



Memo

May 10, 2020

To: Kyle Conley, Pastor, Pioneer Baptist Church
From: Gary Price, Planning Consultant
Subject: Proposed development of a new church and related improvements on about three parcels of about 3.7 acres at 7828 Auburn Boulevard, Citrus Heights, CA.

Thanks for selecting Price Consulting Services (PCS) to be part of the design and development team on this project. Per your request, I have researched what is necessary to process land use entitlements for this project with the City of Citrus Heights which is outlined in this memo.

I. Project Description: The Project involves construction of an approximately 34,400 square foot church facility and related improvements on approximately 2.74 acres (APN 204-044-003) and parking to further serve the proposed church to the north on approximately 0.94 acres (APNs 204-042-031 and -026) on the east side of Auburn Boulevard, south of Cripple Creek Road, Citrus Heights, CA (refer to Exhibit A, attached). The Church needs capacity to serve approximately 550 church attendees which requires a certain level of building intensity when considering the need to provide at least 200 parking on the total site (per City parking regulations).

Cripple Creek transverses the site east to west, covering over 25% of the site (including the City's biological creek setback requirements). Much more of the site is currently within a Federally designated 100-year flood plain. Conceptually, this building would be located on the east portion of the property with parking to the west next to Auburn Boulevard. To comply with minimum City parking standards, parking is proposed on much of the main church site, along the south side of the creek, with supplemental parking on the two northerly parcels along the north side of the creek. A pedestrian bridge is proposed to allow convenient access from the supplemental parking area to the church. However, to accommodate the project's parking needs, parking has been proposed within the 100-year flood plain and the creek setback area.

II. Preliminary Design: The Project design team, consisting of Rocky Williams, Church Representative, Thomas Roman, Project Architect, and Gary Price, Planning Consultant, considered the church sizing needs and project site constraints. This design was developed based on a letter from the City Engineer who indicated that the City may be willing to allow

parking in the flood plain with property treatment (see Exhibit C). The City Planning Department requested that the Church prepare a preliminary site plan before they would offer any comments or recommendations on the project. The Design Team reached out to the Planning Department several times to request interpretations of the Code, such as creek setback criteria, and the Department staff's response was simply to submit a preliminary site plan and would not offer interpretations to the Code. Consequently, the Design Team had to respond by making some interpretations to the Code and to try to make the project work giving the site's constraints.

On May 5, 2020, City Planning Staff, consisting of Planning Manager, Casey Keperaar and Associate Planner, Alison Bermudez, conducted a Zoom meeting with the project design team and Pastor Conley, to review the proposed project. Staff noted that the City would be taking a hard line on compliance with all municipal code requirements, including creek setback requirements and indicated that the City's Engineer's letter did not appear to reflect the City's formal position with regard to improvements in the flood plain. They indicated that the plan was too intense for the project site and referenced the previous church project which was approved in 2006, as the level of development intensity needed to meet minimum City standards (refer to Exhibit B, the previous church project site plan and Section III of this report). Staff noted that staff would not allow any improvements within the 50' creek setback under any circumstances. Staff did mention that the City might consider development of parking within the floodplain (not within the creek setback) on the north parcels, recognizing that the site had previous development on it, but they needed to conduct more research to determine the extent of allowed parking on the site.

Following up the meeting, Gary Price met with Alison Bermudez, to obtain more information, to obtain additional information. Ms. Bermudez released the attached staff interpretation of the code regarding improvements within the creek setback. She is now checking into what the City might consider reasonable parking development on the north parcels, but she did note that it would be much less extensive than currently proposed.

III. Previous City Actions on Site: On October 11, 2006, the City Planning Commission approved an 18,000 square foot church (Yugoslavian Church) for 240 occupancy, including 78 parking spaces on the single 2.74-acre parcel on the south side of Cripple Creek (see Exhibit B). It is noted that the north two parcels, which are part of the proposed Pioneer Baptist Church project, were not included in this previous project. However, this Yugoslavian Church project is about half the size of the proposed Pioneer Baptist Church. It is noted that this previous approval included allowing some limited improvements, such as the driveway to the parking area, within the 100-year floodplain (but not the City's creek setback) subject to submitting a LOMR (Letter of Map Revision) based upon the FIRM (Federal Insurance Rate Map).

III. Site Constraints and City Plans and Regulations: The City's General Plan calls for the site to be planned for General Commercial land uses, is zoned Special Planning Area (SPA), located within the Auburn Boulevard Corridor Specific Plan, is also subject to special design standards and design guidelines of the Rusch Park District Plan. These many layers of regulations cause

many challenges for designing a project, some of which conflict with each other or are ill-defined. The Boulevard Plan, for example identifies the site as “Constrained”, due primarily to its proximity to Cripple Creek (See Exhibit E). The Boulevard Plan contains a large number of regulations concerning design next to Auburn Boulevard including its own set of standards. The Rusch Park District Plan includes a number of other requirements that address Floor Area Ratios, Building Heights, Setbacks, that are more restrictive than the base General Commercial and Boulevard Plan so all of these need to be taken into consideration in designing a project that fits a constrained site. Therefore, the site is extremely challenging to develop on, particularly for the size and intensity of development proposed by the Pioneer Baptist Church.

Although some sections of the floodplain were allowed to be developed on to accommodate the previous Yugoslavian Church project, such as the driveway into the parking lot, for the most part, this previous project avoided development in the floodplain and the creek setback areas. As noted in the City Engineer’s letter the City is not willing to prepare and complete a LOMR (Letter of Map Revision) for the project. Even though a small portion of the Yugoslavian Church project improvements are located within the flood plain (driveway to the parking lot) this approval was subject to the Church obtaining the LOMR. This will undoubtedly be a condition of any development on this property since at a minimum a driveway will be required to access the main building envelope of the site.

