PM	61	72	59	52
8:00 PM	60	79	58	53
9:00 PM	59	72	57	52
10:00 PM	58	78	55	51
11:00 PM	56	75	53	48

Statistical Summary					
Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
High	Low	Average	High	Low	Average
64	59	61	64	46	57
86	71	77	86	65	74
63	57	59	62	34	48
59	45	50	56	29	41

Computed DNL, dB	65
% Daytime Energy	80%
% Nighttime Energy	20%

GPS Coordinates	38°45'59.79" N
	121°21'45.76" W

Appendix C-2
Ambient Noise Monitoring Results - Site LT-2
Parcel W-20 Coffee Kiosk - Roseville, California
Tuesday, October 27, 2020

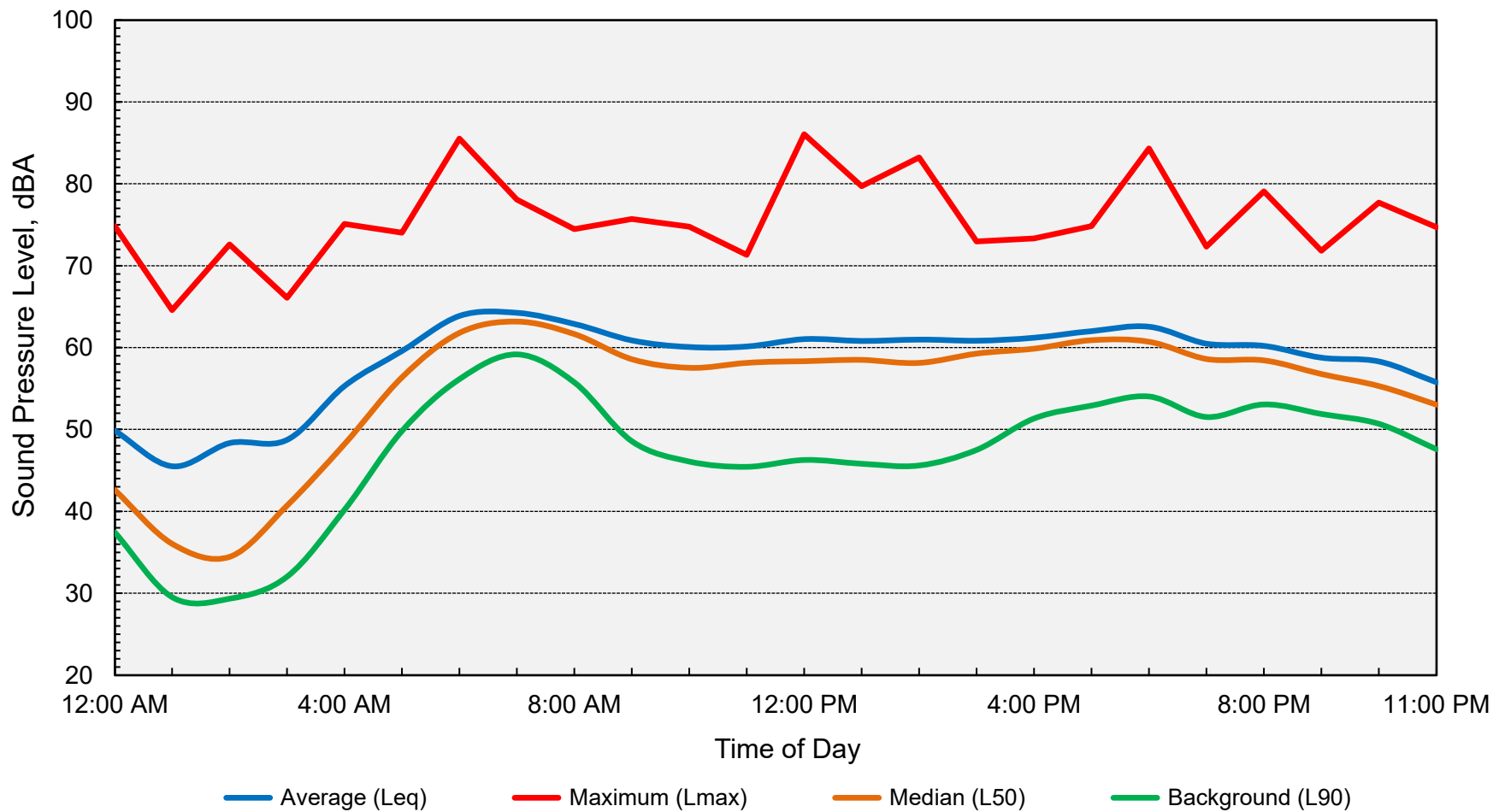
Hour	Leq	Lmax	L50	L90
12:00 AM	56	80	46	41
1:00 AM	53	72	37	28
2:00 AM	55	79	32	29
3:00 AM	52	70	38	31
4:00 AM	58	75	47	39
5:00 AM	62	77	56	47
6:00 AM	67	90	64	54
7:00 AM	68	82	65	57
8:00 AM	67	80	65	55
9:00 AM	67	84	64	50
10:00 AM	66	78	64	49
11:00 AM	67	77	65	52
12:00 PM	68	86	65	51
1:00 PM	67	80	65	49
2:00 PM	68	92	65	49
3:00 PM	67	80	65	51
4:00 PM	67	79	65	52
5:00 PM	68	82	66	53
6:00 PM	67	82	65	52
7:00 PM	65	80	61	49
8:00 PM	64	82	60	50
9:00 PM	63	77	57	49
10:00 PM	61	85	53	47
11:00 PM	58	75	49	44

Statistical Summary					
Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
High	Low	Average	High	Low	Average
68	63	67	67	52	61
92	77	81	90	70	78
66	57	64	64	32	47
57	49	51	54	28	40

Computed DNL, dB	69
% Daytime Energy	87%
% Nighttime Energy	13%

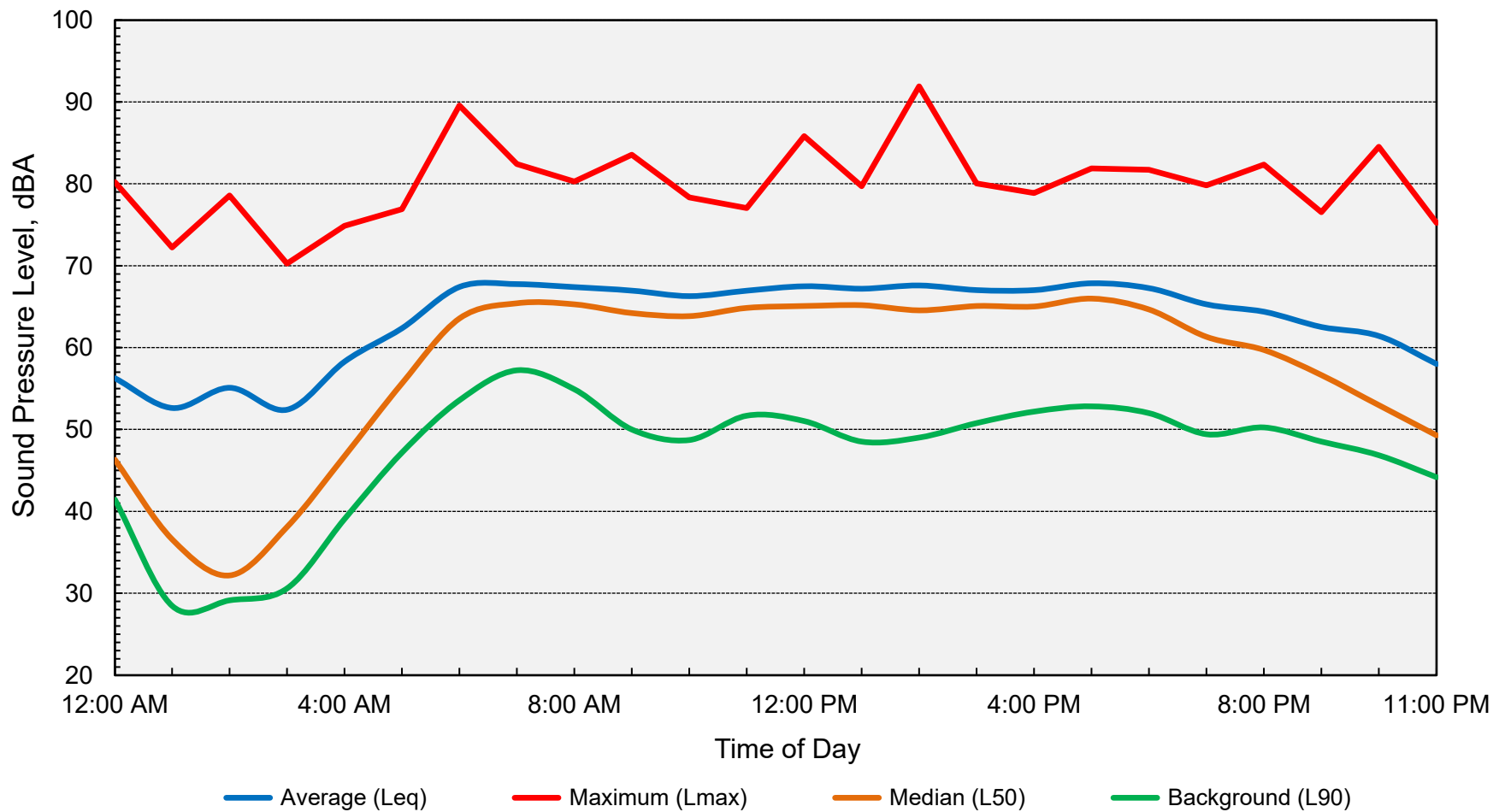
GPS Coordinates	38°46'01.16" N
	121°21'42.60" W

Appendix D-1
Ambient Noise Monitoring Results - Site LT-1
Parcel W-20 Coffee Kiosk - Roseville, California
Tuesday, October 27, 2020



Computed DNL = 65 dB

Appendix D-2
Ambient Noise Monitoring Results - Site LT-2
Parcel W-20 Coffee Kiosk - Roseville, California
Tuesday, October 27, 2020



Computed DNL = 69 dB

Appendix E

Drive-Through Speaker Reference Noise Level Data

HME

Customer Driven

Memo

Re: Drive-Thru Sound Pressure Levels From the Menu Board or Speaker Post

The sound pressure levels from the menu board or speaker post are as follows:

1. Sound pressure level (SPL) contours (A weighted) were measured on a typical HME SPP2 speaker post. The test condition was for pink noise set to 84 dBA at 1 foot in front of the speaker. All measurements were conducted outside with the speaker post placed 8 feet from a non-absorbing building wall and at an oblique angle to the wall. These measurements should not be construed to guarantee performance with any particular speaker post in any particular environment. They are typical results obtained under the conditions described above.
2. The SPL levels are presented for different distances from the speaker post:

Distance from the Speaker (Feet)	SPL (dBA)
1 foot	84 dBA
2 feet	78 dBA
4 feet	72 dBA
8 feet	66 dBA
16 feet	60 dBA
32 feet	54 dBA

3. The above levels are based on factory recommended operating levels, which are preset for HME components and represent the optimum level for drive-thru operations in the majority of the installations.

Also, HME incorporates automatic volume control (AVC) into many of our Systems. AVC will adjust the outbound volume based on the outdoor, ambient noise level. When ambient noise levels naturally decrease at night, AVC will reduce the outbound volume on the system. See below for example:

Distance from Outside Speaker	Decibel Level of standard system with 45 dB of outside noise <u>without</u> AVC	Decibel level of standard system with 45 dB of outside noise <u>with</u> AVC active
1 foot	84 dBA	60 dBA
2 feet	78 dBA	54 dBA
4 feet	72 dBA	48 dBA
8 feet	66 dBA	42 dBA
16 feet	60 dBA	36 dBA

If there are any further questions regarding this issue please contact HME customer service at 1-800-848-4468.

Thank you for your interest in HME's products.

Memorandum

Date: January 13, 2021
To: Jack Varozza, City of Roseville
From: Greg Behrens, John Gard, Tinotenda Jonga, Emily Alice Gerhart, Fehr & Peers
Subject: **Traffic Study for Coffee Shack Project in Roseville, CA**

RS20-3985

This memorandum presents the analysis and conclusions of our traffic study for the proposed Coffee Shack project, which would be located at 1875 Pleasant Grove Boulevard in the southeast quadrant of the Pleasant Grove Boulevard/Upland Drive intersection. The proposed project would be a drive-through coffee store with a single drive-through window and no indoor seating.

Project Site Setting

Figure 1 shows the project site location and study area. The project site is located on a vacant lot at the southeast corner of the Pleasant Grove Boulevard/Upland Drive intersection, approximately 750 feet west of Fiddymment Road.

Along the project site frontage, Pleasant Grove Boulevard consists of four lanes and has a posted speed limit of 45 miles per hour (MPH). Base on engineering speed surveys provided by the City, a design speed of 50 MPH was chosen based on the 85th percentile speed. The City of Roseville General Plan identifies Pleasant Grove Boulevard as a minor arterial within the vicinity of the project site.

Upland Drive is a two-lane collector located on the western edge of the project site. Upland Drive will eventually extend south into the Sierra Vista Specific Plan area, but is currently a stub street ending approximately 180 feet south of Pleasant Grove Boulevard. The Pleasant Grove Boulevard/Upland Drive intersection is side-street stop controlled and includes left-turn lanes in the northbound and westbound directions. The intersection is planned for signalization in the future.

Sidewalks and Class II bike lanes are provided on both sides of Pleasant Grove Boulevard and Upland Drive within the project site vicinity.



Methodology

This study analyzes traffic conditions at the study intersection using Level of Service (LOS) as a measure of operational performance. LOS is a qualitative measure of traffic flow from the perspective of motorists and is an indication of the comfort associated with driving. Typical factors that affect LOS include speed, travel time, and traffic interruptions. Empirical LOS criteria and methods of calculation have been documented in the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). LOS is a letter classification system, from A (representing free-flow traffic conditions) to F (oversaturated conditions where traffic demand exceeds capacity, resulting in long queues and delays). These methodologies were implemented using Synchro 10 software.

This study analyzes AM and PM peak hour operations at the following intersection:

1. Pleasant Grove Boulevard/Upland Drive

This study reports several maximum queue lengths for critical turning movements at and near the project site, including the following:

- Westbound left-turn at Pleasant Grove Boulevard/Upland Drive
- Northbound right-turn at the Pleasant Grove project driveway

Traffic operations for this study were analyzed using SimTraffic 10 simulation software, which accounts for interactions between intersections, queue spillback, vehicle platooning, etc. The program also produces more accurate estimates of vehicular queuing (when compared to more deterministic methods).

Applicable LOS Policies

Per the *City of Roseville General Plan Circulation Element*, a LOS "C" standard at a minimum of 70 percent of all signalized intersections and roadway segments in the City during the AM and PM peak hours ought to be maintained. 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.

Data Collection

Peak hour intersection turning movement counts at Pleasant Grove Boulevard/Fiddymont Road and Pleasant Grove Boulevard/Monument Drive were obtained from the City of Roseville Turning Movement Volume/Occupancy Report online database to determine existing peak hour traffic volumes at Pleasant Grove Boulevard/Upland Drive and on Pleasant Grove Boulevard along the project site frontage. Weekday peak hour intersection turning movement counts were derived from an average of Tuesdays, Wednesdays, and Thursdays during October 2019 to represent pre-COVID conditions.



Analysis Scenarios

The study considers the effects of the project under both Existing Plus Project and Cumulative Plus Project conditions. The Existing Plus Project scenario considers the development of the project without any additional changes to the surrounding land use and transportation characteristics.

The Cumulative Plus Project scenarios considers the development of the project alongside land use and transportation system changes through 2035 as identified in the City of Roseville General Plan. Notably, this scenario includes the extension of Upland Drive south into the Sierra Vista Specific Plan area as well as the signalization of the Pleasant Grove Boulevard/Upland Drive intersection.

Project Site Plan

Figure 2 shows the project site plan (*Preliminary Site Plan*, Baker Williams Engineering Group, October 2020). The proposed project would be a drive-through coffee store with a single drive-through window and no indoor seating. The project would provide 14 on-site vehicle parking spaces. Access to the project site would be provided via a single right-in/right-out (RIRO) driveway on Pleasant Grove Boulevard. The driveway would be side-street stop-controlled.

Project Travel Characteristics

Trip Generation

Table 1 presents the estimated project trip generation.

Project trip generation was estimated based on data collected at Dutch Bros drive-through coffee stores in the Sacramento region. PM peak period trip generation counts were collected at the following two facilities on Wednesday, February 5, 2020 from 2:45 PM to 5:30 PM (in order to capture both spikes in attendance after nearby high schools had released, as well as when adjacent street traffic is busiest):

- Dutch Bros coffee store located at 1225 Baseline Road in Roseville, CA
- Dutch Bros coffee store located at 8610 Elk Grove Boulevard in Elk Grove, CA

Amongst many drive-through coffee stores that exist in the Sacramento region, these facilities are appropriate for this study because they share similar operating/design characteristics to that of the proposed project. They both consist of a single drive-through window, provide no indoor seating, and have building sizes that are very similar to that of the proposed project (less than 1,000 square feet). By controlling for these variables, any uncertainties associated with the effects of multiple service windows and smaller/larger building sizes are eliminated.

These sites yielded nearly identical PM peak hour trip generation totals of 162 trips (gross).

- Dutch Bros coffee store located at 1225 Baseline Road in Roseville, CA
- Dutch Bros coffee store located at 715 Sunrise Avenue in Roseville, CA

Table 1 includes reductions for pass-by trips. Pass-by trips are trips already on the network that are diverted to and from a commercial or retail land use, and therefore would not be considered as new trips generated by the project. Pass-by trips were estimated from data presented in the *Trip Generation Handbook, 3rd Edition* (Institute of Transportation Engineers, 2017). For the drive-through, the relevant ITE land use category (Coffee/Donut Shop with Drive-Through Window) has a pass-by rate of 89 percent. However, the studies used for this calculation are dated (around 20 years old), so a pass-by rate of 70 percent was applied for drive-through trips. This approach is conservative because fewer pass-by trips implies a greater percentage of project trips are “new,” which means they are added to the surrounding roadway system.

Table 1: Project Trip Generation

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Dutch Bros Coffee Drive-Through (observed) ¹	90	90	180	81	81	162
Total Gross Trips	90	90	180	81	81	162
<i>Pass-By Trip Reduction</i> ²	-63	-63	-126	-57	-57	-114
Net New External Trips	27	27	54	24	24	48

Source: Fehr & Peers, 2020.

The trip distribution and assignment of the project under Existing Plus Project conditions was estimated based on current travel patterns, permitted turning movements, and complementary land uses. For Cumulative Plus Project conditions, project trip distribution was estimated by performing a select zone analysis of the project site using the City of Roseville cumulative year travel demand model. These processes considered the opportunity for westbound U-turn movements at the Pleasant Grove Boulevard/Upland Drive intersection for inbound project trips traveling from the east.

Table 2 summarizes the estimated project trip distribution.

Direction	Existing Plus Project				Cumulative Plus Project			
	AM		PM		AM		PM	
	In	Out	In	Out	In	Out	In	Out
Pleasant Grove Blvd to/from the east	71%	86%	83%	72%	66%	78%	66%	67%
Pleasant Grove Blvd to/from the west	29%	14%	17%	28%	24%	15%	24%	24%
Upland Drive to/from the south	-	-	-	-	10%	7%	10%	9%
Source: Fehr & Peers, 2020.								

Source: Fehr & Peers, 2020.



Intersection Operations

Table 3 presents the peak hour average delay and LOS at the Pleasant Grove Boulevard/Upland Drive intersection. The intersection would operate at LOS C or better during both the AM or PM peak hours under Existing Plus Project and Cumulative Plus Project conditions.

Table 3: Pleasant Grove Boulevard/Upland Drive - Peak Hour Intersection Operations

Intersection	Traffic Control	AM		PM	
		Delay ¹	LOS ²	Delay ¹	LOS ²
Existing Plus Project Conditions					
Pleasant Grove Boulevard/Upland Drive	Side Street Stop Control (WB Left/U-Turn)	16	C	12	B
Cumulative Plus Project Conditions					
Pleasant Grove Boulevard/Upland Drive	Signal	13	B	11	B
Notes:					
1. Delay is reported as seconds per vehicle. Values are rounded to the nearest whole number so the same delay may represent two different LOS conditions if the delay is within 0.5 seconds of the LOS. Average control delay for signalized intersections is the weighted average for all movements. Delay for side street stop controlled intersections is reported by movement. 2. "LOS" represents level of service, calculated based on methodologies contained in the <i>Highway Capacity Manual, 6th Edition</i> (Transportation Research Board, 2016).					
Source: Fehr & Peers, 2020.					

Table 4 presents the peak hour maximum queue for the critical westbound left-turn movement at the Pleasant Grove Boulevard/Upland Drive intersection. The peak hour maximum queue would be accommodated within the available storage during both the AM and PM peak hours under Existing Plus Project and Cumulative Plus Project conditions.

Table 4: Pleasant Grove Boulevard/Upland Drive – Maximum Queue Lengths

Intersection	Movement	Storage	Maximum Queue (vehicles)	
			AM	PM
Existing Plus Project Conditions				
Pleasant Grove Boulevard/Upland Drive	WB Left/U-Turn	250 ft.	75 ft. (3 vehicles)	75 ft. (3 vehicles)
Cumulative Plus Project Conditions				
Pleasant Grove Boulevard/Upland Drive	WB Left/U-Turn	250 ft.	100 ft. (4 vehicles)	150 ft. (6 vehicles)
Note: Queue lengths are rounded up to the nearest 25 feet.				
Source: Fehr & Peers, 2020.				



Project Access and On-Site Circulation

This section evaluates the access and on-site circulation components of the project relative to standards established in the *City of Roseville Design and Construction Standards* from January 2020.

Project Driveway Design

Driveway Spacing

The project driveway would be located 280 feet east of the Pleasant Grove Boulevard/Upland Drive intersection, as measured from the intersection centerline to the driveway centerline. According to City staff, driveways on arterial streets must be placed at least 250 feet from the adjacent upstream intersection (refer to Section 5-3). Therefore, the project driveway would meet the City's minimum driveway spacing requirement.

Driveway Throat Width

The project driveway would have a throat width of 35 feet. The City requires that driveways for commercial uses have a minimum throat width of 35 feet (refer to Section 7-14). Therefore, the project driveway would meet the City's minimum driveway throat width requirement.

Driveway Throat Depth

It is important that driveways be designed with adequate throat depth to accommodate exiting traffic, such that blockages to incoming traffic are minimized. Such blockages could cause inbound traffic to spill back onto public streets, which could increase conflicts with other vehicles and modes of travel.

Based on the configuration of the driveway and its placement relative to the on-site drive-through exit and drive aisles, the driveway would provide approximately 100 feet of storage for outbound vehicle queues. In other words, the outbound vehicle queue could extend 100 feet before interfering with on-site circulation.

Table 5 displays the estimated peak hour maximum queue for outbound vehicle movements at the project driveway. The peak hour maximum queue would be accommodated within the available storage during both the AM and PM peak hours under Existing Plus Project and Cumulative Plus Project conditions. Note that the AM peak hour maximum queue would decrease between Existing Plus Project and Cumulative Plus Project conditions due to the planned traffic signal at the Pleasant Grove/Upland Drive intersection. The signalization of this intersection would increase the gaps in eastbound traffic on Pleasant Grove Boulevard along the project site frontage, improving the ease with which vehicles could exit the project site.



Table 5: Project Driveway – Outbound Maximum Queue Lengths

Intersection	Movement	Storage	Maximum Queue (vehicles)	
			AM	PM
Existing Plus Project Conditions				
Pleasant Grove Boulevard Driveway	NB Right-Turn	100 ft.	100 ft. (4 vehicles)	75 ft. (3 vehicles)
Cumulative Plus Project Conditions				
Pleasant Grove Boulevard Driveway	NB Right-Turn	100 ft.	75 ft. (3 vehicles)	75 ft. (3 vehicles)
Note: Queue lengths are rounded up to the nearest 25 feet.				
Source: Fehr & Peers, 2020.				

Driveway Corner Sight Distance

The City requires that corner sight distance be provided for vehicles exiting intersections and driveways (refer to Section 7-12). **Figure 3** illustrates the corner sight distance for vehicles exiting the project driveway onto Pleasant Grove Boulevard. As shown this line of sight is generally unobstructed except for the landscape strip immediately west of the project site. The recommended right-turn deceleration lane (refer to “Need for Right-Turn Deceleration” section) would eliminate the landscape strip on the project frontage west of the project driveway, thus clearing the potential line of sight obstruction shown in Figure 3.

Other Driveway Design Considerations

The site plan does not provide sufficient detail to determine the driveway treatment at the point at which it meets Pleasant Grove Boulevard. The City requires that commercial driveways on arterial streets be designed as Type A-7 driveways (refer to Section 7-14 and Detail ST-22). Therefore, the following is recommended:

- Construct the driveway as a Type A-7 driveway (refer to Detail ST-22).
- Construct the driveway with a corner radius of 25 feet to accommodate large truck maneuvers in/out of the project site, as discussed below in the “Large Truck Circulation” section. Note that this corner radius is recommended in combination with the construction of a right-turn deceleration lane, as discussed below in the “Need for Right-Turn Deceleration” section. A wider corner radius of 30 feet would be necessary to accommodate large truck maneuvers without the provision of a right-turn deceleration lane.



Drive-Through Queue Storage

The project site plan states that the drive-through lane would provide 395 feet of storage. However, the project site plan illustrates that the vehicle queue would extend past the drive-through lane entry point. The last vehicle shown in this queue (labeled #22 on the project site plan) would impede the path of travel for vehicles entering the site as they travel towards parking located on the westerly portion of the project site. A measurement of the drive-through lane storage between the entry point (located approximately at the rear of vehicle #21 labeled on the project site plan) and the service window indicates that the drive-through lane would provide 380 feet of storage.

The City requires that the storage requirements for drive-through projects be evaluated at 25 feet per vehicle (refer to Section 4-5). However, queue observations at existing Dutch Bros stores in Roseville indicate that drive-through queues for comparable drive-through coffee stores measure at approximately 20 feet per vehicle. This closer vehicle spacing could be attributed to the longer waits, stop-and-go queue progression, extremely low truck/large vehicle percentage (if any), and very low travel speeds of drive-through operations when compared to typical vehicle operations on public roadways. Therefore, for the purposes of this analysis, it is recommended that project drive-through queue storage needs be evaluated at 20 feet per vehicle. Based on this methodology, the project drive-through lane would provide 380 feet of storage for up to 19 vehicles.

To estimate maximum queue lengths for the project drive-through lane, maximum drive-through queue observations were conducted between 7 AM and 7 PM on Thursday, November 5, 2020 at the following locations:

- Dutch Bros coffee store located at 1225 Baseline Road in Roseville, CA
- Dutch Bros coffee store located at 715 Sunrise Avenue in Roseville, CA

The maximum drive-through queue observed at the Sunrise Avenue Dutch Bros store was 13 vehicles and the maximum drive-through queue observed at the Baseline Road Dutch Bros store was 21 vehicles. Therefore, if the project would be expected to generate levels of customer activity (and on-site employee order fulfillment efficiency) similar to the Sunrise Avenue Dutch Bros store, the project would provide sufficient drive-through storage to accommodate the maximum queue. However, if the project would be expected to generate levels of customer activity similar to the Baseline Road Dutch Bros store, the maximum drive-through queue would exceed the available storage by two vehicles.

