

CITRUS HEIGHTS

Memorandum

May 23, 2013

TO: Mayor and City Council Members
Henry Tingle, City Manager

FROM: Alison Bermudez, Associate Planner
Colleen McDuffee, Planning Manager
Rhonda Sherman, Community & Economic Department Director

SUBJECT: Relocation of Two Cardrooms – 6508/6510 Antelope Road

Approved and Forwarded to City Council

Fin.

Signatures on file

Atty.

Henry Tingle, City Manager

Summary & Recommendation

On April 10, 2013, the Planning Commission held a public hearing for the relocation of two cardrooms located at 6508/6510 Antelope Road. The Commission recommended the City Council approve the project and recommended the following motions:

Motions:

- A. Adopt Resolution 2013-____, adopting the Negative Declaration as the appropriate level of environmental review for the project;
- B. Introduce, read by title only, and waive the first reading of Ordinance Text Amendment 2013-____ to amend Zoning Code Sections 106.26 and 106.42.020.C; and
- C. Approve Use Permit UP-12-06 to allow the relocation of two existing cardrooms and approve Design Review Permit Modification DRPMOD-12-09 for the proposed building renovations at 6510 and 6508 Antelope Road subject to the findings and conditions of approval.

Fiscal Impact

The City of Citrus Heights collects a quarterly “table fee” of \$225.00 (plus \$15.00 Admin Fee) from all cardrooms within the City. This fee is collected on a “per table” basis. The two existing cardrooms, Lucky Derby and the Phoenix, currently pay the fee for the number of tables in operation. Currently, both cardrooms are licensed for 15 tables each but the Lucky Derby and

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The Phoenix are only operating 13 tables and 10 tables, respectively. With this relocation project, the cardrooms will operate their allowed 15 tables each; therefore there will be a modest increase in the fees collected. It is expected that the project total table fees collected will be \$6,765.00 (\$225.00 x 30 plus \$15.00 admin fee) per quarter.

The Cardroom project is expected to employ 250-300 employees, an approximate 50 percent increase in the current number of combined employees between the two cardrooms. The majority of the new employees will be from the expanded food and bar services. Currently all employees of the cardroom, including dealers, proposition players, cooks, wait staff, bussers, etc. will be required to obtain an employee permit. Employee permits are \$149.00 for the first year and \$100.00 for each year thereafter. The project will also generate sales tax related to food and alcohol sales.

In addition to the direct fiscal impact to the City (fees, licenses and sales tax), the project is an adaptive reuse of a building that has been vacant for approximately two years. Two major retail anchors in the near vicinity (former Albertson's and Rite Aid) have also been vacant for several years. It is anticipated that the project will serve as a catalyst for redevelopment and reuse of the larger area known as Antelope Crossing, especially commercial activity on the south side of Antelope Road. The project, with both its entertainment and dining component, will serve as a destination location and community asset.

Project Background

The Phoenix Cardroom, 5948 Auburn Boulevard, licensed for 15 cardtables, and the Lucky Derby, 7433 Greenback Lane, which is licensed for 15 cardtables, have both been in operation in the City for over twenty years. Both cardrooms offer a small dining area with bar services and operate 24-hours-a-day.

Kings Casino, LLC has purchased both cardrooms and will be filing applications with the State of California to relocate both cardrooms to a new location. The proposed relocation will allow the two cardrooms to operate separately within the same building. The proposed location is an existing vacant building that will be split into two spaces, 6510 Antelope Road and 6508 Antelope Road. The project is located within the Antelope Crossing Special Planning Area, recently renamed from the Antelope Road/I-80 Special Planning Area. The plan area allows for land uses that are consistent with the Shopping Center (SC) zoning district.

Cardrooms are regulated by State law as well as local ordinances. The applicant is in the process of becoming licensed from the State of California to operate the two cardrooms. Due to the lengthy and complex licensing process with the State, the applicant is initiating City entitlements prior to the State's approval of the cardroom operator licenses. If the applicant does not receive approval from the State of California Gaming Commission, this project will not move forward. The applicant will also need to obtain approval from the State of California for the relocation of the cardrooms, which he will move forward with after the City's entitlements are obtained. The current proposal to relocate the cardrooms to a new location would not increase the number of tables currently permitted at each cardroom. The project would not increase the number of

cardrooms in existence within the City since the current facilities would close if the relocation is approved. Finally, due to a Statewide moratorium on gambling, the State is not issuing new cardroom licenses in the City, so the City will only have two cardrooms.

Project Description

The applicant is proposing to reuse an existing vacant building located on the southwest side of Antelope Road, adjacent the I-80 freeway. The applicant proposes to relocate the City's two existing cardrooms to this new location where both cardrooms would operate independently but within one building. The cardrooms would offer card games legal in California such as Blackjack and a variety of poker games. There will be no slot machines within the facility. Detailed information regarding the project including the cardroom operation, restaurant, on-site alcohol sales, and the building enhancements can be found in the Planning Commission Staff Report that is included as Attachment A1.

The Zoning Code states that if an applicant submits more than one permit application for the same project, the applications shall be processed concurrently, with all the permits being considered and acted upon by the highest review authority required by the permits. Therefore since this project includes an Ordinance Text Amendment that requires City Council action, all of the entitlements for this project require action by the City Council. The Planning Commission reviewed the project on April 10, 2013, and recommends the City Council approve project. A recap of the meeting is provided below:

Planning Commission Meeting April 10, 2013

During the public comment portion of the hearing, the applicant, neighboring property owners, and other members of the public addressed the Commission. The following is a summary of the comments:

Concerns

- Off-site parking within Antelope Plaza;
- Placement of security personnel on-site;
- Impact and long term maintenance to the Antelope Plaza main entrance; and
- Impact the project may have on the adjoining businesses and property.

Support

- Existing cardrooms have not been a burden to Police Department;
- Cardroom is not a typical "Las Vegas" type casino;
- The project's security personnel will be a benefit to the entire center;
- Project will bring people and activity into the depressed center;
- Project will help revitalize the area and bring new business types into this part of the City; and
- Project will employ up to 300 people, providing jobs for the community.

In addition to oral testimony, written communication was received from representative of the Antelope Plaza Shopping center that expressed concern with the applicant's rights to enter into

the off-site parking agreement that was included as part of the project's parking demand calculation (Attachment 6). Based upon this information, staff provided a revised condition that did not relieve the applicant from meeting the parking requirements for the project but provided the flexibility to either find alternate off-site parking or reduce the intensity of the project (Condition 5 of the Design Review Permit). It should be noted that the site plan indicates the off-site parking within the adjacent parcel of Sunrise Hills Plaza; staff is agreeable to the parking being relocated to a new location as long as it meets the requirements of the Zoning Code.

At the close of public comment the Planning Commission discussed the project and their discussion is summarized below:

Concerns

- Concern with the off-site parking agreement and alternate location may alter site plan;
- Concern that the project does not meet the goals of the design guidelines in the Zoning Code;
- Concern that the project does not meet the design intent of the Antelope Crossing Transformation Plan;
- Would like to see the project include more actions that would help the City meet its Greenhouse Gas Reduction goals; and

Support

- Cardroom will provide jobs for local residents;
- Restaurant will provide services lacking in the neighborhood;
- 24-hour business within the center will help provide a more secure environment;
- The project fits the Antelope Crossing Transformation Plan by providing services within the area;
- The project is suitable for the site; and
- Ordinance Text changes seem appropriate for the project;

After the conclusion of the discussion, the Planning Commission voted on the project and has recommended the City Council approve the project based upon the following votes:

- Adopt Resolution 2013-____, adopting the Negative Declaration as the appropriate level of environmental review for the project (Passed by vote 7-0);
- Approve Ordinance Text Amendment 2013-____ to amend Zoning Code Sections 106.26 and 106.42.020.C (Passed by vote 7-0); and
- Approve Use Permit UP-12-06 to allow the relocation of two existing cardrooms and approve Design Review Permit Modification DRPMOD-12-09 for the proposed building renovations at 6510 and 6508 Antelope Road (Passed by vote 6-1).

Environmental Determination

A Negative Declaration (Exhibit A) has been prepared and has been determined to be the appropriate level of environmental review based upon the initial study prepared for the project.

The initial study determined the proposed development is an infill commercial development surrounded by commercial development on all sides and that no evidence has been presented to staff which would suggest that the proposed development will result in a significant impact to the environment.

Conclusion

At the conclusion of the public testimony, the Planning Commission discussed the project and voted to recommend that the City Council approve the project. The City Council should consider the information provided within this report and the Planning Commission staff report (Attachment A1). If the City Council supports the required findings listed within this report, then the City Council should approve the project using Motions listed below:

Motions

- A. Adopt Resolution 2013-____, adopting the Negative Declaration as the appropriate level of environmental review for the project;
- B. Introduce, read by title only, and waive the first reading of Ordinance Text Amendment 2013-____ to amend Zoning Code Sections 106.26 and 106.42.020.C based upon the findings listed within the report; and
- C. Approve Use Permit UP-12-06 to allow the relocation of two existing cardrooms and approve Design Review Permit Modification DRPMOD-12-09 for the proposed building renovations at 6510 and 6508 Antelope Road based upon the findings and conditions of approval listed within the report.

Ordinance Text Amendment Findings

- The proposed amendment to modify the Zoning Code to add cardrooms as permitted by Use Permit within the SC zone and to add cardrooms as an allowable distance exception from consideration points in regards to alcohol sales, is consistent with the General Plan; and
- The proposed amendment to modify the Zoning Code to add cardrooms as permitted by Use Permit within the SC zone and to add cardrooms as an allowable distance exception from consideration points in regards to alcohol sales, would not be detrimental to the public, interest, health, safety, convenience, or welfare of the City.

Use Permit Findings

- The proposed cardrooms/restaurant/bar use is allowed within the Special Planning Area and SC zoning district and complies with all other applicable provisions of the Zoning Code and Municipal Code.

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- The proposed cardrooms/restaurant/bar use is consistent with the General Plan and the Antelope Crossing Transformation Plan.
- The design, location, size, and operating characteristics of the cardrooms/restaurant/bar are compatible with the existing and future land uses in the vicinity.
- The site is physically suitable for the cardrooms/restaurant/bar use, including access, utilities, and the absence of physical constraints.
- Granting the permit would not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zoning district in which the cardrooms/restaurant/bar project is located.

Design Review Permit Findings

- The proposal for the cardrooms/restaurant/bar complies with the Design Review section and all other applicable provisions of this Zoning Code.
- The proposal for the cardrooms/restaurant/bar provides architectural design, building massing and scale, and street and lot layout in the case of a subdivision, that are appropriate to and compatible with the site surroundings and the community.
- The proposal for the cardrooms/restaurant/bar provides attractive and desirable site layout and design, including building arrangement, exterior appearance and setbacks, drainage, fences and walls, grading, landscaping, lighting, signs, and etcetera.
- The proposal for the cardrooms/restaurant/bar provides safe and efficient public access, circulation and parking, including bicycle and pedestrian accommodations where appropriate.
- The proposal for the cardrooms/restaurant/bar provides appropriate open space and landscaping, including the use of water efficient landscaping.
- The proposal for the cardrooms/restaurant/bar is consistent with the General Plan, and the Antelope Crossing Transformation Plan.
- The cardrooms/restaurant/bar complies with all applicable design standards in Chapter 106.31 (Design Standards), and/or other applicable City design guidelines and policies.

CONDITIONS OF APPROVAL FOR USE PERMIT
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- 1) The applicant shall comply with all laws of the State of California, including State gaming laws, all City of Citrus Heights Codes and Regulations, including but not limited to the Citrus Heights Municipal Code and Zoning Code, and Sacramento County Environmental Health Department standards.

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- 2) The use approved by this action is to allow the 24-hour operation of two separate cardrooms with a restaurant and bar service as permitted by the State of California. The project shall operate as described herein and as shown in Exhibits A through L as conditioned below. Minor changes to the project may be approved by the Community and Economic Development Director provided such changes are consistent with the overall description of the project approved herein. (Planning)
- 3) This Use Permit allows the City's two existing cardrooms, 5948 Auburn Boulevard and 7433 Greenback Lane, to relocate to a new location at 6508/6510 Antelope Road. The Use Permit does not provide an increase in the number of gaming licenses nor the number of gaming tables currently allowed within the City of Citrus Heights. At no time shall the existing locations (5948 Auburn Boulevard and 7433 Greenback Lane) operate concurrently with 6508/6510 Antelope Road location.
- 4) 6508 Antelope Road shall maintain no more than 15 gaming tables. If State law allows for an increase in gaming tables, than the applicant is required to apply for a Use Permit Modification with the Planning Division. (Planning)
- 5) 6510 Antelope Road shall provide no more than 15 gaming tables. If State law allows for an increase in gaming tables than the applicant, is required to apply for a Use Permit Modification with the Planning Division. (Planning)
- 6) Gaming, including gaming tournaments, shall only occur within the areas defined on the floor plan as Main Hall, Cal Games, and Poker Room. Other entertainment activities shall not occur within these gaming areas. (Planning)
- 7) The approval of this Use Permit shall expire two (2) years after the date of its initial approval, unless a building permit has been issued for work described in the project. After the permit has been exercised, it shall remain valid and run with the land as regulated by the Zoning Code. (Planning)
- 8) The project shall operate in accordance with the submitted security plan, Exhibit K. Any modifications to the plan shall be approved in advance by the Chief of Police in writing. The Police Chief, in consultation with the Community and Economic Development Director, has the authority to mandate a revised security plan, up to and including an increase in the number of security personnel. (Police)
- 9) Applicant agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person not a party to this permit challenging the validity of the Permit or any Project Approval or any Subsequent Project Approval, or otherwise arising out of or stemming from this Permit. Applicant may select its own legal counsel to represent Applicant's interests at Applicant's sole cost and expense. The parties shall cooperate in defending such action or proceeding. Applicant shall pay for City's costs

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

CONDITIONS OF APPROVAL FOR DESIGN REVIEW PERMIT MODIFICATION

General Conditions

- 1) The applicant shall comply with all laws of the State of California, including State gaming laws, all City of Citrus Heights Codes and Regulations, including but not limited to the Citrus Heights Municipal Code and Zoning Code, Uniform Building Code; Uniform Fire Code and Sacramento County Environmental Health Department standards.
- 2) The development approved by this action is described herein and as shown in Exhibits A through L and as conditioned below. Minor changes to the design of the project may be approved by the Community and Economic Development Director provided such changes are consistent with the overall design as approved herein. (Planning)
- 3) The approval of this Design Review Permit shall expire in two (2) years after the date of its initial approval, unless a building permit has been issued for work described in the project. After the permit has been exercised, it shall remain valid and run with the land as regulated by the Zoning Code. (Planning)
- 4) The applicant shall comply with all City of Citrus Heights Codes and Regulations, including but not limited to the Citrus Heights Municipal Code and Zoning Code, Uniform Building Code; Uniform Fire Code and Sacramento County Environmental Health Department standards.

Conditions Required Prior to Issuance of Building Permit

- 5) The parking shall comply with the requirements of the Zoning Code. In the event that the required parking cannot be completely provided at the project site, an off-site parking agreement, in compliance with the Zoning Code, shall be recorded between the applicant and a nearby off-site facility. This agreement shall be reviewed and approved by the Planning Division prior to being filed with the Sacramento County Recorder's Office. A recorded copy must be provided to the Planning Division prior to issuance of a Building Permit. (Planning)

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- 6) The applicant shall submit a plan for approval by the Planning Division that provides appropriate landscaping within the planter that is adjacent to the off-site parking area along the northwest property line, in the event this area is utilized for off-site parking. (Planning)
- 7) Additional sewer impact fee may be required and must be paid before issuance of the permit. Contact PSU at 916-876-6100 for further information on sewer impact fee. (SASD)

Conditions Required Prior to Final of Building Permit

- 8) The applicant shall work with the Planning Division to determine the appropriate location for the installation of bicycle racks in accordance with Section 106.36.060 of the Zoning Code. (Planning)
- 9) The applicant is responsible for permitting and construction of the following road improvements. The applicant shall submit plans to the City of Citrus Heights Engineering Division prior to submittal to CalTrans. The applicant shall show proof of plan submittal to CalTrans prior to the release of the building permit. If the work is not completed prior to occupancy, the Applicant shall bond (150% of the engineers estimate) with the City for these improvements prior to building occupancy.
 - a) Extend approximately 100' the westbound left-turn pocket on Antelope Road at Lichen Drive to a total length of 300 feet.
 - b) Re-stripe the westbound lanes on Antelope Road between the I-80 WB Off-Ramp and Lichen Drive to include three (3) thru lanes (11-ft minimum width), 4" Right edge line, and all necessary legends and markings.
 - c) Re-stripe the eastbound lanes on Antelope Road between Lichen Drive and the stop bar at the I-80 WB Off-Ramp to include three (3) thru lanes (11-ft minimum width) and all necessary legends and markings. (Engineering)
- 10) The applicant shall provide enhanced intersection striping and signage for the internal site intersection south of the Antelope Road/Lichen Drive/Project Driveway intersection. The striping plan shall be approved by the City of Citrus Heights prior to installation and the plan shall include the following:
 - a) Delineation of dedicated left and through/right lanes on the southbound approach.
 - b) STOP bars / signs on the northbound, eastbound, and westbound approaches.
 - c) Signs at the eastbound and westbound approaches indicating that "Traffic from Left (Right) Does Not Stop" [W4-4aP (Left) and W4-4aP (Right)]

- 11) The applicant shall work with the Engineering Division to increase the maximum green time for the westbound left-turn lane movement at the antelope Road/Lichen Drive/Project Driveway intersection from 18.5 seconds to 24.5 seconds. (Engineering)
- 12) The applicant shall screen all roof mounted equipment. Rooftop screening of mechanical equipment shall be provided through architectural design of the building elevations. (Planning)
- 13) The walls of the trash enclosures shall be treated with anti-graffiti coating. (Planning)
- 14) Prior to the Final of Building Permits, the applicant shall call for inspection by the Planning Division to verify compliance with the approved plans. (Planning)
- 15) The property is currently connected to public sewer. Sewer service shall continue to be provided by SASD infrastructure to the existing sewer service lateral. Required modifications, if any, shall be to the satisfaction of SASD. SASD Design Standards apply to any sewer construction and/or modification. (SASD)
- 16) Demonstrate the existence of, and if needed, abandon the existing easement along the subject property's north boundary and grant SASD a sewer access and maintenance easement along the existing sewer pipeline near the property's north boundary. Easements from adjoining parcels are not required. The sewer easement shall be dedicated to SASD, in a form approved by the District Engineer. All SASD sewer easements shall be at least 20 feet in width and ensure continuous access for installation and maintenance. Easement documents must be submitted before approval of the improvement plan and/or issuance of the building permits. (SASD)
- 17) The applicant shall comply with the requirements of California American Water. Specifically the applicant shall comply with the following:
 - a) Fire protection facilities and requirements will need to be determined by the Sacramento Metropolitan Fire District.
 - b) Any existing steamer fire hydrant and fire sprinkler connections that do not meet the current standards and require replacement by the Applicant at the Applicant's expense.
 - c) Any existing metered water service and backflow prevention assemblies do not meet the current District standards and will require replacement by the Applicant at the developer's expense.

Site Maintenance

- 18) Parking lot surface and striping shall be maintained in good repair. (Planning)
- 19) Any graffiti shall be removed within 24-hours (Planning)

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- 20) Outdoor lighting shall be maintained in good working order. (Planning)
- 21) All landscaping shall remain watered and in a healthy condition. (Planning)
- 22) Ensure that addressing for the project is clearly indicated. Approved numbers or addressed shall be not less than six inches and shall be mounted immediately adjacent to a light source and shall also contrast with their background. (Fire)
- 23) The project shall provide clear and easy accessibility and connectivity for all transit users, including those with disabilities.(RT)
- 24) Applicant agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person not a party to this permit challenging the validity of the Permit or any Project Approval or any Subsequent Project Approval, or otherwise arising out of or stemming from this Permit. Applicant may select its own legal counsel to represent Applicant's interests at Applicant's sole cost and expense. The parties shall cooperate in defending such action or proceeding. Applicant shall pay for City's costs of defense, whether directly or by timely reimbursement on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other proceeding, plus staff and time of the City Attorney's Office spent in regard to defense of the action or proceeding. The parties shall use best efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel and Applicant agrees to pay directly or timely reimburse on a monthly basis City for all such court costs, attorney fees, and time referenced herein. (Planning)

Attachments:

- A1. Planning Commission Staff Report (w/o attachments or exhibits)
 1. Vicinity Map
 2. Colored Plan Set 11x17
 3. E-mails from Debbie Tobar/Tonya Wagner/Jack Sales (including applicant's response)
 4. Greenhouse Gas Reduction and Environmental/Sustainable Measures
 5. Traffic Study
 6. Letter received 4/10/2013 from Marcus Lo Duca

Exhibits:

- A. Resolution w/ Negative Declaration
- B. Ordinance w/Text Amendments
- C. Project Description
- D. Nighttime Simulation and Materials A.50
- E. Site Plan A1.0
- F. Floor Plan A2.0
- G. Elevation Plan A4.0
- H. Landscape Plan L1.0
- I. Lighting Plan LT1.0
- J. Photometric Site Plan LT2.0
- K. Security Plan



**CITY OF CITRUS HEIGHTS
PLANNING DIVISION STAFF REPORT
PLANNING COMMISSION MEETING**

April 10, 2013

Prepared by: Alison Bermudez, Associate Planner

REQUEST

The applicant is requesting multiple planning entitlements that would allow the two existing cardrooms in the City (Lucky Derby & Phoenix) to relocate to an existing building where the cardrooms would operate separately within the same building. The Cardroom project will also include on-site alcohol sales and a restaurant open to the cardroom patrons and the general public.