IV. Parking Scenario Options: Although flood and biological constraints (as referenced in the City Code and Design Guidelines) are a major challenge to site development, providing sufficient off-street parking is probably the biggest project design issue for this project. For a church that is twice as large as the previously approved Yugoslavian Church, the proposed Pioneer Church design requires providing about 200 parking spaces. Based on review of this requirement and the flood plan and creek setback requirements of the City, either the proposed church design will need to be downsized or parking found off the project site (unless construction of an on-site parking structure is considered). There are some options to consider if the proposed project requires this higher level of building and use intensity as follows:

- The Code allows a reduction of up to 15 percent of the required number of spaces with quantitative information provided which might include a parking study conducted by a licensed traffic engineer and providing a parking reduction plan, such as carpooling, transit van etc. This could result in a reduction of up to 30 spaces. W-Trans, a licensed traffic engineer that we use could prepare such a plan for about \$3K.
- Allows a parking reduction of 5 percent for uses that are located within 1,320 linear feet of a transit stop (10 spaces). There is a transit stop across the street next to the park
- Allows a up to two percent reduction for bicycle parking which could result in a reduction of four spaces.
- Off-site parking may be allowed with a use permit within 1,320 feet from the project site (included in the use permit for the Church). Parking needs to be guaranteed through a recordable covenant, lease, or other agreement with the off-site property owner. Off-site parking opportunities include the park across the street, the bowling alley up the street and the adjoining commercial property to the south.

All of these parking scenarios would need to be reviewed with City staff to confirm. Assume that a new project site plan will be developed.

V. Planning Review, Timing and City Processing Fees: Since the project requires a use permit approval by the Planning Commission, this is a discretionary land use entitlement that will require submittal of a complete project application to the Community Development Department. Due to its size and location, and since the project is subject to discretionary review by the City, the project is also subject to environmental review in accordance with the California Environmental Quality Act (CEQA). The following is an outline of the steps, costs and timing that can be expected to process this project through the City in order to obtain a building permit to construct.

Application Requirements: Confirming with City staff, architectural land preliminary landscaping plans will need to be provided as part of the review application submittal. We have been in touch with Robert Wood, Millennium Planning/Engineer and Karen Clausen, Landscaping Architect, who could assist in developing the preliminary project plans. This team would provide the main foundation plan to build the other application components, such as the building architecture and landscaping plans.

Environmental Review: Since the project is subject to CEQA review to determine whether or not the project may require an environmental impact report, the City needs to conduct an initial study. The Church could prepare the initial study (through the planning team) or have the City contract out this work (between \$50 and \$60K. In any event additional technical studies will need to either be updated from the previous Yugoslavian Church project and/or by others. City staff has advised that these studies to be prepared by licensed professionals in their field to include (approximate costs):

- Cultural Study \$5K
- Traffic Study \$15K
- Drainage Study \$5K
- Biological/Wetlands \$5K
- Noise Study \$5K
- Preparation and Management of Initial Study \$25K

Application Fee/Costs: Initial fees for processing the environmental, site plan and design review applications would be \$9,050 (see attached application package):

Use Permit: \$10,476

Variance of Building Height: \$6,431

Environmental Review: \$6,000

Total: \$22,907 (Initial Deposit/Additional Fees May be Assessed Based on Actual Staff Resources)

These fees consist of a deposit to the City to defray the cost of staff time to process the applications. These are estimates subject to confirmation with City staff.

California Department of Fish and Wildlife Fee: To assure that the site plan and design review applications are operative after the Planning Commission approves the project a State mandated fee of approximately \$3,050 will be assessed by the City to post the environmental Notice of Determination with the County Clerk's office. The City receives nothing from this fee assessment.

Timing: If we are able to submit a complete application with technical studies by the end of August, 2020, we should be in good shape for a Planning Commission meeting for December, 2020 (depending on City staff resources and priorities). This would include a 30-day review of application completeness by staff, 60 days for preparing the environmental initial study (by our development team), 45 days for circulation of the initial study (mitigated negative declaration), and coordination with staff of staff report and required noticing (30 days).

Once approved by the Planning Commission, we can prepare the final working drawing and submit for a building permit. If we are able to secure Planning Commission approval in December, 2020, and we facilitate the building plan check process, we could see beginning construction this next spring.

Timing is estimated subject to confirmation with City staff.

Single Point of Contact: To provide a more efficient, less confusing, and less costly planning review process, I recommend providing a single point of contact with regard to processing the planning applications with the City. This would involve you assigning me, or another representative, the responsibility to coordinate the application with City staff with no other contact with staff. Coordination between the City and you would need to be addressed through the assigned project planner.