Vehicles that exceed the drive-through queue storage would impede the path of travel for vehicles entering the project site. It is important to note that the maximum drive-through queue at the Baseline Road Dutch Bros store exceeded 19 vehicles (the available drive-through storage for the proposed project) for only two five-minute intervals during the entirety of the 7 AM to 7 PM observation period. This represents just over



one percent of the 145 five-minute intervals recorded during the maximum drive-through queue observations. Therefore, while it is conceivable that the maximum drive-through queue would exceed the available drive-through storage for the proposed project, this condition would likely occur only during brief periods of heavy visitation and would not persist for extended periods of time.

In order to reduce the likelihood of the drive-through queue extending back onto Pleasant Grove Boulevard, the following is recommended:

- Widen the project driveway to a width of 40 feet and provide two inbound lanes and one outbound lane. Install "Drive Thru" pavement markings in the westerly inbound lane.

Westbound U-Turn Movements at Pleasant Grove Boulevard/Upland Drive

The location of the project site combined with its right-in/right-out driveway would require inbound vehicles traveling from the east to complete a westbound U-turn movement at the Pleasant Grove Boulevard/Upland Drive intersection in order to access the site. As such, the project would add considerable traffic volumes to this U-turn movement.

U-Turn Turning Radius

The geometry of this U-turn movement was reviewed to evaluate its consistency with City standards. The distance between the left lane line of the westbound left-turn pocket (from which U-turns would be completed) to the southerly face of curb on Pleasant Grove Boulevard is 33 feet (refer to **Figure 4**). The distance between the right lane line of the westbound left-turn pocket to the southerly face of curb on Pleasant Grove Boulevard is 44 feet. The radius of the southeast corner of the Pleasant Grove Boulevard/Upland Drive intersection is 51 feet. These conditions satisfy City standards for permitted U-turn movements for westbound Pleasant Grove Boulevard at Upland Drive (refer to Detail TS-15).

U-Turn Sight Distance

Pursuant to City standards (refer to Section 7-12) and the 2011 American Association of State Highway and Transportation Officials (AASHTO) *Geometric Design of Highways and Streets* Chapter 9.5.3 Case F, the required westbound U-turn sight distance is 530 feet. This is measured from the location of a driver preparing to begin a U-turn movement to the location of an object (i.e., an oncoming vehicle) in the center of the approaching lane on eastbound Pleasant Grove Boulevard. As shown in **Figure 4**, the existing median landscaping on the west leg of the Pleasant Grove Boulevard/Upland Drive intersection would obstruct this line of sight due to the horizontal curvature of Pleasant Grove Boulevard. Therefore, the westbound U-turn sight distance would not be adequate.



The following is recommended:

- Maintain the existing median landscaping on the west leg of the Pleasant Grove Boulevard/Upland Drive intersection and routinely prune the existing trees and vegetation to maintain a six-inch to six-foot clear line of sight within the green area shown on Figure 4.

Note that this sight distance issue will be resolved in the future with the installation of a traffic signal at the Pleasant Grove Boulevard/Upland Drive intersection because westbound left- and U-turn movements would be separated from eastbound through movements through signal phasing. However, the precise timing of this signalization is not yet known, and it is conceivable that the project is constructed and operational prior to the installation of the traffic signal.

Need for Right-Turn Deceleration

The City requires provision of right-turn deceleration in circumstances where all of the following conditions are met (refer to Section 5.5):

- The driveway is located on an arterial or expressway.
- Right turn ingress volume is expected to exceed fifty (50) during peak hour flows on the roadway. For right turn ingress volumes between ten (10) and fifty (50) a right turn curb taper shall be constructed in conformance with the Standard Drawings.
- There is ample room and frontage to fit a deceleration lane as determined by the City Engineer.
- The travel speed of the roadway, as determined by the City Engineer, equals or exceeds 45 MPH.

The project driveway meets all applicable conditions warranting construction of a right-turn deceleration lane. The standard right-turn deceleration lane is 200 feet in length plus a 60-foot taper (refer to Detail ST-25). However, there is not adequate distance between the project driveway and the near curb return at the Pleasant Grove Drive/Upland Drive intersection to accommodate the standard right-turn deceleration lane. Therefore, the following is recommended:

- Construct a right-turn deceleration lane on eastbound Pleasant Grove Boulevard approaching the project driveway that is 135 feet in length plus a 60-foot taper.

While this would not adhere to the City standard for a right-turn deceleration lane, it would still provide operational benefit and would be preferred to a right-turn curb flare.



Internal Vehicle Circulation

Passenger Vehicle Circulation

Several on-site parking stalls would be placed in locations that would not be easily accessible for passenger vehicles or that when occupied would impede the path of travel for passenger vehicles circulating within the project site. These include the following:

- Parking stall #10 is situated at an acute angle relative to the westbound parking lot drive aisle. This would require ingressing vehicles to complete a sharp turning maneuver to access the parking stall, while larger vehicles would likely be required to complete a multi-point turn to access the parking stall. These conditions would adversely affect the flow of vehicle traffic within the project site parking lot.
- Parking stalls #11 and #12 are situated immediately in front of the drive-through exit. When occupied, these parking stalls would impede the flow of traffic exiting the drive-through and impede vehicles reversing out of parking stalls #13 and #14. Additionally, parking stalls #11 and #12 are placed in locations that would be more ideally suited for outbound vehicle queues exiting the project driveway.

The following modifications to the site plan are recommended:

- Eliminate parking stalls #10, #11, and #12 shown on the project site plan.

This modification would reduce the number of on-site parking spaces from 14 to 11 spaces. City Code Chapter 19.26.030 requires fast food with drive through establishments to provide one parking space per 100 square feet, equal to nine parking spaces when applied to the project. Therefore, even with the proposed on-site parking reduction, the project would still satisfy City parking requirements.

Large Truck Circulation

Figure 5 illustrates turning movements for refuse trucks (25-foot inside radius and 45-foot outside radius) and **Figure 6** illustrates turning movements for fire and organics trucks (30-foot inside radius and 50-foot outside radius). Large truck movements into the project site would need to be completed from the outside eastbound through lane. The truck swept paths would conflict with the sidewalk and landscape strip immediately west of the project site.

As shown in Figure 6, fire and organics truck paths would conflict with parking stalls #10, #11, and #12 shown on the project site plan.

Large trucks that enter the project site would require multi-point turns using the westerly portion of the project parking lot in order to reverse direction and exit the site facing forward. Similar maneuvers would



be necessary for refuse and organics trucks to access bins located at the southwest corner of the project site. While these maneuvers would be disruptive to circulation patterns within the project parking lot, they would not disrupt parking lot operations for extended durations given the relatively infrequent trips to and from the project site by large trucks.

The following modifications are recommended to better accommodate large truck maneuvers:

- Construct the driveway as a Type A-7 driveway (refer to Detail ST-22).
- Construct the driveway with a corner radius of 25 feet to accommodate large truck maneuvers in/out of the project site (refer to previous note regarding right-turn deceleration lane).
- Eliminate parking stalls #10, #11, and #12 shown on the project site plan.

Vehicle Miles of Travel (VMT)

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law and started a process intended to fundamentally change transportation impact analysis as part of CEQA compliance. These changes include elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts. The LOS results presented earlier in this memorandum were prepared to evaluate compliance with the City of Roseville General Plan LOS policy and for informational purposes, but not to determine significant impacts under CEQA per se.

SB 743 contained language directing the Governor's Office of Planning and Research (OPR) to update the CEQA Guidelines to include new criteria (e.g., metrics) for determining the significance of transportation impacts. OPR selected vehicle miles of travel (VMT) as the transportation impact metric, recommended its application statewide, and submitted updates to the CEQA Guidelines that were certified by the Natural Resources Agency in December 2018. The requirements of SB 743 became effective statewide on July 1, 2020. To help aid lead agencies with SB 743 implementation, OPR produced the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018). The *Technical Advisory* helps lead agencies think about the variety of implementation questions they face with respect to shifting to a VMT metric.

Page 17 of the *Technical Advisory* generally describes retail development including stores less than 50,000 square feet as locally-serving. And in the context of CEQA, it concludes that locally-serving retail may be found to cause less-than-significant transportation impacts. The proposed project clearly falls well below this building size threshold. Moreover, given the prevalence of coffee stores (drive-through and walk-in) throughout the City of Roseville and the broad distribution of these coffee stores throughout the City's residential and employment areas, it is expected that the project would similarly cater to local residents and employees and function as a locally-serving establishment. For these reasons, the project is presumed to have a less-than-significant impact to the transportation system on the basis of project-generated VMT, pursuant to guidance provided in the *Technical Advisory*.



Summary & Conclusions

In summary, the analysis of the proposed project revealed the need for the following modifications to the project site plan and surrounding roadway network:

- Construct a right-turn deceleration lane on eastbound Pleasant Grove Boulevard approaching the project driveway that is 135 feet in length plus a 60-foot taper.
- Construct the driveway as a Type A-7 driveway (refer to Detail ST-22) with a corner radius of 25 feet to accommodate large truck maneuvers in/out of the project site.
- Widen the project driveway to a width of 40 feet and provide two inbound lanes and one outbound lane. Install "Drive Thru" pavement markings in the westerly inbound lane.
- Maintain the existing median landscaping on the west leg of the Pleasant Grove Boulevard/Upland Drive intersection and routinely prune the existing trees and vegetation to maintain a six-inch to six-foot clear line of sight within the green area shown on Figure 4.
- Eliminate parking stalls #10, #11, and #12 shown on the project site plan.



References

City of Roseville (January 2020). *City of Roseville Design and Construction Standards*.

Institute of Transportation Engineers (2017). *Trip Generation Handbook, 3rd Edition*.

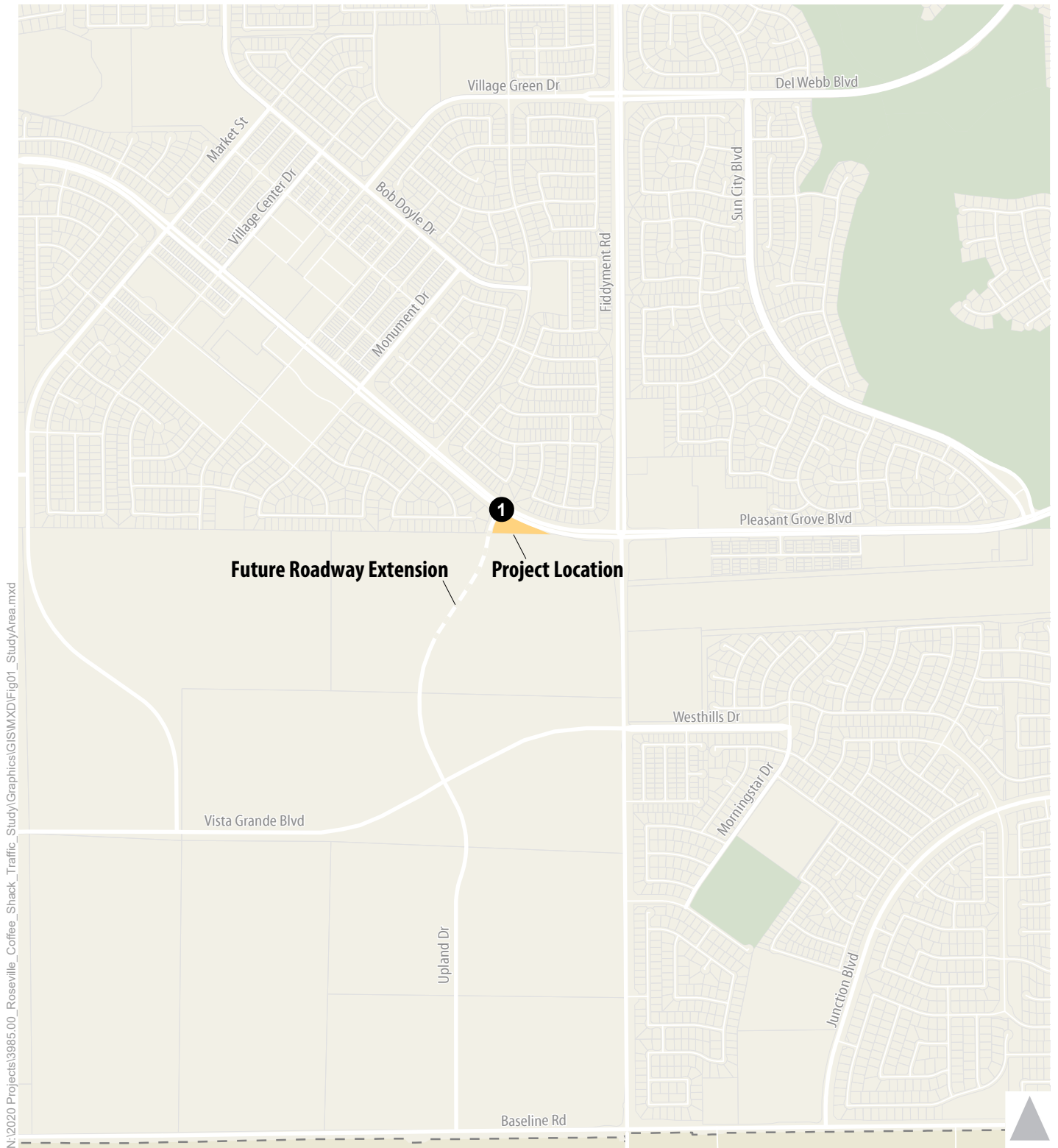
Institute of Transportation Engineers (2017). *Trip Generation Manual, 10th Edition*.

Governor's Office of Planning and Research (December 2018). *Technical Advisory on Evaluating Transportation Impacts in CEQA*.

Transportation Research Board (2016). *Highway Capacity Manual, 6th Edition*.



Appendix A. Figures



N:\2020 Projects\3985.00_Roseville_Coffee_Shack_Traffic_Study\Graphics\GISMXD\Fig01_StudyArea.mxd

- 1 Study Intersection
- Project Location
- City Boundary
- Park/Open Space



Figure 1
Study Area

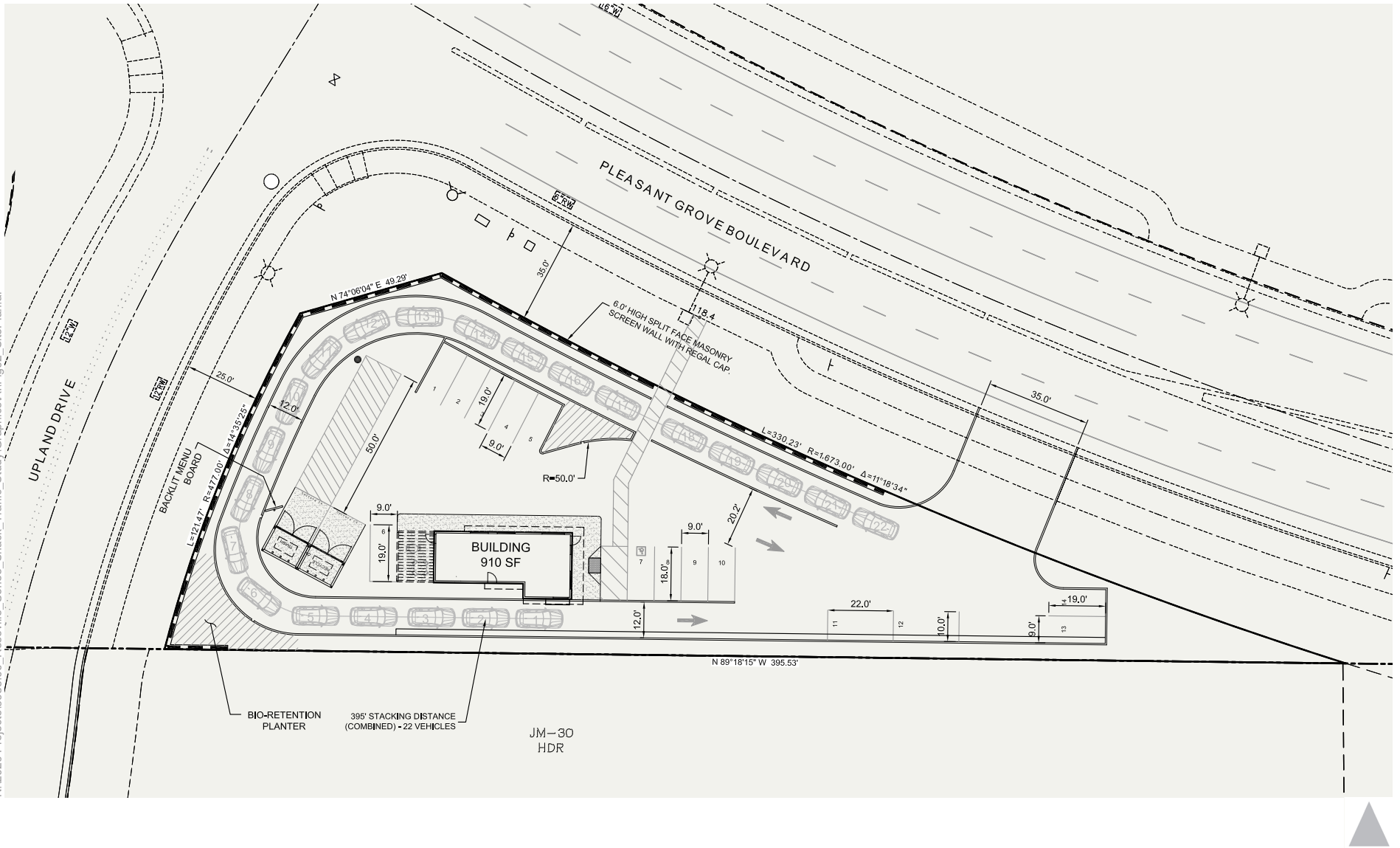
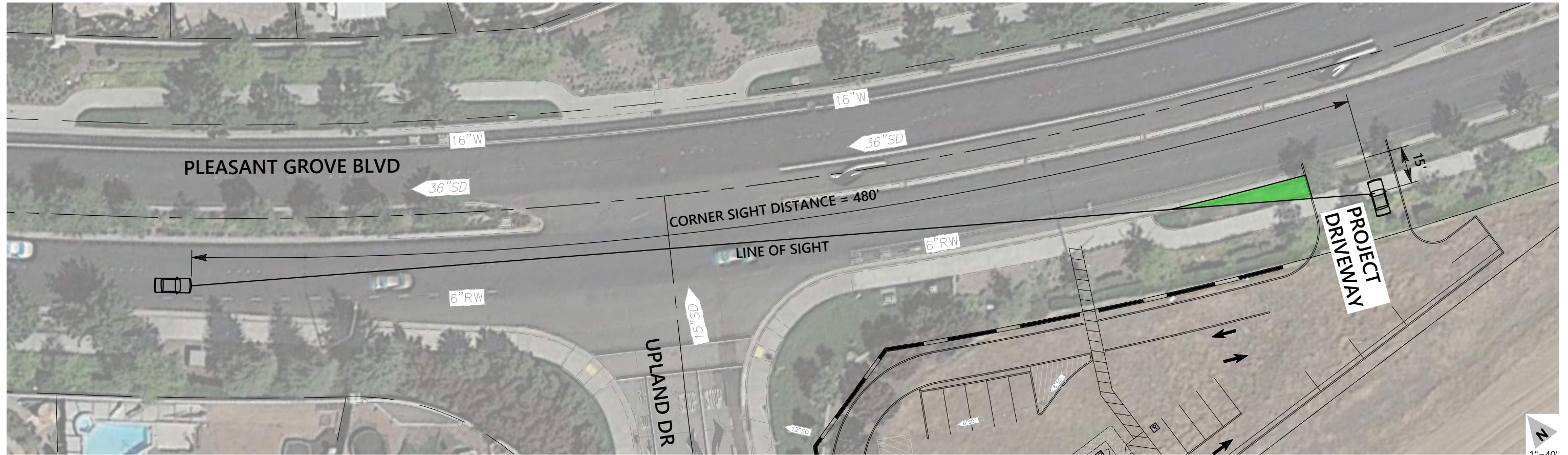
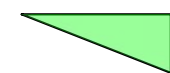


Figure 2
Project Site Plan



CORNER SIGHT DISTANCE

LEGEND



LEFT TURN SIGHT DISTANCE TRIANGLE - DESIGN OF VERTICAL ELEMENTS IN THIS AREA TO BE CONSISTENT WITH HIGHWAY DESIGN MANUAL TOPIC 405.1 (2) AND CITY OF ROSEVILLE DESIGN STANDARDS SECTION 7-12 (C)¹.

DESIGN SPEED

PLEASANT GROVE BOULEVARD - 50 MPH (BASED ON SPEED SURVEY PERFORMED BY THE CITY ON 12/9/2015)

CORNER SIGHT DISTANCE

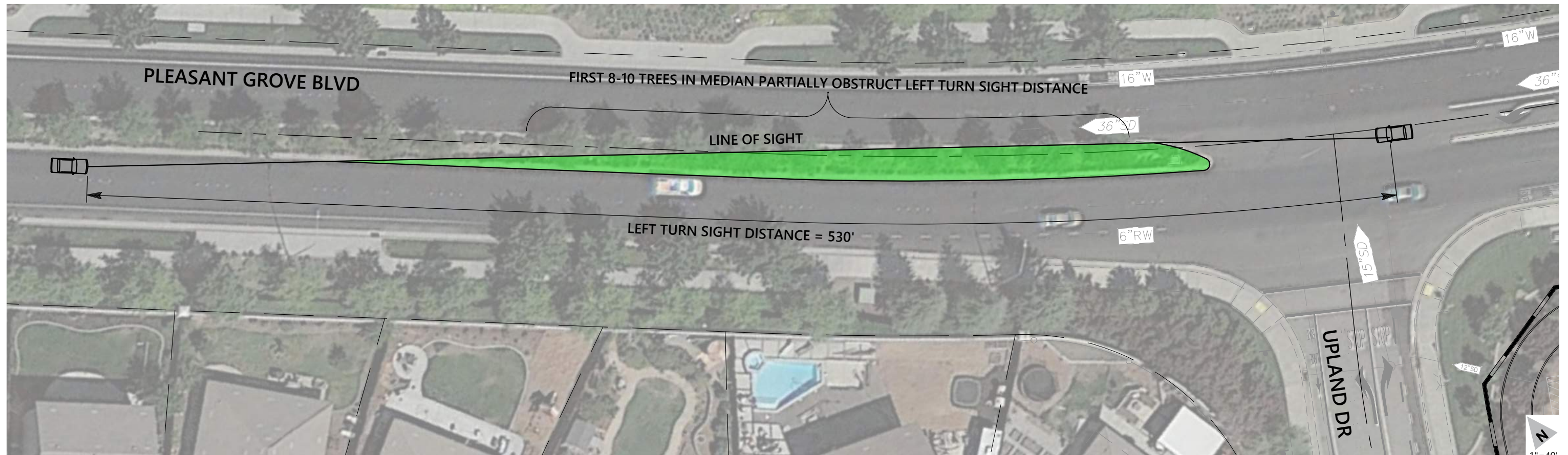
CORNER SIGHT DISTANCE = 480' CALCULATED PER HIGHWAY DESIGN MANUAL TOPIC 405.1 (2).



1: SHADED GREEN AREA REPRESENTS PORTION OF PROJECT FRONTAGE SITUATED BETWEEN THE FACE OF CURB AND THE REQUIRED LINE OF SIGHT.

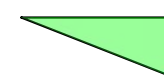
Figure 3

Corner Sight Distance Analysis
Project Driveway at Pleasant Grove Boulevard



LEFT TURN SIGHT DISTANCE

LEGEND



LEFT TURN SIGHT DISTANCE TRIANGLE - DESIGN OF VERTICAL ELEMENTS IN THIS AREA TO BE CONSISTENT WITH 2011 AASHTO GEOMETRIC DESIGN OF HIGHWAYS AND STREETS CHAPTER 9.5.3 CASE F AND CITY OF ROSEVILLE DESIGN STANDARDS SECTION 7-12 (B)¹.

DESIGN SPEED

PLEASANT GROVE BOULEVARD - 50 MPH
(BASED ON SPEED SURVEY PERFORMED BY THE CITY ON 12/9/2015)

LEFT TURN SIGHT DISTANCE

LEFT TURN SIGHT DISTANCE = 530' CALCULATED PER 2011 AASHTO GEOMETRIC DESIGN OF HIGHWAYS AND STREETS CHAPTER 9.5.3 CASE F.

U-TURN DIMENSIONS

U-TURN DIMENSIONS ARE PROVIDED TO CONFIRM ADEQUACY OF U-TURN MOVEMENT WITH CITY OF ROSEVILLE DESIGN STANDARDS SECTION 6-2 (O) AND CITY OF ROSEVILLE STANDARD DETAIL TS-15.



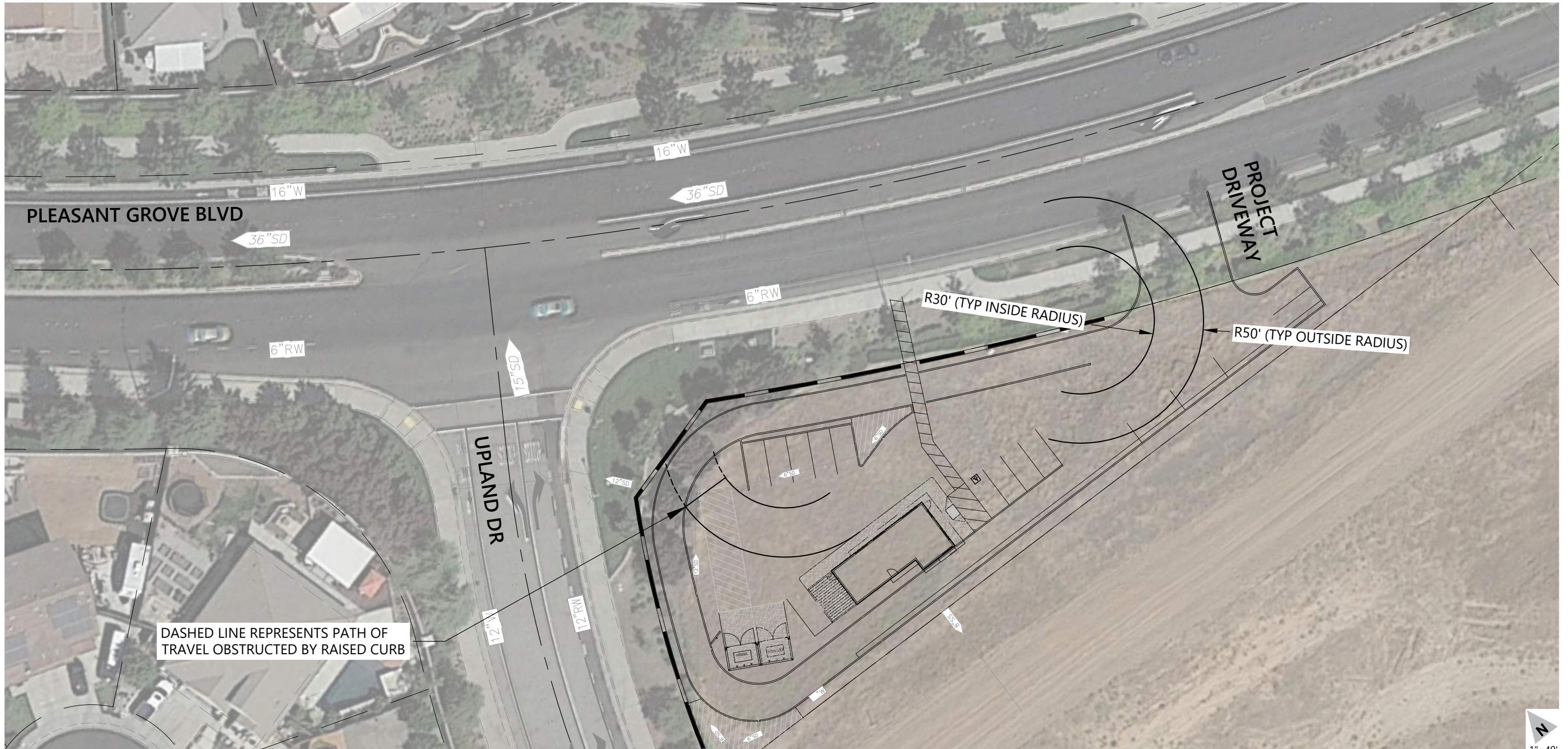
U-TURN DIMENSIONS



1: SHADED GREEN AREA REPRESENTS PORTION OF MEDIAN SITUATED BETWEEN THE FACE OF CURB AND THE REQUIRED LINE OF SIGHT.