Project Name: Relocation of Two Cardrooms
Project Location: 6510 Antelope Road/6508 Antelope Road
Parcel Number: 209-0240-025
File Numbers: OTA-12-02, UP-12-06, and DRPMOD-12-09

Applicant/Property Owner: Masis Kevorkian
Kings Casino, LLC
7727 Herschel Ave
La Jolla, CA 92037

SUMMARY RECOMMENDATION

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

- A. Recommend that the City Council adopt Resolution 2013-____, adopting the Negative Declaration as the appropriate level of environmental review for the project;
- B. Recommend that the City Council approve Ordinance Text Amendment 2013-____ to amend Zoning Code Sections 106.26 and 106.42.020.C; and
- C. Recommend that the City Council approve Use Permit UP-12-06 to allow the relocation of two existing cardrooms and approve Design Review Permit Modification DRPMOD-12-09 for the proposed building renovations at 6510 and 6508 Antelope Road.

BACKGROUND

The Phoenix Cardroom, 5948 Auburn Boulevard, licensed for 15 cardtables, and the Lucky Derby, 7433 Greenback Lane, which is licensed for 15 cardtables, have both been in operation in the City for over twenty years. Both cardrooms offer a small dining area with bar services and operate 24-hours-a-day.

Kings Casino, LLC has purchased both cardrooms and will be filing applications with the State of California to relocate both cardrooms to a new location. The proposed relocation will allow the two cardrooms to operate separately within the same building. The proposed location is an existing vacant building that will be split into two spaces, 6510 Antelope Road and 6508 Antelope Road. The building is located off I-80 at Antelope Road and is within the Antelope Crossing business district.

The project setting is summarized in the tables below:

Table 1

Location:	6508/6510 Antelope Road, located in the southwest shopping center off of I-80 and Antelope Road (exit 100).
Parcel Size:	1.88 acres
REACH Neighborhood:	The site is within the boundaries of the Northwest Neighborhood Association (Area 1) and adjacent to the Citrus Heights Association Number Three (CHANT).

ZONING AND LAND USES

Table 2

LOCATION	ZONING	GENERAL PLAN LAND USE	ACTUAL USE
On-Site	Special Planning Area (SC Uses)	General Commercial	Vacant Retail
North	Special Planning Area (SC Uses)	General Commercial	Popeye's Restaurant
South	Special Planning Area (SC Uses)	General Commercial	Mixed Retail/Church
East	Special Planning Area (SC Uses)	General Commercial	Multi-story Office Building
West	Special Planning Area (SC Uses)	General Commercial	Mixed Retail

The project is located within the Antelope Crossing Special Planning Area, recently renamed from the Antelope Road/I-80 Special Planning Area. The plan area allows for land uses that are consistent with the Shopping Center (SC) zoning district.

Cardrooms are regulated by State law as well as local ordinances. The applicant is in the process of becoming licensed from the State of California to operate the two cardrooms. Due to the lengthy and complex licensing process with the State, the applicant is initiating City entitlements prior to the State's approval of the cardroom operator licenses. If the applicant does not receive approval from the State of California Gaming Commission, this project will not move forward. The applicant will also need to obtain approval for the relocation of the cardrooms, which he will move forward with after the City's entitlements are obtained.

California Cardrooms are licensed to offer all types of gaming with the exception of slot machines, craps, and roulette. Currently, both the Lucky Derby and the Phoenix are licensed to operate 15 cardtables each. The current proposal to relocate the cardrooms to a new location would not increase the number of tables currently permitted at each cardroom. The project would not increase the number of cardrooms in existence within the City since the current facilities would close if the relocation is approved. Finally, due to a Statewide moratorium on gambling, the State is not issuing new cardroom licenses in the City, so the City will only have two cardrooms.

PROJECT DESCRIPTION

The applicant is proposing to reuse an existing vacant building located on the southwest side of Antelope Road, adjacent the I-80 freeway. The applicant proposes to relocate the City's two existing cardrooms to this new location where both cardrooms would operate independently but within one building. The cardrooms would offer card games legal in California such as Blackjack and a variety of poker games. There will be no slot machines within the facility.

The project will include two minor building expansions that will increase the existing 23,928 square foot building to 24,941 square feet, a 1,013 net square foot increase. The interior of the building will be divided to allow for the separation of the cardrooms (6508/6510 Antelope Road) as well as the addition of the restaurant.

The project aims to serve a broad audience by not only offering the table games but intends for the restaurant/bar to become a destination for the area. The restaurant will provide food 24-hours-a-day with a limited menu on off-peak hours. The restaurant will be designed to offer areas for intimate dining as well as space for parties and business meetings. The design includes a direct entrance for patrons wanting to visit the restaurant/bar without having to walk through the cardroom area.

This project will require the adoption of a Negative Declaration and the approval of three different entitlements: 1) an Ordinance Text Amendment to modify the Zoning Code to allow cardrooms by Use Permit within the "SC" zoning district and to include cardrooms as an allowable "exception" to the distance separation between alcohol establishments; 2) a Use Permit to allow the operation of the cardrooms with alcohol service and allow off-site parking; and 3) a Design Review Permit Modification to allow significant exterior changes to the building and minor building expansions for the cardrooms.

The Zoning Code states that if an applicant submits more than one permit application for the same project, the applications shall be processed concurrently, with all the permits being considered and acted upon by the highest review authority required by the permits. Therefore since this project includes an Ordinance Text Amendment that requires City Council action, all of the entitlements for this project will receive final action by the City Council. The Planning Commission is asked to review this project and, based on the analysis below, forward its recommendation to the City Council.

ORDINANCE TEXT AMENDMENTS

This project includes two Zoning Code text changes (Exhibit B), an Ordinance Text Amendment to modify the Land Use Table to include "cardrooms" as an allowed use within the Shopping Center zone and an amendment to the Alcoholic Beverage Sales Section to include "cardrooms" as an exception to the distance separation requirements between an alcoholic beverage sales location and a "consideration point".

Ordinance Text Amendments – Analysis

Table 2-5 – Allowed Commercial Uses

The property is located in a Special Planning Area "Antelope Crossing". Special Planning Areas (SPA) are zoning districts that are intended to allow flexibility in the application of Zoning Code standards due to unique circumstances. The Antelope Crossing SPA was in place when the City incorporated in 1997. This SPA was created to ensure that property in this area was developed in a manner that was compatible with existing residential uses in the vicinity and that presented an attractive appearance from I-80. The allowed land uses within this SPA are those identified in the "SC" (Shopping Center) zoning district. According to Table 2-5 of the Zoning Code, cardrooms are currently only allowed by Use Permit within the GC (General Commercial) zone. The applicant has included with this project an ordinance text amendment that would revise the zoning table to also allow cardrooms in the SC zone with an approved Use Permit.

The Zoning Code states that the SC and GC zoning districts allow for a wide range of commercial land uses including retail and other services. Maintaining the Use Permit requirement will provide

the ability for the City to review each application for compatibility of the project to the surrounding neighborhood and/or community. Both the SC and GC zone fall within the GC General Plan designation. Staff supports the ordinance text amendment to modify Table 2-5 to allow cardrooms by Use Permit within the SC zone.

It should also be noted that cardrooms are regulated by the State of California and the City's Municipal Code. All cardrooms and cardroom operators must be licensed by the State of California, a very lengthy and thorough process. In addition, the City's Municipal Code only allows two cardrooms within City limits and currently there are two cardrooms in existence. This project is a relocation of those cardrooms and the Zoning Code change will not effect that regulation.

106.42.020 – Alcoholic Beverage Sales Ordinance Amendment

The City's Alcoholic Beverage regulations require a distance separation of alcohol establishments (bars, taverns, liquor/convenience stores, etc.) from certain "consideration points". Consideration points include places such as schools, churches, hospitals, and parks as well as any other alcohol establishments. The regulations provide exceptions to the distance from these consideration points. Establishments that are exempt from meeting the separation distance include restaurants, food markets, supermarkets, drugstore, and similar uses. Since the Cardroom Project includes an on-site alcohol establishment that currently would not be allowed at this location, the applicant has requested an ordinance text amendment that would add cardrooms to the exception list for not requiring the distance separation.

Ordinance Text Amendments - Conclusion

The Planning Commission must make the following findings in order to approve the application for Zoning Code Amendment:

- *The proposed amendment is consistent with the General Plan; and*
- *The proposed amendment would not be detrimental to the public, interest, health, safety, convenience, or welfare of the City.*

Based upon the discussion above, staff supports the proposed changes to amend the Zoning Code to add cardrooms as permitted by Use Permit within the SC zone and include cardrooms to the list of exceptions for distance separation requirements in regards to alcohol sale locations from certain consideration points.

It should be noted that without the approval of these two ordinance text amendments, the project will not be consistent with the Zoning Code and therefore would not be able to move forward.

USE PERMIT

The applicant proposes to reuse an existing vacant commercial building for the relocation of the City's two existing cardrooms. The cardrooms will relocate to the site and occupy separate spaces within the building. The proposal also includes the addition of a restaurant/bar as described in Exhibit C. 6510 Antelope Road (Main Hall) will provide 15 tables for a variety of table games and will be accessed through entry A as shown on the Floor Plan, Exhibit F. 6508 Antelope Rod (Poker Room) will also provide 15 tables and will host poker games and tournaments. This cardroom will be accessed through Entry B as shown on the Floor Plan, Exhibit F. The rooms will be divided with interior glass walls, defining the separation of the two cardrooms.

The project also includes the addition of an upscale restaurant/bar for the community. The restaurant/bar will not only provide service to the patrons of the cardrooms but will be open to the public for dining. The restaurant has been designed to allow patrons direct access to the restaurant/bar area without traversing the gaming areas.

Based upon the Ordinance Text Amendment discussed earlier, a Use Permit is required for this use within the SC (Shopping Center) zoning district.

Use Permit– Analysis

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

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

The zoning designation for the subject property is Special Planning Area (SPA) which states that land uses within this SPA shall be limited to those identified as permitted or conditional within the SC (Shopping Center) zoning district. Currently the SC zoning district does not allow cardrooms; included with this project is an Ordinance Text Amendment that proposes to amend Table 2-5 of Chapter 106.26 to add cardrooms as permitted by issuance of a Use Permit within the Shopping Center (SC) zoning district. The inclusion of cardrooms into the SC zoning designation seems appropriate since the SC zone is applied to areas that offer a wide range of retail and service land uses.

As mentioned, a component of the project is the inclusion of a bar into the facility. Currently, the code would not allow an on-sale alcohol establishment at this location due to the close proximity of other “consideration points”. The project includes a Zoning Code amendment to add “cardroom” as an exception to the list of uses that would be exempt from the distance separation to these “consideration points”. Staff supports this Zoning Code amendment since the alcohol portion of the cardroom is a component of a larger project.

Amending the land use table to allow cardrooms within this zoning district and add cardrooms to the list of exceptions for distance separation from consideration points is appropriate because cardrooms provide a mix of uses besides the gaming that one would typically see in the SC zone, including restaurant and bar services. With the approval of these two amendments, the project will be consistent with the Zoning Code. The proposal also complies with the provisions of the Zoning Code and the Municipal Code including parking, setbacks, building height and other applicable development standards.

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

The General Plan land use designation is General Commercial which provides for retail uses, services, restaurants, professional and administrative offices, and other similar and compatible uses. The proposed cardrooms, restaurant and bar are consistent with the General Plan land use designation of General Commercial. In addition the proposal is consistent with General Plan goals and policies that support viable and attractive development within major corridors and that encourage economic development. Some of the applicable General Plan goals and policies are as follows:

- *Goal 10: Achieve attractive, inviting and functional corridors.*
- *Policy 10.1: Require superior architectural and functional site design features for new development projects along major corridors.*
- *Goal 15: Diversify the local economy to meet the present and future employment, shopping, and service needs of Citrus Heights residents and sustain long-term fiscal health.*
- *Policy 59.4 Support provision of recreation facilities and services by private businesses.*

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

The project site is an existing commercial center with a variety of retail and service uses. There is a church to the south of the project and a liquor store to the west of the project site. A large component of the project is inclusion of a full service restaurant/bar, a lacking amenity within this part of the City.

The existing building will be remodeled to a contemporary design that will include a separate entry for each cardroom as well as an alternate entry that will provide patrons a direct access to the restaurant area without having to cross the gaming area. The site is surrounded by other commercially designated parcels and commercial uses to the north, south, east, and west.

The project will reuse an existing building that is located within an existing shopping center. The project is on the west side of I-80 freeway at the Antelope Road exit. The closest residential properties are located on the east side of the freeway therefore the 24-hour operation will not disturb any residences and many of the existing businesses within the shopping center are currently open with extended evening hours (Taco Bell, Carl's Jr).

One of the features of the Main Hall is the restaurant and bar area component. The restaurant is intended to not only provide food service for the patrons of the cardrooms but will be operated and designed to add a full service food establishment to the neighborhood, a type of venue that is currently lacking within this area of the City. The restaurant will serve a variety of menu options and food will be available 24-hours-a-day, with the late night food service limited. Alcohol will be served throughout the facility, including in the bar area, restaurant and to the cardtables. This is consistent with how the two cardrooms currently operate at their existing locations. The venue expects to hold a variety of events including card tournaments, comedy nights, karaoke, and occasional live music. Any entertainment provided (outside the bounds of gaming) will aim to appeal to all age levels and demographics and be held within the restaurant portion of the building. The applicant has stated that the entertainment choices will be thoroughly reviewed and planned as it is important that music and/or other noise does not disrupt the patrons at the gaming tables. The Use Permit does not restrict the number or types of events that may be held but the project is conditioned that if issues arise pertaining to activities within the building, the City has the right to require the applicant modify the Use Permit and/or the security plan as needed.

The applicant will be required to obtain an alcohol license from the Department of Alcoholic Beverage Control (ABC) and comply with all regulations established by ABC.

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

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

The project is the reuse of an existing building and all site improvements including utilities are currently in place. The building was most recently used as a thrift store, but was originally built as a large retail store. The building will receive exterior design changes and other associated site improvements such as lighting and landscaping.

As part of the project, the City requested an intersection and queuing analysis be performed for the intersections of Antelope Road/Lichen Drive/Project Driveway and Antelope Road/Zenith Drive/Tupelo Driveway. The traffic analysis reviewed the existing conditions of these two intersections. Projected project trips were added to the existing volumes to obtain scenarios as described within the report prepared by Fehr and Peers (Attachment 5).

The intersection analysis portion of the study indicated that the project would cause modest increases in delays at the Antelope Road/Lichen Drive/Project Driveway intersection. However, operations would remain at Level of Service C (LOS). Policy 29.2 of the City's General Plan specifies that LOS E or better is the goal for roadways and intersections during peak hours. Since the project currently operates at LOS C and this project will not worsen the LOS, the LOS for this project is consistent with this General Plan Policy.

The queuing analysis performed by Fehr and Peers did indicate that the current timing of the green light and the existing length of the left turn pocket from Antelope Road may create adverse queuing effects on Antelope Road. Therefore to be consistent with Policy 29.2 of the General Plan, the following enhancements were identified by Fehr & Peers and have been included as conditions of approval to address the expected vehicular queuing problem caused by the project in the westbound left-turn lane at Antelope Road/Lichen Drive/Project Driveway:

- Increase the westbound left-turn pocket length at the Antelope Road/Lichen Drive/Project Driveway intersection from 200 feet to 300 feet (DRP Condition 9A).
- Increase the maximum green time for the westbound left-turn lane movement at the antelope Road/Lichen Drive/Project Driveway intersection from 18.5 seconds to 24.5 seconds (DRP Condition 11).

In addition to the analysis performed by Fehr & Peers, the City's Engineering Division reviewed the project and has included conditions of approval for the restriping of east/west bound lanes of Antelope Road between Lichen Drive and the I-80 ramp (DRP Condition 9 b/c).

Fehr & Peers also reviewed the on-site circulation for the proposed project and offered recommendations to improve internal circulation such as enhanced stripping and signage. These recommendations have been included as a condition of approval (DRP Condition 10).

Based upon the recommended conditions of approval and that the existing site is currently a fully developed commercial center, there are no identifiable physical constraints for the proposed use.

5. *Granting the permit would not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or*

improvements in the vicinity and zoning district in which the proposed project is located.

This project is the relocation of the two existing cardrooms (Lucky Derby and the Phoenix) into this new location, on one site. Currently, both the Lucky Derby and the Phoenix Cardroom have worked well with the Police Department on security and have presented very few calls for service. The applicant has provided a security plan for the Project (Exhibit K) that has been reviewed and accepted by the Citrus Heights Police Department. Highlights of the security plan include all guards are armed and trained as required by law; a typical day will have 3-4 guards on duty at any given time; the site, including building, parking area, and off-site parking area, will be under recorded video surveillance. The project is conditioned that if issues arise, the Police Department has the ability to require a modification to the security plan including additional guards, training, or other measures (UP Condition 8).

Use Permit - Conclusion

Based upon the information above, staff believes that the required findings to approve a Use Permit can be made that would authorize the operation of two cardrooms/restaurant/bar subject to the findings and conditions of approval contained in the staff report.

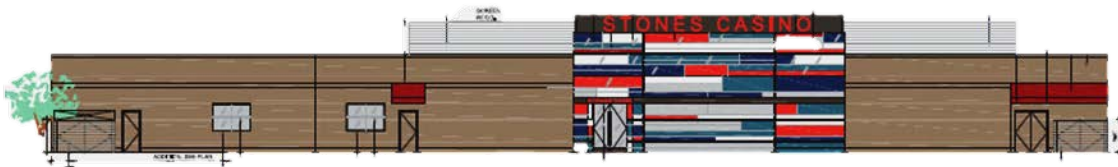
DESIGN REVIEW PERMIT MODIFICATION

The project includes the reuse of an existing building that has recently operated as a gym and a thrift store without any exterior changes since its original development as a retail store in 1985. The applicant proposes to modify the exterior to add a contemporary element and enhance the building's freeway visibility. The building entries will become focal points with the addition of a colorful transparent glass glazing system on both the northwest and southeast sides of the buildings as shown below. The project also includes two minor building expansions, netting the building increase of 1,013 square feet. One small expansion will occur at the front entry and the other expansion will be in the rear of the building that will serve as the employee break room.

The design includes the building to be painted a stone grey that will allow a muted backdrop for the colorful glass entry features on both sides of the building. The new entry glazing wall systems are made up of a variety of artful colors including shades of orange, cranberry, grey, blue, and transparent glass. The pictures below represent the building design and a material board will be provided at the meeting.



Northwest elevation (Antelope Road side) (see material board for more accurate representation of colors)



Southeast elevation (freeway side) (see material board for more accurate representation of colors)

Design Review Permit Modification– Analysis

Section 106.62.040 of the Zoning Code consists of required findings that the Planning Commission must make to approve or disapprove an application for Design Review approval. The required findings are written below in ***bold italics*** and are followed by a review of the proposal against the findings.

1. The proposal complies with the Design Review section and all other applicable provisions of this Zoning Code.

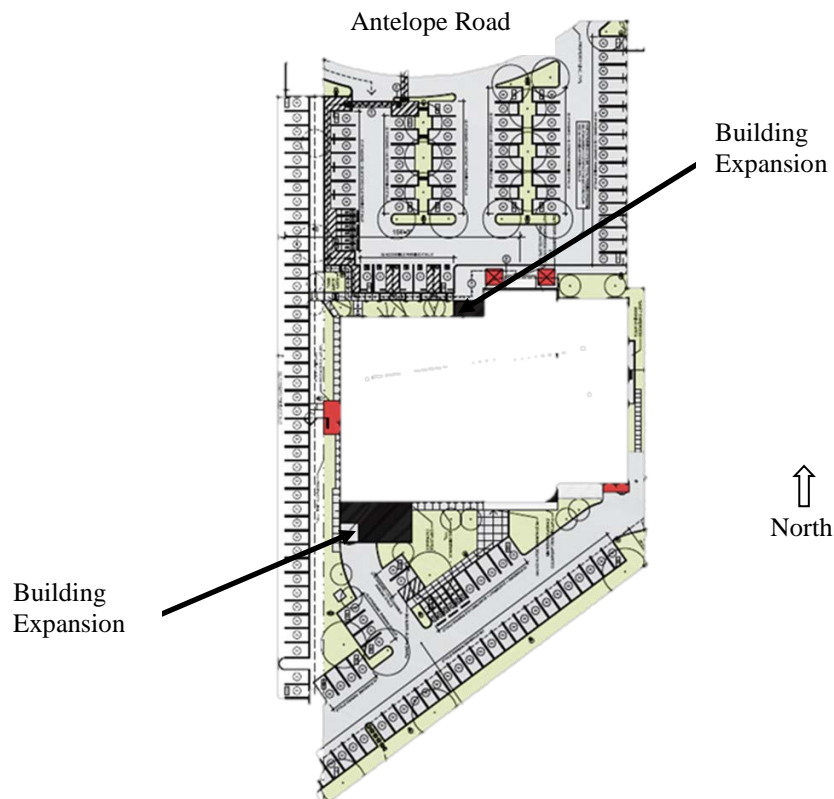
The existing building is 23,928 square feet and the project includes minor building expansions that will increase the building to 24,941 square feet (1,013 net additional square feet). The existing building, including the addition, complies with the provisions of the Zoning Code, including the building floor area, development standards and commercial design guidelines.