Comments/Questions: Any comments or questions you have regarding this memo, please contact me at (530) 218-1059 or gary@plannerprice.com

Exhibits:

A-Proposed Concept Site Plan for Pioneer Baptist Church

B-Yugoslavian Church Site Plan

C-Letter from City Engineer

D-City Staff Drainage Policy

E-Boulevard Plan Land Use Concepts Map

F-Boulevard Plan Circulation Concepts Map

Exhibit A Concept Site Plan Pioneer Baptist Church

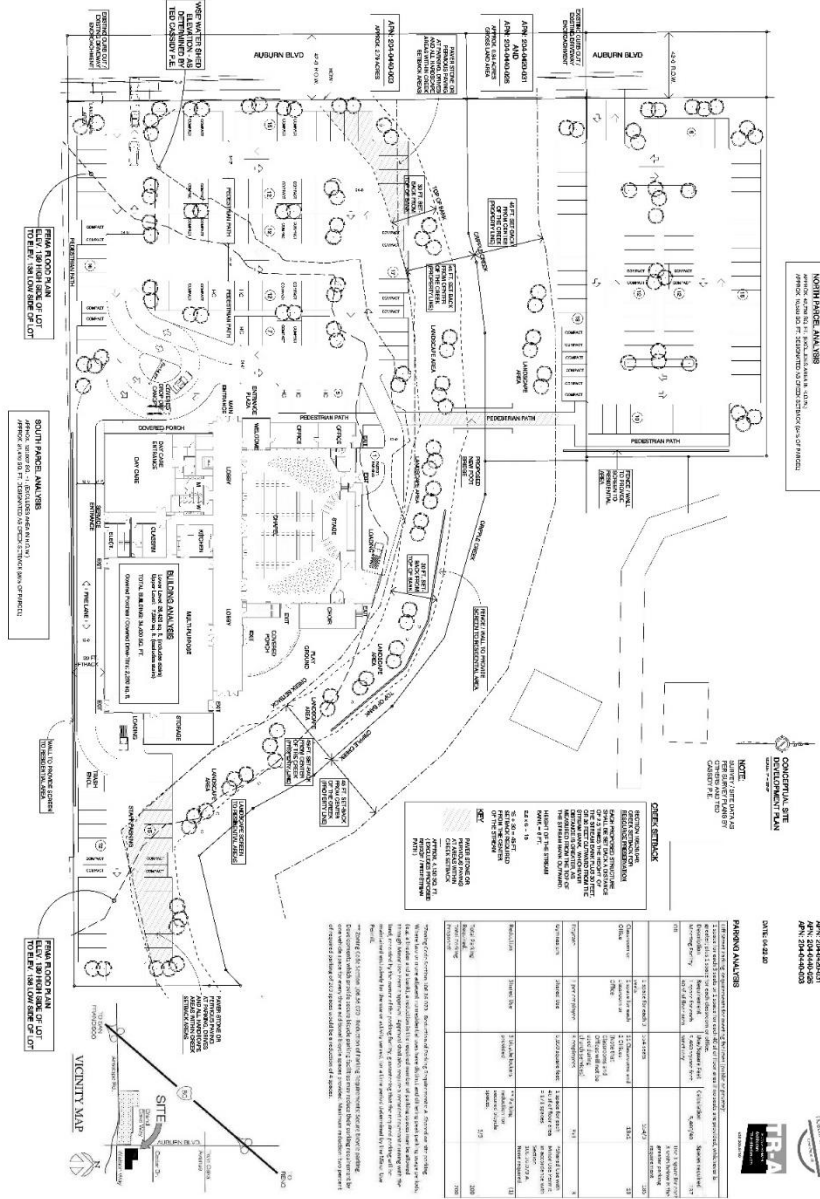
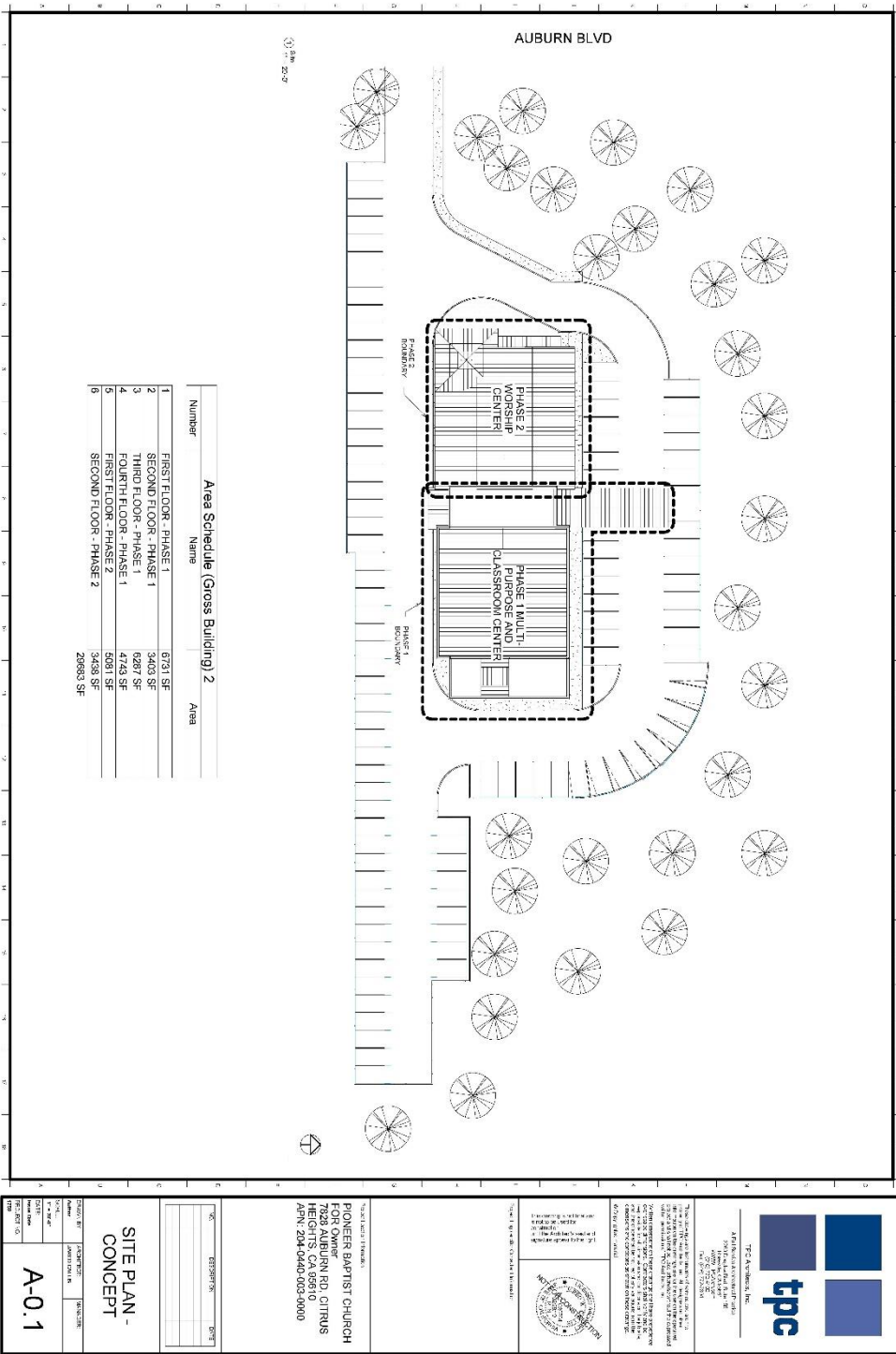