Figure 4

Left Turn Sight Distance Analysis and U-Turn Dimensions
Upland Drive at Pleasant Grove Boulevard



ORGANICS/FIRE VEHICLE PATH OF TRAVEL

ORGANICS/FIRE VEHICLE PATH OF TRAVEL IS PROVIDED TO CONFIRM ADEQUACY WITH CITY OF ROSEVILLE DESIGN STANDARDS SECTION 15-3 (K).



Figure 6
Organics/Fire Vehicle Path of Travel
Project Driveway at Pleasant Grove Boulevard



Appendix B. Technical Appendix

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Roseville Coffee Shack
Existing Plus Project Conditions
AM Peak Hour

Intersection 3 **Pleasant Grove Boulevard/Upland Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,175	1,059	90.2%	2.1	0.2	A
	Right Turn						
	Subtotal	1,175	1,059	90.2%	2.1	0.2	A
WB	Left Turn	60	46	76.2%	16.3	6.8	C
	Through	553	510	92.2%	0.9	0.2	A
	Right Turn						
	Subtotal	613	556	90.7%	2.2	0.7	A
Total		1,788	1,615	90.3%	2.2	0.2	A

Intersection 4 **Coffee Shack Driveway/Pleasant Grove Boulevard** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	90	78	86.4%	13.0	4.7	B
	Subtotal	90	78	86.4%	13.0	4.7	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,145	1,013	88.5%	1.7	0.2	A
	Right Turn	90	85	94.4%	0.6	0.2	A
	Subtotal	1,235	1,098	88.9%	1.6	0.2	A
WB	Left Turn						
	Through	613	560	91.4%	0.8	0.2	A
	Right Turn						
	Subtotal	613	560	91.4%	0.8	0.2	A
Total		1,938	1,736	89.6%	1.8	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Roseville Coffee Shack
Existing Plus Project Conditions
PM Peak Hour

Intersection 3 **Pleasant Grove Boulevard/Upland Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	789	728	92.3%	1.5	0.1	A
	Right Turn						
	Subtotal	789	728	92.3%	1.5	0.1	A
WB	Left Turn	67	56	83.8%	11.7	3.5	B
	Through	1,323	1,183	89.4%	2.0	0.2	A
	Right Turn						
	Subtotal	1,390	1,239	89.1%	2.5	0.3	A
Total		2,179	1,967	90.3%	2.1	0.2	A

Intersection 4 **Coffee Shack Driveway/Pleasant Grove Boulevard** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	81	74	91.6%	6.8	1.4	A
	Subtotal	81	74	91.6%	6.8	1.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	775	711	91.8%	1.5	0.2	A
	Right Turn	81	78	96.9%	0.4	0.2	A
	Subtotal	856	790	92.3%	1.4	0.2	A
WB	Left Turn						
	Through	1,390	1,241	89.3%	1.7	0.2	A
	Right Turn						
	Subtotal	1,390	1,241	89.3%	1.7	0.2	A
Total		2,327	2,105	90.5%	1.7	0.2	A

Intersection 3

Pleasant Grove Boulevard/Upland Drive

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
WB	U/Left Turns	225	50	8	75	20	75	26	0%	0%

Intersection 4

Coffee Shack Driveway/Pleasant Grove Boulevard

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through	225	25	2	25	8	25	10	0%	0%
	Through/Right	225	25	5	25	19	25	22	0%	0%
NB	Right Turn	600	50	9	75	22	100	23	0%	0%

Intersection 3

Pleasant Grove Boulevard/Upland Drive

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
WB	U/Left Turns	225	50	7	75	16	75	15	0%	0%

Intersection 4

Coffee Shack Driveway/Pleasant Grove Boulevard

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through/Right	225	25	1	25	7	25	13	0%	0%
NB	Right Turn	600	50	6	75	13	75	17	0%	0%

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Roseville Coffee Shack
Cumulative Plus Project Conditions
AM Peak Hour

Intersection 3 **Pleasant Grove Boulevard/Upland Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	53	46	86.3%	19.5	4.1	B
	Through						
	Right Turn	101	102	101.2%	13.9	3.3	B
	Subtotal	154	148	96.1%	15.7	2.2	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,347	1,267	94.0%	14.3	1.9	B
	Right Turn	76	71	92.8%	12.5	2.0	B
	Subtotal	1,423	1,337	94.0%	14.2	1.9	B
WB	Left Turn	91	59	64.9%	24.7	2.9	C
	Through	530	360	67.9%	4.2	1.1	A
	Right Turn						
	Subtotal	621	419	67.4%	7.1	0.9	A
Total		2,198	1,904	86.6%	12.7	1.4	B

Intersection 4 **Coffee Shack Driveway/Pleasant Grove Boulevard** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	90	82	90.8%	11.4	3.0	B
	Subtotal	90	82	90.8%	11.4	3.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,417	1,314	92.7%	3.7	0.2	A
	Right Turn	90	90	100.0%	2.1	0.3	A
	Subtotal	1,507	1,404	93.2%	3.6	0.2	A
WB	Left Turn						
	Through	621	412	66.3%	0.9	0.2	A
	Right Turn						
	Subtotal	621	412	66.3%	0.9	0.2	A
Total		2,218	1,898	85.6%	3.3	0.1	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Roseville Coffee Shack
Cumulative Plus Project Conditions
PM Peak Hour

Intersection 3 **Pleasant Grove Boulevard/Upland Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	102	103	101.3%	20.9	4.2	C
	Through						
	Right Turn	39	41	106.2%	7.1	2.6	A
	Subtotal	141	145	102.6%	17.4	3.4	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	810	715	88.2%	11.9	1.7	B
	Right Turn	89	75	84.5%	8.9	2.6	A
	Subtotal	899	790	87.9%	11.6	1.6	B
WB	Left Turn	162	109	67.1%	36.4	11.4	D
	Through	1,343	977	72.8%	7.3	0.8	A
	Right Turn						
	Subtotal	1,505	1,086	72.2%	10.3	1.6	B
Total		2,545	2,021	79.4%	11.3	0.9	B

Intersection 4 **Coffee Shack Driveway/Pleasant Grove Boulevard** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	81	85	104.4%	6.2	1.2	A
	Subtotal	81	85	104.4%	6.2	1.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	831	732	88.1%	3.0	0.3	A
	Right Turn	81	64	79.6%	1.7	0.4	A
	Subtotal	912	797	87.4%	2.9	0.3	A
WB	Left Turn						
	Through	1,505	1,078	71.6%	2.7	0.3	A
	Right Turn						
	Subtotal	1,505	1,078	71.6%	2.7	0.3	A
Total		2,498	1,959	78.4%	2.9	0.2	A

Intersection 3

Pleasant Grove Boulevard/Upland Drive

Signal

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through	725	150	30	225	61	225	68	0%	0%
	Through/Right	725	200	27	300	53	300	62	0%	0%
NB	Left Turn	500	50	9	75	16	75	17	0%	0%
	Right Turn	500	75	10	100	21	100	26	0%	0%
WB	U/Left Turns	225	75	7	100	13	100	35	0%	0%
	Through	225	50	13	100	27	100	28	0%	0%

Intersection 4

Coffee Shack Driveway/Pleasant Grove Boulevard

Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through/Right	225	25	4	25	21	25	29	0%	0%
NB	Right Turn	600	50	7	75	15	75	16	0%	0%

Intersection 3

Pleasant Grove Boulevard/Upland Drive

Signal

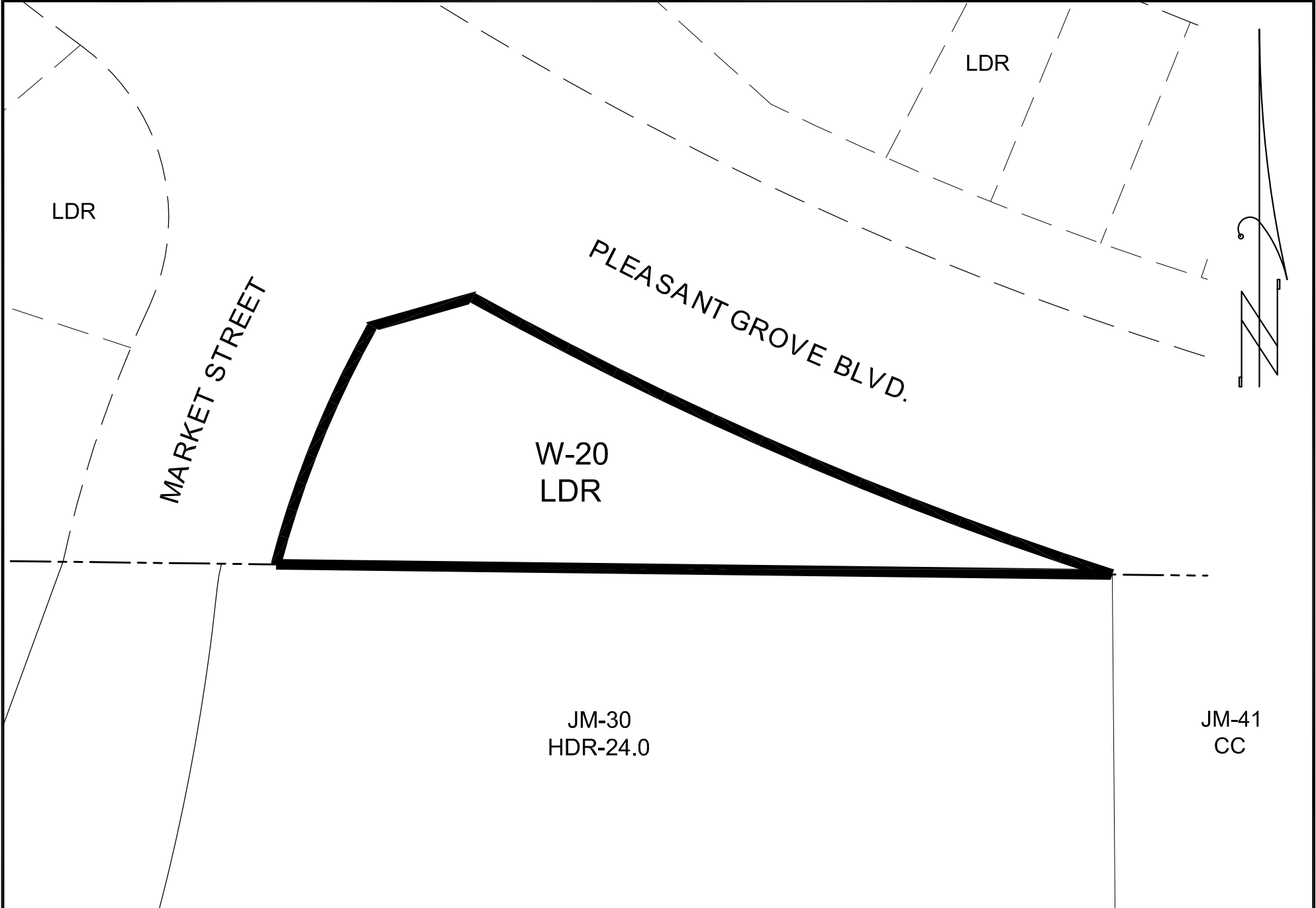
Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through	725	100	17	150	27	150	21	0%	0%
	Through/Right	725	150	20	225	43	225	39	0%	0%
NB	Left Turn	500	75	15	125	26	125	30	0%	0%
	Right Turn	500	50	13	50	17	50	21	0%	0%
WB	U/Left Turns	225	100	23	150	50	150	51	0%	1%
	Through	225	100	14	175	35	175	51	0%	0%

Intersection 4

Coffee Shack Driveway/Pleasant Grove Boulevard

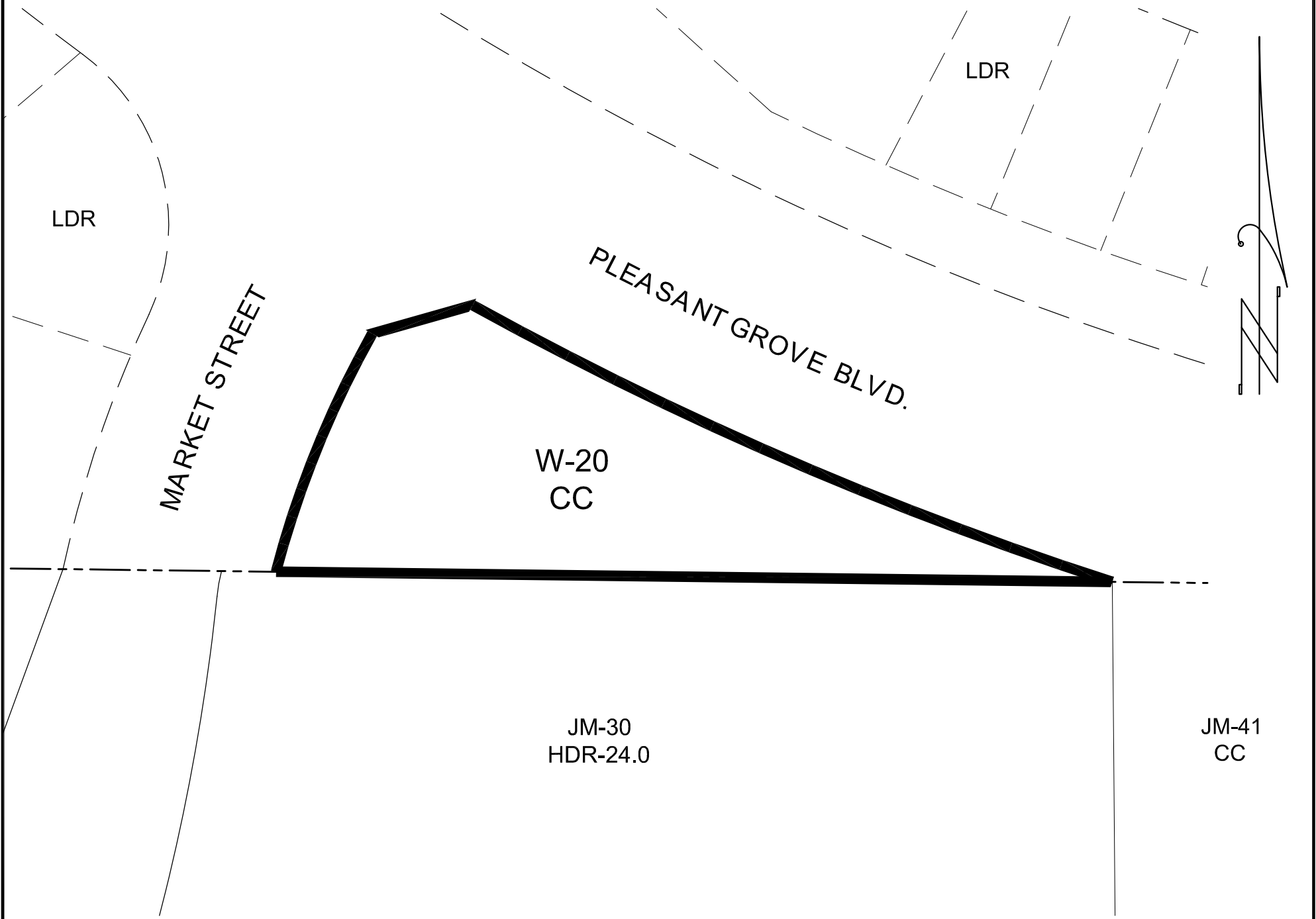
Side-street Stop

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through/Right	225	25	1	25	7	25	9	0%	0%
NB	Right Turn	600	50	4	75	9	75	9	0%	0%
WB	Through	425	25	3	25	13	25	18	0%	0%



EXISTING GENERAL PLAN DESIGNATION

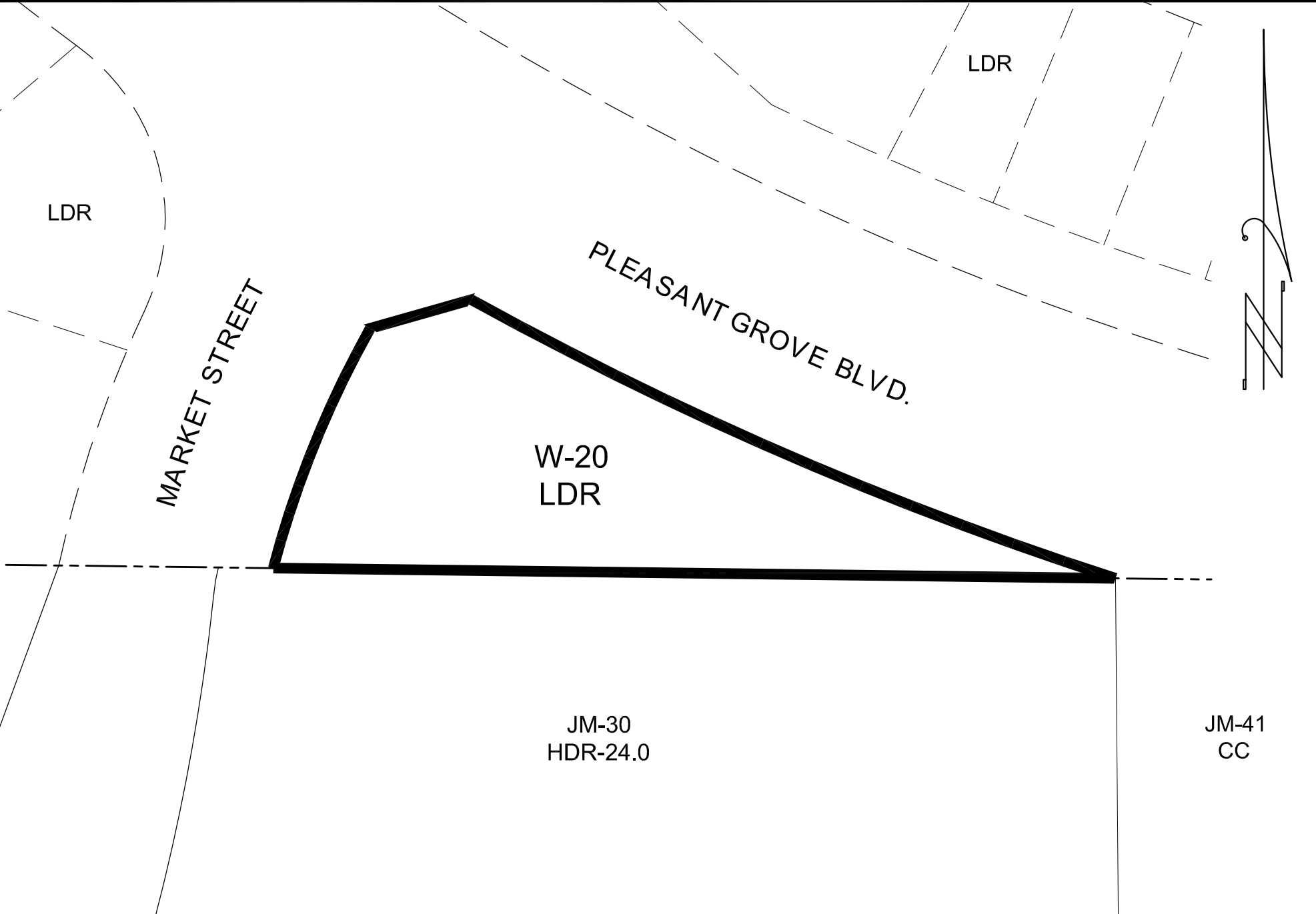
SCALE: 1"=50'



PROPOSED GENERAL PLAN DESIGNATION

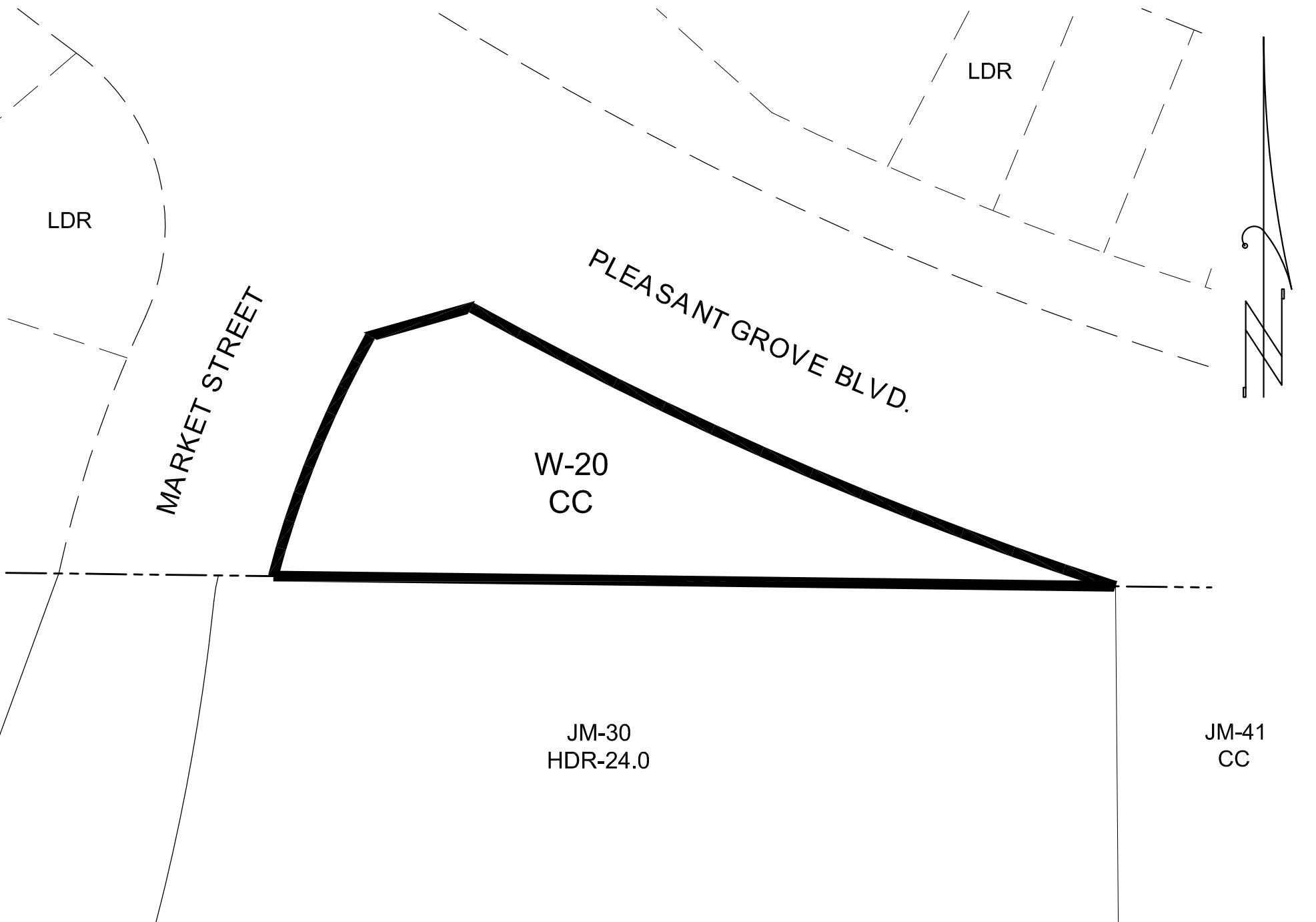
SCALE: 1"=50'

 BAKER-WILLIAMS ENGINEERING GROUP Engineering / Surveying / Land Planning / Entitlement Processing / GPS Services 6020 Rutland Drive, Suite 19 ~ Carmichael, CA 95608 (916) 331-4336 ~ fax (916) 331-4430 ~ office@bwengineers.com	SCALE: 1"=50'	GENERAL PLAN AMENDMENT EXHIBIT WRSP LOT W-20 PROJECT # _____ CITY of ROSEVILLE, CALIFORNIA
	JOB #: 20-03-012	
	DATE: JUNE, 2020	