2. The proposal provides architectural design, building massing and scale, and street and lot layout in the case of a subdivision, that are appropriate to and compatible with the site surroundings and the community.

3. The proposal provides attractive and desirable site layout and design, including building arrangement, exterior appearance and setbacks, drainage, fences and walls, grading, landscaping, lighting, signs, and etcetera.

Site Plan

The project is an existing building within a developed commercial center. The project does include two minor building expansions as shown in the site plan below:



Architecture

The applicant proposes exterior modifications to the building to enhance its appearance and street presence. The overall building design will remain the same but will be given a new look by replacing the existing large glass system on the front and rear of the building, by adding a parapet to provide new height to the building, as well as painting the building with a new color scheme.

The biggest change will be the replacement of the current dark tinted glazing system. The new glazing system provides a mixture of medium-opacity dark-colored glass and fully-opaque opaque patterns on light-colored glass as shown in Attachment 2.

The combination of varying colored glass and other materials in the design of the building help to create an interesting and attractive building that staff believes will enhance the appearance of the site.

Lighting

The existing outdoor lighting system will be updated and have been designed with energy efficient sources that respect the Night Sky and neighboring properties. Six additional parking lot lights will be installed in places where the site was deficient in the appropriate lighting levels for safety and security of the patrons. The lighting has been designed to be compliant with Title 24 lighting power density allowances and lighting will be controlled such that 50% is off when not needed). Sheet A.50 (Exhibit D) demonstrates the how the project will appear at night.

An email was received from Jack Sales, resident, who was concerned with the lighting levels at the site. Mr. Sales comments were provided to the applicant who made many of the revisions as suggested by Mr. Sales. Mr. Sales comments and the applicant's response can be found in Attachment 3. The lighting plan provided by the applicant meets the requirements of the City of Citrus Heights and will be verified for Title 24 compliance upon submission for the building permit.

The project also includes design strategies that will provide thermal comfort and daylighting issues by maintaining energy-efficient glazing and exterior solar shading at south-facing glazed curtain walls.

Trash Collection

The site currently has one trash collection area for solid waste and recyclable materials storage. The applicant will install a second collection area along the southeast side of the building. These two collection areas are in a convenient location for access by employees. A condition has also been added to the staff report requiring the enclosure walls treated with an anti-graffiti coating (DRP Condition 13).

Service/Employee Entrances

The building will be accessed by employees and delivery goods providers through two restricted entrances along the south side of the building. Restaurant deliveries will access through the southeast side entrance and cardroom deliveries will have access through the southwest side entrance.

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

Access

The site is currently accessible from one main driveway off of Antelope Road. Since the project is located within a fully developed commercial center, the building can be accessed through the center's other driveways along Antelope Road and Tupelo Drive. The main driveway location at Antelope Road and Lichen Drive is a signalized turn for those turning left into the project site. As part of the traffic study that was discussed earlier, the turn pocket for this left turn will be extended in length to accommodate the additional traffic.

Parking

The Zoning Code requires that cardrooms/bars provide one space per three seats and restaurants provide one parking space for each 50 square feet. The City's cardroom ordinance identifies that for the purpose of calculating parking, each card table is deemed to have ten (10) seats. The project also includes the standard requirement of bicycle and motorcycle parking as required by the Zoning Code.

Table 3

Parking Summary			
Use	Parking Requirement		Required
Main Dining Area	1 per 50 SF of Area	874 SF	18 Spaces
Bar/Bar Dining	1 per 3 Seats	126 Seats	42 Spaces
Corporate Meeting Room	1 per 50 SF of Area	744 SF	15 Spaces
6510 Antelope Road - Main Gaming Room	1 per 3 Seats	150 Seats	50 Spaces
6508 Antelope Road - Poker Room	1 per 3 Seats	150 Seats	50 Spaces
Sub-Total Required			175 Spaces
10% Reduction Allowance for Reuse of Building			-18 Spaces
TOTAL REQUIRED			157 Spaces
Spaces Provided On-Site			115 Spaces
Spaces Provided Off-Site			42 Spaces
Total Available			157 Spaces

As shown below in Table 3 above, the parking available on-site does not meet the requirements of the Zoning Code, therefore the applicant has secured an agreement with the adjoining property owner to lease 42 spaces for employee and overflow parking. Section 106.36.0870.G. of the Zoning Code allows required parking to be located off-site if those spaces are located within 300 feet of the site and also requires the guarantee of continued availability for the parking spaces. The project is compliant with the off-site parking requirements since the spaces are located on the adjoining property as well as a condition has been placed on the project that requires a parking agreement for the use of the spaces be recorded prior to occupancy of the building (DRP Condition 5).

5. The proposal provides appropriate open space and landscaping, including the use of water efficient landscaping.

Landscaping

The proposal will include new landscaping consisting of a combination of shade and ornamental trees, shrubs and groundcover within the parking lot and site perimeter (Exhibit H). The project proposes to remove and replace 19 existing trees, all but one of those trees are less than six inches in diameter. The site will have a net increase of four new trees that are appropriate fast growing shade trees that will enhance the aesthetics onsite plus increase shade coverage within the parking lot.

In addition to the tree replacements, the project landscaping will include the addition of a variety of ground covers, shrubs, vines as well as some decorative trees adjacent to the building. All planter areas will be required to maintain an automatic watering system.

An area not shown on the landscape plan is the planter along the northwest property line that is adjacent to the off-site parking. The project has been conditioned to provide landscaping within this planter (DRP Condition 5).

6. The proposal is consistent with the General Plan, any applicable specific plan, development agreement, and/or any previously approved planning permit.

The General Plan land use designation on the subject property is General Commercial which provides for retail uses, services, restaurants, professional and administrative offices, and other similar and compatible uses. The proposed cardrooms and restaurant/bar are consistent with the General Plan land use designation of General Commercial. Additionally the proposal is consistent with the City's goals and policies that support viable and attractive commercial development within major corridors and goals and policies that encourages economic development in the community.

The applicant has demonstrated a variety of ways the project will assist in meeting the City's General Plan and Greenhouse Reduction Plan to reduce GHG emissions including the reuse of an existing building and materials, the installation of a more energy-efficient roof system, the use of ecological-sensitive building materials, and variety of other measures as explained in Attachment 4.

7. Complies with all applicable design standards in Chapter 106.31 (Design Standards), and/or other applicable City design guidelines and policies.

Building Design

The building was originally constructed as a retail store and has been used for a variety of uses over time, including a gym and a thrift store. The most visible changes will be the replacement of the existing glazing walls that are on the north and south building entries, the creation of the entry "portal" on the building's north side, and the addition of the parapet to increase the building's mass.

The new exterior glazing system on both the north and south sides of the building will be a unique design feature. This new glazing system will replace the existing glazed curtain wall system that uses clear, transparent glass with a dark tint. The new glazing assembly will provide a mixture of medium-opacity dark-colored glass and light colored glass as shown in Attachment 2.

The proposed parapet will be an architectural feature to improve the existing building design by enhancing the massing of the building. This parapet will be made of stucco to match the main building and will run continuously around the upper roof of the main hall space.

The main entrance to the Main Hall, along the building's north side, will include a portal feature that will provide a covered entry into the cardroom restaurant/bar.

Based upon the proposed design features of the building and the new parking area, staff believes the project meets the above findings.

Design Review Permit – Conclusion

Based on the analysis above, staff believes that findings can be made to approve a Design Review Permit for the proposed cardrooms/restaurant/bar plus associated site improvements. Staff recommends approval of the requested Design Review Permit subject to the findings and conditions of approval contained in the staff report.

ENVIRONMENTAL DETERMINATION

A Negative Declaration (Exhibit A) has been prepared and has been determined to be the appropriate level of environmental review based upon the initial study prepared for the project. The initial study determined the proposed development is an infill commercial development surrounded by commercial development on all sides and that no evidence has been presented to staff which would suggest that the proposed development will result in a significant impact to the environment.

PUBLIC OUTREACH

In August 2012, the applicant hosted an open house for the community at the proposed project location. The applicant gave a brief presentation on the proposal and answered questions and took feedback from those in attendance. The open house was attended by approximately 100 people, many from the neighboring businesses, Northwest Neighborhood Association, and other interested parties. Information gathered at this gathering was used in designing the project.

The applicant submitted the application package in October 2012 and soon thereafter the City provided project information to Neighborhood Associations #1 and #4. At the time of writing of this report no formal comments have been received from either group although NA #1 acknowledges discussing the project with some members. Two emails were received on the project, one from Jack Sales regarding the lighting (discussed earlier) and one from Debbie Tobar who stated her objection to the project. Copies of email communications are provided as Attachment 3.

Additional public outreach was provided through the posting of the project under the "Current Happening" section of the City's website and the posting of the site with a development proposal notification sign. A meeting notice was mailed to property owners within 500 feet of the site and a notice was also sent to the Sacramento Bee for publishing.

RECOMMENDATION

Based upon the findings listed below, staff recommends that the Planning Commission make the following motions:

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

- A. Recommend that the City Council adopt Resolution 2013-____, adopting the Negative Declaration as the appropriate level of environmental review for the project;
- B. Recommend that the City Council approve Ordinance Text Amendment 2013-____ to amend Zoning Code Sections 106.26 and 106.42.020.C; and
- C. Recommend that the City Council approve Use Permit UP-12-06 to allow the relocation of two existing cardrooms and approve Design Review Permit Modification DRPMOD-12-09 for the proposed building renovations at 6510 and 6508 Antelope Road.

Ordinance Text Amendment Findings

- The proposed amendment to modify the Zoning Code to add cardrooms as permitted by Use Permit within the SC zone and to add cardrooms as an allowable distance exception from consideration points in regards to alcohol sales, is consistent with the General Plan; and
- The proposed amendment to modify the Zoning Code to add cardrooms as permitted by Use Permit within the SC zone and to add cardrooms as an allowable distance exception from consideration points in regards to alcohol sales, would not be detrimental to the public, interest, health, safety, convenience, or welfare of the City.

Use Permit Findings

- The proposed cardrooms/restaurant/bar use is allowed within the Special Planning Area and SC zoning district and complies with all other applicable provisions of the Zoning Code and Municipal Code.
- The proposed cardrooms/restaurant/bar use is consistent with the General Plan and the Antelope Crossing Transformation Plan.
- The design, location, size, and operating characteristics of the cardrooms/restaurant/bar are compatible with the existing and future land uses in the vicinity.
- The site is physically suitable for the cardrooms/restaurant/bar use, including access, utilities, and the absence of physical constraints.
- Granting the permit would not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zoning district in which the cardrooms/restaurant/bar project is located.

Design Review Permit Findings

- The proposal for the cardrooms/restaurant/bar complies with the Design Review section and all other applicable provisions of this Zoning Code.
- The proposal for the cardrooms/restaurant/bar provides architectural design, building massing and scale, and street and lot layout in the case of a subdivision, that are appropriate to and compatible with the site surroundings and the community.

- The proposal for the cardrooms/restaurant/bar provides attractive and desirable site layout and design, including building arrangement, exterior appearance and setbacks, drainage, fences and walls, grading, landscaping, lighting, signs, and etcetera.
- The proposal for the cardrooms/restaurant/bar provides safe and efficient public access, circulation and parking, including bicycle and pedestrian accommodations where appropriate.
- The proposal for the cardrooms/restaurant/bar provides appropriate open space and landscaping, including the use of water efficient landscaping.
- The proposal for the cardrooms/restaurant/bar is consistent with the General Plan, and the Antelope Crossing Transformation Plan.
- The cardrooms/restaurant/bar complies with all applicable design standards in Chapter 106.31 (Design Standards), and/or other applicable City design guidelines and policies.

CONDITIONS OF APPROVAL FOR USE PERMIT
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- 1) The applicant shall comply with all laws of the State of California, including State gaming laws, all City of Citrus Heights Codes and Regulations, including but not limited to the Citrus Heights Municipal Code and Zoning Code, and Sacramento County Environmental Health Department standards.
- 2) The use approved by this action is to allow the 24-hour operation of two separate cardrooms with a restaurant and bar service as permitted by the State of California. The project shall operate as described herein and as shown in Exhibits A through L as conditioned below. Minor changes to the project may be approved by the Community and Economic Development Director provided such changes are consistent with the overall description of the project approved herein. (Planning)
- 3) This Use Permit allows the City's two existing cardrooms, 5948 Auburn Boulevard and 7433 Greenback Lane, to relocate to a new location at 6508/6510 Antelope Road. The Use Permit does not provide an increase in the number of gaming licenses nor the number of gaming tables currently allowed within the City of Citrus Heights. At no time shall the existing locations (5948 Auburn Boulevard and 7433 Greenback Lane) operate concurrently with 6508/6510 Antelope Road location.
- 4) 6508 Antelope Road shall maintain no more than 15 gaming tables. If State law allows for an increase in gaming tables, then the applicant is required to apply for a Use Permit Modification with the Planning Division. (Planning)
- 5) 6510 Antelope Road shall provide no more than 15 gaming tables. If State law allows for an increase in gaming tables than the applicant, is required to apply for a Use Permit Modification with the Planning Division. (Planning)
- 6) Gaming, including gaming tournaments, shall only occur within the areas defined on the floor plan as Main Hall, Cal Games, and Poker Room. Other entertainment activities shall not occur within these gaming areas. (Planning)

- 7) The approval of this Use Permit shall expire two (2) years after the date of its initial approval, unless a building permit has been issued for work described in the project. After the permit has been exercised, it shall remain valid and run with the land as regulated by the Zoning Code. (Planning)
- 8) The project shall operate in accordance with the submitted security plan, Exhibit K. Any modifications to the plan shall be approved in advance by the Chief of Police in writing. The Police Chief, in consultation with the Community and Economic Development Director, has the authority to mandate a revised security plan, up to and including an increase in the number of security personnel. (Police)
- 9) Applicant agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person not a party to this permit challenging the validity of the Permit or any Project Approval or any Subsequent Project Approval, or otherwise arising out of or stemming from this Permit. Applicant may select its own legal counsel to represent Applicant's interests at Applicant's sole cost and expense. The parties shall cooperate in defending such action or proceeding. Applicant shall pay for City's costs of defense, whether directly or by timely reimbursement on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other proceeding, plus staff and time of the City Attorney's Office spent in regard to defense of the action or proceeding. The parties shall use best efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel and Applicant agrees to pay directly or timely reimburse on a monthly basis City for all such court costs, attorney fees, and time referenced herein.(Planning)

CONDITIONS OF APPROVAL FOR DESIGN REVIEW PERMIT MODIFICATION

General Conditions

- 1) The applicant shall comply with all laws of the State of California, including State gaming laws, all City of Citrus Heights Codes and Regulations, including but not limited to the Citrus Heights Municipal Code and Zoning Code, Uniform Building Code; Uniform Fire Code and Sacramento County Environmental Health Department standards.
- 2) The development approved by this action is described herein and as shown in Exhibits A through L and as conditioned below. Minor changes to the design of the project may be approved by the Community and Economic Development Director provided such changes are consistent with the overall design as approved herein. (Planning)
- 3) The approval of this Design Review Permit shall expire in two (2) years after the date of its initial approval, unless a building permit has been issued for work described in the project. After the permit has been exercised, it shall remain valid and run with the land as regulated by the Zoning Code. (Planning)
- 4) The applicant shall comply with all City of Citrus Heights Codes and Regulations, including but not limited to the Citrus Heights Municipal Code and Zoning Code, Uniform Building Code; Uniform Fire Code and Sacramento County Environmental Health Department standards.

Conditions Required Prior to Issuance of Building Permit

- 5) A parking agreement shall be recorded between this center and the center to the south, known as 6454 Tupelo Drive. This agreement shall be reviewed and approved by the Planning Division prior to being filed with the Sacramento County Recorder's Office. A recorded copy must be provided to the Planning Division prior to issuance of a Building Permit. This agreement shall state that the parking spaces are committed until such time that all property owners involved in the Agreement receive written verification from the City of Citrus Heights that the land uses no longer require the off-site parking spaces. (Planning)
- 6) The applicant shall submit a plan for approval by the Planning Division that provides appropriate landscaping within the planter that is adjacent to the off-site parking area along the northwest property line. (Planning)
- 7) Additional sewer impact fee may be required and must be paid before issuance of the permit. Contact PSU at 916-876-6100 for further information on sewer impact fee. (SASD)

Conditions Required Prior to Final of Building Permit

- 8) The applicant shall work with the Planning Division to determine the appropriate location for the installation of bicycle racks in accordance with Section 106.36.060 of the Zoning Code. (Planning)
- 9) The applicant is responsible for permitting and construction of the following road improvements. The applicant shall submit plans to the City of Citrus Heights Engineering Division prior to submittal to CalTrans. The applicant shall show proof of plan submittal to CalTrans prior to the release of the building permit. If the work is not completed prior to occupancy, the Applicant shall bond (150% of the engineers estimate) with the City for these improvements prior to building occupancy.
 - a) Extend approximately 100' the westbound left-turn pocket on Antelope Road at Lichen Drive to a total length of 300 feet.
 - b) Re-stripe the westbound lanes on Antelope Road between the I-80 WB Off-Ramp and Lichen Drive to include three (3) thru lanes (11-ft minimum width), 4" Right edge line, and all necessary legends and markings.
 - c) Re-stripe the eastbound lanes on Antelope Road between Lichen Drive and the stop bar at the I-80 WB Off-Ramp to include three (3) thru lanes (11-ft minimum width) and all necessary legends and markings. (Engineering)
- 10) The applicant shall provide enhanced intersection striping and signage for the internal site intersection south of the Antelope Road/Lichen Drive/Project Driveway intersection. The striping plan shall be approved by the City of Citrus Heights prior to installation and the plan shall include the following:
 - a) Delineation of dedicated left and through/right lanes on the southbound approach.
 - b) STOP bars / signs on the northbound, eastbound, and westbound approaches.
 - c) Signs at the eastbound and westbound approaches indicating that "Traffic from Left (Right) Does Not Stop" [W4-4aP (Left) and W4-4aP (Right)]

- 11) The applicant shall work with the Engineering Division to increase the maximum green time for the westbound left-turn lane movement at the antelope Road/Lichen Drive/Project Driveway intersection from 18.5 seconds to 24.5 seconds. (Engineering)
- 12) The applicant shall screen all roof mounted equipment. Rooftop screening of mechanical equipment shall be provided through architectural design of the building elevations. (Planning)
- 13) The walls of the trash enclosures shall be treated with anti-graffiti coating.(Planning)
- 14) Prior to the Final of Building Permits, the applicant shall call for inspection by the Planning Division to verify compliance with the approved plans.(Planning)
- 15) The property is currently connected to public sewer. Sewer service shall continue to be provided by SASD infrastructure to the existing sewer service lateral. Required modifications, if any, shall be to the satisfaction of SASD. SASD Design Standards apply to any sewer construction and/or modification. (SASD)
- 16) Demonstrate the existence of, and if needed, abandon the existing easement along the subject property's north boundary and grant SASD a sewer access and maintenance easement along the existing sewer pipeline near the property's north boundary. Easements from adjoining parcels are not required. The sewer easement shall be dedicated to SASD, in a form approved by the District Engineer. All SASD sewer easements shall be at least 20 feet in width and ensure continuous access for installation and maintenance. Easement documents must be submitted before approval of the improvement plan and/or issuance of the building permits. (SASD)
- 17) The applicant shall comply with the requirements of California American Water. Specifically the applicant shall comply with the following:
 - a) Fire protection facilities and requirements will need to be determined by the Sacramento Metropolitan Fire District.
 - b) Any existing steamer fire hydrant and fire sprinkler connections that do not meet the current standards and require replacement by the Applicant at the Applicant 's expense.
 - c) Any existing metered water service and backflow prevention assemblies do not meet the current District standards and will require replacement by the Applicant at the developer's expense.