Exhibit B Yugoslavian Church Site Plan



FPC Auburn, WA
 417 Auburn Avenue
 Auburn, WA 99603
 Phone: 509.253.2100
 Fax: 509.253.2101

PROJ. NO. 2014-001
DATE: 08/14/14
SCALE: AS SHOWN
DESIGNED BY: [Signature]
CHECKED BY: [Signature]
DATE: 08/14/14

PIONEER BAPTIST CHURCH
 FOR DONATION
 7328 AUBURN RD. CITRUS
 HEIGHTS, CA 95910
 AFRN: 204-0440-0000-0000

SITE PLAN - CONCEPT

A-0.1

DATE: 08/14/14


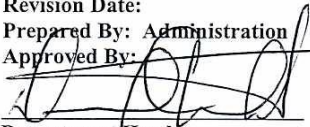

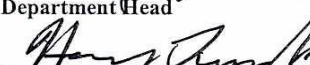

SCALE: AS SHOWN

DESIGNED BY: [Signature]

CHECKED BY: [Signature]

DATE: 08/14/14

Exhibit D
City of Citrus Heights Staff Drainage Policy

 CITY OF CITRUS HEIGHTS ADMINISTRATIVE POLICES AND PROCEDURES	Number: Issue Date: 3/03 Revision Date: Prepared By: Administration Approved By: 
	 Department Head  Department Head  City Manager
SUBJECT: DRAINAGE & DEVELOPMENT POLICY AND PROCEDURE	

- I. Purpose
- II. Abbreviations & Definitions
- III. Guidelines for Building within a 100-year floodplain
- IV. Guidelines for Requiring a Drainage Study
- V. Scope of Drainage Study
- VI. Erosion, Overland Release, & Easements
- VII. Roadside Culverts
- VIII. Pipe Materials
- IX. Water Quality

I. PURPOSE

The purpose of the Drainage and Development Policy is to provide City employees with direction and guidance when reviewing an applicant's request for improvements affecting the existing land and drainage. This policy also provides guidance to the drainage study requirements for the various development projects.

II. ABBREVIATIONS & DEFINITIONS

- a. Best Available Data –County hydraulic studies, Federal Insurance Rate Map (FIRM), historical service requests for flood assistance, and historical flood data are available for most areas throughout the city. The applicant will be required to utilize all this data to determine the most restrictive flood elevation.
- b. FEMA – Federal Emergency Management Agency
- c. FIRM – Federal Insurance Rate Map
- d. HEC-1, HEC-2, HEC-RAS - flood hydrograph programs used by many hydrologic engineers to model the rainfall-runoff process. HEC-1 models the rainfall shed, HEC-2 models channel flows and water surface elevations in the channel, and HEC-RAS models channel flows and detention/retention basin flows into the channels.
- e. HGL – Hydraulic Grade Line. The surface or profile of water flowing in an open channel or a pipe flowing partially full. If a pipe is under pressure, the hydraulic grade line is at the level water would rise to in a small vertical tube connected to the pipe.
- f. LOMA – Letter of Map Amendment. A process used by FEMA to amend the FIRM to reflect current or proposed changes to the special flood hazard area (100-year flood plain).

City of Citrus Heights Administrative Policy and Procedure
Subject: Storm Drainage Policy
Number _____

Page 1

- g. Q – Flow Rate, typically expressed in cubic feet per second. An increase in Q through a fixed channel will result in higher water surfaces.
- h. USGS – United States Geological Survey.