EXISTING SPECIFIC PLAN DESIGNATION

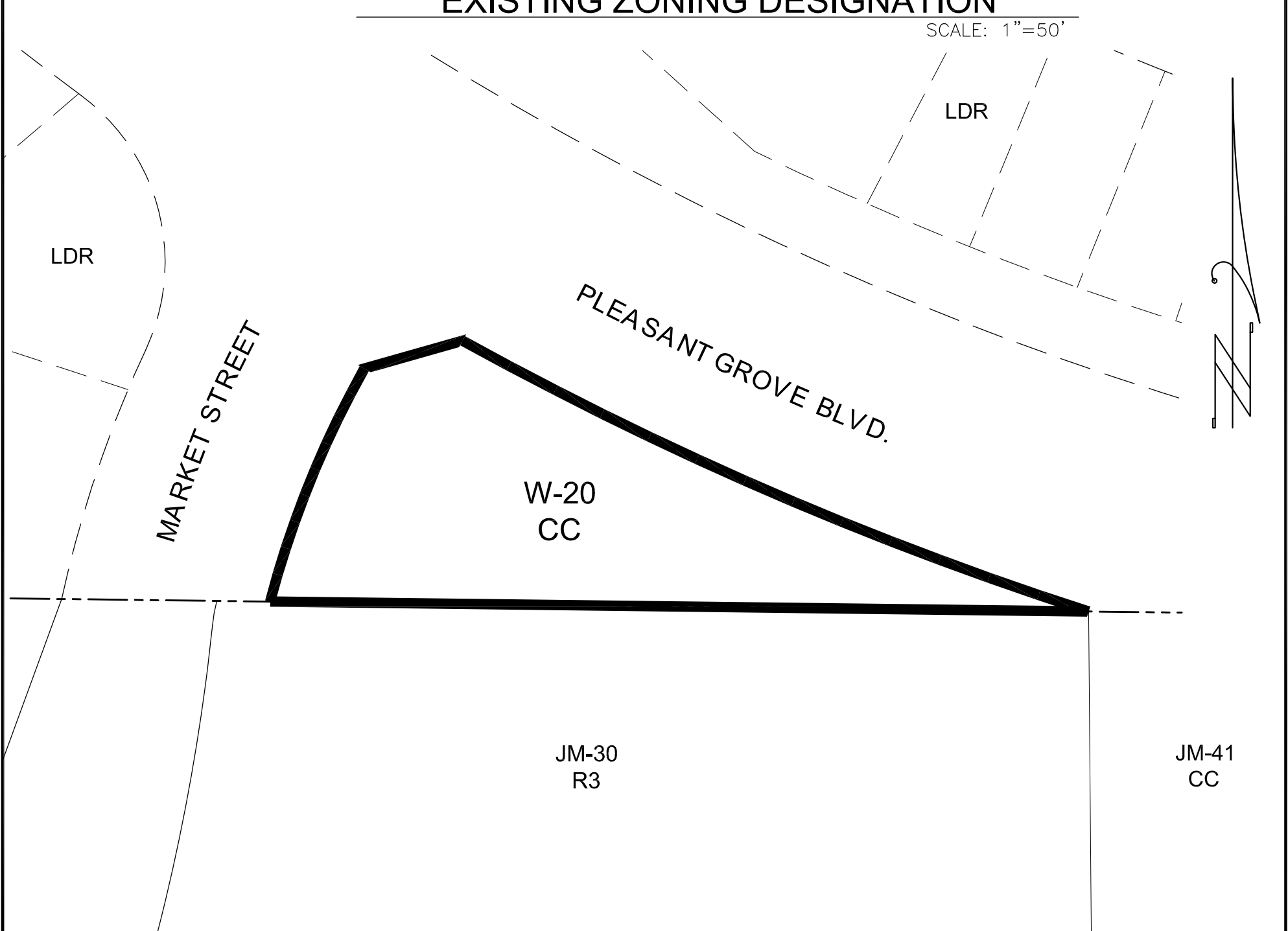
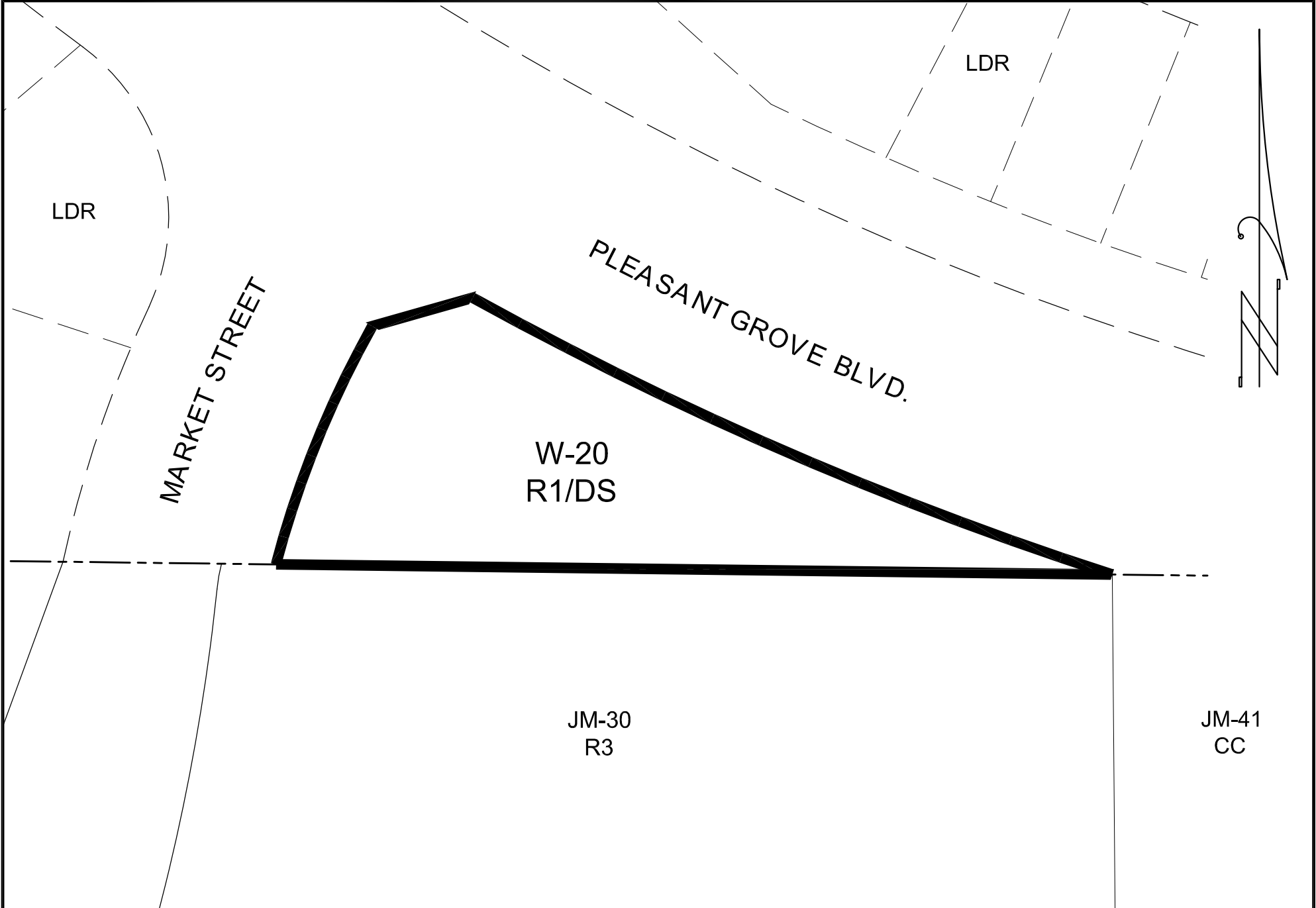
SCALE: 1"=50'



PROPOSED SPECIFIC PLAN DESIGNATION

SCALE: 1"=50'

 BAKER-WILLIAMS ENGINEERING GROUP Engineering / Surveying / Land Planning / Entitlement Processing / GPS Services 6020 Rutland Drive, Suite 19 ~ Carmichael, CA 95608 (916) 331-4336 ~ fax (916) 331-4430 ~ office@bwengineers.com	SCALE: 1"=50'	SPECIFIC PLAN AMENDMENT EXHIBIT WRSP LOT W-20 PROJECT # _____ CITY of ROSEVILLE, CALIFORNIA
	JOB #: 20-03-012	
	DATE: JUNE, 2020	



IBW BAKER-WILLIAMS ENGINEERING GROUP Engineering / Surveying / Land Planning / Entitlement Processing / GPS Services 6020 Rutland Drive, Suite 19 ~ Carmichael, CA 95608 (916) 331-4336 ~ fax (916) 331-4430 ~ office@bwengineers.com	SCALE: 1"=50'	REZONE EXHIBIT WRSP LOT W-20 PROJECT # _____ CITY of ROSEVILLE, CALIFORNIA
	JOB #: 20-03-012	
	DATE: JUNE, 2020	



Figure II-2 | Land Use Map

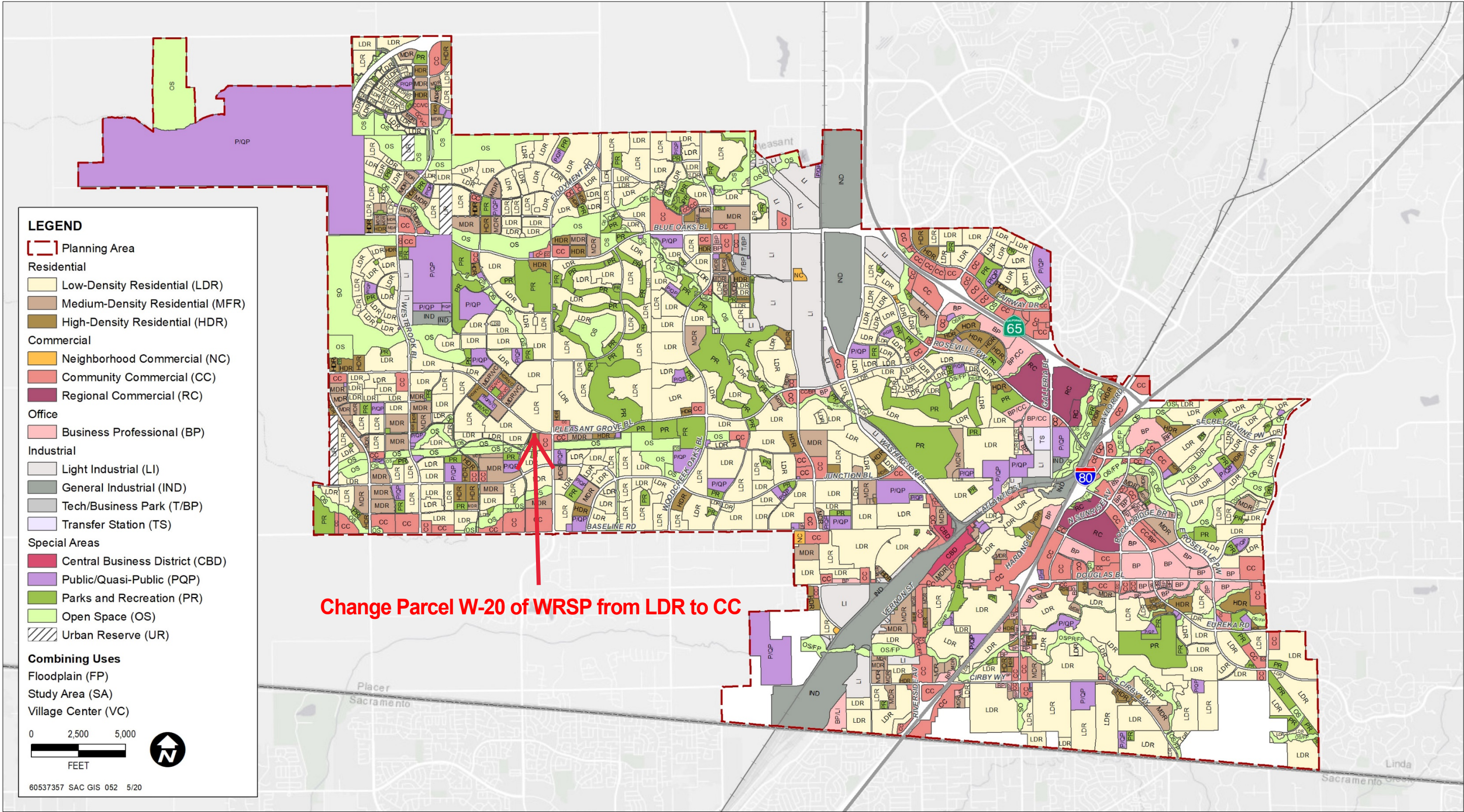


Table 4-1: Land Use Summary

General Plan Land Use (Specific Plan Land Use)	Acres	% of Total Acres	Allocated Units	% of Total Units
Residential				
LDR (Residential)	1,376.95 <u>1,375.8</u>	43.52% <u>43.49%</u>	6,026	56.87%
LDR (Age Restricted)	146.79	4.64%	704	6.64%
LDR (Pocket Park)	14.18	0.45%	0	0.00%
MDR (Residential)	80.94	2.56%	813	7.67%
MDR (VC-Residential)	54.14	1.71%	454	4.28%
HDR (Residential)	94.98	3.00%	2,212	20.88%
HDR (VC-Residential)	9.39	0.30%	155	1.46%
HDR (VC-Residential / Senior)	12.35	0.39%	232	2.19%
Subtotal	1,789.72 <u>1,788.6</u>	56.57% <u>56.54%</u>	10,596	100%
Service and Employment				
CC (Commercial)	48.48 <u>49.08</u>	1.53% <u>1.55%</u>	0	0.00%
CC (VC-Commercial)	6.38	0.20%	0	0.00%
LI (Light Industrial)	29.96	0.95%	0	0.00%
IND (Industrial)	32.86	1.04%	0	0.00%
Subtotal	117.68	3.72%	0	0.00%
Open Space and Public				
OS (Open Space)	692.56	21.89%	0	0.00%
OS (Paseo)	13.51	0.43%	0	0.00%
PR (Park)	67.33	2.13%	0	0.00%
PR (Fiddymment Park)	95.56	3.02%	0	0.00%
PR (Sports Complex)	74.58	2.36%	0	0.00%
PR (VC-Park)	8.98	0.28%	0	0.00%
PR (VC-Village Green)	3.30	0.10%	0	0.00%
P/QP (Elementary School)	37.75	1.19%	0	0.00%
P/QP (Middle School)	20.28	0.64%	0	0.00%
P/QP (High School)	52.85	1.67%	0	0.00%
P/QP (Fire Station)	2.51	0.08%	0	0.00%
P/QP (Well)	0.54	0.02%	0	0.00%
P/QP (Water Tank)	5.36	0.17%	0	0.00%
P/QP (WWTP)	14.99	0.47%	0	0.00%
P/QP (Substation)	1.55	0.05%	0	0.00%
P/QP (VC-Church)	10.85	0.34%	0	0.00%
ROW (Right of Way)	153.62 <u>154.11</u>	4.86% <u>4.87%</u>	0	0.00%
Subtotal	1,256.12 <u>1,256.6</u>	39.71% <u>39.72%</u>	0	0.00%
Total	3,163.52	100.00%	10,596	100.00%

Last updated ~~April 2020~~February 2021

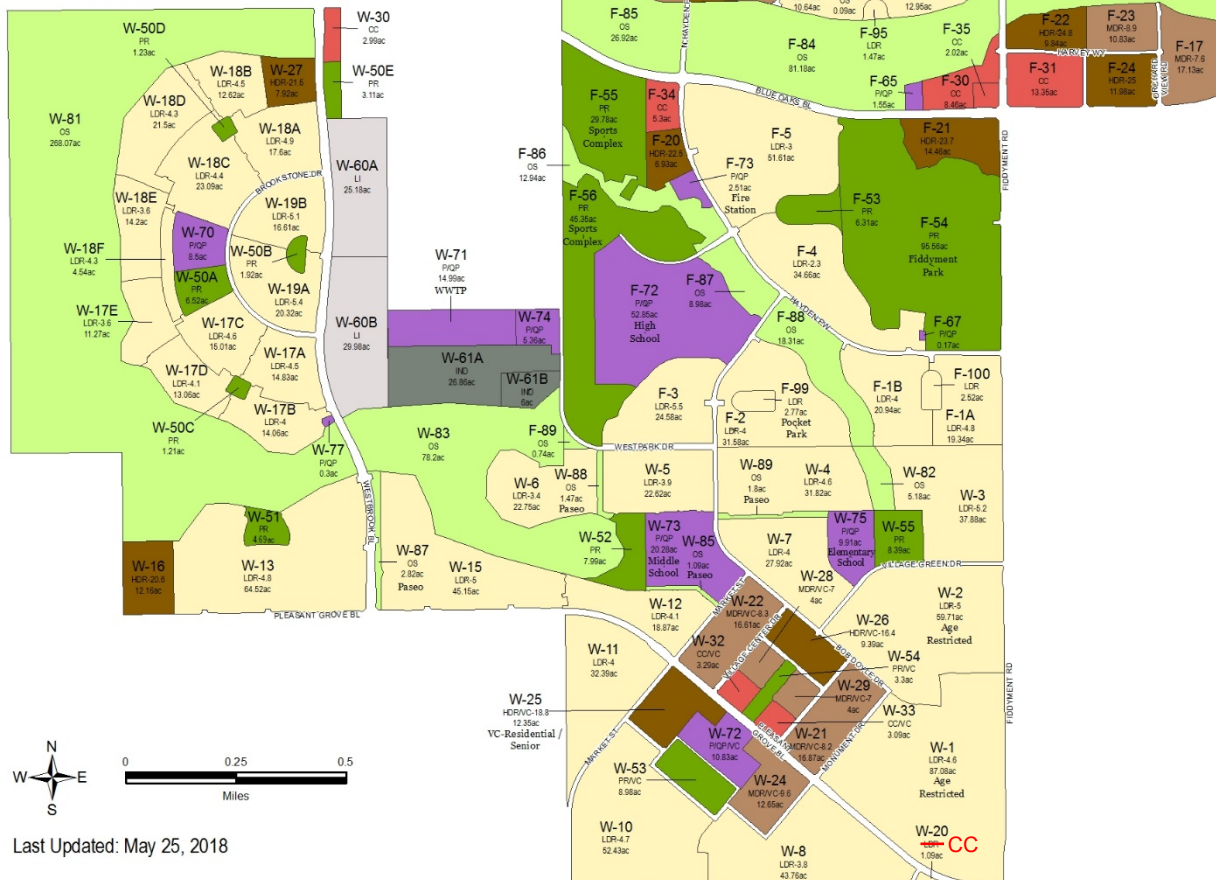
WEST ROSEVILLE LAND USE PLAN

Figure 4-1

Land Use Designation	Acres
LDR	Age Restricted 148.79
	Pocket Park 14.18
	Residential 1,352.42
MDR	Residential 80.94
	VC-Residential 54.14
	Residential 94.49
HDR	VC-Residential 9.39
	VC-Residential / Senior 12.35
CC	Commercial 48.48
	VC-Commercial 6.38
LI	Light Industrial 55.16
IND	Industrial 32.86
OS	Open Space 691.66
	Paseo 13.51
	Fiddymnt Park 95.56
	Park 67.34
PR	Sports Complex 75.15
	VC-Park 8.98
	VC-Village Green 3.30
	Elementary School 37.75
	Fire Station 2.51
	High School 52.85
	Middle School 20.28
P/QP	Substation 1.55
	VC-Church 10.85
	Water Tank 5.36
	Well 0.83
	WWTP 14.89
ROW	Right of Way 153.48

*See Land Use By Parcel Table for Unit totals

Totals: 3,163.53



Land Use Plan & Regulations

W-17D	LDR (Residential)	RS/DS	13.06	53	4.1
W-17E	LDR (Residential)	RS/DS	11.27	41	3.6
W-18A	LDR (Residential)	RS/DS	17.60	86	4.9
Parcel	General Plan Land Use (Specific Plan Land Use)	Zoning	Acres	Allocated Units	Density
W-18B	LDR (Residential)	RS/DS	12.62	57	4.5
W-18C	LDR (Residential)	RS/DS	23.09	102	4.4
W-18D	LDR (Residential)	RS/DS	21.50	92	4.3
W-18E	LDR (Residential)	RS/DS	14.2	52	3.7
W-18F	LDR (Residential)	RS/DS	4.54	19	4.2
W-19A	LDR (Residential)	RS/DS	20.32	109	5.4
W-19B	LDR (Residential)	RS/DS	16.61	85	5.1
W-20	LDR (Residential) CC (Commercial)	R1/DS CC/SA	1.09 0.60	0	0.0
W-27	HDR (Residential)	R3	7.92	170	21.5
W-30	CC (Commercial)	CC	2.99		
W-50A	PR (Park)	P/R	6.52		
W-50B	PR (Park)	P/R	1.92		
W-50C	PR (Park)	P/R	1.21		
W-50D	PR (Park)	P/R	1.23		
W-50E	PR (Park)	P/R	3.11		
W-51	PR (Park)	P/R	4.69		
W-52	PR (Park)	P/R	7.99		
W-55	PR (Park)	P/R	8.39		
W-60A	PR (Sports Complex)	P/R	25.18		
W-60B	LI (Light Industrial)	M1/SA	29.98		
W-61A	IND (Industrial)	M2/SA	26.86		
W-61B	IND (Industrial)	M2/SA	6.00		
W-70	P/QP (Elementary School)	P/QP	8.50		
W-71	P/QP (WWTP)	P/QP	14.99		
W-73	P/QP (Middle School)	P/QP	20.28		
W-74	P/QP (Water Tank)	P/QP	5.36		
W-75	P/QP (Elementary School)	P/QP	9.91		
W-77	P/QP (Well)	P/QP	0.30		
W-81	OS (Open Space)	OS	268.07		
W-82	OS (Open Space)	OS	5.18		
W-83	OS (Open Space)	OS	78.20		
W-85	OS (Paseo)	OS	1.09		
W-87	OS (Paseo)	OS	2.82		
W-88	OS (Paseo)	OS	1.47		
W-89	OS (Paseo)	OS	1.80		
Westpark Total:			1,310.3382	3,787	
W-21	MDR (VC-Residential)	R3/DS	16.87	138	8.2
W-22	MDR (VC-Residential)	R3/DS	16.61	138	8.3
W-24	MDR (VC-Residential)	R3/DS	12.66	122	9.6
W-25	HDR (VC-Residential / Senior)	R3/DS	12.35	232	18.8
W-26	HDR (VC-Residential)	R3/DS	9.39	154	16.4
W-28	MDR (VC-Residential)	RS/DS	4.0	28	7.0
W-29	MDR (VC-Residential)	RS/DS	4.0	28	7.0
W-32	CC (VC-Commercial)	CC/VC	3.29		
W-33	CC (VC-Commercial)	CC/VC	3.09		
W-53	PR (VC-Park)	P/R	8.98		
W-54	PR (VC-Village Green)	P/R	3.3		
W-72	P/QP (VC-Church)	P/QP/SA-WR	10.85		
Westpark-VC Total			105.39	840	
ROW (Right of Way)			153.62 154.11		
Total:			3,163.52	10,596	

Notes:

Last Updated: April 2020February 2021

- A verification study conducted in December of 2006 resulted in minor adjustments to the acreage and number of dwelling units.
- The 156 unit allocation on Parcel F-20 includes 36 units transferred from the City's Reserve Unit Pool, as a Residential Density Bonus for affordable housing, approved by CUP-000049 on December 13, 2007.

Table 4-3: Summary of WRSP Applied Zoning Districts

Land Use	Applied Zoning Districts	Permitted Uses	Development Standards
Residential Uses			
LDR – Low Density Residential	R1/DS, RS/DS	Per Zoning Ordinance	Modified by WRSP ¹
MDR – Medium Density Residential	RS/DS, R3/DS	Per Zoning Ordinance	Modified by WRSP ¹
HDR – High Density Residential	R3, R3/DS	Per Zoning Ordinance	Per Zoning Ordinance
Service and Employment Uses			
VC – Village Center	See Section 10	Modified by WRSP ²	Modified by WRSP ²
CC – Community Commercial	CC, <u>CC/SA</u> ³	Per Zoning Ordinance	Per Zoning Ordinance
LI – Light Industrial	M1/SA-WR	Modified by WRSP ⁴³	Per Zoning Ordinance
IND – General Industrial	M2/SA-WR	Modified by WRSP ⁴³	Per Zoning Ordinance
Open Space and Public Uses			
OS – Open Space	OS	Per Zoning Ordinance	Per Zoning Ordinance
P/R – Parks & Recreation	P/R	Per Zoning Ordinance	Per Zoning Ordinance
P/QP – Public/Quasi-Public	P/QP	Per Zoning Ordinance	Per Zoning Ordinance

Notes:

1. Section 4.2.

2. Village Center Plan (Section 10).

3. CC/SA Modified by WRSP Section 4.2, Table 4-6.

43. Section 4.2, Table 4-~~76~~.

Community Commercial (CC)	
Typical FAR:	20 to 40%
Applied Zoning Districts:	CC – Community Commercial CC/SA – Community Commercial/Special Area Overlay
Description:	Community Commercial (CC) land use accommodates a mix of retail and service uses to meet the needs of the surrounding community. Organized in a series of Service Nodes, the CC land uses are located along major circulation routes, and are intended to be both pedestrian and auto oriented. In most cases, CC uses have been located adjacent to or nearby to HDR uses. While the permitted uses for each CC parcel are the same, <u>except for Parcel W-20 which has a Special Area (SA) overlay</u>, the size, configuration and location of each will impact the ultimate character and mix of uses: ● Parcel F-6D provides an opportunity for a smaller neighborhood center near higher intensity land uses such as HDR, MDR, and the School and Park. ● Parcel F-30 is sized to accommodate a smaller neighborhood retail center and is adjacent to, and may orient upon, the adjacent open space preserve; ● Parcel F-31 is of a typical size and configuration to accommodate a conventional community/neighborhood retail center, and provides opportunities to connect to adjacent HDR uses; ● Parcels F-32 and F-33 are two adjacent smaller CC parcels located next to HDR uses. These parcels provide the opportunity to create less intense local serving neighborhood centers; ● Parcels F-34 is of medium size and provides the opportunity to include uses and designs that complement, orient toward and connect to the adjacent Regional Sports Park.; ● Parcel F-35 is a smaller-sized parcel adjacent to CC uses; ● Parcel F-81 is a small-sized parcel that provides an opportunity for neighborhood or community serving use near Villages F-14, and F-15; ● Parcel W-30 is a smaller-sized parcel and provides opportunity to connect to adjacent HDR and City Edge open space; ● <u>Parcel W-20 is a smaller-sized parcel that has a SA overlay to ensure compatibility with surrounding residential uses.</u>
Permitted Uses:	As specified in the City of Roseville Zoning Ordinance. <u>For Parcel W-20, the Special Area (SA) overlay has been applied to modify WRSP CC permitted, conditionally permitted, and administratively permitted uses to ensure compatibility with the adjacent residential uses. The revised use table for the CC/SA-WR zone is included as Table 4-6.</u>
Development Standards:	As specified in the City of Roseville Zoning Ordinance. Within the Village Center, additional development standards apply to CC (see Section 10, Village Center Plan)



Table 4-6: CC/SA-WR Permitted Uses for Parcel W-20

AGRICULTURAL AND OPEN SPACE USE TYPES		CC/SA-WR
<u>Resource Protection & Restoration</u>		-
<u>Resource Related Restoration</u>		-
CIVIC USE TYPES		CC/SA-WR
<u>Community Assembly</u>		-
<u>Community Service</u>		-
<u>Essential Services</u>		P
<u>Hospital Services</u>		
	General Hospital Services	-
	Psychiatric Hospital Services	-
<u>Libraries & Museums, Private</u>		CUP
<u>Public Parking Services</u>		-
<u>Schools</u>		
	College & University	CUP
	Elementary & Secondary	-
	Private Elementary & Secondary	-
<u>Social Services</u>		
	Emergency Shelter	-
	Food Distribution	-
	Food Service	-
<u>Power Generating Facilities</u>		
	Emergency	-
	Supplemental/Individual Use	-
	Passive Power	-
RESIDENTIAL USE TYPES		CC/SA-WR
<u>Caretaker/Employee Housing</u>		-
<u>Dwelling</u>		
	Multi-Family	CUP
	Single-Family	-
	Two-Family	-
<u>Family Day Care Home, Small</u>		-
<u>Family Day Care Home, Large</u>		-
<u>Single Room Occupant</u>		-
COMMERCIAL USE TYPES		CC/SA-WR
<u>Adult Business Establishments</u>		-
<u>Animal Sales & Services</u>		
	Grooming & Pet Stores	P
	Kennels	-
	Veterinary Clinics	P
	Veterinary Hospital	-
<u>Automotive & Equipment</u>		
	Automotive Rentals	-
	Automotive Repairs	-
	Automotive Sales	-
	Car Wash and Detailing	-
	Commercial Parking	-
	Heavy Equipment Rental, Repair and Sales	-
	Equipment Repair	-
	Gasoline Sales	-
<u>Banks & Financial Services ⁽¹⁾</u>		P
<u>Bars & Drinking Places</u>		-
<u>Broadcasting and Recording Studios</u>		-
<u>Building Materials Stores</u>		-
<u>Business Support Services</u>		P

COMMERCIAL USE TYPES (cont.)		CC/SA-WR
Commercial Recreation		
	Amusement Center	P
	Indoor Entertainment	P
	Indoor Sports and Recreation	P
	Outdoor Entertainment	-
	Outdoor Sports and Recreation	-
	Large Amusement Complexes	-
Community Care Facility		P
Day Care Center		P
Eating and Drinking Establishment		
	Fast Food with Drive Through	CUP
	Convenience	P
	Full Service	P
Food & Beverage Retail Sales (2)		P
Funeral & Internment Services		-
Lodging Services		-
Long Term Care Facility		-
Maintenance and Repair		P
Medical Services		
	General	P
	Substance Abuse Treatment Clinic	-
Neighborhood Commercial		-
Nightclubs		-
Nursery, Retail		-
Offices, Professional (1)		P
Personal Services (3)		P
Retail Sales and Services (1) (4)		P
Specialized Education & Training		
	Vocational Schools	CUP
	Specialty Schools	CUP
Storage, Personal Storage Facility		-

INDUSTRIAL USE TYPES		CC/SA-WR
Laundries, Commercial		-
Printing & Publishing		-
Research Services		-
Wholesale & Distribution, Light		-

TRANSPORTATION AND COMMUNICATION USE TYPES		CC/SA-WR
Heliport		-
Intermodal Facilities		-
Telecommunications Facilities		-

All highlighted uses have been modified by the WRSP SA Overlay.

(P) Principally Permitted

(CUP) Permitted through approval of a Conditional Use Permit

(A) Administratively Permitted

(-) Not Permitted

Notes:

(1) Cash advance and bail bonds are not permitted uses within the Banks and Financial Services, Professional Office and Retail Sales and Services use types.

(2) Liquor stores are not permitted uses within the Food and Beverage Retail Sales use type.

(3) Tattoo shops and body piercing shops are not permitted uses within the Personal Services use type.