Site Maintenance

- 18) Parking lot surface and striping shall be maintained in good repair. (Planning)
- 19) Any graffiti shall be removed within 24-hours (Planning)
- 20) Outdoor lighting shall be maintained in good working order. (Planning)
- 21) All landscaping shall remain watered and in a healthy condition. (Planning)

- 22) Ensure that addressing for the project is clearly indicated. Approved numbers or addressed shall be not less than six inches and shall be mounted immediately adjacent to a light source and shall also contrast with their background. (Fire)
- 23) The project shall provide clear and easy accessibility and connectivity for all transit users, including those with disabilities.(RT)
- 24) Applicant agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person not a party to this permit challenging the validity of the Permit or any Project Approval or any Subsequent Project Approval, or otherwise arising out of or stemming from this Permit. Applicant may select its own legal counsel to represent Applicant 's interests at Applicant 's sole cost and expense. The parties shall cooperate in defending such action or proceeding. Applicant shall pay for City's costs of defense, whether directly or by timely reimbursement on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other proceeding, plus staff and time of the City Attorney's Office spent in regard to defense of the action or proceeding. The parties shall use best efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel and Applicant agrees to pay directly or timely reimburse on a monthly basis City for all such court costs, attorney fees, and time referenced herein. (Planning)

Attachments:

- ~~1) Vicinity Map~~
- ~~2) Colored Plan Set 11x17~~
- ~~3) E-mails from Debbie Tobar/Tonya Wagner/Jack Sales (including applicant's response)~~
- ~~4) Greenhouse Gas Reduction and Environmental/Sustainable Measures~~
- ~~5) Traffic Study~~

Exhibits:

- ~~A. Resolution w/ Negative Declaration~~
- ~~B. Ordinance w/Text Amendments~~
- ~~C. Project Description~~
- ~~D. Nighttime Simulation and Materials A.50~~
- ~~E. Site Plan A1.0~~
- ~~F. Floor Plan A2.0~~
- ~~G. Elevation Plan A4.0~~
- ~~H. Landscape Plan L1.0~~
- ~~I. Lighting Plan LT1.0~~
- ~~J. Photometric Site Plan LT2.0~~
- ~~K. Security Plan~~



North

CITY OF CITRUS HEIGHTS

Cardroom Relocation
6510 Antelope Road
File Numbers
OTA-12-02, UP-12-03, DRPMOD-12-09

Scale: None

Attachment 1

Attachment 2

Refer to Exhibits D through J

Bermudez, Alison

From: Debbie Tobar [dbjingsl_52@yahoo.com]
Sent: Friday, October 26, 2012 9:51 AM
To: Planning
Subject: Concerned with Lucky Derby/Phoenix project.

To Citrus Heights Planning Department:

Thank you for listening to my concerns on the Masis Kevorkian , Kings Casino project (Lucky Derby & Phoenix)

My concerns is that this will be located in a large housing track community. Right now they are on a Business strip, With other business somewhat away from homes. My concern is crime, Prostitution, Drugs, and even Home foreclosures, people spending their house payment or rent check because it is so convenient, In walking distance from their homes ect. This in my opinion would hurt the neighborhood ALL along Antelope. Auburn Blvd has reaped the effects of this sort of business , such as Night clubs, strip joints, card rooms ect... This area of Citrus Heights is very run down, heard of prostitution, and crimes. Why move that in our housing track? It is not of a business that give to the community but that will take from our community. My opinion Bad business decision for Citrus Heights. Thank you for listening to my concerns. If you can keep me update on this issue you can email me at dbjingsl_52@yahoo.com Thanks again. Debbie T.

Bermudez, Alison

From: Tonya <tkwagner@rcsis.com>
Sent: Monday, February 11, 2013 9:41 PM
To: Bermudez, Alison
Subject: Casino Project

Alison

I have talked to several people pertaining to the proposed Casino Project for Area 1, Northwest Neighborhood but do not feel I have touched on enough of the residents to write a letter confirming for the entire neighborhood. Of the ones that I have talked with there has been little concern and much wishful thinking about getting something, anything started in our neighborhood. Jack Sales had a couple of issues and was to write you concerning them. Generally speaking the residents that I have talked to have been very positive. Go for it.

Tonya

Bermudez, Alison

From: jesales@surewest.net
Sent: Friday, February 08, 2013 4:46 PM
To: Bermudez, Alison
Subject: Comments Lighting 6510 Antelope Rd.

I have reviewed the information you sent me.

I have no Point to Point with the lighting plan and I am concerned that the design my result in excessive lighting levels. As I have stated many time, no lighting plan should exceed the maximum energy levels allowed by Title 24 Outdoor Lighting Standards.

These standards take into account the lighting environment and application and provide an adequate energy budget to do a proper lighting design.

Again based on the number of fixtures I see in the lighting plan the freeway side appears to be over lit and will result in the entire building being a advertisement.

For example IESNA RP-20-98 Lighting for Parking Facilities, recommended Illuminance values for parking lots is, 0.2fc Minimum Horizontal Illuminance and 1fc average. Basic design suggests 1fc average. With consideration of enhanced security 0.5fc min. and 2.5fc average is sited.

IESNA RP-33-99 Lighting for Exterior Environments on page 39 recommends Sidewalks in Commercial Areas be illuminated to an average of 2fc.

The Citrus Heights code requires a minimum of 1fc average, exceeding 2,2.5 or 3.0 fc should be consider excessive.

Comments regarding fixtures (luminaires) -- The fixture selection appears very good (fully shielded) with the exception BEGA 8304 which has minimal up light but not enough to be of concern. I have encountered this and similar fixtures in the past feel they are OK for most of the applications I have seen.

I note the cut sheet has the BUG Rating with a UL and UH of only 0.1% of lamp Lumens which is very good but not zero. This is mostly due to reflections from the top mounting brackets.

Comments regarding existing lighting --

Most important is removal of all flood lights as indicated in the lighting plan and identified as Lighonia TFR 250s TA TB. This is most welcome and as these flood lights should never been allowed.

In addition flood light on top of the building should also be noted and removed.

I assume the to be the case as the exterior is being updated.

Requested Conditions and suggestions--

1. Because the BEGA 8304 (FX2) has a tillable reflector it should be required to permanently position the reflector flat (horizontal).

2 Because the applicant has chosen KIM Lighting as the major lighting manufacturer, I suggest that the KIM LED Altitude or LED versions of the Form9, Entablature, and Archetype be considered for the parking lot luminaires.

LED technology also known as Solid State Lighting (SSL) has an advantage in that the uniformity is very good and eliminates bright spots. In addition SSL is easy to Bi-Level which allows considerable energy savings.

With the increased uniformity and use of Bi-Level controls enhanced security can be realized.

The following fixtures FX1, FX1A, FXA and FXB are the primary application but others could be included.

3. The BEGA Bounce LED BNS1 3500K could replace the BEGA 8304 (FX2).

4. Additional opportunities exist to use LED and Bi-Level LED technology to achieve additional energy savings.

5. As always any use of LED should be specified to have no more that 3000K color temperature (CCI) and only in extreme cases 4000K CCI and never LED lighting with over 4000k such as 5500K or 6000K.

Regards
Jack Sales
NNA (Area 1)

Bermudez, Alison

Jack Sales Response from Applicant

From: Bermudez, Alison
Sent: Thursday, March 07, 2013 8:18 AM
To: 'jesales@surewest.net'
Subject: Response to Comments re:Cardroom Lighting
Attachments: Pages from StonesCasino_PlanningDeptResponse_130306_small.pdf

Good morning Jack,

I wanted to follow-up with you regarding the comment you submitted on the cardroom project at 6510 Antelope Road. I forwarded your comments to the applicant and they worked with their lighting consultant and responded as listed below. I have also attached the revised sheets LT1 and LT2 for reference. Please let me know if you have any follow-ups.

Alison

Response To Email Comments (Summarized Comments below in bold with the response indicated after the colon)

Illuminance calculation: a point by point illuminance calculation indicating maintained illuminance levels was issued previously for review (12.20.12). Since the architecture has been revised, the calculations have been updated. Please see attached lighting calculation on sheet LT-2.00.

Energy code compliance: Lighting has been designed to be within Title 24 lighting power density allowances. I have attached the Title 24 worksheet. In an effort to be conservative we did not include the initial wattage allowance (IWA) because this is an existing site (and the existing pole mounted luminaires with cut off optics are being re-used); also **not** included is any additional wattage allowed for enhanced security or ornamental lighting--this means that the project actually is allowed more installed watts than indicated in the worksheet. Our project's total installed watts will be 4,228 watts which is less than what we are allowed (6,604 watts allowed). I am happy to share the drawings indicating how these numbers were derived if the reviewer would also like these for review. Another part of energy code compliance is the Mandatory Measures Note Block which has been added to sheet LT-1.00.

Target illuminance levels: As the reviewer has rightly indicated we are treating this as an enhanced security project (it is a casino and if someone wins a lot of money they should feel safe when exiting). We also are trying to use as much of the existing cut off pole mounted pulse start metal halide luminaires as possible. New pole mounted luminaires have been added as sparingly as possible and only when needed to fill in areas where the existing light levels within the site are 0 fc. Per the energy code, lighting will be controlled such that 50% is off when not needed (this will be achieved with checkerboard switching).

Existing flood lights being removed: Correct and noted as such on drawings.

1. Bega Fixture: The request to specify a modified version with a fixed (non-tiltable) head will be complied with.

2. Fixture reselection/other Kim Lighting LED luminaires: Thank you for the feedback. This was considered and is cost prohibitive (we are adding only (6) parking lot pole mounted luminaires to match the existing and a few Bega pedestrian scale poles closer to the building; your proposal would require the Owner shoulder the cost of demolishing and disposing of all of the existing poles and then replacing all of them).

3. Bega Bounce: That part number does not look like a Bega part number. Typically their nomenclature is four numbers followed by letters that describe the source used. We can review the option you are proposing but we would need clearer direction. Can you please double check the part number?

4. Switching of LEDs: Thank you. Energy savings to be achieved through use of time clock controls

and checkerboard switching.

5. CCT of LEDs: It is unclear where this requirement is noted but will comply.

Please let me know if there are additional comments or if you or anyone else has questions or requires additional information.

Best regards,

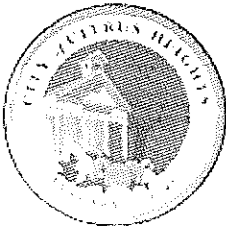
Heather Libonati, LC

luminesce design

O: 424.228.5509

C: 310.403.2319

www.luminescedesign.com



Alison Bermudez

Associate Planner

City of Citrus Heights

6237 Fountain Square Drive

Citrus Heights, CA 95621

916-727-4741 (voice)

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abermudez@citrusheights.net

www.citrusheights.net

"The City of Citrus Heights is committed to providing high-quality, economical, responsive services to our community."



The City of Citrus Heights is dedicated to reaching sustainability goals set forth in its Greenhouse Gas Reduction Plan (GHGRP). Community participation is key - to learn how you can help, visit <http://green.citrusheights.net/>.

CCS ARCHITECTURE

March 7, 2013

Attn: Alison Bermudez
Associate Planner
City of Citrus Heights
6237 Fountain Square Drive
Citrus Heights, CA 95621

CC: Masis Kevorkian, Monarch Group
Ryan Stone, Monarch Group

Project Name: Stones Casino
Project Address: 6510 Antelope Road, Citrus Heights, CA 95621

Subject: Summary of Project Actions for Greenhouse Gas Reduction and
Environmental/Sustainable Measures

Dear Mrs. Alison Bermudez:

Please find the below the summary overview of the project's environmental and sustainability measures, including actions for greenhouse gas reduction, light pollution reduction, and recycled and sustainable materials specified for the project.

- **Parking Lot Area:** Minimize parking lot area by providing motorcycle parking.
- **Materials and Resources:** The buildings floors, solid pre-fabricated "tilt-up" concrete panel walls and building roof structure will be reused. A new, more energy-efficient roof system will be installed over the existing roof structure. This includes utilizing ecological-sensitive materials for site fencing used at designated exterior trash enclosure gates, exterior storage and exterior smoking areas. In place of typical wood materials, the site fencing is to be constructed with Resysta, a "fiber reinforced hybrid" product called Resysta that very closely looks and feels similar to natural wood and that is defined as an "extruded composite consisting of a proprietary blend of approximately 60% rice husks, 22% common salt and 18% mineral oil". The advantages are a look and feel of natural wood product with greater durability and resistance to wear from use and weather, using wood-free technological innovation. The project will also source local materials and resources, where feasible.
- **Water Efficiency:** Building to be upgraded to more efficient faucets, fixtures and fittings inside and water-wise landscaping and automatic irrigation systems outside (Citrus Heights Municipal Code 106.34.050-C).
- **Site and Exterior Lighting:** To address light pollution reduction and energy efficiency and consumption the lighting systems have been designed with energy efficient sources that respect the Night Sky and neighboring properties. Lighting levels are designed in accordance with the Illuminating Engineering Society's recommendations and all fixtures are shielded or aimed down. Pulse start metal halide (efficacy of 96 lumens per watt) light fixtures illuminate the parking lot; ceramic metal halide (efficacy of 100 lumens per watt) luminaires light the pedestrian paths close to the building. Where metal halide could not be used, infrared halogen (higher efficiency halogen technology) is used or luminaires are controlled such that they are only on when needed.
- **Landscape:** The parking lot tree shading calculations have been added to the site plan, indicating enough tree coverage to meet the 50% shade requirements in 10 years. Shrubs and trees have been added to the landscape plan to bring the planters in compliance with section (Citrus Heights Municipal Code 106.34.050). Currently the trees proposed to be removed in the parking lots do not provide enough

coverage to meet the shade requirements. The trees to be removed are being replaced with bigger trees that will now provide more shade and will meet the 50% parking lot shade requirement.

- Energy and Atmosphere: The project will be designed to utilize building controls with energy-use monitoring capabilities to ensure efficient design, construction and operations. This includes specifying energy-efficient equipment, systems and lighting.
- Indoor Environmental Quality: the project will implement design strategies to provide thermal comfort and daylighting issues by maintaining energy-efficient glazing and exterior solar shading at south-facing glazed curtain walls. They will be balanced with daylighting and thermal comfort solutions that take advantage of passive air quality and temperature control where feasible.

Please do not hesitate to contact me with any questions regarding the responses submitted above. I would be glad to offer further assistance or clarification as required

Respectfully submitted,

Andre Krause

CCS Architecture

O: 415-864-2800 x308

E: akrause@ccs-architecture.com

TECHNICAL MEMORANDUM

Date: January 9, 2013
To: Alison Bermudez & Kevin Becker, City of Citrus Heights
From: John Gard, PE, and Marissa Harned, Fehr & Peers
Subject: **Traffic Study for Proposed Casino, Bar, and Grill on Antelope Road**

RS12-3057

This technical memorandum summarizes level of service and queuing analysis we performed for the proposed Casino, Bar, and Grill to be located at 6510 Antelope Road in Citrus Heights, California. The proposed project is located on the south side of Antelope Road, directly west of Interstate 80 (I-80). Based on the current site plan, project consists of a 23,600 square-foot building that would include a restaurant/bar and gaming floor space. Seating would be provided for 180 restaurant patrons and 270 cardroom patrons.

Study recommendations may be found on pages 14-15.

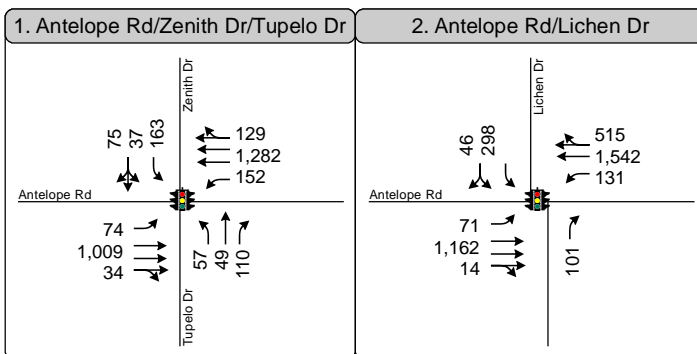
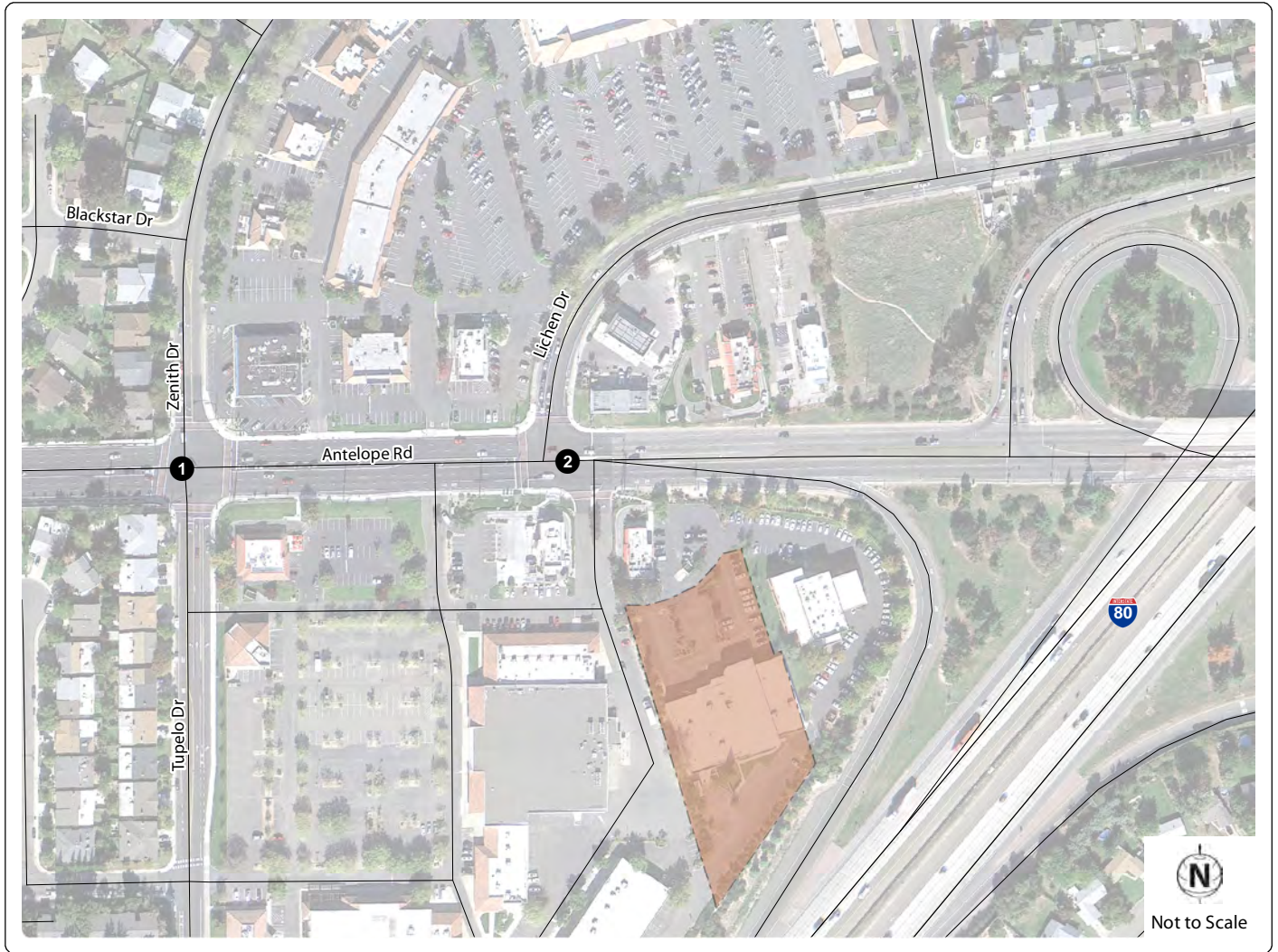
EXISTING CONDITIONS

We performed intersection level of service and queuing analysis for the weekday PM peak hour¹ at the following study intersections:

- Antelope Road/Lichen Drive/Project Driveway
- Antelope Road/Zenith Drive/Tupelo Drive

Existing intersection turning movement counts were collected from 4:00 PM to 6:00 PM on Wednesday, November 7, 2012. Weather conditions were good and roads were dry when the counts were collected. The count sheets are provided in the Attachments. Figure 1 shows the existing traffic volumes.

¹ The PM peak hour was selected for evaluation (versus the AM peak hour) because casino/cardrooms are known to generate more traffic during this period.



LEGEND

- Turn Lane
- PM** Peak Hour Traffic Volume
- 1** Study Intersection
- Traffic Signal
- Project Site

PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS - EXISTING CONDITIONS

FIGURE 1



INTERSECTION LEVEL OF SERVICE ANALYSIS

Intersection level of service analysis was performed using the SimTraffic micro-simulation software, which utilizes the *Highway Capacity Manual* (HCM) methodology. SimTraffic is a valuable tool when analyzing congested or closely spaced intersections because it considers the effects of queue spillbacks on adjacent intersections, coordinated signal timing, lane changing, and other travel behaviors on corridor operations.

The two study intersections are spaced approximately 580 feet apart and feature coordinated traffic signal timings. Field observations revealed that consistent eastbound-westbound bandwidths of green time were not always provided for the Antelope Road approaches. Signal timings plans and field observations revealed cycle lengths of approximately 2 minutes at each intersection. The westbound approach of the Antelope Road/Lichen Drive intersection includes one left-turn lane, one through lane, and one shared through/right-turn lane; however, the shared through/right-turn lane and adjacent Class II bike lane are approximately 26 feet wide. Some motorists were observed using the extra width to make right turns and very occasionally travel through the intersection to the third receiving lane west of the intersection. A short (less than 100 foot) right-turn lane was entered into the SimTraffic model to reflect this behavior.

The delay and level of service shown in Table 1 are the results of an average of 10 simulation runs. Signal timings provided by the City of Citrus Heights were entered into the model. As shown in Table 1, both study intersections currently operate at LOS C. The technical calculations are provided in the Attachments.