III. GUIDELINES FOR BUILDING WITHIN A 100-YEAR FLOODPLAIN

- 1) Citrus Heights has taken a more stringent approach to protecting the flood hazard area. In most circumstances, staff shall not permit new structures, garages, parking lots, swimming pools, road, driveways, re-construction of existing structures, placement of fill, or solid & chain-link fencing in the the 100-year floodplain (based on current Flood Insurance Rate Map (FIRM)).
- 2) Staff shall deny an applicant entitlement to build structures or fill within the floodplain except under the following conditions:
 - a) Applicant’s drainage study along with the County’s worst case scenario for the 100-year flood elevation indicate that the existing topography is actually outside the 100-year flood elevation and the applicant is proposing to elevate the finished floor elevation by 2 feet. The applicant will need an elevation certificate certified by a land surveyor. For a commercial application, the applicant will need a letter of map amendment (LOMA) to remove the land from the Flood Insurance Rate Map (FIRM) flood zone. The applicant may also need to show that the existing topography is not a result of illegal fill. Staff will consult the USGS map and other available resource to validate that the topography was not illegally filled.
 - b) Applicant is constructing a small bridge or culvert to provide access to both sides of the single piece of property. The design may need California Department of Fish & Game approval.
 - c) Applicant’s existing parcel has the minimal developable area above the 100-year flood plain. This may mean filling-in an area of the floodplain to access this developable area. Any filling would require removal of an equal volume of soil in the floodplain.
 - d) A parcel map may not split lots that will need access through the floodplain or will not meet the required lot size square footage above the flood hazard as given by the “Sacramento County Floodplain Management Guideline” (based on zoning, see a copy in Attachment A).
 - e) Applicant is adding a 2nd story and elevating the existing home above the 100-year flood hazard zone by a minimum of 2’.
- 3) Constructing a small bridge or culvert is permissible. Typically, these cases are on large parcels split by a creek or man-made channel. The recommended construction method for accessing undeveloped land and uninhabitable structures is a small culvert to maintain the low-flow within the channel and culvert. Large flows (greater than a 2-year event) should overtop the culvert without adversely impacting the water surface elevation on the upstream and downstream and adjacent creek side properties. For accessing habitable dwellings the bridge or culvert must carry the 100-year flows under the bridge or culvert without overtopping.

- 4) All parcels which have a portion of the lot within the 100-year flood plain shall complete an Elevation certificate and submit the application to Federal Emergency Management Agency (FEMA) and the City for approval. Copies of the certificate will be placed in the building permit file and engineering files of elevation certificates. Elevation certificates are valid only if stamped by a licensed surveyor or civil engineer.
- 5) Landscaping and specific fencing are the only development allowed within the 100-year floodplain. Fences may be wrought iron, post and cable, and rail fencing. Chain link and solid wood fences are not allowed within the flood hazard area.

IV. GUIDELINES FOR REQUIRING DRAINAGE STUDIES

- 1) Every project needs some type of drainage analysis. This is not to say that every drainage study needs a hydrologist or civil engineer. In many cases, the drainage study includes simple topographical analysis of the property and surrounding properties to assure staff that the development is not impeding existing drainage flows, or, if it is, the drainage is properly routed in channels.

If the project fits one or more of the following criteria, it will require a drainage study:

- a) From the best available data, a portion of the site is within a flood hazard. Many times only a portion of the property is within the 100-year FIRM flood plain.
 - b) Available historical information from operations personnel or citizens complaints indicates a localized flooding problem.
 - c) Existing topography indicates storm flows ingress and egress from the property from/to other private property or channels.
 - d) Developer is re-routing drainage channels and/or overland release for this project.
 - e) The existing storm drain easements on the property or adjacent property inexplicably appear to terminate. This may indicate incomplete data.
 - f) A storm drain used by the development is known to be undersized or inadequate.
 - g) Development of more than 1 acre or more into commercial or multiple subdivision lots.
- 2) If the parcel does not fit any of the above criteria and it is apparent that the drainage is contained within the site and channeled to a public street, no study is necessary. Redevelopment of a site with adequate existing drainage system is one example of not needing a drainage study.

V. SCOPE OF DRAINAGE STUDY

When required to perform a drainage study, the Drainage Engineer shall prepare a memo stating the criteria using one of three designated levels. The levels are progressive in that a level II study includes all the requirements of a level I plus the level two requirements. Level III study requires all the requirements be met from the level I & II study. Several variables are evaluated to determine the level of study. The following are brief descriptions of the three levels and what factors would trigger upgrading the study requirements to the next higher level. The applicable runoff design method may be found in the County of Sacramento Improvement Standards, Chapter 9 section 10 and the City/County Drainage Manual, Hydrology Standards.

1) Level I Drainage Study

A Level I drainage study does not require the services of a registered engineer or hydrologist but will require the services of a licensed surveyor to gather the topographical information. The following information must be provided in a Level I drainage study:

Prepare initial site plan exhibit in a 1" to 10' to a 1" to 200' scale showing the following:

- a) Existing 1' contours
- b) Proposed grades (topography)
- c) New & existing storm drainage infrastructure
- d) Drainage swales
- e) Drainage easements
- f) 100-year FEMA flood line or County 100-year projected flood line –the more stringent of the two(if applicable)
- g) Adjacent property and street drainage flows
- h) 100 year overland release point(s)

2) Level II Drainage Study

A Level II drainage study requires the applicant to contract the services of a civil engineer to size the drainage pipes and swales. Typically this level of detail is triggered by proposing a large commercial or residential project, projects that must utilize storm drain conduits and projects with existing storm easements and/or channels ingressing and egressing the property. The following information must be provided for a Level II drainage study:

- a) Complete Level I analysis
- b) Q flows in & out of the property (requires a complete drainage shed map)
- c) Calculations of swale capacities proving the 100 year event will be contained in the swale
- d) Calculations for storm drain conduit capacities
- e) The 10-year HGL at each storm appurtenance (catch basins, headwalls, pipe inlets, and manholes) within the drainage study area

3) Level III Drainage Study

A Level III drainage study is appropriate for a large site (5 acres and larger), sites partially located in the flood plain, or constructing a project that will directly impact the existing 25-year and 100-year water levels on one of the five creeks running through Citrus Heights. Normally, a hydrologist, civil engineer and land surveyor will work together to complete the modeling and analysis. The scope of work would include developing creek and channel cross-sections for modeling the water surface level at various storm levels (Qs). The following information must be provided for a Level III drainage study:

- a) Complete Level I & II analysis
- b) Creek impact study above, below, and adjacent to the proposed development - HGL impacts. Work may include a HEC-1, HEC-2, HEC-RAS and/or other acceptable methods of modeling. The model shall be approved by the City Engineer in concert with Sacramento County drainage modeling techniques.