(4) Smoke shops, hookah lounges and smoking lounges are not permitted uses within the Retail Sales and Services use type.

Light Industrial (LI) & General Industrial (IND)	
Typical FAR:	20 to 50%
Applied Zoning Districts:	MI/SA-WR – Light Industrial/Special Area Overlay M2/SA-WR – General Industrial/Special Area Overlay
Description:	Light Industrial (LI) and General Industrial (IND) uses form an Employment District adjacent to the Pleasant Grove Wastewater Treatment Plant (PGWWTP). In addition to providing employment opportunities, these uses ensure compatibility with the PGWWTP 1000-foot non-residential buffer. Light Industrial land use accommodates manufacturing, processing, assembly, high technology, research and development, storage and other uses that are compatible operating in relatively close proximity to commercial and residential uses. General Industrial allows a broader and more intense variety of uses that typically need to be buffered from more sensitive uses.
Permitted Uses:	The Special Area (SA) overlay has been applied to all WRSP Light and General Industrial zones. The SA overlay modifies WRSP M1 and M2 permitted, conditionally permitted and administratively permitted uses to ensure compatibility with the PGWWTP and other area uses. Uses have been restricted to limit those use types with the highest potential for conflict with the daily operations of the WWTP. The revised use table for the MI/SA-WR and M2/SA-WR zones is included as Table 4- 76 .
Development Standards:	As Specified in the City of Roseville Zoning Ordinance.
Air Quality:	At the time industrial users are proposed in the WRSP, the individual users will be required to obtain a Permit to Operate from the Placer County Air Pollution District. If the District determines that the operation may exceed toxic air contaminant thresholds, air quality modeling and/or additional environmental review may be required to ensure that measures are incorporated into the project that reduce emissions to a less than significant level.

Table 4-76: M1/SA-WR and M2/SA-WR Permitted Uses

AGRICULTURAL AND OPEN SPACE USE TYPES		M1/SA-WR	M2/SA-WR
Agricultural		P	P
Resource Protection and Restoration		P	P

CIVIC USE TYPES		M1/SA-WR	M2/SA-WR
Community Assembly		CUP	CUP
Community Service		P	P
Essential Services		P	P
Intensive Public Facilities		-	CUP
Public Parking Services		P	P
Schools, Private Elementary and Secondary		-	-
Social Services Food Distribution		A/CUP (2)	A/CUP (2)
Food Service		A/CUP (3)	A/CUP (3)
Temporary Resident Shelter		-	-

RESIDENTIAL USE TYPES		M1/SA-WR	M2/SA-WR
Caretaker/Employee Housing		-	-
Congregate Residence		-	-

COMMERCIAL USE TYPES		M1/SA-WR	M2/SA-WR
Adult Business Establishment		CUP	CUP
Animal Sales and Services			
	Kennels	P	P
	Veterinary Clinics	P	P
	Veterinary Hospital	P	P
Automotive and Equipment			
	Automotive Rental	CUP	-
	Automotive Repairs	P	CUP
	Automotive Sales	-	-
	Car Wash and Detailing	P	CUP
	Commercial Parking	P	P
	Heavy Equipment Rental, Repair and Sales	P	P
	Gasoline Sales	P	P
	Impound Yards	CUP	P
Broadcasting and Recording Studios		P	P
Building Materials Stores		P	P
Business Support Services		P	CUP
Commercial Recreation			
	Indoor Entertainment	CUP	CUP
	Indoor Sports and Recreation	P	P
	Outdoor Entertainment	CUP	CUP
	Outdoor Sports and Recreation	P	P
	Large Amusement Complexes	CUP	CUP
Eating and Drinking Establishment, Convenience		CUP	CUP
Maintenance and Repair		CUP	CUP
Medical			
	Substance Abuse Treatment Clinic	CUP	CUP

OFFICIAL BUSINESS

Document entitled to free recording
Government Code Section 27383

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

City Clerk
City of Roseville
311 Vernon Street
Roseville, CA 95678

(SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE)

**NINTH AMENDMENT OF DEVELOPMENT AGREEMENT
BY AND BETWEEN
THE CITY OF ROSEVILLE AND MOURIER INVESTMENTS, LLC
AS ASSIGNEE OF VC ROSEVILLE, LLC
RELATIVE TO THE WEST ROSEVILLE SPECIFIC PLAN**

This Ninth Amendment of Development Agreement ("Ninth Amendment") is entered into this ____ day of _____, 20__, by and between the CITY OF ROSEVILLE, a municipal corporation ("City") and Mourier Investments, LLC, a California limited liability company ("Landowner") pursuant to Sections 65864 through 65869.5 of the Government Code of California.

RECITALS

A. Landowner's first predecessor in interest, 1600 Placer Investors, LP ("1600 Placer") and City entered into a Development Agreement (the "Development Agreement") which was approved by the City Council of City on February 23, 2004, and recorded on May 28, 2004, in the Official Records of Placer County as Document No. 2004-0069488, which Development Agreement 1600 Placer assigned to PL Roseville, LP ("PL Roseville") pursuant to that certain Assignment and Assumption Agreement of Development Agreement Relative to the West Roseville Specific Plan dated as of March 21, 2005, and recorded March 21, 2005, as Document No. 2005-0032912 in the Official Records of Placer County, California. Except as otherwise defined herein, all capitalized terms used herein shall have the meanings ascribed thereto in the Development Agreement.

B. City and 1600 Placer entered into the Development Agreement relative to development within a portion of the West Roseville Specific Plan Area ("Specific Plan", "WRSP" or "Plan Area"), as such is more precisely defined in Exhibits "A" and "B" of the Development Agreement (the "Property").

C. Certain terms of settlement agreements arising out of two lawsuits regarding the WRSP (Catalano v. Roseville and Defenders of Wildlife v. Norton) imposed additional conditions on the WRSP that require implementation through amendment of the Development Agreement.

D. On April 17, 2006, City and PL Roseville entered into the First Amendment to the Development Agreement, which amendment was recorded in the Official Records of Placer County, California on April 20, 2006, as Document No. 2006-0042921.

E. On March 18, 2009, City and PL Roseville entered into the Second Amendment to the Development Agreement, which amendment was recorded in the Official Records of Placer County, California on May 5, 2009, as Document No. 2009-0037209.

F. On January 5, 2011, City and West Roseville, LLC (“West Roseville”) entered into the Third Amendment to the Development Agreement, which amendment was recorded in the Official Records of Placer County on April 5, 2012, as Document No. 2012-0030092.

G. On July 17, 2013, City, West Roseville and KB Home Sacramento, Inc., and Meritage Homes of California, Inc., PL Roseville’s assignees on a portion of Phase 3 of the Property, entered into the Fourth Amendment to the Development Agreement, which amendment was recorded in the Official Records of Placer County on August 20, 2013, as Document No. 2013-0082173-00.

H. On August 7, 2013, City and West Roseville entered into the Fifth Amendment to the Development Agreement, which amendment was recorded in the Official Records of Placer County on August 20, 2013, as Document No. 2013-0082447-00.

I. On December 17, 2014, City and KB Home Sacramento, Inc., PL Roseville's assignee on a portion of Phase 3 of the Property, entered into the Sixth Amendment to the Development Agreement, which amendment was recorded in the Official Records of Placer County on December 22, 2014, as Document No. 2014-0091940-00.

J. On May 4, 2016, City and West Roseville entered into the Seventh Amendment to the Development Agreement, which amendment was recorded in the Official Records of Placer County on May 11, 2016, as Document No. 2016- 0035987-00.

K. On October 20, 2017, City and VC Roseville entered into the Eighth Amendment to the Development Agreement, which amendment was recorded in the Official Records of Placer County on October 20, 2017, as Document No. 2017- 0082175-00.

L. _____ assigned a portion of its interest in the Property to Landowner pursuant to that certain Assignment and Assumption Agreement Relative to the West Roseville Specific Plan Development Agreement dated as of _____, 20__, and recorded _____, 20__, as Document No. ____-____-__, in the Official Records of Placer County, California.

M. This Ninth Amendment to the Development Agreement (the "Ninth Amendment") affects certain portions of the Property (the "Ninth Amendment Property"), as described in Exhibit "A" and Exhibit "B" attached to this Ninth Amendment, and shall run with the land described in Exhibits "A" and "B" hereto. Landowner and City intend for this Ninth Amendment to document certain land use designation changes and unit transfers within the Plan Area.

N. This Ninth Amendment is authorized by Section 1.4 of the Development Agreement.

NOW THEREFORE, THE PARTIES MUTUALLY AGREE AS FOLLOWS:

1. AMENDMENT OF DEVELOPMENT AGREEMENT. The summary table of Section 2.2 ("Vested Entitlements") of the Development Agreement is hereby amended as follows:

Low Density Residential	2,662 units on 595.9 Net Acres
Low Density Residential (age restricted)	704 units on 146.9 Net Acres
Medium Density Residential	0 units on 0 Net Acres
High Density Residential	420 units on 20.1 Net Acres
Community Commercial	3.6 Net Acres
General Industrial	32.9 Net Acres
Light Industrial	55.2 Net Acres
Open Space	350.8 Net Acres
Open Space (paseo)	7.7 Net Acres
Schools	38.7 Net Acres
Treatment Plant Expansion	15.0 Net Acres
Water Tank Sites	5.4 Net Acres
Well Sites	0.6 Net Acres
Other Public (right-of-way)	138.5 Net Acres
<u>Village Center</u>	
High Density Residential	386 units on 21.8 Net Acres
Medium Density Residential	387 units on 46.1 Net Acres
Community Commercial	40 units on 14.5 Net Acres
Park	13.8 Net Acres
Church	10.8 Net Acres
Other Public (right-of-way)	13.1 Net Acres

2. CONSISTENCY WITH GENERAL PLAN. The City Council has found and determined that this Ninth Amendment is consistent with the General Plan and the West Roseville Specific Plan.

3. AMENDMENT LIMITED TO NINTH AMENDMENT PROPERTY. This Ninth Amendment is limited to and applies only to development of the Ninth Amendment Property and does not affect or apply in any manner with respect to the development of any other property within the West Roseville Specific Plan Area, including without limitation, any other portion of the Property.

4. AMENDMENT. This Ninth Amendment amends, but does not replace or supersede, the Development Agreement, except as specified herein. As amended hereby with respect to the Ninth Amendment Property, the Development Agreement remains in full force and effect.

5. FORM OF AMENDMENT. This Ninth Amendment is executed in two duplicate originals, each of which is deemed to be an original.

IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has authorized the execution of this Ninth Amendment in duplicate by its City Manager and attested to by its City Clerk under the authority of Ordinance No. _____, adopted by the Council of the City of Roseville on the ____ day of _____, 2021.

CITY OF ROSEVILLE,
a municipal corporation

MOURIER INVESTMENTS, LLC, a
California limited liability company

By: _____
Dominick Casey
City Manager

By: _____
John L. Mourier, III
Managing Member

ATTEST:

By: _____
Sonia Orozco
City Clerk

APPROVED AS TO FORM;

By: _____
Robert R. Schmitt
City Attorney

APPROVED AS TO SUBSTANCE:

By: _____

Mike Isom

Development Services Director

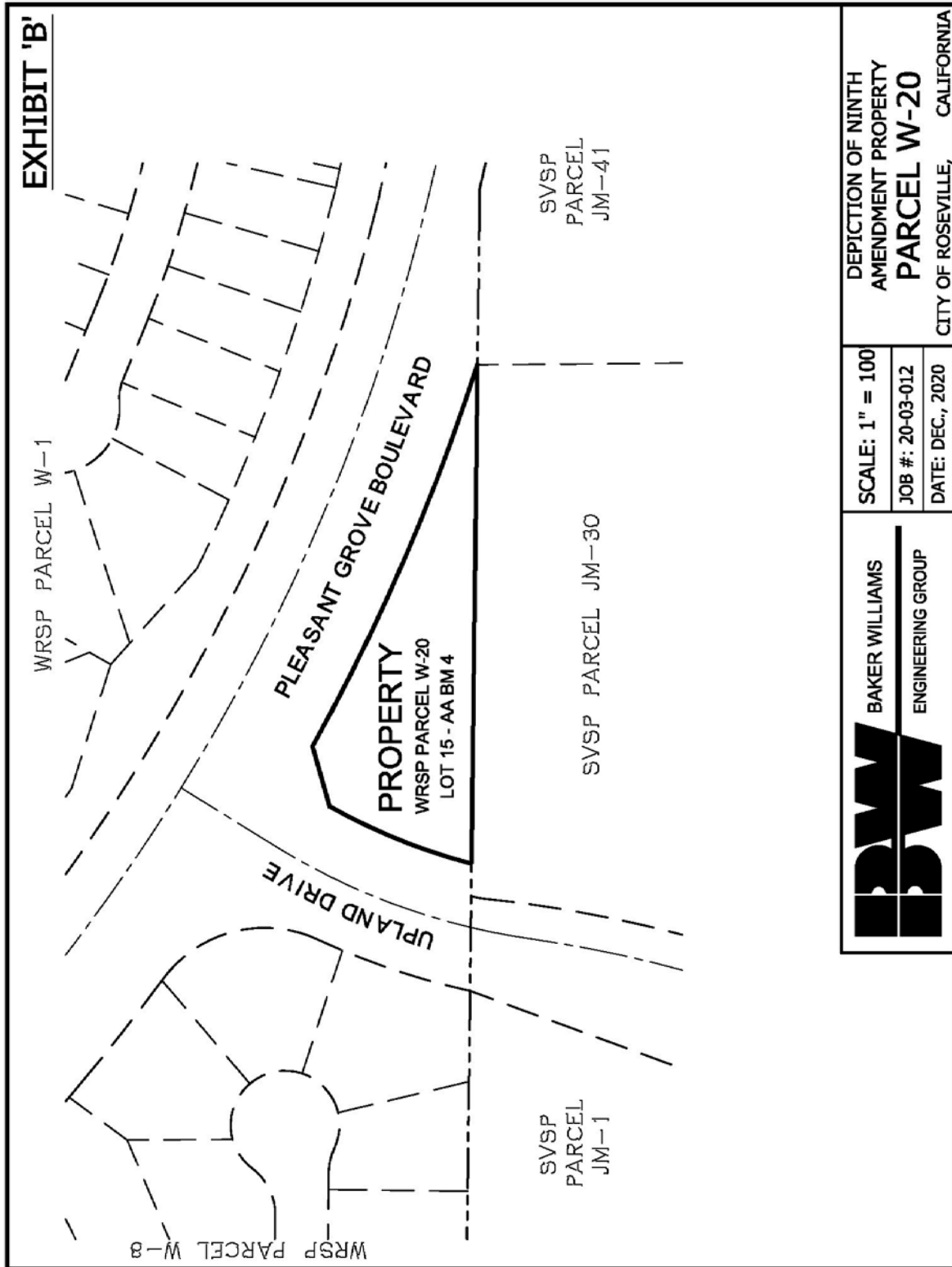
EXHIBIT A

LEGAL DESCRIPTION OF NINTH AMENDMENT PROPERTY

All that real property situate in the City of Roseville, County of Placer, State of California located in Section 25, Township 11 North, Range 5 East, M.D.M. and being all of Lot 15 as said Lot is shown on that Large Lot Subdivision Map entitled "Westpark~Phase 1", filed for record in the office of the Recorder of said County on October 21, 2004 in Book 'AA' of Maps, at Page 4, Official Records of Placer County.

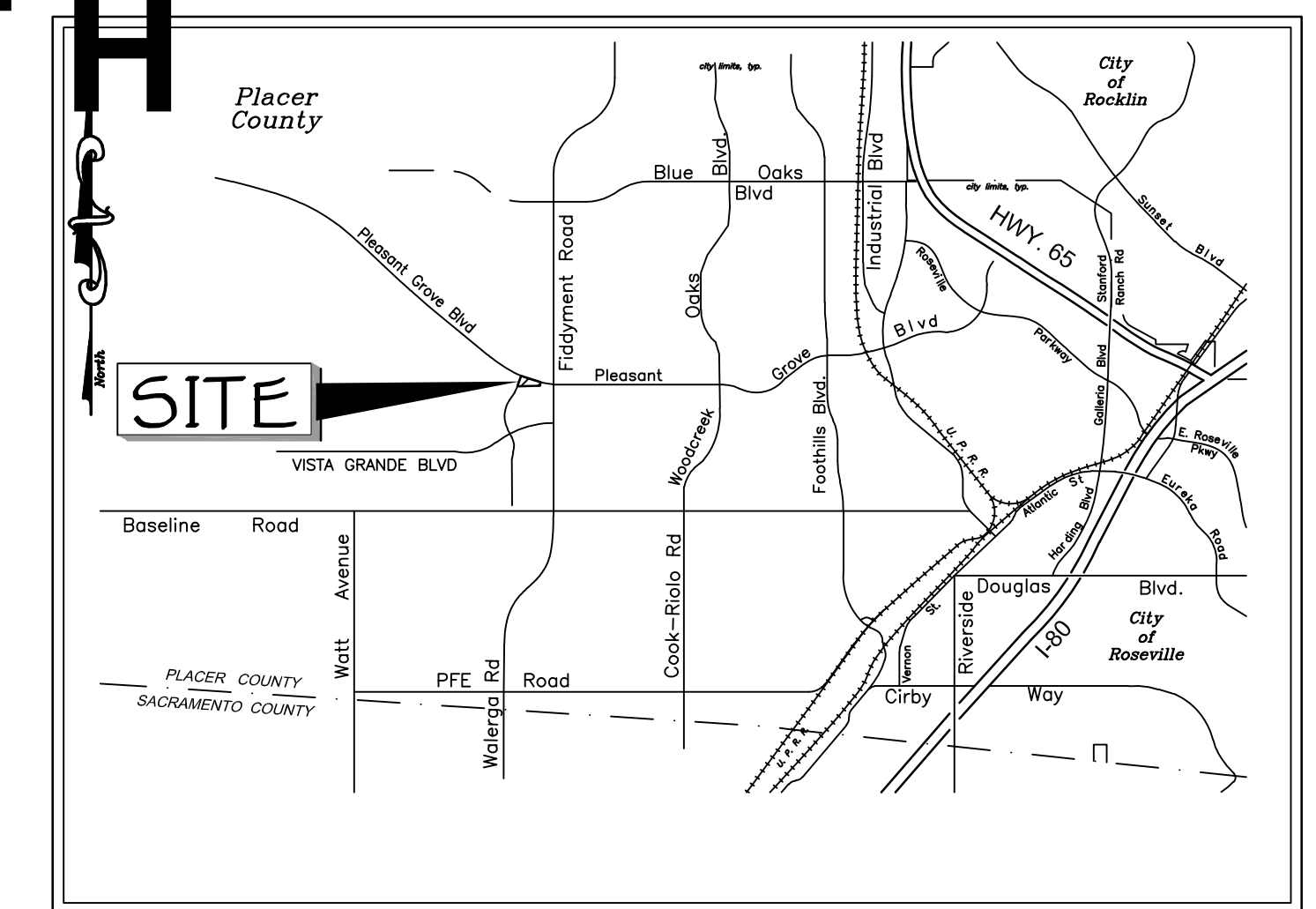
EXHIBIT B

DEPICTION OF NINTH AMENDMENT PROPERTY



PRELIMINARY SITE PLAN
PARCEL W20 COFFEE SHOP
LOT 15 OF WESTPARK PHASE 1 LARGE LOT MAP
AA MAPS 4

City of Roseville, State of California
OCTOBER, 2020
BAKER WILLIAMS ENGINEERING GROUP
Project Address - 1875 PLEASANT GROVE BOULEVARD
File No. - PL20-0142



VICINITY MAP

BUILDING SIZE

910 SQUARE FEET

PARKING:

PARKING REQUIRED: 9 (1 STALL PER 100 S.F.)

PARKING PROVIDED: 13

OWNER:

PULTE HOME COMPANY, LLC
4511 WILLOW ROAD
PLEASANTON, CA 94588
PH. (949) 279-9409

DEVELOPER:

MOURIER INVESTMENTS, LLC
1430 BLUE OAKS BOULEVARD, SUITE 190
ROSEVILLE, CA 95747
PH. (916) 969-2842

ENGINEER:

BAKER-WILLIAMS ENGINEERING GROUP
6020 RUTLAND DRIVE, SUITE 19
CARMICHAEL, CALIFORNIA 95608
PH. (916) 331-4336

ASSESSOR'S PARCEL NUMBER:

017-152-018

ACREAGE:

0.597 ACRES 26,788 S.F.

PROPOSED IMPROVEMENTS:

AS REQUIRED BY THE CITY OF ROSEVILLE
DEPARTMENT OF PUBLIC WORKS

PROPOSED USE:

DRIVE-THRU COFFEE SHOP

EXISTING USE:

VACANT LAND

EXISTING GENERAL PLAN:

LDR

PROPOSED GENERAL PLAN:

CC

EXISTING SPECIFIC PLAN:

LDR

PROPOSED SPECIFIC PLAN:

CC

EXISTING ZONING:

R10S

PROPOSED ZONING:

CC

SEWER:

CITY OF ROSEVILLE

WATER SUPPLY:

CITY OF ROSEVILLE

DRAINAGE:

CITY OF ROSEVILLE

FIRE PROTECTION:

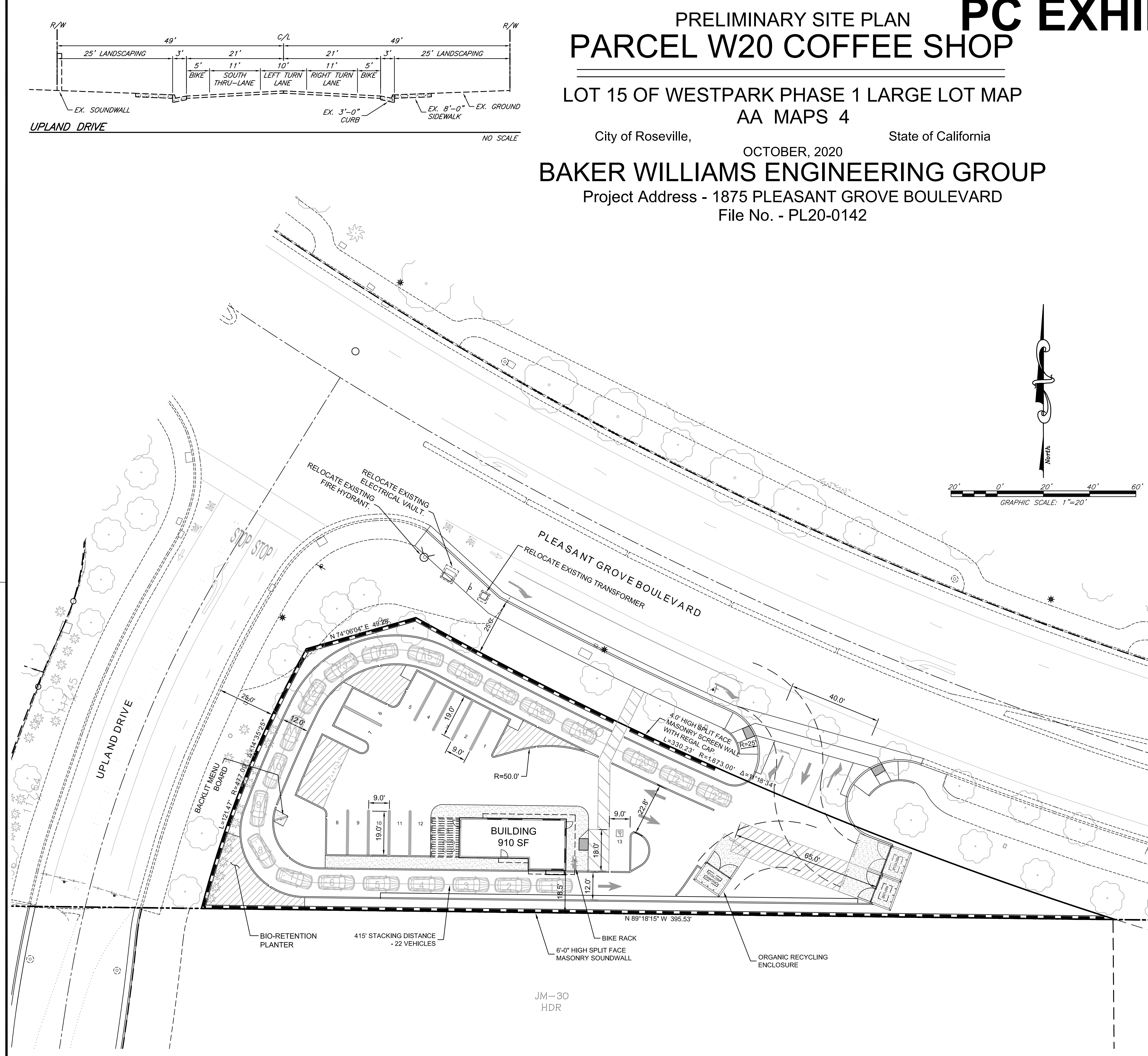
CITY OF ROSEVILLE

SCHOOL DISTRICT:

ROSEVILLE SCHOOL DISTRICT

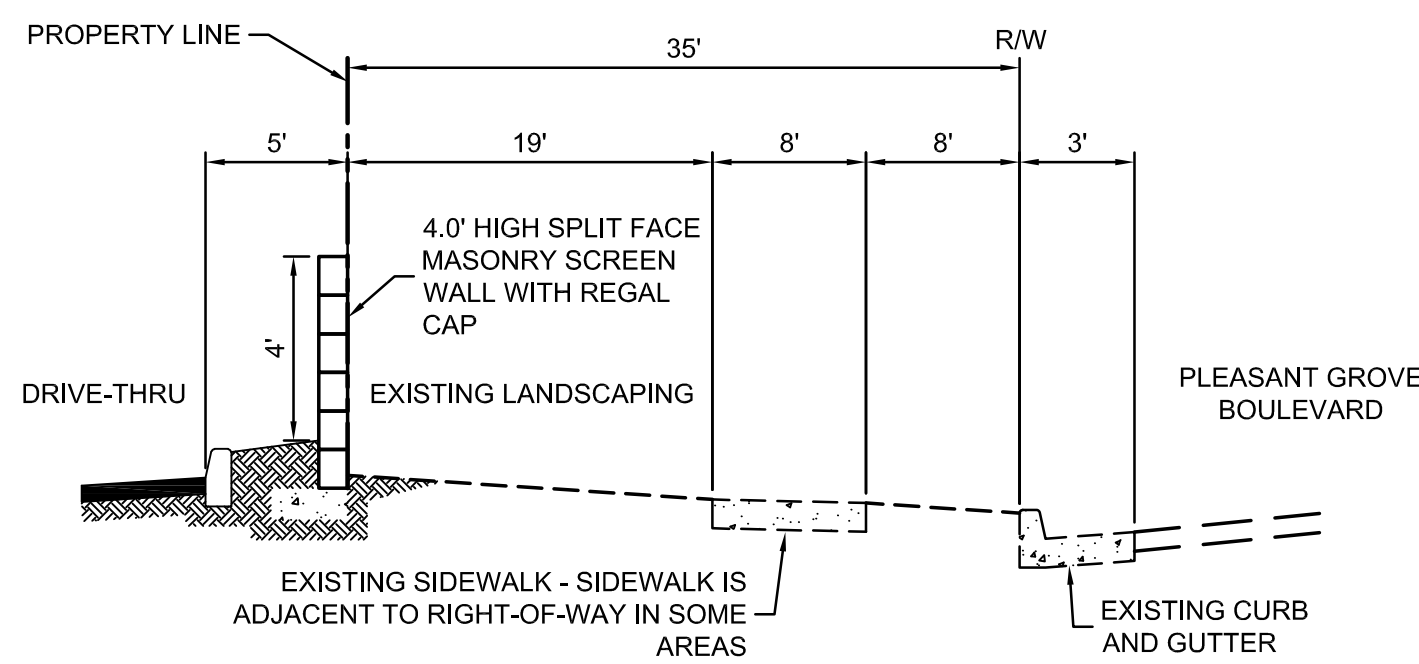
PARK DISTRICT:

ROSEVILLE PARKS DISTRICT

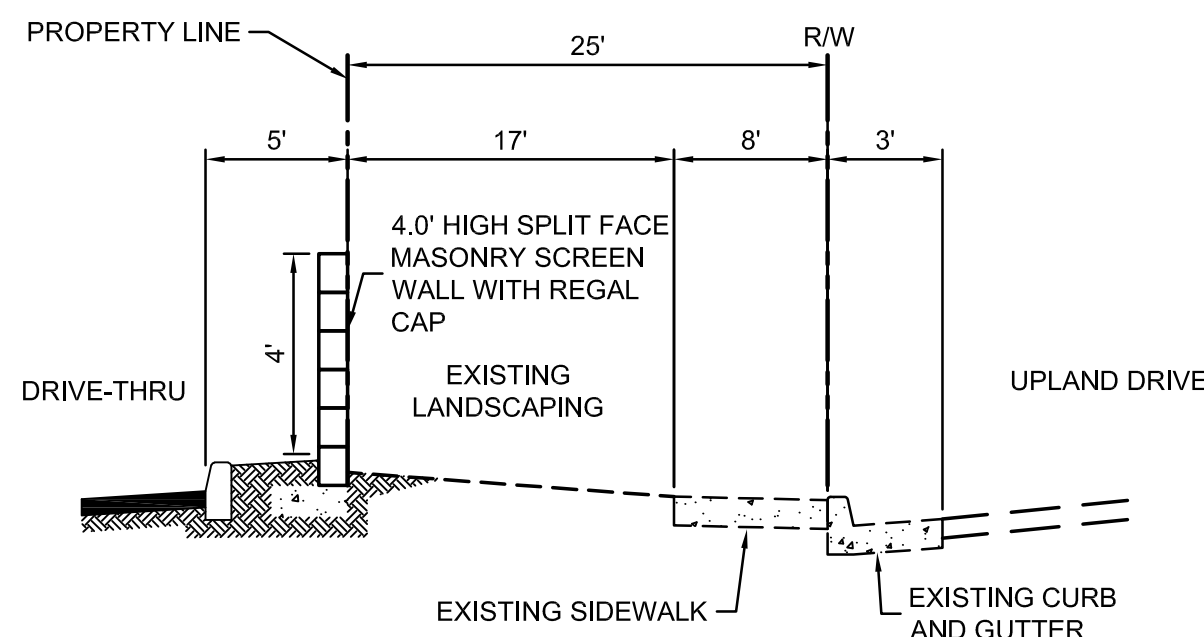


PRELIMINARY GRADING PLAN
PARCEL W20 COFFEE SHOP
LOT 15 OF WESTPARK PHASE 1 LARGE LOT MAP
AA MAPS 4

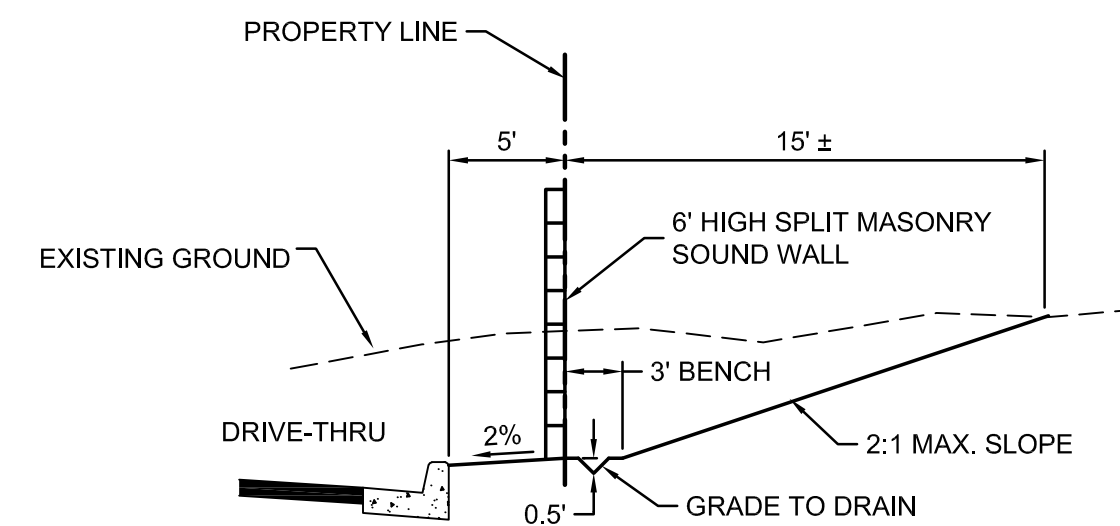
City of Roseville, State of California
OCTOBER, 2020
BAKER WILLIAMS ENGINEERING GROUP
Project Address - 1875 PLEASANT GROVE BOULEVARD
File No. - PL20-0142



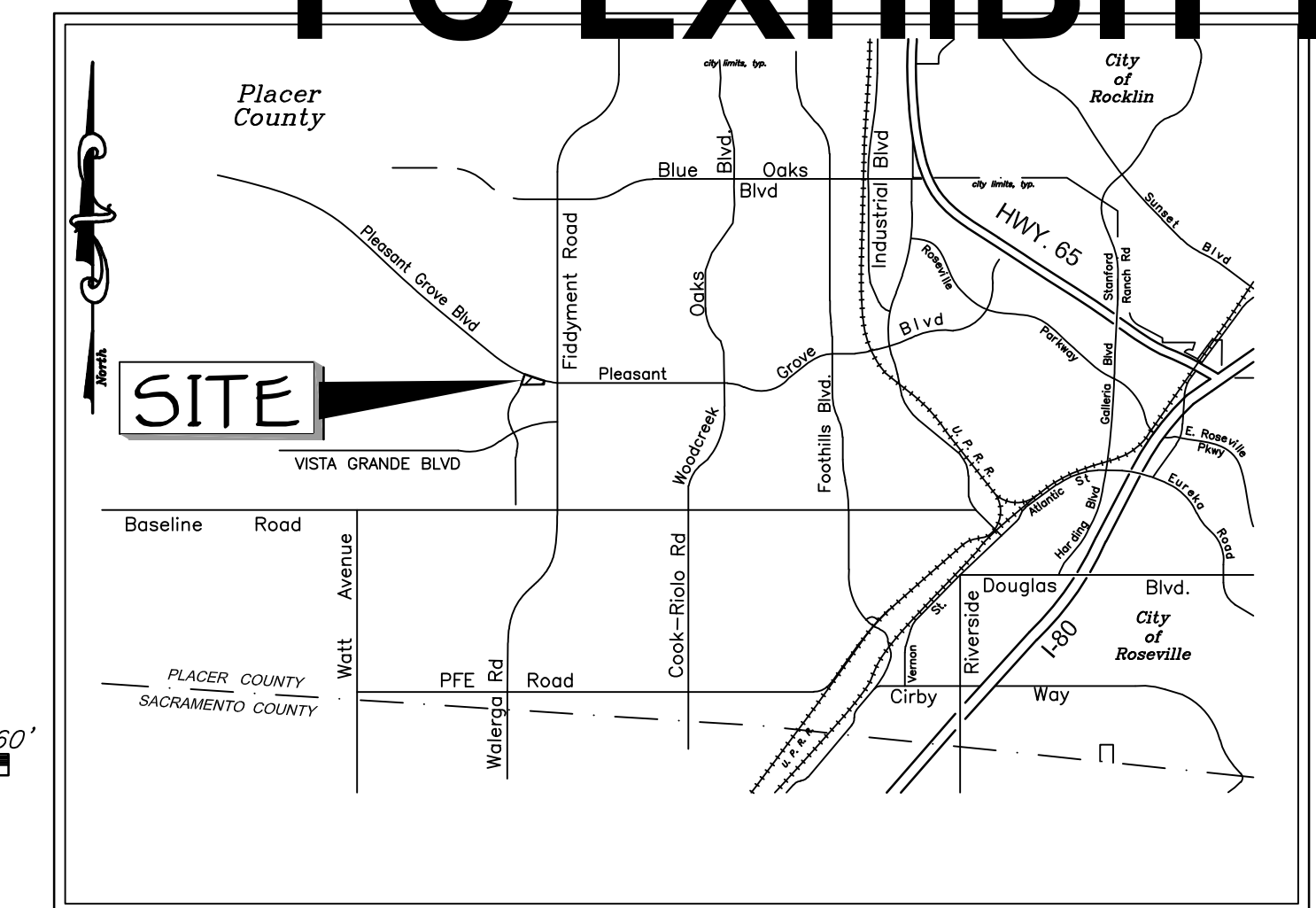
SECTION A-A
NO SCALE



SECTION B-B
NO SCALE



SECTION C-C
NO SCALE



VICINITY MAP

GRADING LEGEND		
NAME	EXISTING	PROPOSED
MANHOLE	○	●
STORM DRAIN PIPE	— 18" SD —	— 18" SD —
DROP INLET	□	■
MASONRY SOUND/RETAINING WALL	—	—
TOP OF SOUND WALL		TSW=266.00
TOP OF RETAINING WALL		TRW=260.00
BOTTOM OF RETAINING WALL		BRW=256.00
FENCE	—	—
SWALE	—	—
CONTOUR	— 200 —	— 200 —
SLOPE BANK	—	—
TOP BACK OF WALK ELEVATION	178.0	178.0
SPOT ELEVATION	173.10	110.50
FINISH FLOOR		FF=113.25
PAD GRADE	221.0	PG=112.5
DRAINAGE DIRECTION FLOW	→	→

OWNER:
PULTE HOME COMPANY, LLC
4511 WILLLOW ROAD
PLEASANTON, CA 94588
PH. (949) 279-9409

DEVELOPER:
MOURIER INVESTMENTS, LLC
1430 BLUE OAKS BOULEVARD, SUITE 190
ROSEVILLE, CA 95747
PH. (916) 969-2842

ENGINEER:
BAKER-WILLIAMS ENGINEERING GROUP
6020 RUTLAND DRIVE, SUITE 19
CARMICHAEL, CALIFORNIA 95608
PH. (916) 331-4336

ASSESSOR'S PARCEL NUMBER:
017-152-018

ACREAGE:
0.597 ACRES 26,788 S.F.

PROPOSED IMPROVEMENTS:
AS REQUIRED BY THE CITY OF ROSEVILLE
DEPARTMENT OF PUBLIC WORKS

PROPOSED USE:
DRIVE-THRU COFFEE SHOP

EXISTING USE:
VACANT LAND

EXISTING GENERAL PLAN:
LDR

PROPOSED GENERAL PLAN:
CC

EXISTING SPECIFIC PLAN:
LDR

PROPOSED SPECIFIC PLAN:
CC

EXISTING ZONING:
R10S

PROPOSED ZONING:
CC

SEWER:
CITY OF ROSEVILLE

WATER SUPPLY:
CITY OF ROSEVILLE

DRAINAGE:
CITY OF ROSEVILLE

FIRE PROTECTION:
CITY OF ROSEVILLE

SCHOOL DISTRICT:
ROSEVILLE SCHOOL DISTRICT

PARK DISTRICT:
ROSEVILLE PARKS DISTRICT

TOTAL AREA = 26,005 SF
PERVIOUS AREA = 6,300 SF

PRELIMINARY UTILITY PLAN
PARCEL W20 COFFEE SHOP

LOT 15 OF WESTPARK PHASE 1 LARGE LOT MAP
AA MAPS 4

City of Roseville,

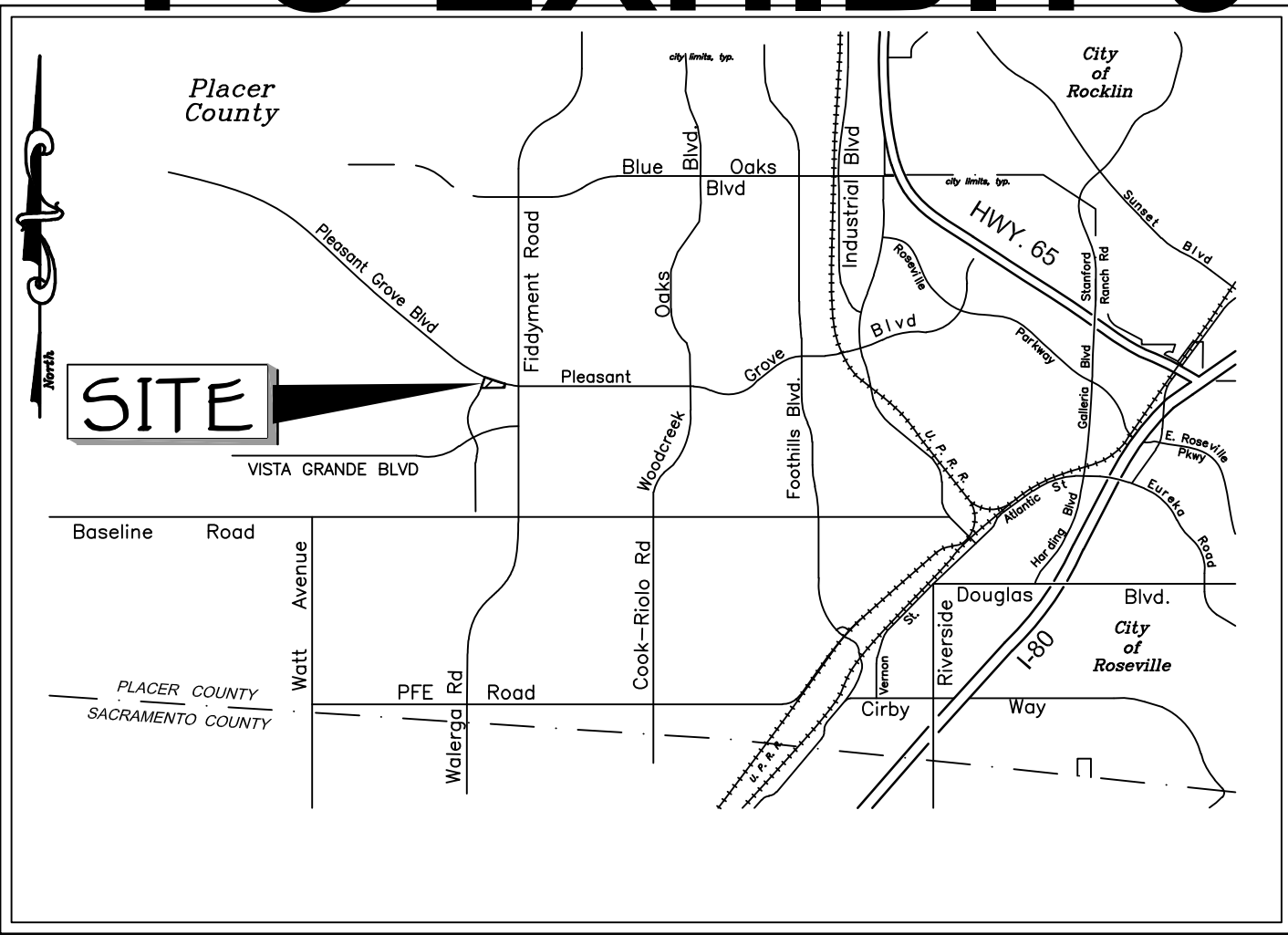
State of California

OCTOBER, 2020

BAKER WILLIAMS ENGINEERING GROUP

Project Address - 1875 PLEASANT GROVE BOULEVARD

File No. - PL20-0142

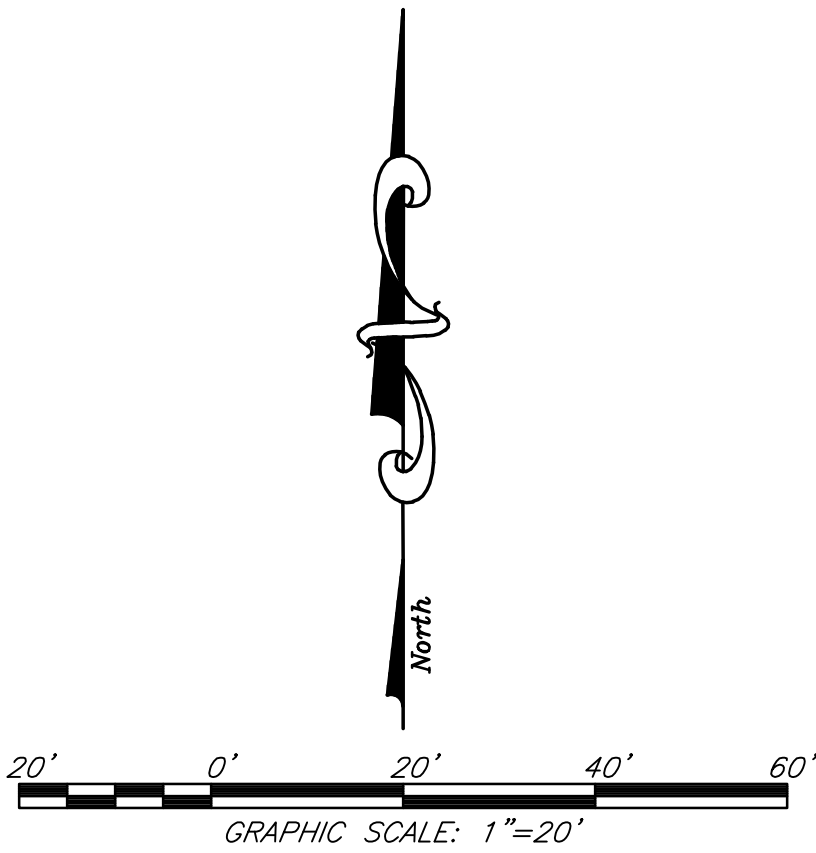
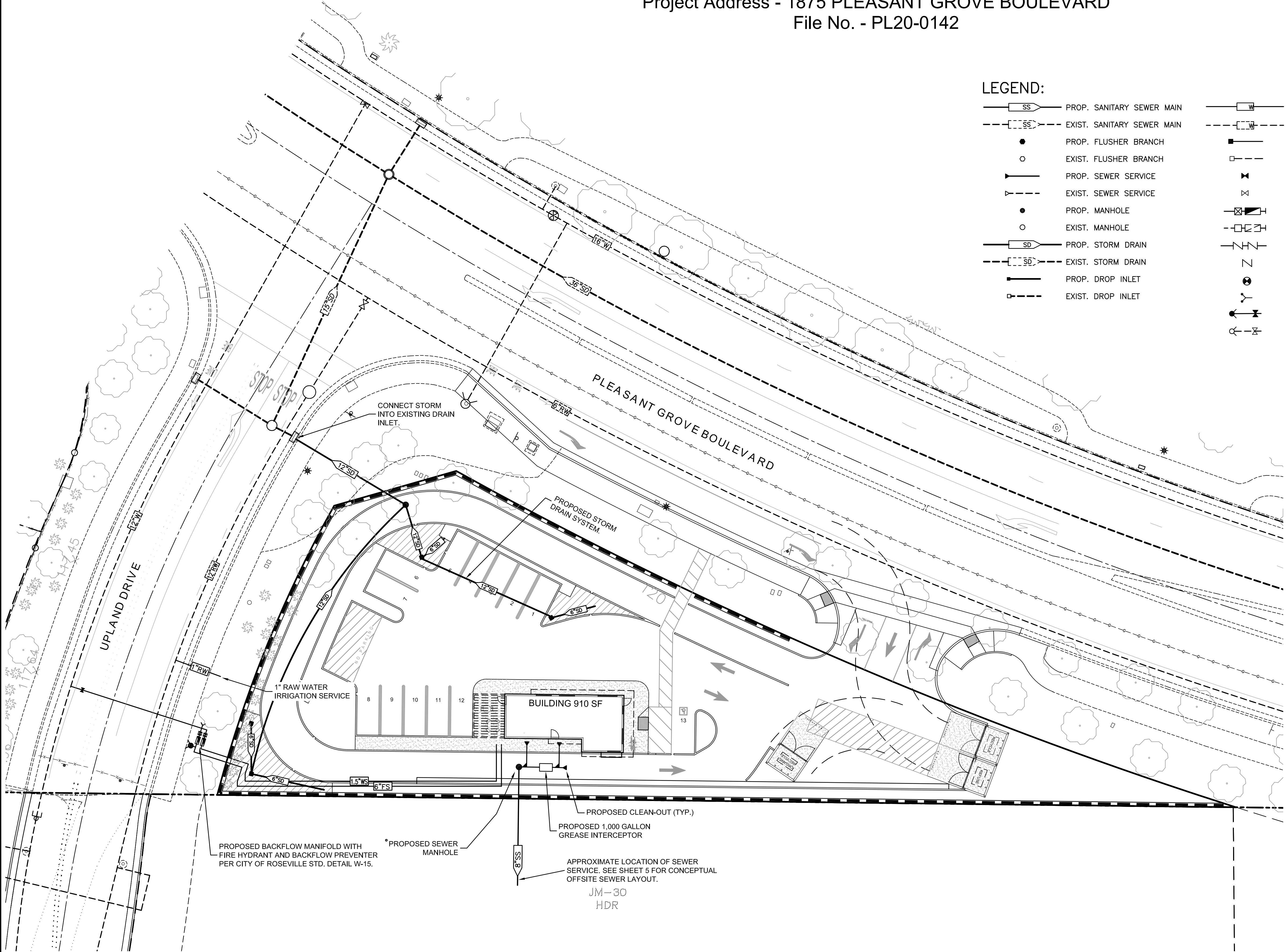


VICINITY MAP

OWNER:	PULTE HOME COMPANY, LLC 4511 WILLOW ROAD PLEASANTON, CA 94588 PH. (949) 279-9409
DEVELOPER:	MOURIER INVESTMENTS, LLC 1430 BLUE OAKS BOULEVARD, SUITE 190 ROSEVILLE, CA 95747 PH. (916) 969-2842
ENGINEER:	BAKER-WILLIAMS ENGINEERING GROUP 6020 RUTLAND DRIVE, SUITE 19 CARMICHAEL, CALIFORNIA 95608 PH. (916) 331-4336
ASSESSOR'S PARCEL NUMBER:	017-152-018
ACREAGE:	0.597 ACRES 26,788 S.F.
PROPOSED IMPROVEMENTS:	AS REQUIRED BY THE CITY OF ROSEVILLE DEPARTMENT OF PUBLIC WORKS
PROPOSED USE:	DRIVE-THRU COFFEE SHOP
EXISTING USE:	VACANT LAND
EXISTING GENERAL PLAN:	LDR
PROPOSED GENERAL PLAN:	CC
EXISTING SPECIFIC PLAN:	LDR
PROPOSED SPECIFIC PLAN:	CC
EXISTING ZONING:	R10S
PROPOSED ZONING:	CC
SEWER:	CITY OF ROSEVILLE
WATER SUPPLY:	CITY OF ROSEVILLE
DRAINAGE:	CITY OF ROSEVILLE
FIRE PROTECTION:	CITY OF ROSEVILLE
SCHOOL DISTRICT:	ROSEVILLE SCHOOL DISTRICT
PARK DISTRICT:	ROSEVILLE PARKS DISTRICT

LEGEND:

	PROP. SANITARY SEWER MAIN		PROP. WATER MAIN
	EXIST. SANITARY SEWER MAIN		EXIST. WATER MAIN
	PROP. FLUSHER BRANCH		PROP. WATER SERVICE
	EXIST. FLUSHER BRANCH		EXIST. WATER SERVICE
	PROP. SEWER SERVICE		PROP. WATER VALVE
	EXIST. SEWER SERVICE		EXIST. WATER VALVE
	PROP. MANHOLE		PROP. WATER METER AND REDUCED PRESSURE DEVICE
	EXIST. MANHOLE		EXIST. WATER METER AND REDUCED PRESSURE DEVICE
	PROP. STORM DRAIN		PROP. DOUBLE DETECTOR CHECK VALVE
	EXIST. STORM DRAIN		PROP. CHECK VALVE
	PROP. DROP INLET		PROP. POST INDICATOR VALVE
	EXIST. DROP INLET		PROP. FIRE DEPARTMENT CONNECTION
			PROP. FIRE HYDRANT ASSEMBLY
			EXIST. FIRE HYDRANT ASSEMBLY



ELEVATIONS AND DETAILS
PARCEL W20 COFFEE SHOP

LOT 15 OF WESTPARK PHASE 1 LARGE LOT MAP
AA MAPS 4

City of Roseville,

State of California

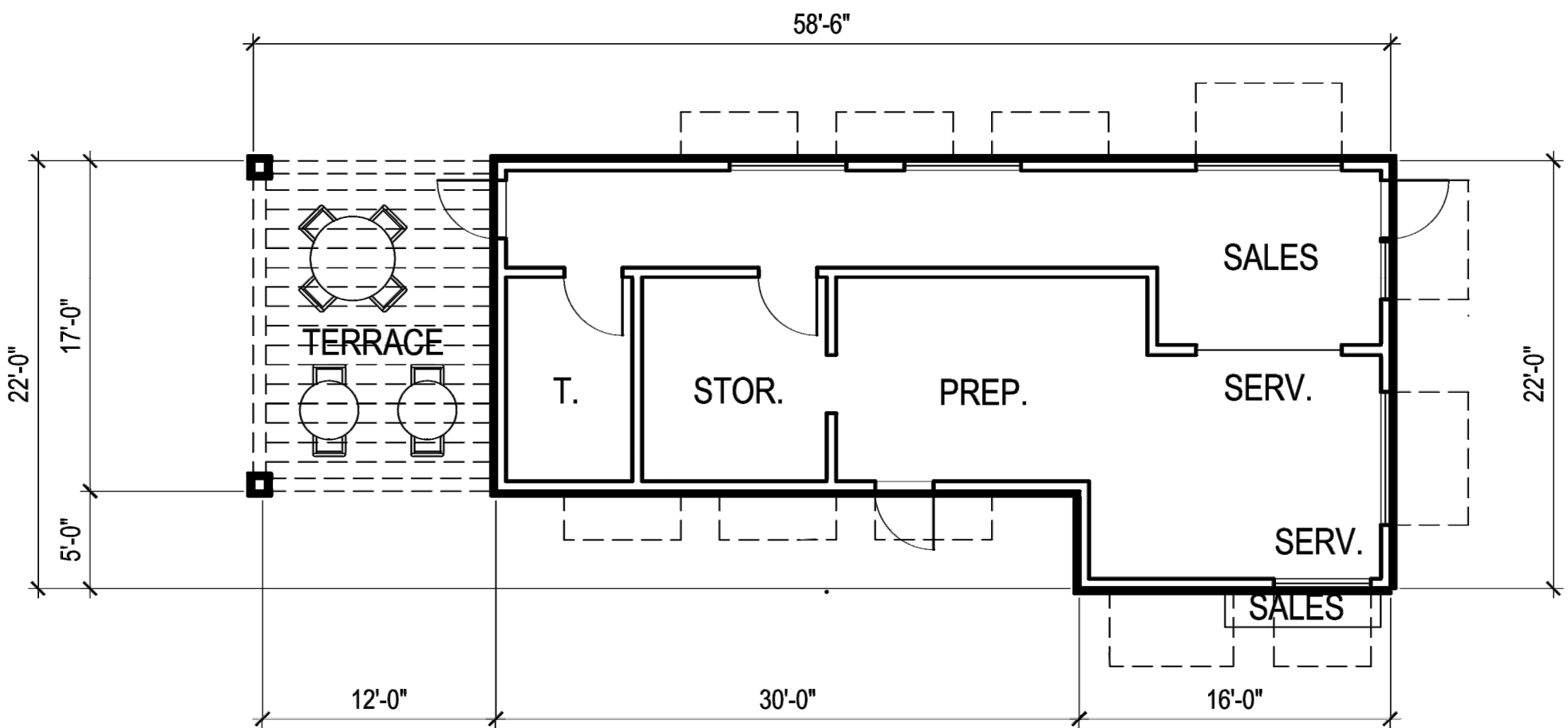
OCTOBER, 2020

BAKER WILLIAMS ENGINEERING GROUP

Project Address - 1875 PLEASANT GROVE BOULEVARD

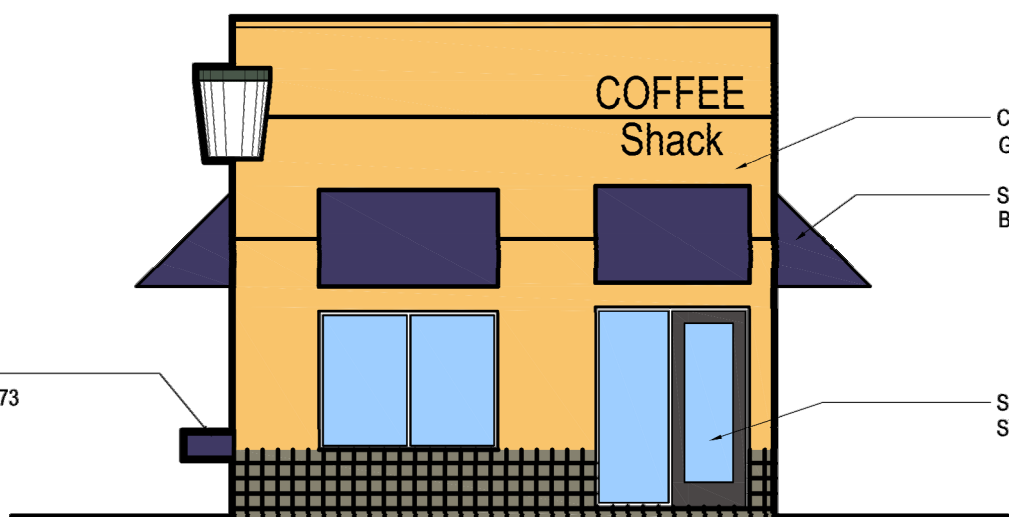
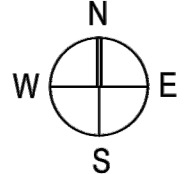
File No. - PL20-0142