TABLE 1 EXISTING LEVEL OF SERVICE RESULTS			
Intersection	Movement	Existing Conditions	
		Delay (sec./veh.)	LOS¹
Antelope Rd/Zenith Dr/ Tupelo Rd	Overall Intersection	26	C
Antelope Rd/Lichen Dr/ Project Driveway	Overall Intersection	26	C
	WB Left-Turn	61	E
	NB Right-Turn	11	B
Notes: ¹ 11-20 seconds of delay is LOS B; 21-35 seconds of delay is LOS C; 36-55 seconds of delay is LOS D; 56-80 seconds of delay is LOS E.			



QUEUING ANALYSIS

Table 2 shows the maximum observed vehicle queues for critical movements at the Antelope Road/Lichen Drive intersection. These observations were recorded when the traffic volume data was collected.

The following vehicular queuing characteristics were observed at the Antelope Road/Lichen Drive intersection:

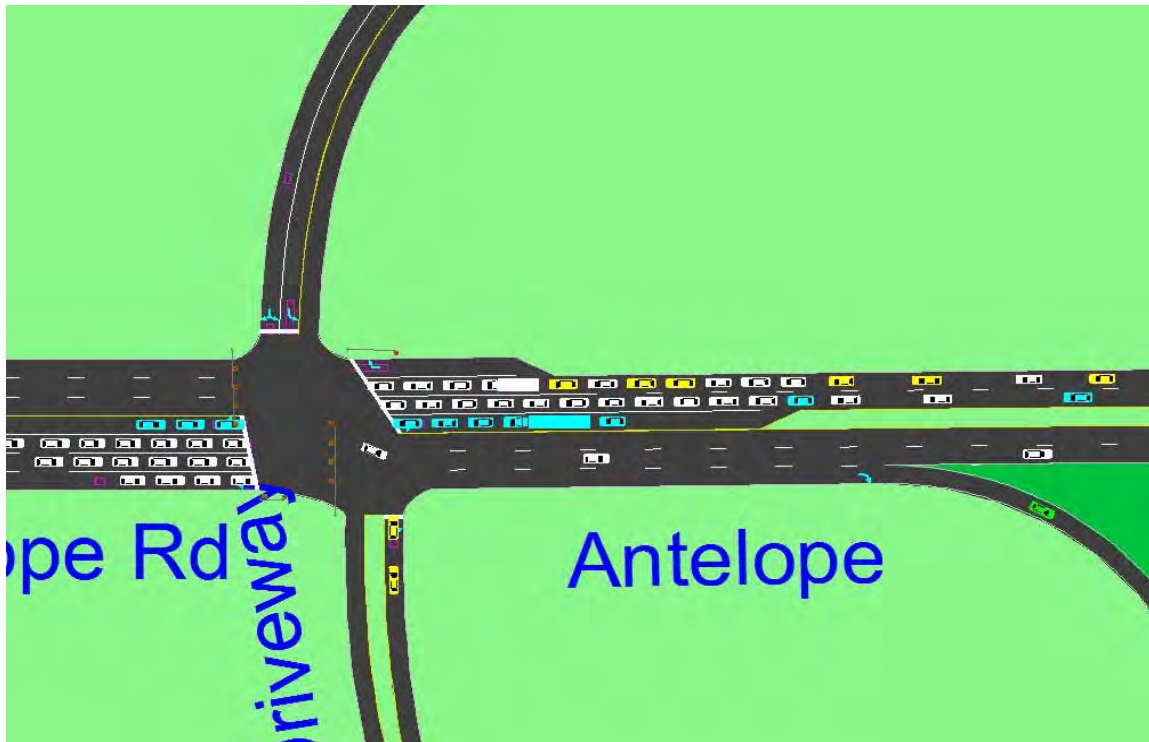
- The westbound left-turn lane had a maximum queue of 7 vehicles, which occupied the the majority of the 200-foot turn lane.
- Westbound through traffic extended beyond the I-80 WB Ramps/Antelope Road intersection, blocking access to the left-turn lane.
- Westbound queued vehicles on Antelope Road at Tupelo Drive occasionally spilled back into the Lichen Drive intersection.
- A greater proportion of eastbound Antelope Road traffic at Lichen Drive used the inside or middle through lanes, versus the through/right lane (which becomes a 'trap' lane onto WB I-80 about 350 feet beyond the intersection).

TABLE 2 ANTELOPE RD/LICHEN DR/PROJECT DRIVEWAY EXISTING QUEUE LENGTHS			
Movement	Storage Length (ft.)¹	Maximum Observed Queue vehicles (ft.)²	95th Percentile Queue³
Westbound Left-Turn	200 ft.	7 (175 ft.)	210 ft. ⁴
Westbound Through	600 ft.	24 (600 ft.)	600 ft.⁵
Northbound Right-Turn	150 ft.	5 (125 ft.)	80 ft.
Eastbound Through	450 ft.	15 (375 ft.)	340 ft.
Notes: ¹ Storage lengths for through movements were measured to the nearest upstream intersection. ² Number of vehicles was observed on Wednesday, November 7, 2012. Queue length calculated based on an average vehicle length of 25 ft. per vehicle. ³ 95 th percentile queue based on results from SimTraffic model. ⁴ Visual observations of the westbound left-turn queue shows that it does not extend beyond the 200 ft. storage pocket. The queue length results reflect left-turning vehicles that are blocked by westbound through traffic upstream of the left-turn pocket. ⁵ The westbound through queue extends beyond the upstream intersection. Bold indicates queues that extend beyond the existing storage. All storage lengths and maximum or 95 th percentile queues are "per lane".			



Table 2 also displays the 95th percentile queue length for each movement, as reported by SimTraffic. The queuing analysis was used to calibrate the SimTraffic model to existing conditions observed in the field. As shown in Table 2, the westbound left-turn queue was observed reaching 175 feet, which nearly fills the existing storage pocket length leaving room for approximately one more vehicle. The 95th percentile queue recorded in the SimTraffic analysis is 210 feet. Visual observation of the SimTraffic simulation shows that the westbound left-turn queue does not extend out of the existing pocket; however, because of the length of the westbound through movement queue, some left-turning vehicles are blocked by through traffic upstream of the left-turn pocket. These vehicles are reflected in the SimTraffic results, which show a queue length greater than the 200 foot storage pocket. In actuality, the left-turn queue in the SimTraffic analysis matches what was observed in the field and does not extend beyond the existing pocket length. Exhibit 1 shows an example of the existing queuing at the Antelope Road/Lichen Drive intersection.

Exhibit 1: SimTraffic Simulation Screen Shot – Existing Conditions



The eastbound through movement and northbound right-turn movement queues recorded in SimTraffic are within approximately 1-2 vehicles of the observed queues lengths recorded in the field. The westbound through movement queue was observed extending beyond the upstream intersection, which is also shown in the SimTraffic results. Therefore, the SimTraffic model has been accurately calibrated to match existing conditions.



PROJECT TRAVEL CHARACTERISTICS

TRIP GENERATION RATES

Trip generation rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 9th Edition* (2012) are typically used to estimate the trip generation of a proposed land development. While *Trip Generation* has a Casino/Video Lottery Establishment land use category, the PM peak hour trip generation rate is based on six studies of facilities that average only 2,000 square feet (significantly smaller than the proposed project). Furthermore, the land use description of this category specifies that food service was generally not provided within the surveyed sites. Therefore, we conducted trip generation surveys at the following casinos, which are generally similar in location, size, and operation to that of the proposed project:

- Casino Royale – located at 2052 Auburn Boulevard in Sacramento, CA
- Cordova Casino – located at 2801 Prospect Park Drive in Rancho Cordova, CA

The location, size, on-site amenities, and parking associated with these casinos are described below, followed by their measured trip generation characteristics.

Comparable Casino Characteristics

Table 3 summarizes the location, size, and operating characteristics of the two comparable sites.

TABLE 3 DESCRIPTION OF COMPARABLE FACILITIES						
Project	Location	Square Footage	Parking ¹	Gaming Tables	Year Opened	Restaurant/Bar (Y/N?)
Casino Royale ^a	Adjacent to Capital City Freeway	Approx. 7,400 square feet ¹	100 off-street spaces plus on-street parking	11	2008	Yes
Cordova Casino ^b	Adjacent to US 50	20,000 square feet	147 off-street spaces	9	2010	Yes
Notes: ¹ Estimated based on based aerial imagery. Source: ^a http://playcasinoroyale.com/ ; http://california.casinocity.com/sacramento/casino-royale/ ; http://www.sfgate.com/thingstodo/article/Sacramento-s-Casino-Royale-built-for-comfort-3180435.php ^b http://www.bizjournals.com/sacramento/stories/2010/03/01/daily63.html ; and project site plan.						

As shown in Table 3, Casino Royale devotes a greater proportion of its overall facility space to gaming operations when compared to the Cordova Casino. Data regarding the size of the restaurant/bar space and back-of-house operations was not available.



Comparable Casino Trip Generation Survey Results

We conducted counts at each facility during the PM peak period (4:00 PM to 6:00 PM) on Tuesday, October 30 and Thursday, November 1, 2012 (the count data is provided in the Attachments). Table 4 summarizes the results. At each facility, conditions were slightly busier (6 to 8 percent) during the Thursday count period versus the Tuesday count period. Despite having less square footage, Casino Royale generated more PM peak hour trips than Cordova Casino.

TABLE 4 COMPARABLE FACILITY TRIP GENERATION SURVEY RESULTS									
Project	Weekday PM Peak Hour ¹								
	Tuesday, October 30, 2012			Thursday, November 1, 2012			Average		
	In	Out	Total	In	Out	Total	In	Out	Total
Casino Royale ²	52	34	86	40	51	91	46	43	89
Cordova Casino ³	26	23	49	27	26	53	27	24	51
Notes: ¹ PM peak hour occurs each day from 4:45 to 5:45 PM at Casino Royale. PM peak hour occurs each day from 4:15 to 5:15 PM at Cordova Casino. ² Includes vehicle trips using project driveway and on-street parking. ³ Includes vehicle trips using the two project driveways. Source: Fehr & Peers, 2013									

Table 5 expresses the trip generation results from Table 4 in terms of trip generation rates. Trip generation rates for each comparable facility were calculated on a "per thousand square feet (ksf)" and "per gaming table" basis. Data regarding the number of employees, restaurant/bar seats, and other potential explanatory variables were not available.

TABLE 5 COMPARABLE FACILITY TRIP GENERATION RATES					
Project	Quantity		Average PM Peak Hour Trips	Trip Generation Rates	
	ksf ¹	Gaming Tables		Trips per ksf	Trips per Gaming Table
Casino Royale	7.4	11	89	12.03	8.09
Cordova Casino	20	9	51	2.55	5.67
Average	13.7	10	70	5.11	7.00
Notes: ¹ ksf = 1,000 square feet of floor space Source: Fehr & Peers, 2013					



As shown in Table 5, the deviation in trip rates between the two sites is less when the rates are expressed on a "per gaming table" basis versus a "per ksf" basis. When the average rate of 7.00 PM peak hour trips per gaming table is used, trips generated by Casino Royale are underestimated by 13% (77 vs. 89), while trips generated by Cordova Casino are overestimated by 24% (63 vs. 51). Use of the average rate of 5.11 trips per ksf yields far less accurate results.

Based on the results in Table 5, the following trip generation rates were used for the proposed project:

- Weekday PM Peak Hour = 7 trips per gaming table
 - 53% are inbound / 47% are outbound based on comparable facility counts

PROJECT TRIP GENERATION

Table 6 shows the PM peak hour trip generation estimates for the proposed Casino, Bar, and Grill. As shown, the proposed project would generate 210 trips during the PM peak hour. The average trip generation rates developed from the data at Casino Royale and Cordova Casino included not only gaming table patrons, but also employees, deliveries, and bar/restaurant patrons (to the extent they arrived/departed during the PM peak hour). Therefore, it was not necessary to account for these users separately within Table 6,

TABLE 6 PROJECT TRIP GENERATION					
Land Use	Size	Units	Trips		
			In	Out	Total
Casino, Bar, and Grill	30	Gaming Tables	111	99	210
Source: Fehr & Peers, 2013					

PROJECT TRIP DISTRIBUTION

Project generated trips were distributed to the surrounding roadway network based on existing travel patterns within the area and the population distribution within a 10 mile radius of the project site. A map of the population distribution is provided in the Attachments. Although the exact catchment area of the project is not known, the use of a 10-mile radius provides important information regarding the potential market within a 10 to 20 minute drive.

Project trips were distributed to the adjacent roadway network based on the following distribution pattern:



- 80% travel to/from east on Antelope Road (toward I-80)
- 15% travel to/from west on Antelope Road
- 2% travel to/from south on Tupelo Drive
- 2% travel to/from north on Zenith Drive
- 1% travel to/from north on Lichen Drive

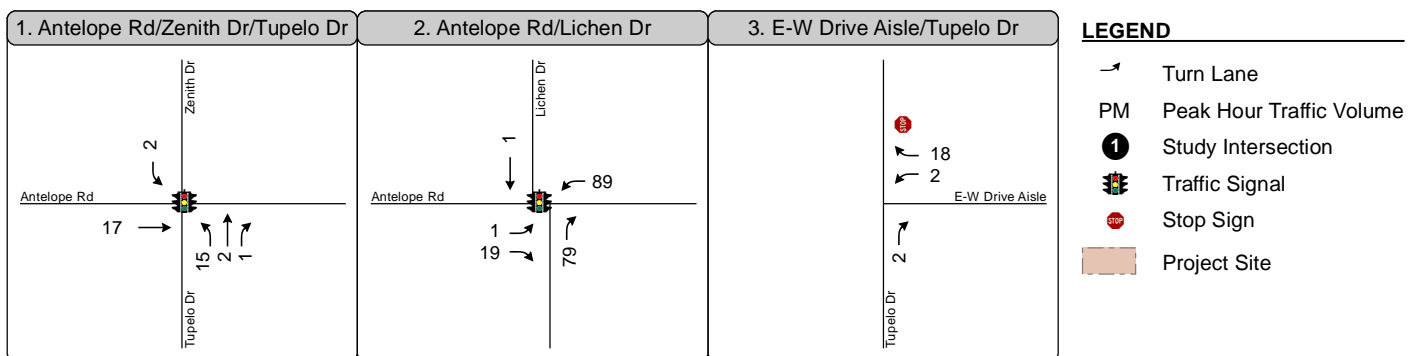
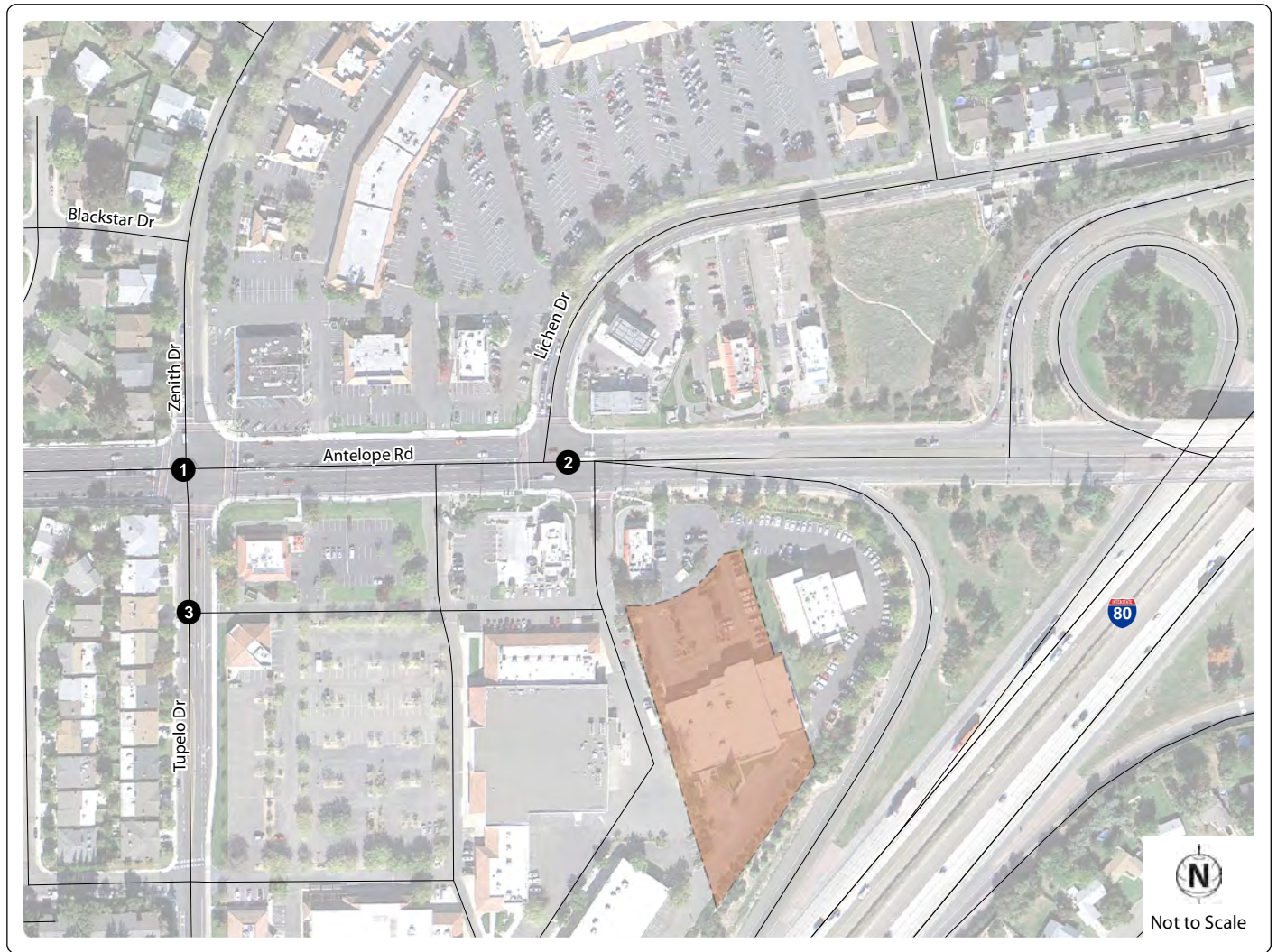
Figure 2 shows the project only trips at the study intersections. Since the northbound movement at the Antelope Road/Lichen Drive/Project Driveway intersection is restricted to right-turns only, project trips traveling westbound from the project site would need to use the Tupelo Drive/East-West Drive Aisle intersection (shown as intersection #3 on Figure 2). Project trips at this intersection are shown on Figure 2 for reference purposes only.

As shown on Figure 2, the proposed project would add 89 westbound left-turns during the PM peak hour to the Antelope Road/Lichen Drive/Project Driveway intersection. This would result in this movement increasing from 131 vehicles (today) to 220 vehicles with the project.

SIGNIFICANCE CRITERIA

On August 11, 2011, the City of Citrus Heights adopted its General Plan Update. Policy 29.2 of the General Plan specifies the following:

- The City will strive to achieve LOS E or better conditions for roadways and intersections during peak hours (these may include weekday AM, midday, and PM, as well as Saturday midday or PM). The intent of this policy is to effectively utilize the roadway network capacity while balancing the desire to minimize potential adverse effects of vehicle travel on the environment and other modes. Exceptions to the LOS E policy are allowed for roadway segments and intersections along five arterials in the City including Antelope Road east of I-80. On these five arterials, no roadway widening to provide additional vehicle capacity will be permitted. Development projects that cause an impact at these locations may also require mitigation (including, but not limited to) the following:
 - Actions that reduce vehicle trips or provide non-auto improvements to the transportation network or service.
 - Lengthening of turn pockets.
 - Signal timing modifications.



PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS - PROJECT GENERATED TRIPS

FIGURE 2



In accordance with Policy 29.2, the proposed project would have a significant impact on the roadway system if it would:

- Worsen peak hour operations at an intersection maintained by the City of Citrus Heights from LOS E or better to LOS F.

It is worth noting that the City may also place conditions of approval on proposed projects to make certain frontage or on-site improvements if warranted. Typical improvements to the transportation system may include: lengthening of turn pockets, modified traffic signal timings, driveway reconfigurations, bicycle/pedestrian/transit system enhancements, and on-site circulation improvements. A study, such as this one, is often prepared to demonstrate the nexus between project implementation and the need for the specified improvements.