VI. EROSION, OVERLAND RELEASE & EASEMENTS

a) CREEK & CHANNEL FLOODWAY EROSION

- 1) The City will not expend resources for creek or natural channel erosion control except in an emergency or when a public facility is threatened. An emergency is constituted when the expected resulting property damage will exceed \$5,000.
- 2) Property owners may obtain a permit to construct erosion protection improvements within a creek or natural channel. Permits are needed from three agencies – City, Fish & Game, and Corps of Engineers. The more restrictive construction requirements of the agencies will be used.
- 3) Construction of erosion protection projects shall be limited to the months of April through September.
- 4) Acceptable erosion control measures within a creek are engineered rock with jute fabric or filter fabric underneath, reconstruction of the embankment with well compacted native mixed with jute fabric and an organic vegetation, or as approved by the City Engineer.
- 5) No broken concrete or mortar may be placed within a creek channel or floodway.
- 6) Concrete, mortar, or concrete bricks may be used for erosion protection in the floodplain but outside the floodway, creek or channel.

b) CONSTRUCTION OF CONDUITS & OVERLAND RELEASE CHANNELS

- 1) The minimum size of a publicly owned storm conduit shall be 12" in diameter.
- 2) Conduits within a public easement or right-of-way (R.O.W.) shall be buried a minimum of 30" below existing or final grade.
- 3) New conduits within a street R.O.W. shall be reinforced concrete pipe (RCP).
- 4) Re-placement of existing conduits through side-yards may be PVC SDR-35 pipe.
- 5) To the maximum extent possible, the 100-year storm event shall be carried overland in channels or be detained within the street R.O.W. If the storm water for the 100-year is designed to be detained within the street R.O.W., the maximum depth of water shall not exceed 0.8'.

c) EASEMENTS

- 1) Storm drain easement dedications shall be a minimum of 15' in width. Easements shall not straddle property lines. The City's preference is all storm drain lines will be placed within the street R.O.W. under pavement.
- 2) If an overland release for the 100-year storm event is designed through private property, the easement and swale shall not be split perpendicular between two lots.
- 3) If possible, swales on private property shall be no deeper than 2' with a 4:1 side slope. Grass, cobbles, concrete, or ground cover may be used within the swale. Trees or larger plants within a swale are discouraged.
- 4) A public easement through private property shall be marked with concrete marker or brass monument in the sidewalk at the edge of R.O.W. or back of sidewalk. The marker or monument shall indicate the size of pipe and have an arrow pointing into the parcel in the direction the pipe is laid.

VI. INSPECTION FOR DRAINAGE

Staff will inspect all development projects, large or small, for proper drainage. A minimum of two inspections will be required. The initial inspection will be made at the submittal stage with the site plot plan by the development review engineer. The next inspection will be conducted prior to building permit final. Interim inspections will be at the discretion of the engineer and may depend on the project size.

VII. ROADSIDE CULVERTS

The City will not construct new roadside culverts for residential driveway unless it is part of a project to widen the street or install sidewalks. Typically, the property owner will need an encroachment permit to install a culvert. With an application for an encroachment permit or a service request for a culvert, the drainage coordinator will evaluate the situation and recommend solutions to the property owner. If a culvert is acceptable, the new culvert must be a minimum of 12" in diameter. Acceptable materials are 12 gauge corrugated metal pipe (CMP) or reinforced concrete pipe (RCP).

The applicant's encroachment permit must include a plan and profile sketch of the installation on at least 8 ½ x 11 sized paper. The roadside ditch may have to be deepened to accept a 12" culvert pipe with a minimum of 6" of cover. If the applicant cannot do this because there is no existing ditch or the ditch is too shallow, then the city will analyze the situation and possibly provide assistance in carving ditches and depressing the driveway to allow flows over the driveway.

VIII. PIPE MATERIALS

CMP: Corrugated Metal Pipe is an acceptable culvert material for conduit distances **not to exceed 150'**. Distances exceeding this length have suffered substantial corrosion and will not last as long as RCP or PVC.

RCP: Re-inforced concrete pipe is acceptable for all applications and is the preferred material for its longevity. However, due to the substantial weight, it may be difficult to use in tight easements such as retrofits and replacements on private residential lots.

PVC: Polyvinyl Chloride Pipe is acceptable for tight easements such as retrofits and replacements on private residential lots where it is difficult to use heavier concrete pipe. This pipe may not be substituted under public streets.

IX. WATER QUALITY

Erosion and Sediment control standards shall be an integral part of every permit and project within Citrus Heights. Projects over 1 acre and projects with more than 5000 sf of pavement must submit a Storm Water Pollution Prevention Plan (SWPPP) prior to receiving a grading permit. The Development Review Engineer will use the "revised SWPPP checklist" located in the Engineering Directory. A copy of the SWPPP will be filed in engineering.