PC EXHIBIT K



FLOOR PLAN

1" = 10'-0"



WEST

1" = 10'-0"



EAST

1" = 10'-0"



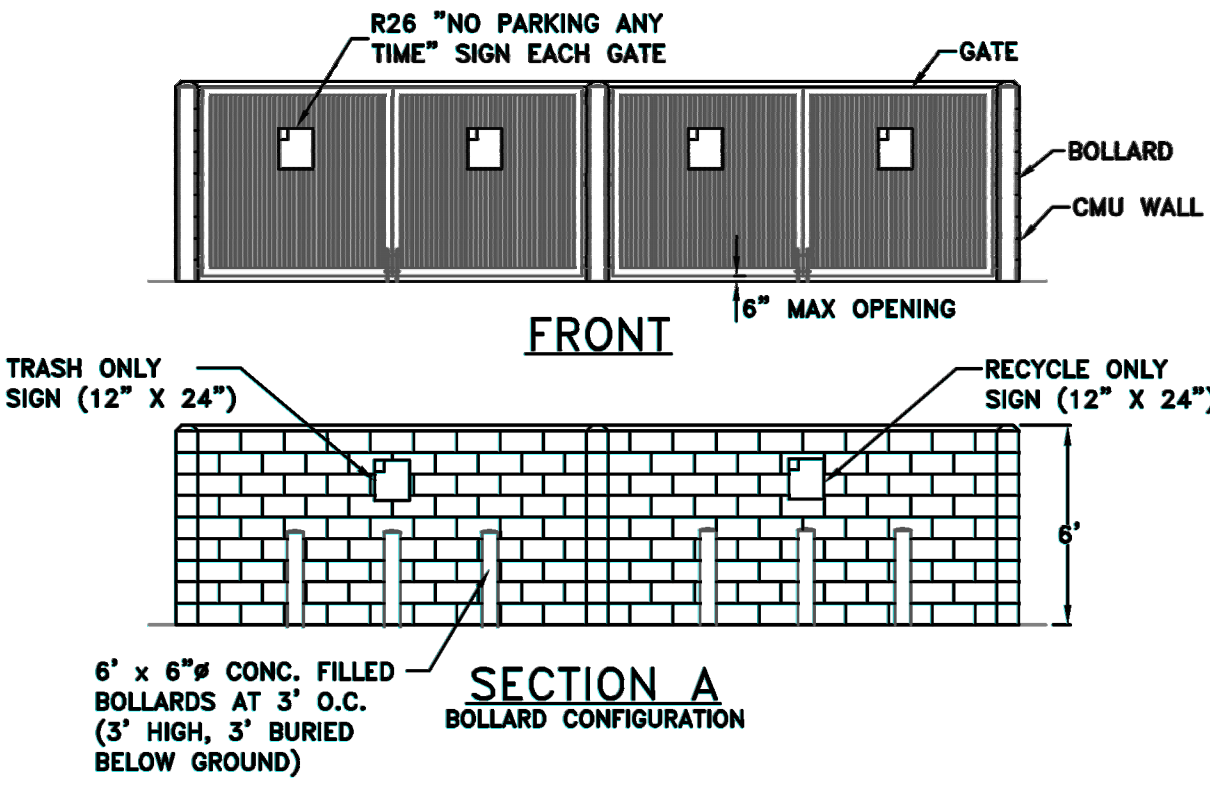
NORTH

1" = 10'-0"



SOUTH

1" = 10'-0"

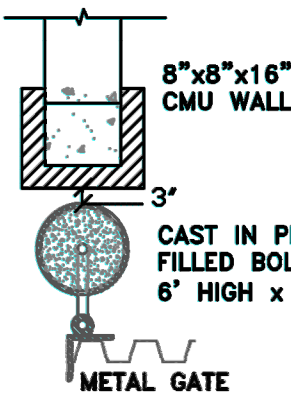


FRONT

SIDE

NOTES:

1. SINGLE ENCLOSURE IS 12" WIDE (INTERIOR)
2. THE EXTERIOR FINISH AND COLOR OF THE ENCLOSURE SHALL MATCH THE BUILDING PER THE DESIGN REVIEW PERMIT EXHIBITS AND/OR CONDITIONS OF APPROVAL
3. GREASE/TALLOW BIN ENCLOSURE MAY BE ATTACHED TO THE TRASH ENCLOSURE OR BE CONSTRUCTED SEPARATELY. THE GREASE/TALLOW BIN MUST NOT BE LOCATED WITHIN THE TRASH/RECYCLING ENCLOSURE.



BOLLARD GATE
DETAIL

Richard D. Plecker

RICHARD PLECKER
ENVIRONMENTAL UTILITIES DIRECTOR

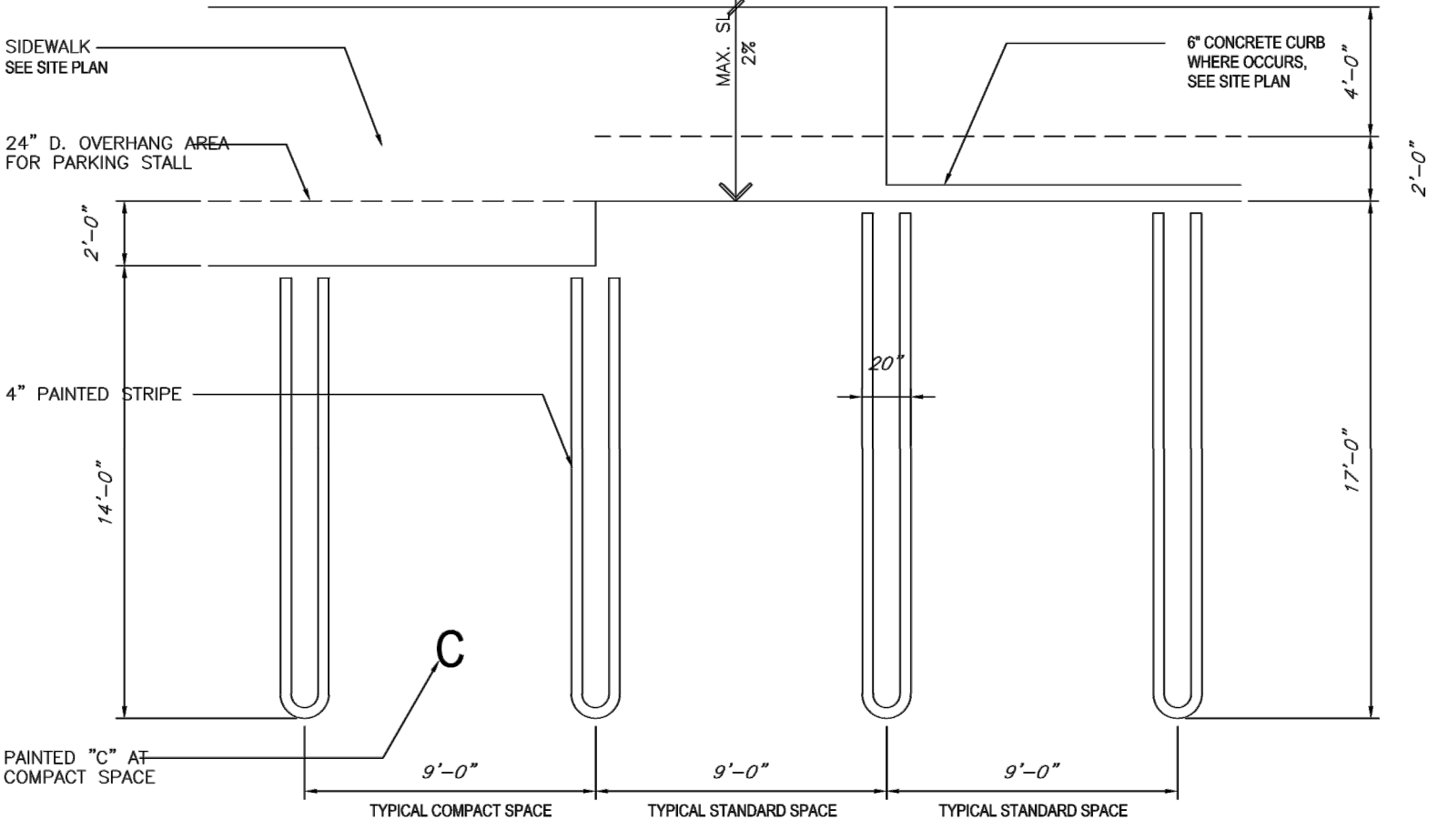


ENVIRONMENTAL UTILITIES
DEPARTMENT

STANDARD TRASH ENCLOSURE

SCALE: NONE
REVISED: JANUARY 2018
DRAWN BY: R. VAN NESS
APPROVED BY: RICHARD PLECKER

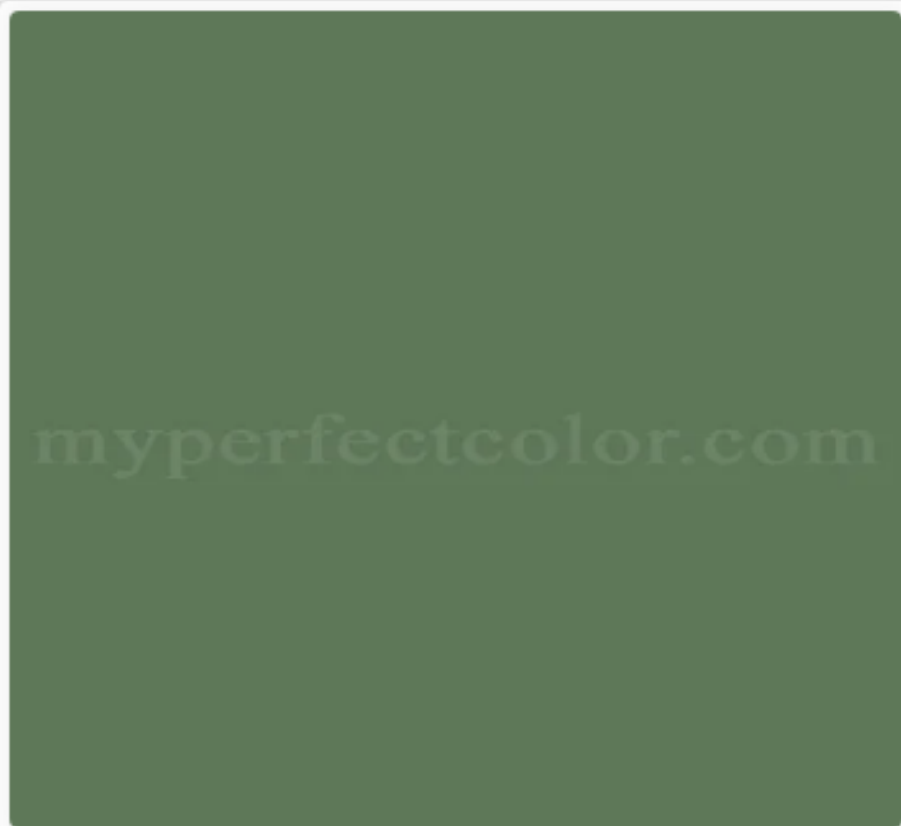
SW-1



STANDARD AND COMPACT PARKING STALL STRIPING

NO SCALE

BW BAKER-WILLIAMS ENGINEERING GROUP
Engineering / Surveying / Land Planning / Entitlement Processing / GPS Services
6020 Rutland Drive, Suite 19 ~ Carmichael CA 95608
(916) 331-4336 ~ fax (916) 331-4430 ~ office@bwengineers.com ~ www.bwengineers.com



RGB: 93 119 87

HEX: #5D7757

LRV: 16.19%

Mown Grass – SW 2377



Gaugin Yellow – SW 2349



Torrey Pine – SW 2384

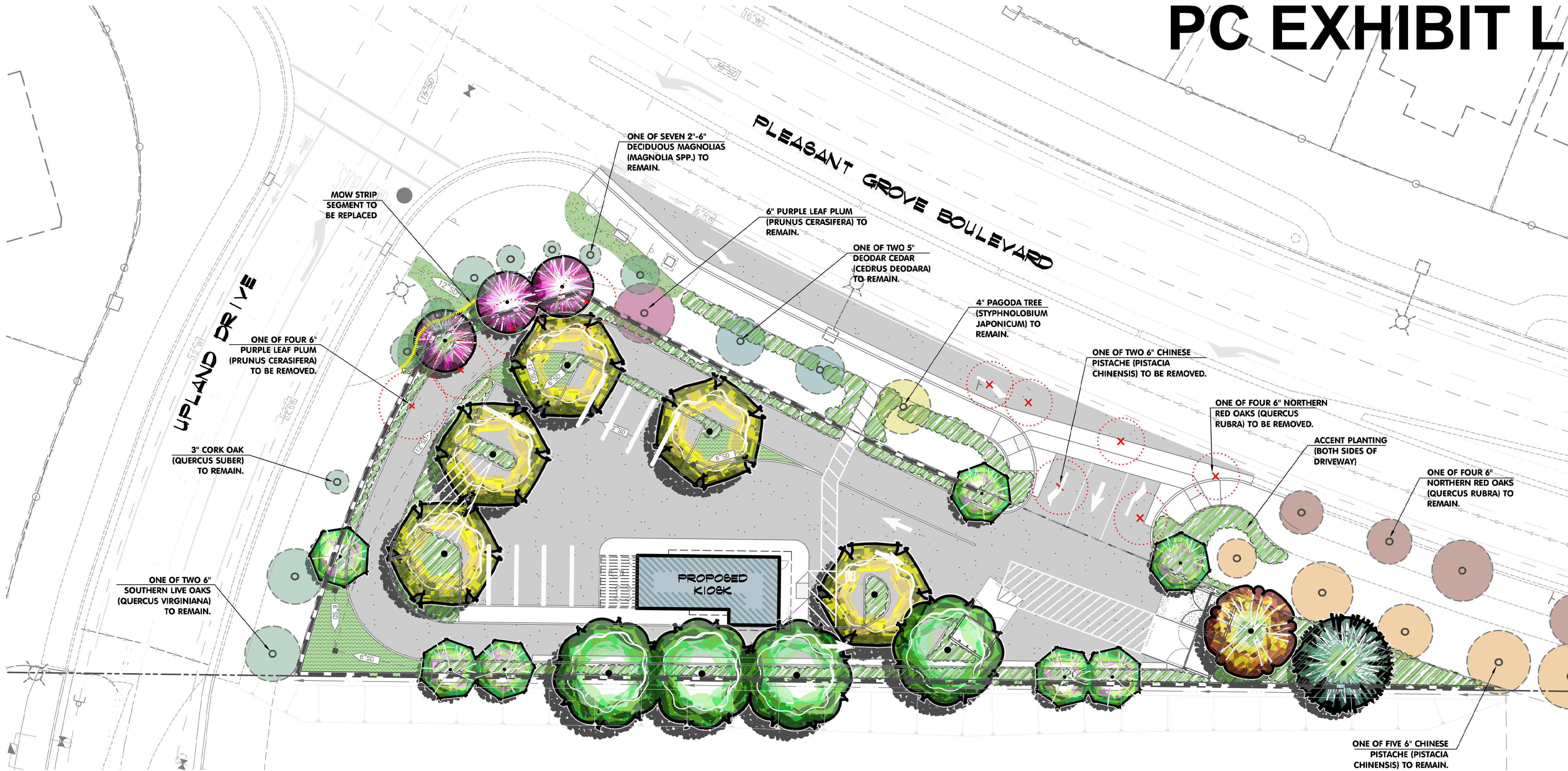


Black Sable – SW 2273



Cultured Stone – Coral Stone – Fossil Relief

PC EXHIBIT L



PARKING LOT SHADE CALCULATIONS:

TREE TYPE	AREA/ FULL	QUANTITY				SUBTOTAL	TOTAL
		FULL	3/4	1/2	1/4		
35' DIA TREES							
STYPHNOLOBIUM J.	962 S.F.	0	0	3	2	1924 S.F.	
						35 TOTAL:	1924 S.F.
						PARKING AREA:	3560 S.F.
						SHADE REQUIRED: 50%	1780 S.F.
						SHADE PROVIDED: 54%	1924 S.F.

WATER BUDGET CALCULATION

MAXIMUM APPLIED WATER ALLOWANCE (MAWA) = 89029 GALLONS PER YEAR							
MAWA = 52.2 ETO x 0.62 GAL/S.F. x 0.45 (ET ADJ. FACTOR) x 6113 S.F. LANDSCAPE AREA							
ESTIMATED TOTAL WATER USE (ETWU) = 62784 GALLONS PER YEAR							
HYDROZONE (STATION #)	PLANT	WATER USE TYPE	PLANT FACTOR	AREA (S.F.)	IRRIG. EFF. CALCULATION	ESTIMATED WATER USE	
C1	LOW (FULL SUN)	0.20	4951	81%	52.2x62x .20 x	4951 / 81% =	39565 GAL
C2	MEDIUM (BIORETENTION)	0.50	1162	81%	52.2x62x .50 x	1162 / 81% =	23220 GAL
TOTAL ANNUAL ESTIMATED WATER USE:						62784 GAL	

TREE LIST & LEGEND

SYMBOL	BOTANIC NAME/COMMON NAME	WATER USE	SIZE	QUANTITY	REMARKS
	CEDRUS DEODARA/DEODAR CEDAR	LOW	15 GALLON	1	
	CHILOPSIS LINEARIS 'TIMELESS BEAUTY'/DESERT WILLOW	LOW	15 GALLON	7	STANDARD
	PISTACIA CHINENSIS/CHINESE PISTACHE	LOW	15 GALLON	1	
	PRUNUS C. 'KRAUTER VESUVIUS'/PURPLE PLUM	MODERATE	15 GALLON	3	
	QUERCUS VIRGINIANA/SOUTHERN LIVE OAK	MODERATE	15 GALLON	4	
	STYPHNOLOBIUM JAPONICUM/JAPANESE PAGODA TREE	LOW	15 GALLON	5	
	SHRUB & GROUNDCOVER AREA (SEE PALETTE AT RIGHT)				
	BIORETENTION PLANTER (SEE PLANTS W/ "*" IN PALETTE AT RIGHT)				
	EXISTING TURF AREA TO BE RESTORED (EXTENT TO BE DETERMINED)				

SHRUB & GROUNDCOVER PALETTE

BOTANIC NAME/COMMON NAME	WATER USE	SIZE
ACACIA REDOLENS 'DESERT CARPET'/PROSTRATE ACACIA	LOW	1 GALLON
ARCTOSTAPHYLOS D. 'HOWARD McMINN'/MANZANITA*	LOW	5 GALLON
CHONDROPETALUM TECTORUM/DWF. CAPE RUSH*	LOW	5 GALLON
CISTUS HYBRIDUS/WHITE ROCKROSE	LOW	5 GALLON
CISTUS X. 'SUNSET'/ROCKROSE	LOW	5 GALLON
CALLISTEMON V. 'LITTLE JOHN'/DWF. BOTTLE BRUSH	LOW	5 GALLON
COTONEASTER D. 'LOWFAST'/PROSTRATE COTONEASTER	LOW	1 GALLON
CAREX DIVULSA/EURASIAN GRAY SEDGE*	LOW	1 GALLON
DIETES BICOLOR	LOW	1 GALLON
DIANELLA REVOLUTA 'LITTLE REV'/BLACK FLAX LILY	LOW	1 GALLON
KNIPHOFIA UVARIA 'FLAMENCO'/RED HOT POKER	LOW	1 GALLON
LOMANDRA LONGIFOLIA 'BREEZE'/DWF. MAT RUSH	LOW	1 GALLON
MUHLENBERGIA CAPILLARIS/PURPLE MUHLY GRASS	LOW	1 GALLON
NERIUM O. 'DWARF RED'/PETITE RED OLEANDER	LOW	5 GALLON
NEPETA X. FAASSENII/CATMINT*	LOW	1 GALLON
PRUNUS CAROLINIANA "BRIGHT-N-TIGHT"/CAROLINA CHERRY	LOW	5 GALLON
ROSA CALIFORNICA/WILD ROSE*	LOW	5 GALLON
SALVIA MICROPHYLLA 'HOT LIPS'/AUTUMN SAGE	LOW	5 GALLON
TULBAGHIA VIOLACEA/SOCIETY GARLIC	LOW	1 GALLON

* PLANTS PROPOSED FOR BIORETENTION PLANTERS



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

Project:
SIERRA VISTA COFFEE KIOSK
S. CORNER OF UPLANDS DRIVE & PLEASANT GROVE BOULEVARD
CITY OF ROSEVILLE CALIFORNIA
FOR MILLC

Sheet Title:
PRELIMINARY LANDSCAPE PLAN

Date: JAN. 4, 2021

Scale: 1"=20'-0"

Job Number: 40033

Sheet Number: 1 of 1

LIGHTING FIXTURE SCHEDULE						
TYPE	MANUFACTURER	FIXT. VOLT.	LAMPS NO. TYPE	INPUT V.A.	MOUNTING	REMARKS
PI	LITHONIA *DSX0-LED-F2-30K-T4M-MVOLT-SPA	120-277	LED	49	POLE MOUNT 22.5FT ON 2FT BASE	LED POLE MOUNT LUMINAIRE FULL CUTOFF, DARK SKY WET LOCATION LISTED
P2	LITHONIA *DSX0-LED-F2-30K-T4M-MVOLT-SPA	120-277	LED	98	POLE MOUNT 22.5FT ON 2FT BASE	LED POLE MOUNT LUMINAIRE TWIN HEAD FULL CUTOFF, DARK SKY WET LOCATION LISTED
P3	LITHONIA (2) *DSX0-LED-F2-30K-T4M-MVOLT-SPA	120-277	LED	98	POLE MOUNT 22.5FT ON 2FT BASE	LED POLE MOUNT LUMINAIRE TWIN HEAD AT 90DEG FULL CUTOFF, DARK SKY WET LOCATION LISTED
W	LITHONIA *LEL-LED30K	120-277	LED	8.4	SURFACE WALL 8'-6" AFF	LED LED WALL PACK WET LOCATION LISTED



LIL LED
LED Wall Luminaire



Controlling Number
None
Type

Specifications

	Standard	With Battery Pack (EU)
Width:	5"	5-7/8"
Height:	5-1/8"	6-1/8"
Depth:	2-3/4"	4-1/4"
Weight:	1.5 lbs	3 lbs

Ordering Information

Series	Color Temperature	Voltage	Controls	Mounting	Finish
LIL LED	30K 3000 K 40K 4000 K	MVOLT 120 / 277V ¹	(blank) None PE MVOLT button photocell ^{1,2} EL Battery pack ¹	(blank) None BB Back box accessory for conduit wiring ¹	DOBTD Textured dark bronze WH White ¹

Accessories
limited input options

LIL LED BB DOBTD Back box for conduit entry applications, dark bronze - (1 Code *249W0H)
LIL LED BB WH Back box for conduit entry applications, white - (1 Code *249W0U)

NOTES

- Only available with EL option when order with DOBTD.
- MVOLT driver operates on 120V and 277V (50/60Hz).
- PE and EL cannot be ordered together.
- Optional accessory for conduit entry wiring. Can be ordered with the luminaire or separately. Shipped separately. BB option is not available with emergency battery pack (EU) version.
- Only available with PE or EL option when ordered in WH.

FEATURES & SPECIFICATIONS

INTENDED USE

The versatility of LIL LED combines a sleek, compact profile with photocell and emergency battery pack options to provide a great solution for wall mount applications. LIL LED is ideal for replacing up to 100W incandescent or 30W CFL luminaires in installations above doors, balconies, garage or warehouse entrances, and security applications. It can also be used for decorative and general lighting in outdoor environments.

CONSTRUCTION

Aluminum housing with white or textured dark bronze paint for lasting durability. The polycarbonate lens creates uniform light distribution, and it is UV resistant - great for outdoor environments.

OPTICS

Light engines are available in 3000K and 4000K CCTs. See Lighting Facts label and photometry reports for specific fixture performance.

ELECTRICAL

LED technology provides long operating life (50,000 hours at 25°C). Electronic drivers have a power factor >90% and THD <20% and a minimum 2.5kV surge rating.

INSTALLATION

Easily mounts to recessed junction boxes or for surface mounting and conduit entry — with the back box with two 1/2" threaded conduit entry holes. This luminaire is mounted with the lens facing down. Neutral wire is required for three phase input.

LISTINGS

UL Listed to U.S. and Canadian safety standards for wet locations. Rated for -40° C minimum to 40° C maximum ambient temperature. Battery pack versions are rated to 0° C minimum. Tested in accordance with IESNA LM-79 and LM-80 standards.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/CPL to confirm which versions are qualified.

Eligible to be submitted for Title 20 and Title 24 compliance.

WARRANTY

5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25°C. Specifications subject to change without notice.



One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com
© 2017-2020 Acuity Brands Lighting, Inc. All rights reserved.