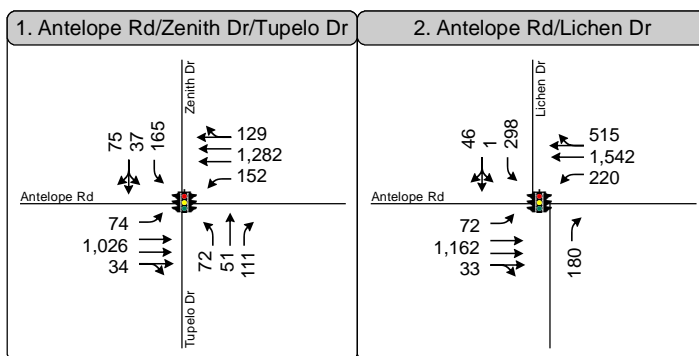
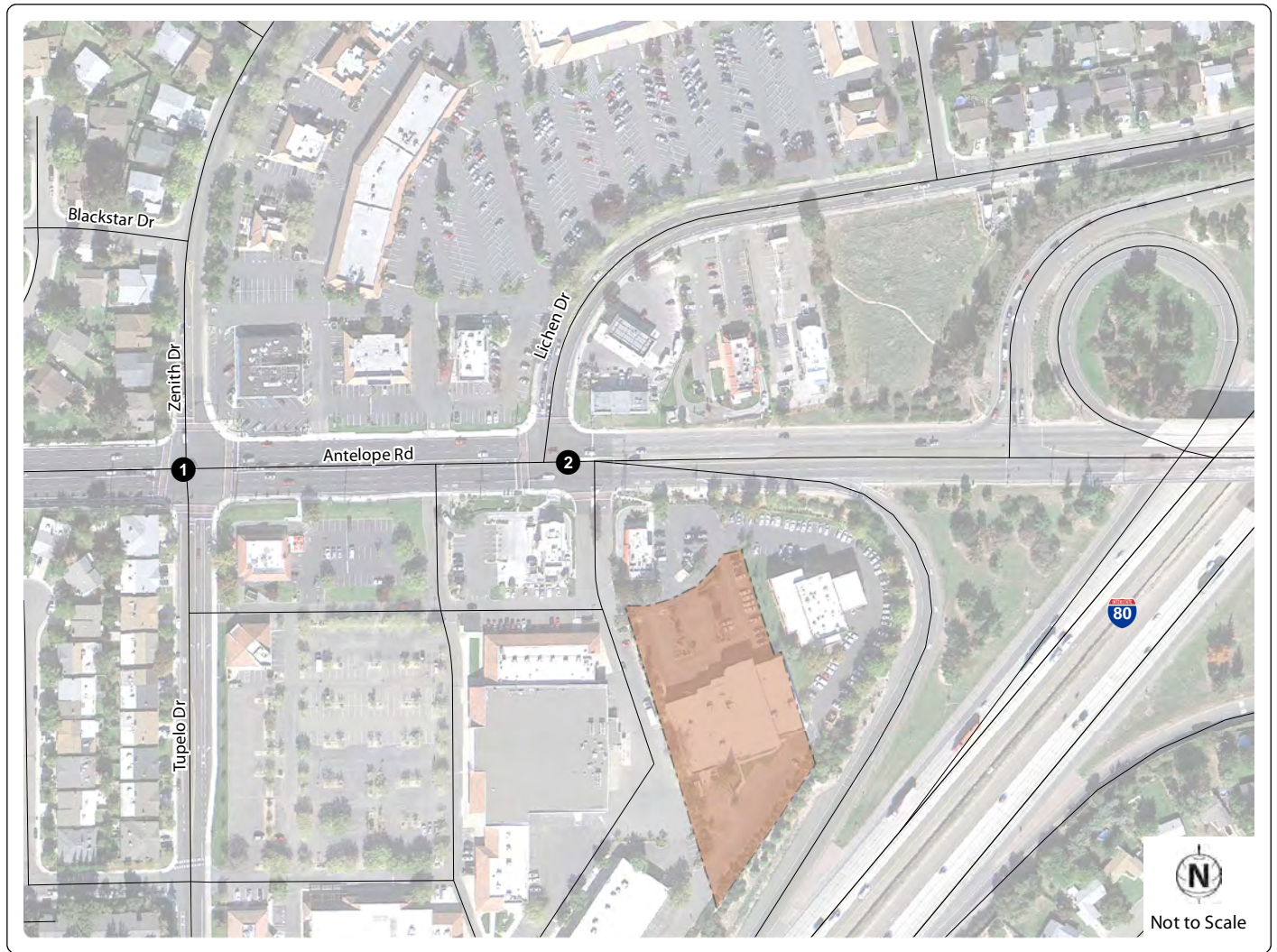
EXISTING PLUS PROJECT CONDITIONS

INTERSECTION LEVEL OF SERVICE ANALYSIS

Project generated trips were added to existing traffic volumes to yield the existing plus project conditions scenario. The existing plus project traffic volumes are shown in Figure 3. No operational changes, such as signal timing adjustments, were assumed for this scenario. Table 7 shows the level of service results (the technical calculations are provided in the Attachments).

As shown in Table 7, the project would cause modest increases in delays at the Antelope Road/Lichen Drive/Project Driveway intersection. However, operations would remain at LOS C.

TABLE 7 EXISTING PLUS PROJECT LEVEL OF SERVICE RESULTS					
Intersection	Movement	Existing Conditions		Existing Plus Project Conditions	
		Delay (sec./veh.)	LOS ¹	Delay (sec./veh.)	LOS
Antelope Rd/Zenith Dr/ Tupelo Rd	Overall Intersection	26	C	27	C
Antelope Rd/Lichen Dr/ Project Driveway	Overall Intersection	26	C	28	C
	WB Left-Turn	61	E	67	E
	NB Right-Turn	11	B	15	B
Notes: ¹ 11-20 seconds of delay is LOS B; 21-35 seconds of delay is LOS C; 36-55 seconds of delay is LOS D; 56-80 seconds of delay is LOS E.					



LEGEND

- Turn Lane
- PM** Peak Hour Traffic Volume
- 1** Study Intersection
- Traffic Signal
- Project Site

PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS - EXISTING PLUS PROJECT CONDITIONS

FIGURE 3



QUEUING ANALYSIS

Table 8 shows the existing plus project conditions queue lengths for the critical movements at the Antelope Road/Lichen Drive-Project Driveway intersection.

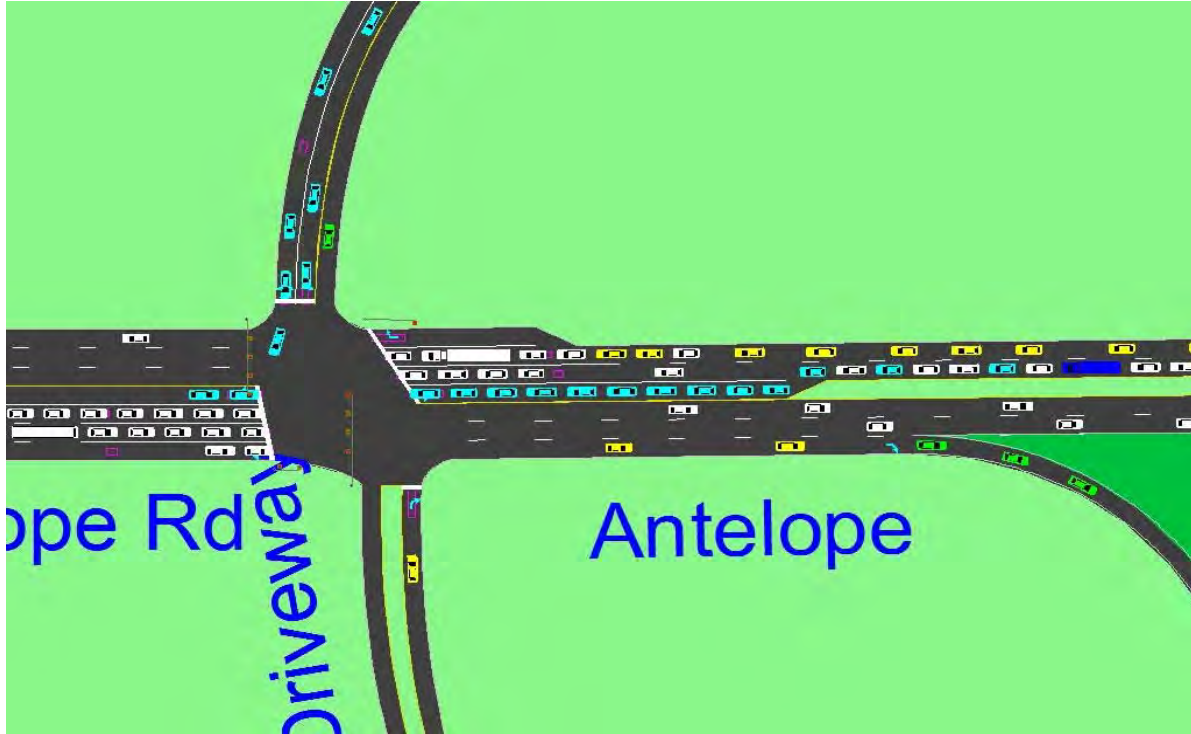
The results in Table 8 reveal the following key conclusions:

- *Development of the project would cause traffic to spill out of the westbound left-turn lane (see Exhibit 2 for SimTraffic screenshot).* The maximum green time for the westbound left-turn movement is 18.5 seconds, which is not sufficient to accommodate existing traffic plus project-generated trips. Observations of the simulation show frequent queues that do not fully dissipate (i.e. vehicles at the end of the queue do not make it through the intersection and have to sit through an additional signal cycle before clearing the intersection). Recommendations to address this situation are provided in the following section.
- *Development of the project would cause increased queuing on the project driveway approach to Antelope Road.* Traffic would queue nearly back to the first internal intersection, but would not adversely affect that intersection or public street operations.

TABLE 8 ANTELOPE RD/LICHEN DR-PROJECT DRIVEWAY EXISTING PLUS PROJECT QUEUE LENGTHS			
Movement	Storage Length ¹	95 th Percentile Queue ²	
		Existing Conditions	Existing Plus Project Conditions
Westbound Left-Turn	200 ft.	210 ft. ³	260 ft. ³
Westbound Through	600 ft.	600 ft. ⁴	600 ft. ⁴
Northbound Right-Turn	150 ft.	80 ft.	135 ft.
Eastbound Through	450 ft.	340 ft.	370 ft.
Notes: ¹ Storage lengths for through movements were measured to the nearest upstream intersection. ² 95 th percentile queues based on results from SimTraffic model. ³ The westbound left-turn lane is blocked by through queues under existing conditions. Under Existing Plus Project conditions, vehicles spill out of the left-turn lane. ⁴ The westbound through queue extends beyond the upstream intersection. Bold indicates queues that extend beyond the existing storage. All storage lengths and 95 th percentile queues are "per lane".			



Exhibit 2: SimTraffic Simulation Screen Shot – Existing Plus Project Conditions



RECOMMENDATIONS

Since the project would not cause a significant impact at either study intersection, it is consistent with Policy 29.2 of the General Plan. However, the following recommendations are offered to address the expected vehicular queuing problem caused by the project in the westbound left-turn lane at the Antelope Road/Lichen Drive/Project Driveway intersection (see Figure 4):

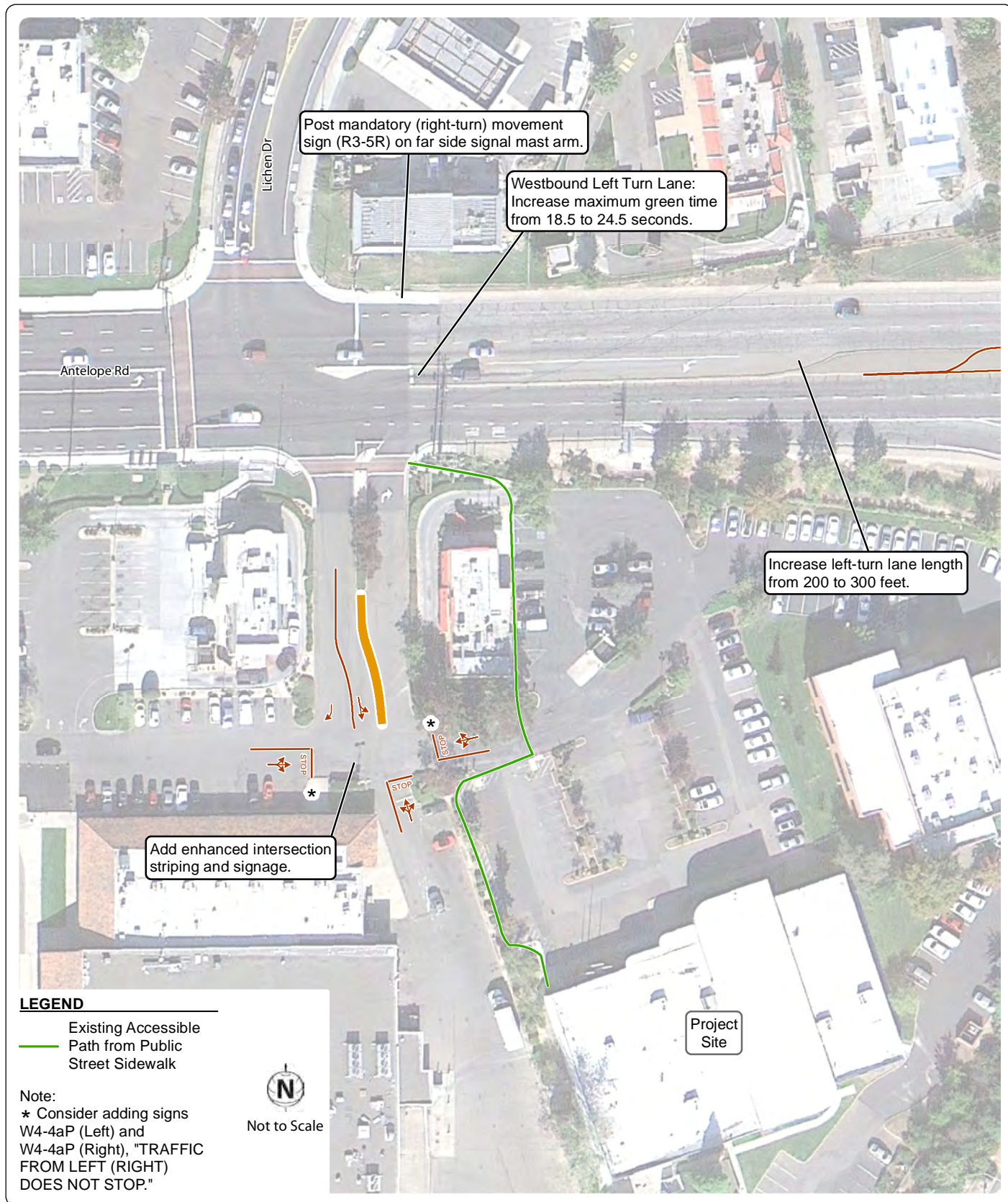
- *Increase the westbound left-turn pocket length at the Antelope Road/Lichen Drive/Project Driveway intersection from 200 feet to 300 feet.*
- *Increase the maximum green time for the westbound left-turn movement at the Antelope Road/Lichen Drive/Project Driveway intersection from 18.5 seconds to 24.5 seconds.*

The effects of these changes were modeled using SimTraffic. These modifications would reduce average delays in the westbound left-turn lane, provide adequate green time to enable all queued vehicles to clear the intersection during the green phase, and supply sufficient storage for the 95th percentile queue length (i.e., traffic would not spill into the adjacent through lane). Furthermore, these improvements would not adversely affect other intersection turning movements. Lastly, lengthening the left-turn pocket can be accommodated within the existing 14-foot wide median on Antelope Road and would not encroach into Caltrans Access Control.



The following recommendations (see Figure 4) relating to internal circulation are offered:

- *Post a “mandatory (right-turn) movement” sign (R3-5R) on the far side signal mast arm of the Antelope Road/Lichen Drive/Project Driveway intersection for the northbound movement.* Currently, there is just one sign within the project site that is difficult to see.
- *Provide enhanced intersection striping and signage for the internal site intersection south of the Antelope Road/Lichen Drive/Project Driveway intersection.* Potential enhancements may include:
 - Delineation of dedicated left and through/right lanes on the southbound approach.
 - STOP bars / signs on the northbound, eastbound, and westbound approaches.
 - Signs at the eastbound and westbound approaches indicating that “Traffic from Left (Right) Does Not Stop” [W4-4aP (Left) and W4-4aP (Right)].



All Traffic Data

(916) 771-8700

City of Citrus Heights

File Name : 12-7487-002 Tupelo-Antelope

Site Code : 00000000

Start Date : 11/7/2012

Page No : 1

Groups Printed- Unshifted

	Zenith Drive Southbound					Antelope Road Westbound					Tupelo Drive Northbound					Antelope Road Eastbound							
Start Time	Left	Thru	Rig	Ped	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
16:00	28	6	22	0	56	47	325	31	1	403	13	8	29	3	50	18	252	4	0	274	4	783	787
16:15	48	13	21	1	82	31	321	28	0	380	11	16	37	1	64	16	262	14	1	292	3	818	821
16:30	47	10	15	7	72	34	323	32	8	389	21	15	19	0	55	18	262	9	1	289	16	805	821
16:45	40	8	17	1	65	40	313	38	3	391	12	10	25	4	47	22	233	7	0	262	8	765	773
Total	163	37	75	9	275	152	1282	129	12	1563	57	49	110	8	216	74	1009	34	2	1117	31	3171	3202
17:00	32	8	17	0	57	20	274	32	0	326	12	11	37	0	60	19	230	9	0	258	0	701	701
17:15	34	15	12	2	61	30	333	35	7	398	16	13	36	2	65	21	234	5	1	260	12	784	796
17:30	33	14	16	0	63	26	365	34	6	425	14	13	29	0	56	17	231	9	0	257	6	801	807
17:45	35	11	16	0	62	29	319	42	0	390	19	5	40	4	64	15	243	8	3	266	7	782	789
Total	134	48	61	2	243	105	1291	143	13	1539	61	42	142	6	245	72	938	31	4	1041	25	3068	3093
Grand Total	297	85	136	11	518	257	2573	272	25	3102	118	91	252	14	461	146	1947	65	6	2158	56	6239	6295
Apprch %	57.3	16.4	26.3			8.3	82.9	8.8			25.6	19.7	54.7			6.8	90.2	3					
Total %	4.8	1.4	2.2		8.3	4.1	41.2	4.4		49.7	1.9	1.5	4		7.4	2.3	31.2	1		34.6	0.9	99.1	

	Zenith Drive Southbound				Antelope Road Westbound				Tupelo Drive Northbound				Antelope Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	28	6	22	56	47	325	31	403	13	8	29	50	18	252	4	274	783
16:15	48	13	21	82	31	321	28	380	11	16	37	64	16	262	14	292	818
16:30	47	10	15	72	34	323	32	389	21	15	19	55	18	262	9	289	805
16:45	40	8	17	65	40	313	38	391	12	10	25	47	22	233	7	262	765
Total Volume	163	37	75	275	152	1282	129	1563	57	49	110	216	74	1009	34	1117	3171
% App. Total	59.3	13.5	27.3		9.7	82	8.3		26.4	22.7	50.9		6.6	90.3	3		
PHF	.849	.712	.852	.838	.809	.986	.849	.970	.679	.766	.743	.844	.841	.963	.607	.956	.969

All Traffic Data

(916) 771-8700

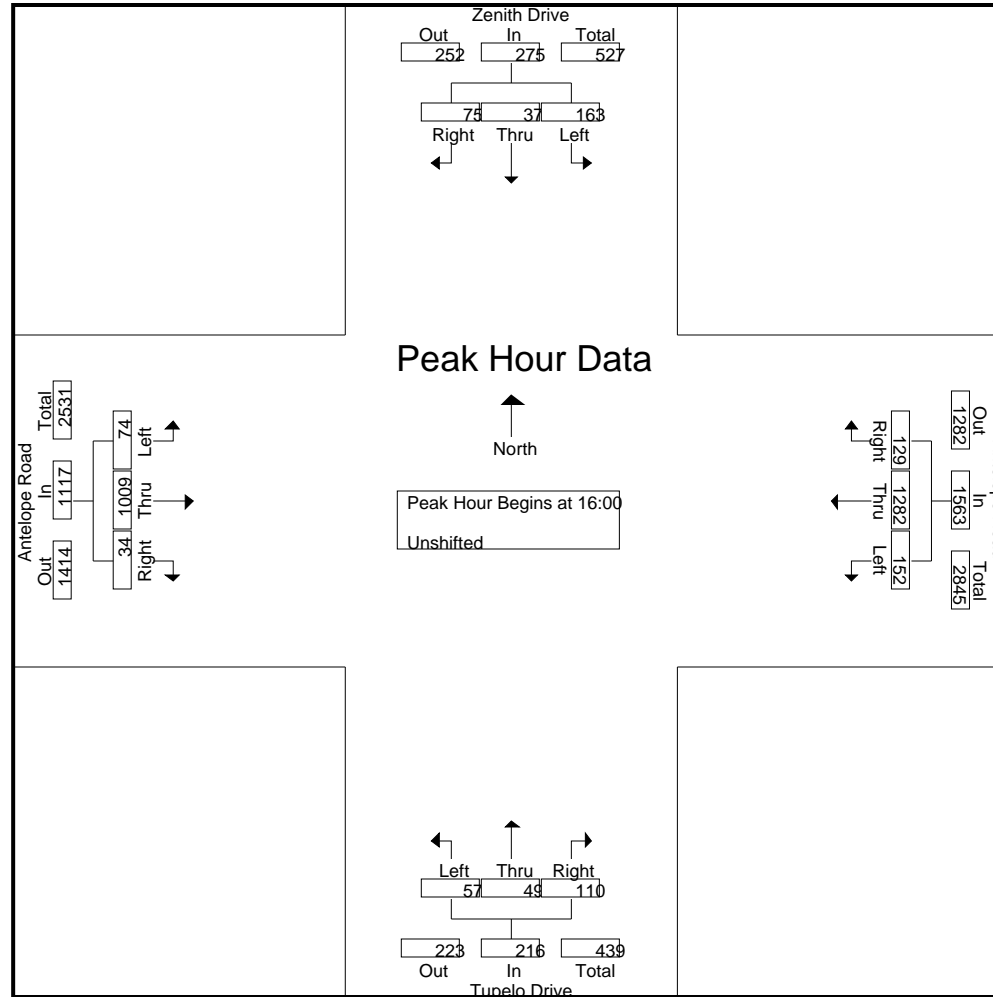
City of Citrus Heights

File Name : 12-7487-002 Tupelo-Antelope

Site Code : 00000000

Start Date : 11/7/2012

Page No : 2



All Traffic Data

(916) 771-8700

City of Citrus Heights

File Name : 12-7487-001 Lichen-Antelope

Site Code : 00000000

Start Date : 11/7/2012

Page No : 1

Groups Printed- Unshifted

	Lichen Drive Southbound					Antelope Road Westbound					Lichen Drive Northbound					Antelope Road Eastbound							
Start Time	Left	Thru	Rig	Ped	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
16:00	76	0	14	1	90	40	399	88	0	527	0	0	28	0	28	11	307	3	1	321	2	966	968
16:15	78	0	16	4	94	27	376	119	0	522	0	0	17	0	17	11	319	4	6	334	10	967	977
16:30	54	0	19	0	73	23	390	92	0	505	0	0	39	3	39	8	338	2	0	348	3	965	968
16:45	77	0	15	0	92	28	401	94	0	523	0	0	30	2	30	16	291	1	1	308	3	953	956
Total	285	0	64	5	349	118	1566	393	0	2077	0	0	114	5	114	46	1255	10	8	1311	18	3851	3869
17:00	67	0	8	0	75	26	331	109	0	466	0	0	30	1	30	18	286	2	4	306	5	877	882
17:15	81	0	11	4	92	30	409	133	0	572	0	0	16	1	16	22	295	2	1	319	6	999	1005
17:30	79	0	16	2	95	39	416	133	0	588	0	0	28	0	28	14	279	4	5	297	7	1008	1015
17:45	71	0	11	4	82	36	386	140	0	562	0	0	27	3	27	17	302	6	12	325	19	996	1015
Total	298	0	46	10	344	131	1542	515	0	2188	0	0	101	5	101	71	1162	14	22	1247	37	3880	3917
Grand Total	583	0	110	15	693	249	3108	908	0	4265	0	0	215	10	215	117	2417	24	30	2558	55	7731	7786
Apprch %	84.1	0	15.9			5.8	72.9	21.3			0	0	100			4.6	94.5	0.9					
Total %	7.5	0	1.4		9	3.2	40.2	11.7		55.2	0	0	2.8		2.8	1.5	31.3	0.3		33.1	0.7	99.3	