City of Citrus Heights Administrative Policy and Procedure
Subject: Storm Drainage Policy
Number _____

Page 6

The construction inspector and drainage coordinator will be responsible to conduct on-site inspections of construction projects. All inspections will be documented and filed appropriately. Any required action by the contractor that will take more than a day will be documented with a follow-up inspection.

All projects required to construct a permanent Best Management Practices (BMPs) that includes a vault or manhole underground structure shall be required to execute a “Storm water Access Agreement”. This agreement will allow the City to inspect on private property for conformance to the maintenance standards required for the installed BMP facilities. Executed agreements will be filed and a copy placed in the Drainage Coordinator’s Inspection Log book. Inspections of these structures will be conducted at least once a year.

will prohibit such structures from being constructed. Specific minimum buildable areas are proposed to create areas where normal property uses will not be prohibited by policy.

1. Deny creation of parcels that do not have buildable areas outside the 100-year floodplain. The buildable area may be constructed by the placement of fill as long as it conforms to the other policies contained herein. The minimum buildable area per lot required for specific zoning is defined below. Note that for the purposes of this policy, "buildable area" only refers to the area above the 100-year floodplain. The entirety of this area may not be buildable due to setbacks or other requirements.

AR-5 or larger:	1.00 acre
AR-1, AR-2, RD-1:	0.50 acre
RD-2:	0.25 acre
RD-3, RD-4:	7,500 square feet
RD-5 to RD-7:	entire lot or 5,200 square feet, whichever is less
RD-10 and denser:	entire area except parking lots, streets, and open common areas
Commercial and Industrial	Entire area except parking lot, streets, and landscaping, unless pier foundations are approved.

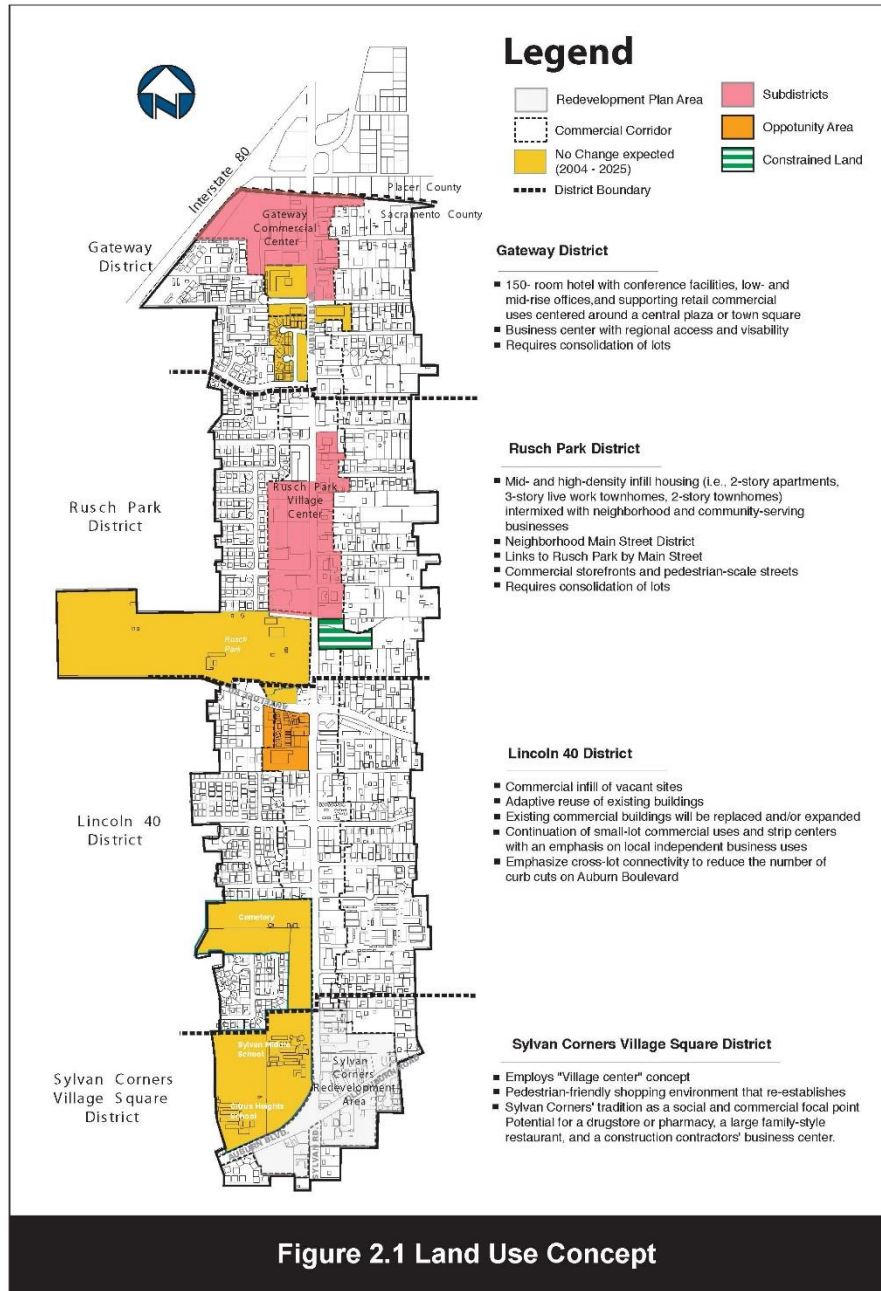
2. For residential zoning, the area outside the 100-year floodplain must be contiguous or reasonably situated to provide buildable area for a residence and associated structures, such as pools, sheds, barns, and detached garages.
3. Buildable areas above the 100-year floodplain must be constructed prior to map recordation. Floodplain and/or floodway easement will be required over the floodplain outside the buildable area. Exceptions may be made for parcel maps provided a condition of approval is attached to the map requiring site plan review prior to issuance of building permits. Requirements including locations of excavation and fill, limitations on fill in the floodplain, etc. will be clearly indicated in the conditions of approval.