LIL LED
Rev. 03/31/20

COMMERCIAL OUTDOOR



PC EXHIBIT M
D-Series Size 0
LED Area Luminaire



Controlling Number
None
Type

Specifications

EPA:	0.95 ft ² (0.09 m ²)
Length:	26" (66.0 cm)
Width:	13" (33.0 cm)
Height:	3" (7.6 cm)
Height:	7" (17.8 cm)
Weight (max):	16 lbs (7.2 kg)

Ordering Information

Series	LEDs	Color temperature	Distribution	Voltage	Mounting
DSX0 LED					
DSX0 LED	Forward optics P1 P5 P2 P6 P3 P7 P4 Rotated optics P10 ¹ P12 ¹ P11 ¹ P13 ^{1,2}	30K 3000 K 40K 4000 K 50K 5000 K	T15 Type I short (Automated) T25 Type II short T2M Type II medium T3M Type III medium T4M Type IV medium TTM Forward throw medium TSVS Type V very short ¹	TSS Type V short ¹ TSM Type V medium ¹ T5W Type V wide ¹ BLC Backlight control ¹ LCCO Left corner cutoff ¹ RCCO Right corner cutoff ¹	MVOLT (120V-277V) ^{1,6} XVOLT (277V-480V) ^{1,6} XXVOLT (277V-480V) ^{1,6} 120" 208" 240" 277" 347" 480"

Control options

Shipped installed NLTAR2 Night AIR generation 2 enabled ^{1,10} PIRIN Network, high-flow motion/ambient sensor ¹¹ PER NEMA twist-lock receptacle only (control ordered separately) ¹⁴ PER5 Five-pin receptacle only (control ordered separately) ^{14,15} PER7 Seven-pin receptacle only (back exit fixture) (control ordered separately) ^{15,17} DMS 0-10V dimming (extend out back of housing for external control) (control ordered separately) ¹⁸	PIR High-flow, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5K ^{10,12} PIRH High-flow, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5K ^{10,12} PIRIFECV High-flow, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 15 ^{10,12} PIRIFECV High-flow, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 15 ^{10,12} FAO Field adjustable output ¹⁷	Shipped installed HS House-side shield ¹³ SF Single face (120, 377, 347V) ¹ DF Double face (208, 240, 480V) ¹ L90 Left rotated optics ¹ R90 Right rotated optics ¹ DDL Diffused drop lens ¹¹ HA -50°C ambient operations ¹ Shipped separately BS Bird spikes ¹¹ EGS External glare shield	Finish DOBX Dark bronze DBLX Black DNDX Natural aluminum DWDX White DOBTD Textured dark bronze DBLXD Textured black DNDXD Textured natural aluminum DWDXD Textured white
--	--	---	---



One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com
© 2011-2020 Acuity Brands Lighting, Inc. All rights reserved.

DSX0 LED
Rev. 11/05/20
Page 1 of 8

COMMERCIAL OUTDOOR

PHOTOMETRIC PLAN
SCALE: 1/16" = 1'-0"

REVISION

BY

REGISTERED PROFESSIONAL ENGINEER
No. E-10629
Exp. 6-30-2021
State of California
Date Signed: January 17, 2021



10555 Old Placerville Road
Sacramento, CA 95827-2503
Phone: (916) 368-4465
Fax: (916) 368-4490
www.secon.com
Job No. 20714

PHOTOMETRIC

PARCEL W20 COFFEE SHOP
LOT 15 OF WESTPARK PHASE 1 LARGE LOT MAP AA MAPS 4
CITY OF ROSEVILLE

DATE 12/01/20

SCALE 1/16" = 1'-0"

DRAWN XX

JOB 20714

SHEET E0

OF SHEETS

WATER QUALITY PLAN
PARCEL W20 COFFEE SHOP

LOT 15 OF WESTPARK PHASE 1 LARGE LOT MAP
AA MAPS 4

City of Roseville,

State of California

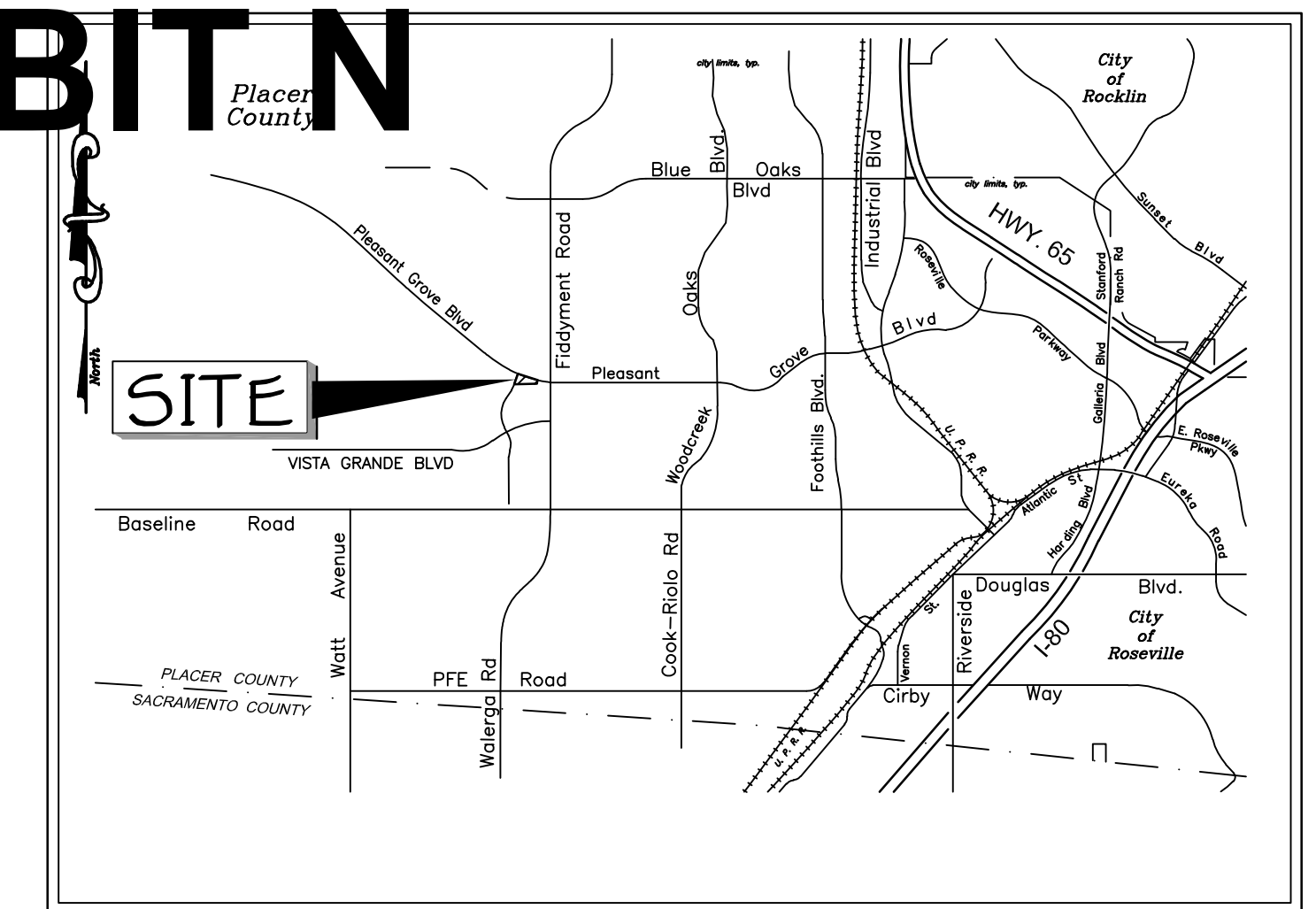
JUNE, 2020

BAKER WILLIAMS ENGINEERING GROUP

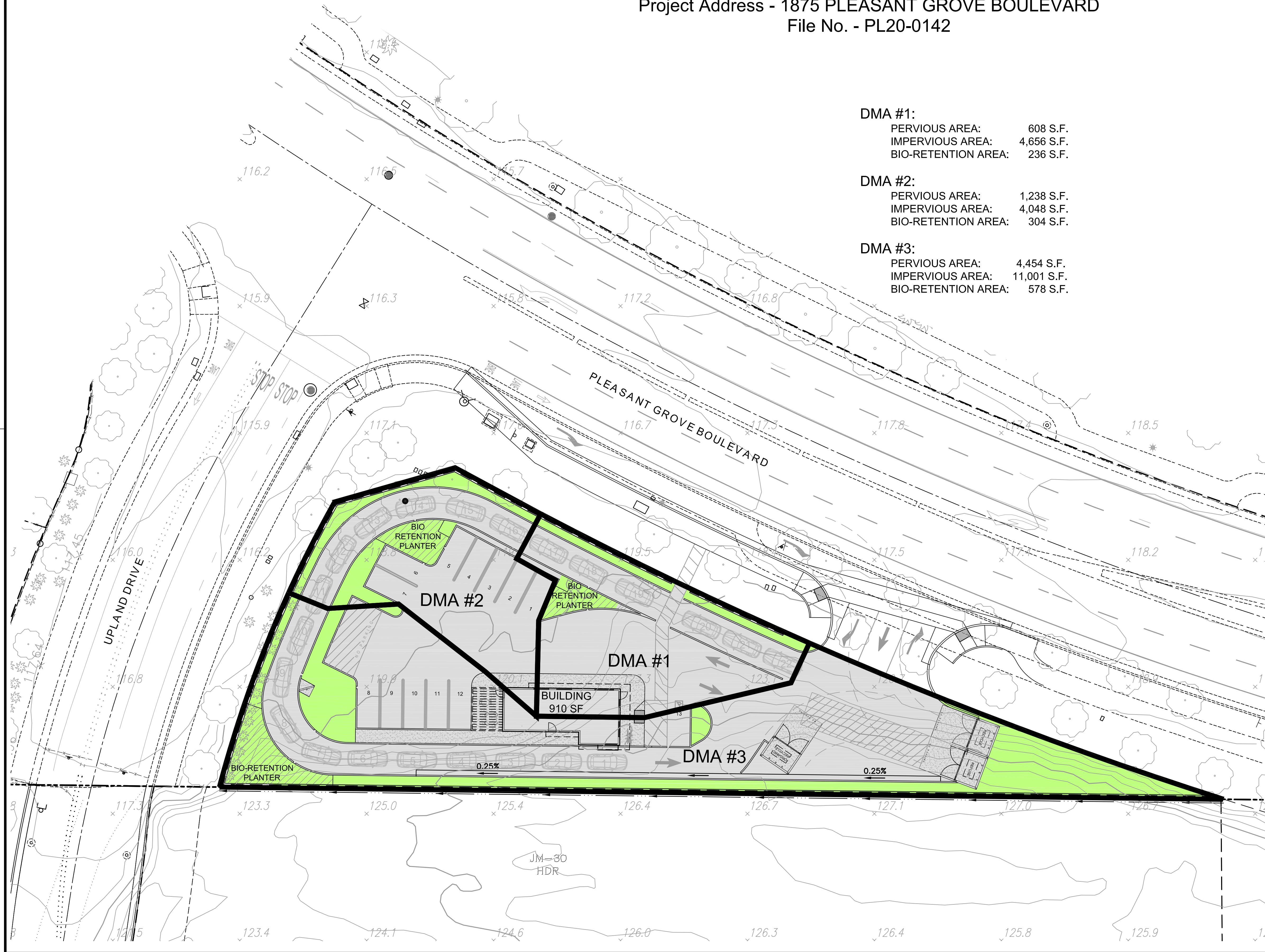
Project Address - 1875 PLEASANT GROVE BOULEVARD

File No. - PL20-0142

PC EXHIBIT N



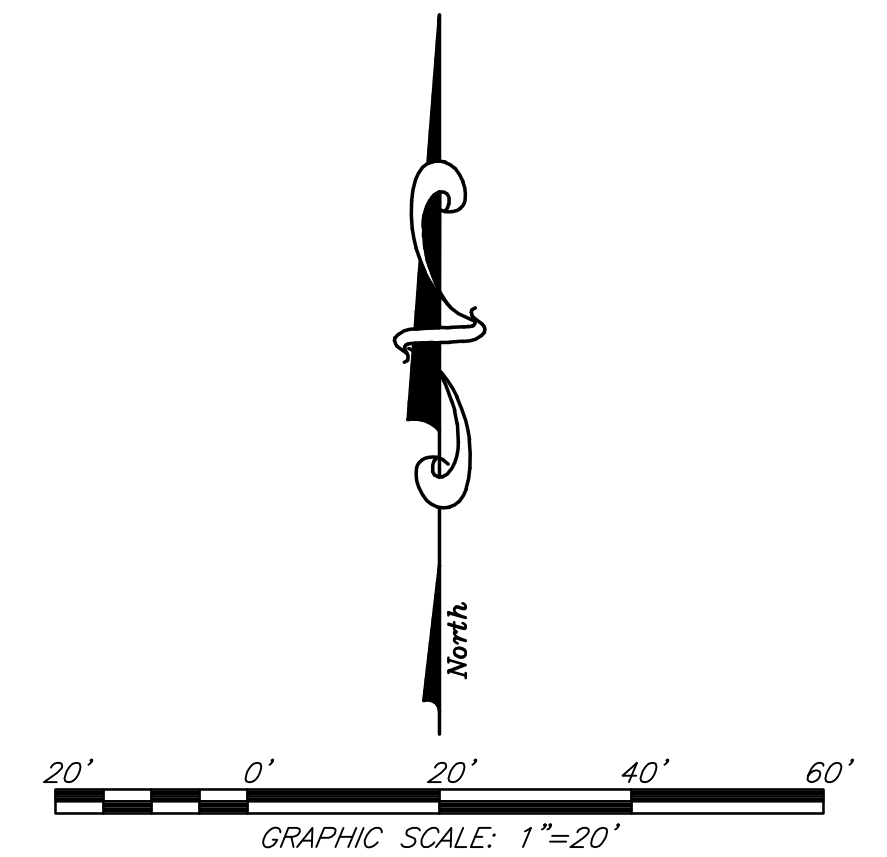
VICINITY MAP



DMA #1:
PERVIOUS AREA: 608 S.F.
IMPERVIOUS AREA: 4,656 S.F.
BIO-RETENTION AREA: 236 S.F.

DMA #2:
PERVIOUS AREA: 1,238 S.F.
IMPERVIOUS AREA: 4,048 S.F.
BIO-RETENTION AREA: 304 S.F.

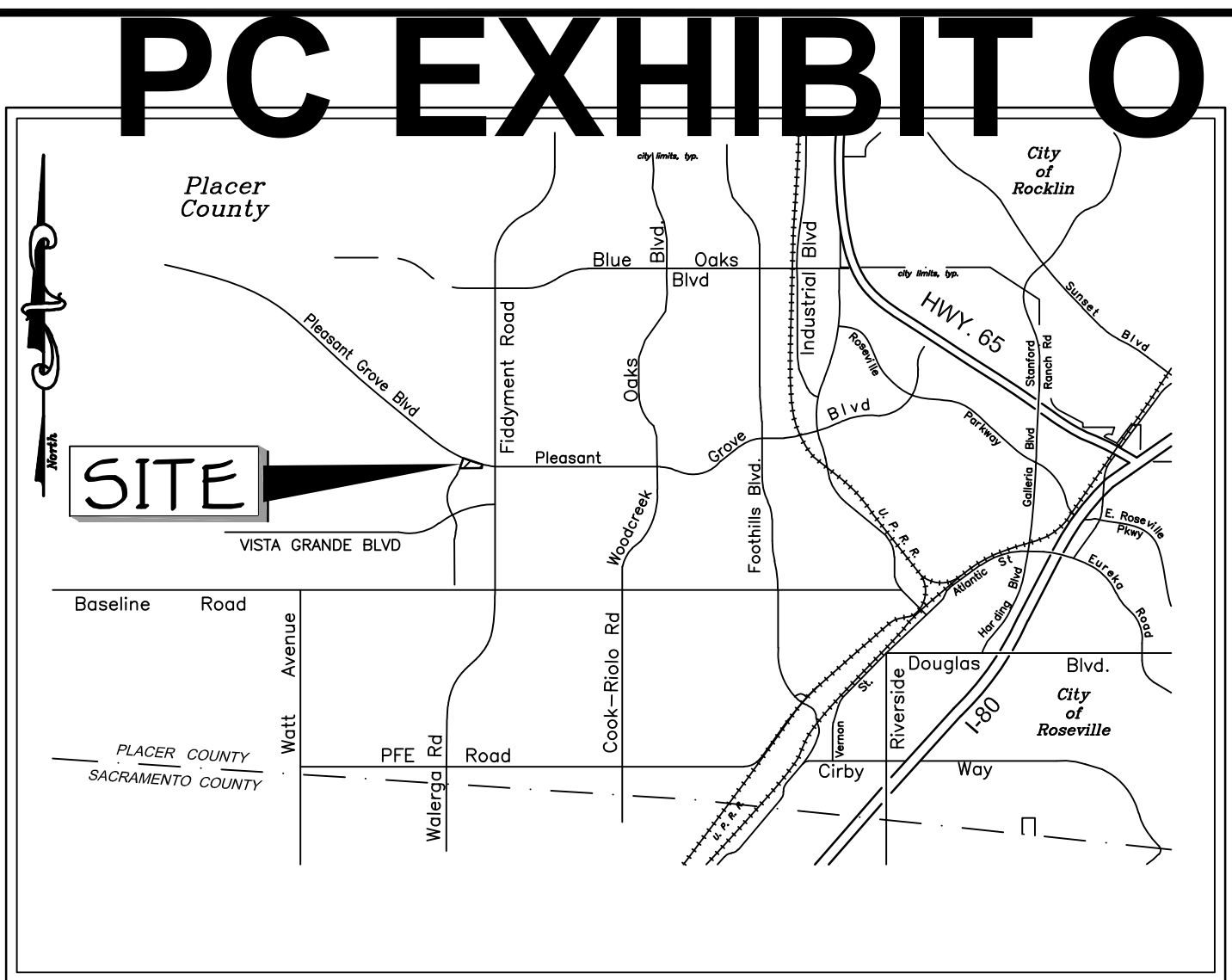
DMA #3:
PERVIOUS AREA: 4,454 S.F.
IMPERVIOUS AREA: 11,001 S.F.
BIO-RETENTION AREA: 578 S.F.



OFFSITE SEWER EXHIBIT
PARCEL W20 COFFEE SHOP

LOT 15 OF WESTPARK PHASE 1 LARGE LOT MAP
AA MAPS 4

City of Roseville, State of California
DECEMBER, 2020
BAKER WILLIAMS ENGINEERING GROUP
Project Address - 1875 PLEASANT GROVE BOULEVARD
File No. - PL20-0142



VICINITY MAP

OWNER:
PULTE HOME COMPANY, LLC
4511 WILLOW ROAD
PLEASANTON, CA 94588
PH. (949) 279-9409

DEVELOPER:
MOURIER INVESTMENTS, LLC
1430 BLUE OAKS BOULEVARD, SUITE 190
ROSEVILLE, CA 95747
PH. (916) 969-2842

ENGINEER:
BAKER-WILLIAMS ENGINEERING GROUP
6020 RUTLAND DRIVE, SUITE 19
CARMICHAEL, CALIFORNIA 95608
PH. (916) 331-4336

ASSESSOR'S PARCEL NUMBER:
017-152-018

ACREAGE:
0.597 ACRES 26,788 S.F.

PROPOSED IMPROVEMENTS:
AS REQUIRED BY THE CITY OF ROSEVILLE
DEPARTMENT OF PUBLIC WORKS

PROPOSED USE:
DRIVE-THRU COFFEE SHOP

EXISTING USE:
VACANT LAND

EXISTING GENERAL PLAN:
LDR

PROPOSED GENERAL PLAN:
CC

EXISTING SPECIFIC PLAN:
LDR

PROPOSED SPECIFIC PLAN:
CC

EXISTING ZONING:
R10DS

PROPOSED ZONING:
CC

SEWER:
CITY OF ROSEVILLE

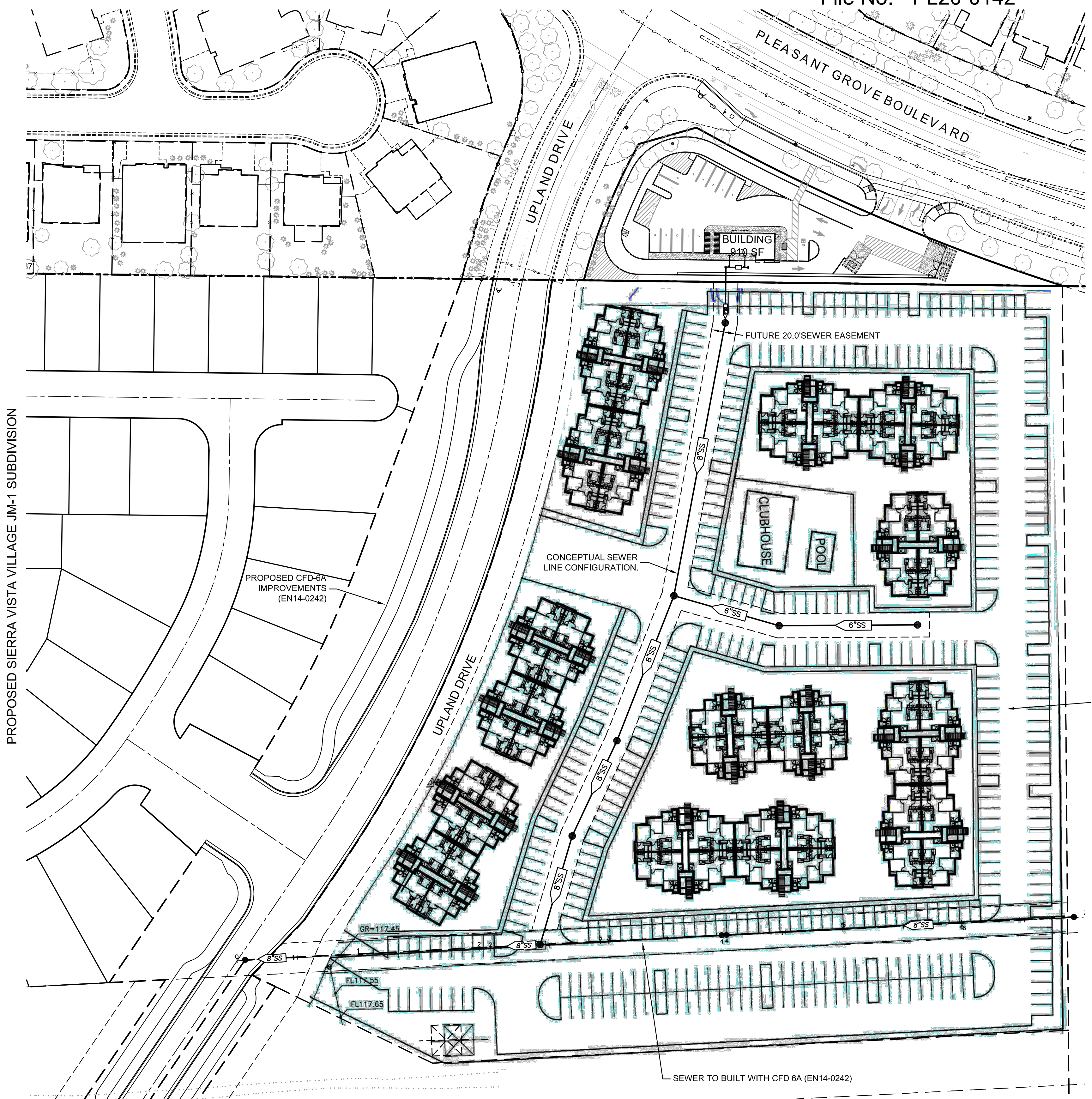
WATER SUPPLY:
CITY OF ROSEVILLE

DRAINAGE:
CITY OF ROSEVILLE

FIRE PROTECTION:
CITY OF ROSEVILLE

SCHOOL DISTRICT:
ROSEVILLE SCHOOL DISTRICT

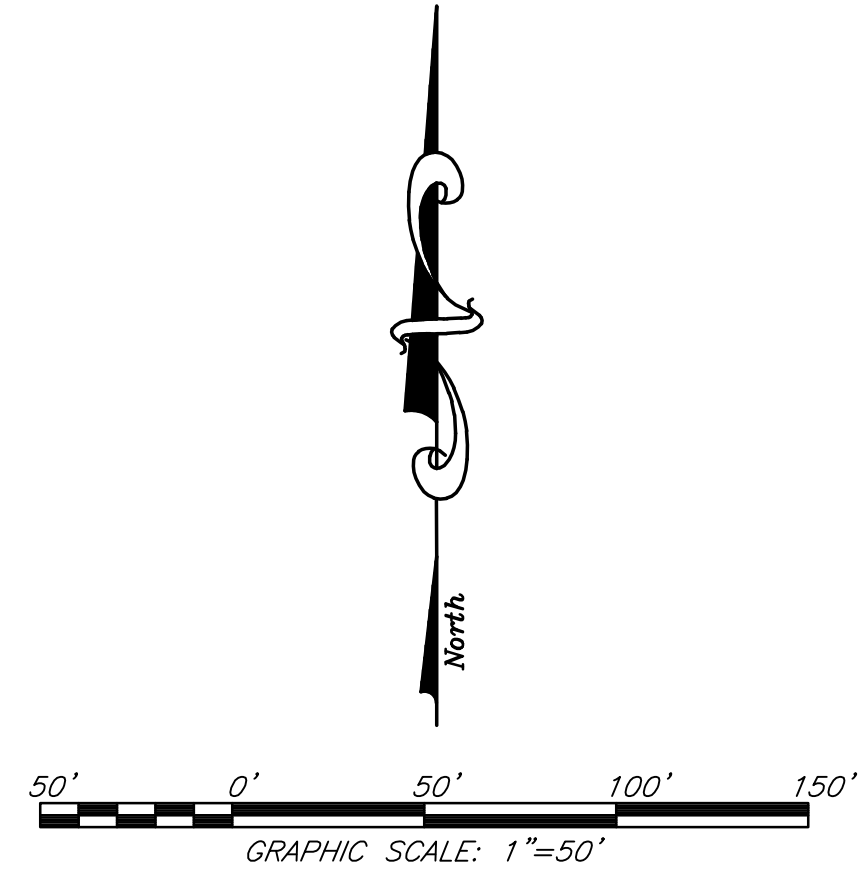
PARK DISTRICT:
ROSEVILLE PARKS DISTRICT



LEGEND:

- SS PROP. SANITARY SEWER MAIN
- SS EXIST. SANITARY SEWER MAIN
- PROP. FLUSHER BRANCH
- EXIST. FLUSHER BRANCH
- PROP. SEWER SERVICE
- EXIST. SEWER SERVICE
- PROP. MANHOLE
- EXIST. MANHOLE
- SD PROP. STORM DRAIN
- SD EXIST. STORM DRAIN
- PROP. DROP INLET
- EXIST. DROP INLET
- PROP. WATER MAIN
- EXIST. WATER MAIN
- PROP. WATER SERVICE
- EXIST. WATER SERVICE
- PROP. WATER VALVE
- EXIST. WATER VALVE
- PROP. WATER METER AND REDUCED PRESSURE
- EXIST. WATER METER AND REDUCED PRESSURE
- PROP. DOUBLE DETECTOR CHECK VALVE
- EXIST. DOUBLE DETECTOR CHECK VALVE
- PROP. CHECK VALVE
- EXIST. CHECK VALVE
- PROP. POST INDICATOR VALVE
- EXIST. POST INDICATOR VALVE
- PROP. FIRE DEPARTMENT CONNECTION
- EXIST. FIRE DEPARTMENT CONNECTION
- PROP. FIRE HYDRANT ASSEMBLY
- EXIST. FIRE HYDRANT ASSEMBLY

CONCEPTUAL
MULTI-FAMILY
SITE PLAN



BW BAKER-WILLIAMS ENGINEERING GROUP
Engineering / Surveying / Land Planning / Entitlement Processing / GPS Services
6020 Rutland Drive, Suite 19 ~ Carmichael CA 95608
(916) 331-4336 ~ fax (916) 331-4430 ~ office@bwengineers.com ~ www.bwengineers.com

S:\BWES\Jobs\2020\Jobs\20-03-012\W20\Planning\2001012\W20-SITE UTIL PREL.dwg, 05-OFFSITE SEWER, 15/02/2021 4:23:40 PM, David Cobbs

2001012-W-20-OFFSITE SEWER EXHIBIT