	Lichen Drive Southbound				Antelope Road Westbound				Lichen Drive Northbound				Antelope Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	67	0	8	75	26	331	109	466	0	0	30	30	18	286	2	306	877
17:15	81	0	11	92	30	409	133	572	0	0	16	16	22	295	2	319	999
17:30	79	0	16	95	39	416	133	588	0	0	28	28	14	279	4	297	1008
17:45	71	0	11	82	36	386	140	562	0	0	27	27	17	302	6	325	996
Total Volume	298	0	46	344	131	1542	515	2188	0	0	101	101	71	1162	14	1247	3880
% App. Total	86.6	0	13.4		6	70.5	23.5		0	0	100		5.7	93.2	1.1		
PHF	.920	.000	.719	.905	.840	.927	.920	.930	.000	.000	.842	.842	.807	.962	.583	.959	.962

All Traffic Data

(916) 771-8700

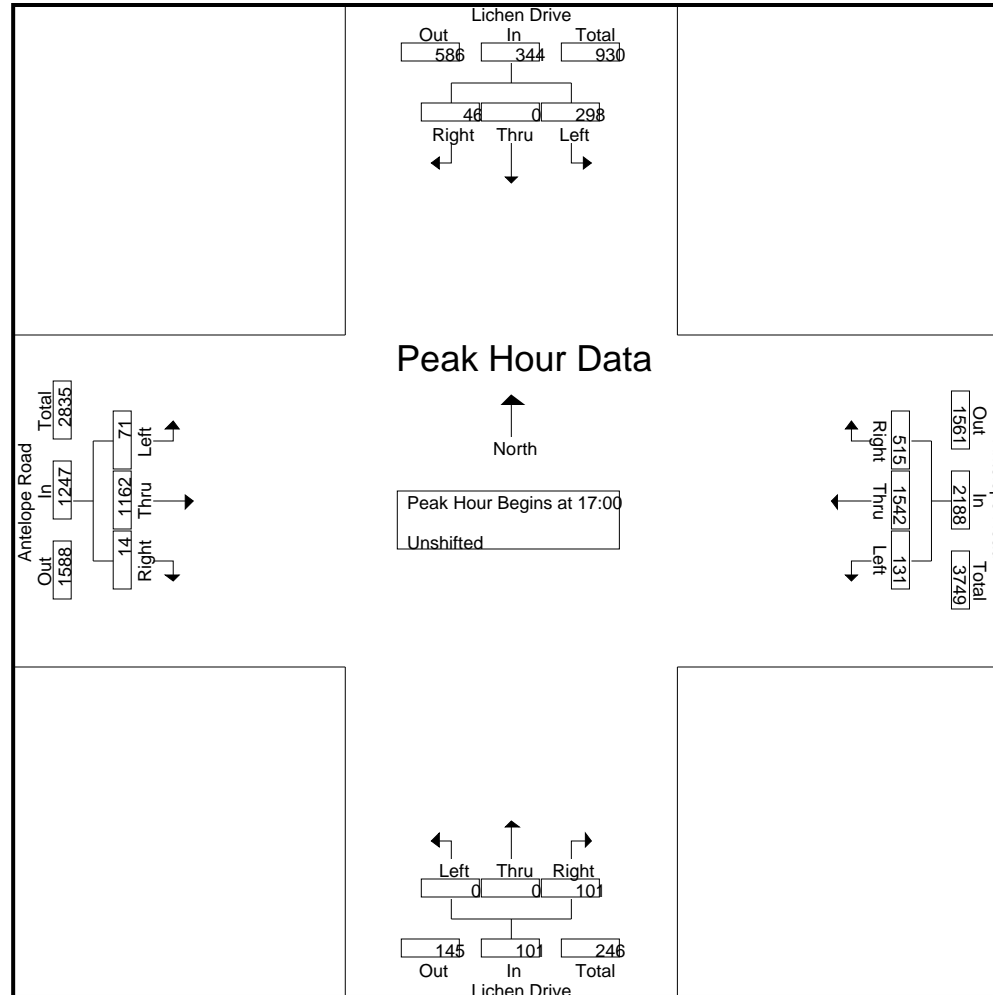
City of Citrus Heights

File Name : 12-7487-001 Lichen-Antelope

Site Code : 00000000

Start Date : 11/7/2012

Page No : 2



12-7487 Citrus Heights

Total Number of Vehicles Queued

	4:00 to 4:30 PM	4:30 to 5:00 PM	5:00 to 5:30 PM	5:30 to 6:00 PM
A (WB Left)	7	6	7	7
B (NB Right)	4	5	5	5
C (WB Thru)	26	20	24	32
D (EB Thru)	22	15	10	9



Casino Royale

2052 Auburn Blvd

Tuesday Data	Casino Driveway		On-Street Parking		Combined Total		Total	Pk Hr.
	IN	OUT	IN	OUT	IN	OUT		
10/30/2012 16:00	7	10	1	4	8	14	22	
10/30/2012 16:15	11	6	3	3	14	9	23	
10/30/2012 16:30	5	5	0	0	5	5	10	
10/30/2012 16:45	8	12	1	1	9	13	22	77
10/30/2012 17:00	15	10	1	0	16	10	26	81
10/30/2012 17:15	6	9	0	0	6	9	15	73
10/30/2012 17:30	18	2	3	0	21	2	23	86
10/30/2012 17:45	7	5	4	3	11	8	19	83
Total:	77	59	13	11	90	70	160	

Pk Hr: 4:45 - 5:45
IN = 52 Out=34

Thursday Data	Casino Driveway		On-Street Parking		Combined Total		Total	Pk Hr.
	IN	OUT	IN	OUT	IN	OUT		
11/1/2012 16:00	8	10	3	1	11	11	22	
11/1/2012 16:15	9	7	0	0	9	7	16	
11/1/2012 16:30	5	6	3	1	8	7	15	
11/1/2012 16:45	11	9	1	2	12	11	23	76
11/1/2012 17:00	6	9	1	2	7	11	18	72
11/1/2012 17:15	10	14	0	3	10	17	27	83
11/1/2012 17:30	7	11	4	1	11	12	23	91
11/1/2012 17:45	6	9	2	1	8	10	18	86
Total:	62	75	14	11	76	86	162	

Pk Hr: 4:45 - 5:45
IN = 40 Out=51

Cordova Casino

2801 Prospect Park Drive

Tuesday Data	Southern Driveway (#1)		Northern Driveway (#2)		Combined Total		Total	Pk Hr.
	IN	OUT	IN	OUT	IN	OUT		
10/30/2012 16:00	1	0	0	1	1	1	2	
10/30/2012 16:15	5	5	2	3	7	8	15	
10/30/2012 16:30	3	3	2	3	5	6	11	
10/30/2012 16:45	3	3	1	2	4	5	9	37
10/30/2012 17:00	9	3	1	1	10	4	14	49
10/30/2012 17:15	2	1	1	1	3	2	5	39
10/30/2012 17:30	2	2	3	4	5	6	11	39
10/30/2012 17:45	3	2	2	2	5	4	9	39
Total:	28	19	12	17	40	36	76	

Pk Hr: 4:15 - 5:15
In=26 Out = 23

Thursday Data	Southern Driveway (#1)		Northern Driveway (#2)		Combined Total		Total	Pk Hr.
	IN	OUT	IN	OUT	IN	OUT		
11/1/2012 16:00	2	2	4	5	6	7	13	
11/1/2012 16:15	4	5	6	2	10	7	17	
11/1/2012 16:30	2	8	3	2	5	10	15	
11/1/2012 16:45	3	1	0	3	3	4	7	52
11/1/2012 17:00	7	2	2	3	9	5	14	53
11/1/2012 17:15	2	3	1	3	3	6	9	45
11/1/2012 17:30	4	3	1	3	5	6	11	41
11/1/2012 17:45	1	3	0	0	1	3	4	38
Total:	25	27	17	21	42	48	90	

Pk Hr: 4:15 - 5:15
In = 27 Out = 26

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

Kings and Queens Casino Traffic Study
Existing Conditions
PM Peak Hour

Intersection 1

Zenith Drive-Tupelo Drive/Antelope Road

Signalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	59	53	90.2%	37.6	4.2	D
	Through	51	51	100.0%	34.1	3.1	C
	Right Turn	113	112	99.1%	10.4	0.4	B
	Subtotal	223	216	97.0%	22.7	1.2	C
SB	Left Turn	168	159	94.7%	34.4	2.6	C
	Through	38	37	97.9%	39.1	6.2	D
	Right Turn	77	79	102.1%	26.7	4.3	C
	Subtotal	283	275	97.1%	32.8	3.3	C
EB	Left Turn	76	68	89.5%	44.5	4.2	D
	Through	1040	1004	96.6%	25.4	2.4	C
	Right Turn	35	36	102.9%	15.6	2.8	B
	Subtotal	1151	1108	96.3%	26.3	2.4	C
WB	Left Turn	157	153	97.2%	42.0	3.9	D
	Through	1322	1266	95.8%	22.3	1.7	C
	Right Turn	133	129	97.1%	21.8	1.2	C
	Subtotal	1612	1548	96.0%	24.2	1.5	C
Total		3269	3147	96.3%	25.6	1.6	C

Intersection 2

Lichen Drive/Antelope Road

Signalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	105	96	91.3%	11.2	1.0	B
	Subtotal	105	96	91.3%	11.2	1.0	B
SB	Left Turn	310	300	96.9%	43.0	3.8	D
	Through						
	Right Turn	48	51	106.9%	38.1	5.3	D
	Subtotal	358	352	98.2%	42.2	3.6	D
EB	Left Turn	74	77	104.2%	56.7	6.6	E
	Through	1210	1186	98.0%	15.3	1.2	B
	Right Turn	15	13	88.0%	11.5	3.8	B
	Subtotal	1299	1276	98.2%	17.8	1.1	B
WB	Left Turn	136	124	91.0%	60.6	4.8	E
	Through	1606	1526	95.0%	27.8	2.2	C
	Right Turn	536	501	93.4%	24.8	2.9	C
	Subtotal	2278	2150	94.4%	29.0	2.4	C
Total		4040	3874	95.9%	26.1	1.4	C

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Kings and Queens Casino Traffic Study
Existing Conditions
PM Peak Hour

Intersection 1

Zenith Drive-Tupelo Drive/Antelope Road

Signalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Block Time %	
			Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
NB	Left Turn	240	39	6	83	12	0	0
	Through	519	36	8	78	11	0	0
	Right Turn	390	37	2	61	8	0	0
SB	Left Turn	476	52	6	110	19	0	0
	Through	476	117	10	196	24	2	0
	Right Turn	476	117	10	196	24	2	0
EB	Left Turn	230	59	9	121	27	0	0
	Through	492	193	15	281	28	2	0
	Right Turn	492	150	19	248	28	0	0
WB	Left Turn	220	115	11	205	21	1	0
	Through	471	205	19	347	31	5	0
	Right Turn	471	232	18	364	22	0	0

Intersection 2

Lichen Drive/Antelope Road

Signalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Block Time %	
			Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
NB	Left Turn							
	Through							
	Right Turn	508	43	3	76	6	0	0
SB	Left Turn	675	99	10	182	26	0	0
	Through							
	Right Turn	675	144	11	227	33	1	0
EB	Left Turn	150	66	8	139	20	0	0
	Through	471	175	26	337	44	7	0
	Right Turn	471	91	12	212	32	0	0
WB	Left Turn	200	101	7	210	15	0	0
	Through	590	522	36	719	22	28	8
	Right Turn	50	52	5	101	2	1	0

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

Kings and Queens Casino Traffic Study
Existing Plus Project Conditions
PM Peak Hour

Intersection 1

Zenith Drive-Tupelo Drive/Antelope Road

Signalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	74	67	90.5%	39.3	3.9	D
	Through	53	47	89.1%	36.1	3.9	D
	Right Turn	114	116	101.7%	11.2	0.7	B
	Subtotal	241	230	95.5%	24.5	2.0	C
SB	Left Turn	170	159	93.3%	36.4	3.3	D
	Through	38	40	106.3%	39.8	3.3	D
	Right Turn	77	77	99.7%	27.0	2.2	C
	Subtotal	285	276	96.8%	34.2	2.7	C
EB	Left Turn	76	73	95.7%	47.9	3.2	D
	Through	1058	1036	97.9%	26.1	1.6	C
	Right Turn	35	33	94.0%	16.5	3.4	B
	Subtotal	1169	1142	97.7%	27.2	1.6	C
WB	Left Turn	157	144	91.8%	44.1	4.7	D
	Through	1322	1290	97.6%	23.0	1.8	C
	Right Turn	133	121	91.0%	22.8	2.7	C
	Subtotal	1612	1555	96.5%	24.9	1.7	C
Total		3307	3203	96.8%	26.5	1.3	C

Intersection 2

Lichen Drive/Antelope Road

Signalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	188	183	97.2%	15.1	2.7	B
	Subtotal	188	183	97.2%	15.1	2.7	B
SB	Left Turn	310	298	96.1%	45.8	4.0	D
	Through						
	Right Turn	48	46	95.8%	39.4	5.3	D
	Subtotal	358	344	96.1%	45.0	4.0	D
EB	Left Turn	75	68	90.9%	58.7	6.2	E
	Through	1210	1200	99.1%	18.9	1.4	B
	Right Turn	34	35	103.8%	11.4	3.5	B
	Subtotal	1319	1303	98.8%	20.8	1.3	C
WB	Left Turn	229	203	88.6%	67.2	5.7	E
	Through	1606	1530	95.3%	27.9	2.3	C
	Right Turn	536	505	94.2%	25.5	2.1	C
	Subtotal	2371	2238	94.4%	30.9	2.4	C
Total		4236	4068	96.0%	28.2	1.2	C

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Kings and Queens Casino Traffic Study
Existing Plus Project Conditions
PM Peak Hour

Intersection 1

Zenith Drive-Tupelo Drive/Antelope Road

Signalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Block Time %	
			Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
NB	Left Turn	240	51	5	98	11	0	0
	Through	519	36	6	76	8	0	0
	Right Turn	390	39	3	67	7	0	0
SB	Left Turn	476	57	6	119	18	0	0
	Through	476	122	11	205	19	3	0
	Right Turn	476	122	11	205	19	3	0
EB	Left Turn	230	61	10	121	35	0	0
	Through	492	199	13	292	24	3	0
	Right Turn	492	159	15	260	22	0	0
WB	Left Turn	220	111	16	196	26	0	0
	Through	471	213	17	360	39	5	0
	Right Turn	471	235	11	368	21	0	0

Intersection 2

Lichen Drive/Antelope Road

Signalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Block Time %	
			Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
NB	Left Turn							
	Through							
	Right Turn	508	76	8	135	26	0	0
SB	Left Turn	675	106	13	184	18	0	0
	Through	675	151	16	241	30	1	0
	Right Turn	675	151	16	241	30	1	0
EB	Left Turn	150	65	7	135	15	0	0
	Through	471	192	20	366	26	12	0
	Right Turn	471	110	21	244	47	0	0
WB	Left Turn	200	161	10	257	14	6	0
	Through	590	544	27	716	23	27	8
	Right Turn	50	51	4	101	3	1	0

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

Kings and Queens Casino Traffic Study
Existing Plus Project Conditions (Ext. Max. Green)
PM Peak Hour

Intersection 1

Zenith Drive-Tupelo Drive/Antelope Road

Signalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	74	71	96.1%	38.5	3.3	D
	Through	53	48	90.9%	32.1	2.3	C
	Right Turn	114	115	100.7%	10.9	0.7	B
	Subtotal	241	234	97.1%	23.7	1.9	C
SB	Left Turn	170	157	92.5%	33.3	2.3	C
	Through	38	38	99.5%	37.3	4.6	D
	Right Turn	77	78	101.0%	25.3	1.7	C
	Subtotal	285	273	95.7%	31.6	2.1	C
EB	Left Turn	76	75	98.8%	45.7	4.4	D
	Through	1058	1021	96.5%	25.5	1.5	C
	Right Turn	35	32	92.6%	15.9	2.5	B
	Subtotal	1169	1128	96.5%	26.6	1.6	C
WB	Left Turn	157	143	91.2%	44.1	4.6	D
	Through	1322	1270	96.1%	23.0	1.5	C
	Right Turn	133	121	91.3%	22.2	2.7	C
	Subtotal	1612	1535	95.2%	24.9	1.4	C
Total		3307	3170	95.9%	26.0	1.4	C

Intersection 2

Lichen Drive/Antelope Road

Signalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	188	183	97.2%	14.3	2.5	B
	Subtotal	188	183	97.2%	14.3	2.5	B
SB	Left Turn	310	301	97.1%	44.5	4.2	D
	Through						
	Right Turn	48	46	94.8%	39.5	7.7	D
	Subtotal	358	346	96.8%	43.9	4.5	D
EB	Left Turn	75	68	90.3%	57.0	5.8	E
	Through	1210	1194	98.6%	19.8	2.1	B
	Right Turn	34	32	94.7%	12.9	3.3	B
	Subtotal	1319	1294	98.1%	21.6	2.3	C
WB	Left Turn	229	206	89.8%	64.1	3.4	E
	Through	1606	1516	94.4%	29.3	2.0	C
	Right Turn	536	506	94.4%	26.8	2.3	C
	Subtotal	2371	2228	94.0%	31.9	2.0	C
Total		4236	4050	95.6%	28.9	1.2	C

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Kings and Queens Casino Traffic Study
Existing Plus Project Conditions (Ext. Max. Green)
PM Peak Hour

Intersection 1

Zenith Drive-Tupelo Drive/Antelope Road

Signalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Block Time %	
			Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
NB	Left Turn	240	53	6	98	15	0	0
	Through	519	36	6	78	10	0	0
	Right Turn	390	39	4	69	10	0	0
SB	Left Turn	476	54	9	117	19	0	0
	Through	476	117	11	197	31	2	0
	Right Turn	476	117	11	197	31	2	0
EB	Left Turn	230	63	8	135	25	0	0
	Through	492	195	11	283	25	2	0
	Right Turn	492	151	15	246	23	0	0
WB	Left Turn	220	108	10	198	23	0	0
	Through	471	212	16	364	32	5	0
	Right Turn	471	232	12	368	18	0	0

Intersection 2

Lichen Drive/Antelope Road

Signalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Block Time %	
			Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
NB	Left Turn							
	Through							
	Right Turn	508	72	9	127	24	0	0
SB	Left Turn	675	101	11	180	22	0	0
	Through	675	146	16	228	27	1	0
	Right Turn	675	146	16	228	27	1	0
EB	Left Turn	150	62	5	132	8	1	0
	Through	471	202	20	368	35	12	0
	Right Turn	471	114	15	248	31	0	0
WB	Left Turn	200	154	12	246	15	4	0
	Through	590	547	25	716	28	29	9
	Right Turn	50	54	7	102	4	2	0

LAW OFFICES OF
LO DUCA & AVDIS, LLP

MARCUS J. LO DUCA

NICHOLAS S. AVDIS

April 10, 2013

Randall Dawson, Chairman
Charles Stone, Vice-Chairman
Rick Doyle
Albert Fox
Olivia Gasca
Matthew Gross
Michael Lagomarsino
Citrus Heights Planning Commission
City of Citrus Heights
6237 Fountain Square Drive
Citrus Heights, CA 95621



Re: Cardroom Project (OTA-12-02; UP-12-06; DRPMOD-12-09)

Members in Session:

This office represents K. H. Moss Company and Moss Equity, co-owners of Parcel 209-0311-028 in the Antelope Plaza Shopping Center ("Antelope Plaza") and Antelope Plaza's common area directors. My clients and I are in receipt of the staff report and negative declaration for the proposed cardroom project at 6508 and 6510 Antelope Road. In their roles both as Antelope Plaza property owners and directors of the shopping center's common area, my clients have one key concern with the proposed cardroom project, and that is the proposed offsite parking in the Antelope Plaza shopping center. In summary, based on restrictions on property owners and tenants in the governing documents for Antelope Plaza, no Antelope Plaza Shopping Center owner or tenant may lease shopping center parking for offsite uses, and thus the proposed cardroom project must be modified to eliminate such offsite parking in Antelope Plaza from its proposed approvals.