Access

Minimum access is required for all newly created parcels to allow ingress-egress during storm events. This is required for emergency access and to avoid creating "islands" during normal flooding. The idea is to provide "reasonable" access, but what is reasonable is highly subjective. At a minimum, access should be above the 10-year flood elevation, to minimize the occurrences of restricted access.

The least number of watercourse crossings are encouraged to minimize the impact to flood elevations, as well as to the riparian corridor.

Exhibit D Boulevard Plan Land Use Concepts Map



Above: Figure 2.1 identifies parcels in the commercial corridor where the focus of the City's revitalization efforts will occur; major opportunity areas (e.g., Rusch Park Village Center and Gateway Commercial Center), constrained land, and land that will change less dramatically with the next 25 years (e.g., Rusch Park, the cemetery, the elementary and middle schools). Key land use concepts for each district are located on the figure.

Exhibit D Boulevard Plan Boulevard Plan Circulation Concepts Map

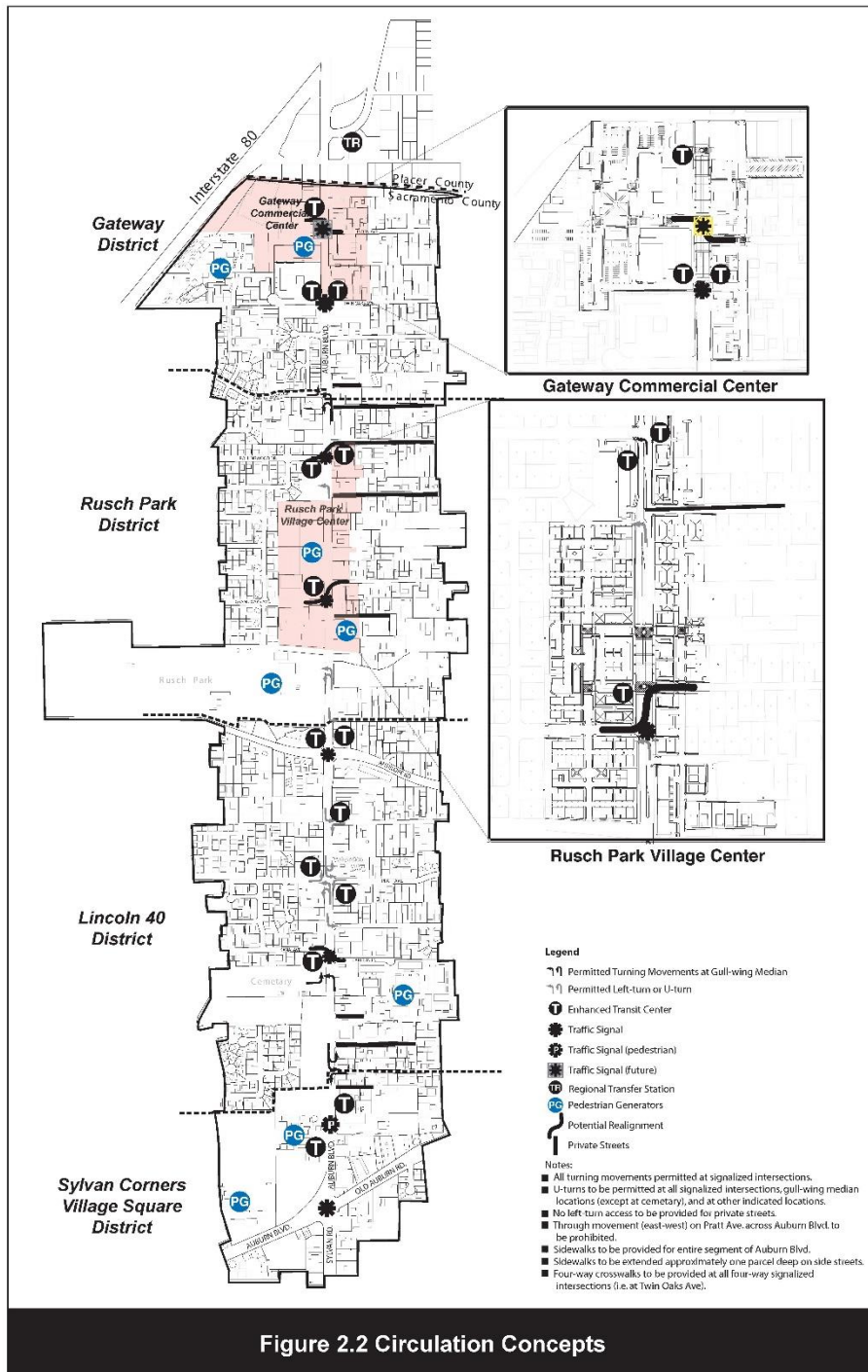


Figure 2.2 Circulation Concepts

Above: This diagram shows the features of Auburn Boulevard's overall transportation concepts. It shows enhanced transit stops, new traffic signals, street alignments, and the location of pedestrians destinations.