Design Review Permit

Condition 5 to the proposed Design Review Permit provides as follows:

"5) A parking agreement shall be recorded between this center and the center to the south known as 6454 Tupelo Drive. This agreement shall be reviewed and approved by the Planning Division prior to being filed with the Sacramento County Recorder's Office. A recorded copy must be provided to the Planning Division prior to issuance of a Building Permit. This agreement shall state that the parking spaces are committed until such time that all property owners involved in the Agreement receive written verification from the City of Citrus Heights that the land uses no longer require the offsite parking spaces. (Planning)"

The City may be unaware that the recorded Declaration of Restrictions and Grant of Easements (the "Declaration"), which govern all property owners in Antelope Plaza, specifically limits use of parking in Antelope Plaza to "property owners, their respective assigns, tenants, employees, agents, customers and invitees, and the customers, employees and invitees of such tenants..." (Declaration, Section 3.1). All such property owners in Antelope Plaza "have the right to take such steps as it deems necessary to prevent those persons not authorized by Section 3.1...to use the Common Area for ingress, egress and parking." (Declaration, Section 4.4).

Such restrictions in the Declaration, which have been in place since the inception of the shopping center, make sense, since, from the outset, the intent was for a cooperative effort by the property owners in Antelope Plaza to provide parking for the benefit of all the businesses operating in the center. When used by offsite parties, parking spaces in Antelope Plaza leased to offsite parties are by definition not available for the use of Antelope Plaza property owners and tenants and their customers.

Moreover, allowing any owners or tenant in Antelope Plaza to lease shopping center parking to offsite parties is not just a matter of violating the recorded Declaration. Antelope Plaza, once built, vested its approved land use entitlements for all leasable space in the shopping center, including the required parking in effect at the time the shopping center was constructed. Any attempt by any property owner in Antelope Plaza to lease shopping center parking to an offsite party means that all of the constructed commercial space in Antelope Plaza no longer meets the requirements of the approvals and permits granted for the shopping center. That being said, allowing any Antelope Plaza property owner or tenant to lease shopping center parking to offsite

parties would violate the vested property rights of all Antelope Plaza property owners, including those vested property rights of my clients.

My clients do not oppose the proposed cardroom project. They only oppose the proposed project from using any parking in Antelope Plaza to meet its parking requirement under the City's Zoning Ordinance.

Stripping away the legal arguments, one has only to consider the potential impact on Antelope Plaza of allowing cardroom patrons to park in the Antelope Plaza parking area. While the applicant proposes to lease 42 spaces, there is nearly no way, short of shopping center owners paying for security to monitor the property 24 hours a day, seven days a week, to prevent no more than 42 cardroom patrons, even many more, from parking in Antelope Plaza. The adverse impact on an existing, operating group of businesses in Citrus Heights from such a scenario cannot be overestimated. In short, one proposed business cannot be permitted to adversely impact an entire group of existing businesses simply to make it easier for the proposed cardroom to meet requirements under the Zoning Code.

The following language in the staff report substantiates my clients' concern here:

"The Use Permit does not restrict the number or types of events that may be held..." (Staff Report, page 6).

Again, my clients are not opposing, or requesting that you reject, the proposed cardroom. My clients are only asking that no Antelope Plaza parking be part of any City approval for the cardroom in order for the proposed project to meet its parking requirements under the Zoning Ordinance.

Negative Declaration

Given the fact that Antelope Plaza parking cannot legally, either under the Declaration or the shopping center's existing, vested entitlements, be leased for use by an offsite party, the Negative Declaration (the "ND") cannot be approved, as the most fundamental aspect of the ND, the project description, is fundamentally flawed, as it includes offsite parking as part of the proposed project. Once the project is modified to delete the offsite parking, the analysis in the ND must be revised and recirculated for public review consistent with the revised project description.

Included in that revised analysis should be an analysis of some impacts not considered in the ND, including an analysis of potential urban decay in Antelope Plaza caused by operation of an adjacent cardroom, as well as an analysis of the effects of less than required parking, if the City grants an exception to the City's parking requirements for the project, or the transportation air quality and noise impacts if another location for offsite parking is secured by the cardroom. In addition, we would note that the following statement at page 15 of the ND clearly conflicts with the requirement to amend the Zoning Ordinance to permit a cardroom on the SC zone:

"The Project is consistent with the land uses assumed in the Citrus Heights Greenhouse Gas Reduction Plan, and does not conflict with any GHG reduction policies."

Given this inconsistency, the greenhouse gas analysis should be revised to address this point.

Finally, there is no discussion in the Public Services section of the ND of the potential law enforcement impacts from having a 24 hour gambling institution proposed at that location. With issues concerning noise, crime, and other adverse impacts in and around gambling institutions a matter of public record, including various media, the ND should contain a discussion of calls for service, types of calls, etc. at the two existing cardroom businesses in the City.

Conclusion

Once again, my clients do not oppose the cardroom use, but they do oppose, based on both restrictions in recorded documents and on their vested property rights, any use of Antelope Plaza parking to meet the proposed project's parking requirements.

Very truly yours,

LO DUCA & AVDIS, LLP



Marcus J. Lo Duca

MLD/dmw
cc: Clients

RESOLUTION 2013-_____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CITRUS HEIGHTS
ADOPTING NEGATIVE DECLARATION FOR THE RELOCATION OF TWO
CARDROOMS TO 6508/6510 ANTELOPE ROAD

WHEREAS, the applicant, Kings Casino LLC, proposes the reuse of an existing building located at 6510 Antelope Road for the purpose of relocating two cardrooms currently operating within the City to this location; and

WHEREAS, on March 22, 2013, an Environmental Checklist and Initial Study were prepared to examine potential areas of impact and whereas it was determined that an Environmental Impact Report was not required and a Negative Declaration should be prepared; and

WHEREAS, the subject Negative Declaration utilizes relevant information from the General Plan EIR, and relies on the General Plan EIR findings of fact and statement of overriding considerations where applicable; and

WHEREAS, a notice of Intent to Adopt a Negative Declaration was provided to the public and responsible agencies, sufficiently prior to adoption by the lead agency to allow the public and agencies a sufficient review prior in accordance with CEQA guidelines; and

WHEREAS, the Planning Commission held a public hearing on April 10, 2013, to review the project and has recommended that the City Council adopt the Initial Study and Negative Declaration for the project;

WHEREAS, the City Council held a public hearing on May 23, 2013, wherein public testimony was taken and based upon the Initial Study and comments received the proposed project could not have a significant effect on the environment;

NOW, THEREFORE, BE IT RESOLVED that the Citrus Heights City Council hereby finds as follows:

Section 1: Environmental Determination

- A. Pursuant to Section 15070 of the State CEQA Guidelines, the Ordinance has been reviewed through Initial Study and a Negative Declaration has been prepared. Based on the information contained in the environmental review the project is not anticipated to have impacts that will be significant.
- B. Pursuant to State CEQA Guidelines, it is determined that the Negative Declaration has been completed in compliance with CEQA and that this document has been presented to the City Council who has reviewed and considered all information contained therein prior to approving this project. As a result, the project will not have a significant environmental impact.

PASSED AND ADOPTED by the City Council of the City of Citrus Heights this 23rd day of May, 2013 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Steve Miller, Mayor

ATTEST:

Amy Van, City Clerk

CODIFY_____

UNCODIFY_____

Attached: Negative Declaration

ENVIRONMENTAL CHECKLIST

Cardroom, Restaurant, Bar

1. **Project Title:** Cardroom Project
2. **Lead Agency Name and Address:** City of Citrus Heights
6237 Fountain Square Drive
Citrus Heights 95621
3. **Contact Person and Phone Number:** Alison Bermudez
(916) 727-4741
4. **Project Location:** 6510 Antelope Road
Citrus Heights, CA 95621
5. **Project Sponsor's Name and Address:** Kings Cardroom, Inc
7727 Herschel Ave.
La Jolla, CA 92037
6. **General Plan Designation(s):** General Commercial
7. **Zoning Designation(s):** SPA- Special Planning Area

8. Description of Project:

The applicant is proposing to reuse an existing vacant building located on the southwest side of Antelope Road, adjacent the I-80 freeway. The building is located in an existing commercial development that is one of the major catalysts for the redevelopment of this area. The existing building is 23,928 square feet and the project includes minor building expansions that will increase the building to 24,941 square feet (1,013 net square footage increase).

The applicant is proposing to relocate the City's two existing cardrooms to this new location where both cardrooms would operate under "one roof". The cardrooms would offer card games legal in California such as Blackjack and a variety of other poker games. There will be no slot machines within the facility.

The restaurant will provide food 24 hours a day with a limited menu on off-peak hours. The restaurant will be designed to offer areas for intimate dining as well as space for parties and business meetings. Other amenities include a bar area that will host a variety of events including live music on occasion. The design includes a direct entrance for patrons wanting to visit the restaurant/bar without having to walk through the cardroom area.

This project will require the approval of three different entitlements: 1) an Ordinance Text Amendment to modify the zoning table to allow cardrooms within the "SC" zoning district and to include cardrooms as an allowable "exception" to the distance separation between alcohol establishments; 2) A Use Permit

to allow the operation of the cardroom with alcohol sales and approval of off-site parking; and 3) a Design Review Permit Modification to allow significant exterior enhancements to the building and site for the cardroom.

9. Surrounding Land Uses and Setting:

The project is within the incorporated City of Citrus Heights, within an existing commercial center. The project site is located adjacent to Interstate 80 at the Antelope Road exit (exit 100). The building sits within a shopping center along Antelope Road with the project driveway at Lichen Drive and Antelope Road.

The project site is surrounded by commercial development. To the east of the project building is a large two-story insurance office building and to the west is a multi-tenant commercial building that has a variety of users including a sandwich shop, a pizza shop, and a liquor store. Also to the west of the site is a large vacant building that was once occupied by a large retail grocer. To the south of site lies an additional multi-tenant building that has a variety of retail users and a church.

10. Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement. Indicate whether another agency is a responsible or trustee agency.)

The applicants are in process of obtaining a gaming license from the State of California Division of Gambling Control. The project will require permits from utility serving agencies such as California American Water and Sacramento Metropolitan Fire District. In addition, the restaurant will require approval from the Sacramento County Environmental Management Department.

Figure 1 Project Site



Figure 2 Site Plan



Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology, Soils and Seismicity |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality |
| <input checked="" type="checkbox"/> Land Use and Land Use Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation and Traffic | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial study:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Signature

Date

Printed Name

For

Environmental Checklist

Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
1. AESTHETICS — Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) The project is not located within a recognized scenic vista.
- b) There are no scenic highways within the project vicinity.
- c) The project consists of reusing an existing 23,928 square foot building that is located within an existing shopping center (see **Figure 3**). Commercial development exists on all sides of the project site. To the west and south, adjacent commercial buildings are separated by parking areas from the project site. Antelope Road forms the northern border of the project site and Interstate 80 is in close proximity to the eastern border.

The project includes a minor expansion of 10,013 square feet. The building's exterior will be reimaged to include new window glazings, color scheme, and other minor exterior enhancements. The building's interior will be remodeled for the inclusion of the cardrooms/restaurant/bar. There project will not degrade the existing visual character of the site and its surroundings.

- d) The project will add new exterior light sources including four additional pole mounted parking lot lights and a variety of building mounted lights. Lights mounted on or near the building include accent lighting for pedestrian pathways, lights for the flag poles, accent tree lighting, low level lighting for the outdoor patio, lights for employee/secondary entrances, and security lights in the trash enclosure. The parking lot lights are full cut-off metal halide 250 watt pulse start fixture. Per the photometric plan, the parking lot illumination, in footcandles (fc), ranges from .03 fc to a few locations measuring 7.9 fc directly under parking lot metal halide lights along the western boundary. The site is surrounded by developed commercial all on sides of the project. The adjoining sites have existing parking lot lighting; therefore impacts related to new lighting sources are less than significant.

Figure 3 Project Site



References

City of Citrus Heights. Final Environmental Impact Report, General Plan Update. SCH# 2010072041. July 1, 2011

CCS Architecture Photometric Plan, dated December 12, 2012.

Agricultural and Forest Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
2. AGRICULTURAL AND FOREST RESOURCES —				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a – e) The project is the reuse of an existing building that is currently developed within a commercial shopping center. The site and adjacent parcels are zoned for commercial uses. There is no impact to agricultural and forest resources.

References

City of Citrus Heights. Final Environmental Impact Report, General Plan Update. SCH# 2010072041. July 1, 2011

Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
3. AIR QUALITY —				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Air quality is regulated by several agencies, including the U.S. Environmental Protection Agency (USEPA), the California Air Resources Board (CARB), and the local air district, which for this project is the Sacramento Metropolitan Air Quality Management District (SMAQMD). At the federal level, the USEPA is responsible for implementation of the Federal Clean Air Act (CAA) and establishing the National Ambient Air Quality Standards (NAAQS). The CARB promulgates ambient standards for California, or the California Ambient Air Quality Standards (CAAQS). NAAQS have been established for the following criteria pollutants: ozone (O₃), particulate matter less than 10 microns in diameter (PM₁₀) and less than 2.5 microns in diameter (PM_{2.5}), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. In addition, CAAQS have been established for hydrogen sulfide (H₂S), sulfates, and visibility reducing particles. The proposed project is located in the Sacramento Valley Air Basin (Basin), and the SMAQMD is the regional agency responsible for implementing regulations governing emissions of air pollution for this area. SMAQMD has published recommendations that provide specific guidance on evaluating projects under CEQA relative to the above general criteria (SMAQMD 2011). For evaluating both short-term emission increases during construction and long-term emission increases during the operation of the project, SMAQMD recommends that lead agencies use criteria of 85 pounds per day for NO_x generated by construction activities and 65 pounds per day for ROG or NO_x generated by project operations to identify significant increases in emissions. For other criteria pollutants, including carbon monoxide and PM₁₀, a project that may cause an exceedance of the

respective state standards or may make a substantial¹ contribution to a current exceedance of a state standard would have a significant adverse air quality impact.

- a) The project site is within the SMAQMD, which regulates air quality in the project area. Although the project requires a change in the zoning code it is consistent with the General Plan. This initial study demonstrates that the zoning code change will not have significant environmental effects since there are no physical changes to the environment. The project is consistent with all other applicable land use planning documents. This project would not directly result in population growth (e.g. housing development). Consequently, implementation of the proposed project would be consistent with the SMAQMD's air quality management plans.
- b) The project will occupy an existing building. There will not be any construction related emissions. Operational emissions will accrue from traffic generated by the project, which would result in a decrease in air quality. Emissions from this project will not violate the standards of the SMAQMD. Impact is less than significant.
- c) According to the SMAQMD guidelines, a cumulative impact occurs when two or more individual effects, considered together, are considerable or would compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant impacts, meaning that the project's incremental effects are considerable when viewed in connection with the effects of past, current, and probable future projects. Notably, a project that has direct air quality impacts is considered to significantly contribute to a cumulative air quality impact in the area. Reuse of the existing building would not result in a cumulatively considerable net increase of any criteria pollutant, and would be less than significant.

d) *Carbon Monoxide Hotspots*

CO concentrations have declined dramatically in California due to existing controls and programs and most areas of the state, including the region in which the proposed project is located, have no problem meeting the state and federal CO standards. CO measurements and modeling were important in the early 1980s when CO levels were regularly exceeded throughout California. In more recent years, CO measurements and modeling have not been a priority in most California air districts due to the retirement of older polluting vehicles, fewer emissions from new vehicles and improvements in fuels.

CO emissions in future years are expected to decrease due to reductions in the predicted CO emission factors resulting from a cleaner future mix of vehicles. Thus, mobile-source emissions of CO would not be anticipated to result in or contribute substantially to an air quality violation. The short-term construction and long-term operational mobile-source impact of the project on CO concentrations would be less-than-significant.

¹ *Substantial* is defined by SMAQMD as making measurably worse, which is 5 percent or more of a current exceedance of a state standard.

e) Toxic Air Contaminants

As a reoccupancy of an existing building the project would not result in short-term particulate matter (DPM) emissions, which are toxic air contaminants (TACs), from on-site heavy equipment.

In addition, the long-term operation of the project would not result in any non-permitted sources of toxic air emissions. As a result, the project would have no impact to the exposure of sensitive receptors to substantial toxic air emissions.

Types of land uses that typically pose potential odor problems include agriculture, wastewater treatment plants, food processing and rendering facilities, chemical plants, composting facilities, landfills, waste transfer stations, and dairies. In addition, the occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. Although offensive odors rarely cause any physical harm, they can still be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies. No part of the project would create odors at nearby sensitive receptors. Therefore the project has no impact in reference to odors.

References

Sacramento Metropolitan Air Quality Management District, CEQA Guide Update, 2010

City of Citrus Heights. Final Environmental Impact Report, General Plan Update. SCH# 2010072041. July 1, 2011

Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
4. BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a-e) The project site is surrounded on all sides by urban development and the project is the reuse of an existing building within a fully developed shopping center. The site is without any natural features or vegetation except for non-native landscaping including trees and grasses. Therefore there would be no impact to special status species or habitats.
- f) There is no applicable HCP or NCCP in the City of Citrus Heights.

References

City of Citrus Heights. Final Environmental Impact Report, General Plan Update. SCH# 2010072041. July 1, 2011

Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
5. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a-d) There is no evidence cultural resources exist on the site. The project site is fully developed with buildings and asphalt paving. The project will reuse an existing building within a fully developed shopping center. Therefore there would be no impact to cultural resources.

References

City of Citrus Heights. Final Environmental Impact Report, General Plan Update. SCH# 2010072041. July 1, 2011

Geology, Soils, and Seismicity

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
6. GEOLOGY, SOILS, AND SEISMICITY — Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The project site is not within an area mapped or otherwise identified as a seismic risk (City of Citrus Heights, 2011).
- b) The project site is currently fully developed including asphalt paving. There is no existing soil that will be moved, lost, or altered with this project. There is no potential erosion impact.
- c –d) The project is not located on a soil unit known to be unstable or expansive.
- e) The project site currently has existing sewer service. No septic system is proposed. Therefore, there is no impact.

References

City of Citrus Heights. Final Environmental Impact Report, General Plan Update. SCH# 2010072041. July 1, 2011

Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
7. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a, b) Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, similar to a greenhouse. The accumulation of GHGs has been implicated as a driving force for Global Climate Change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate caused by natural fluctuations and the impact of human activities that alter the composition of the global atmosphere. Both natural processes and human activities emit GHGs. Global Climate Change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, the vast majority of the scientific community now agrees that there is a direct link between increased emission of GHGs and long term global temperature. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. GHG impacts are considered to be exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective (CAPCOA, 2008).

The Project is consistent with the land uses assumed in the Citrus Heights Greenhouse Gas Reduction Plan, and does not conflict with any GHG reduction policies.

The project would not be classified as a major source of greenhouse gas emissions by CARB (the lower reporting limit being 25,000 metric tons/year of CO₂e).² This impact would be less than significant.

References

- California Air Pollution Control Officers Association (CAPCOA). *CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*. 2008.
- California Air Resources Board (CARB). *Public Workshop to Discuss Establishing the 1990 Emissions Level and the California 2020 Limit and Developing Regulations to Require Reporting of Greenhouse Gas Emissions*. December 1, 2006.
- City of Citrus Heights, *Citrus Heights Greenhouse Gas Reduction Plan*. August 2011.

² CO₂e is an abbreviation for "carbon dioxide equivalent." Greenhouse gases have various potencies, which can be expressed by converting them to the equivalent amount of carbon dioxide.

Hazards and Hazardous Materials

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
8. HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a – b) The proposed project is the reuse of an existing commercial building for a cardroom, restaurant, and bar and as such, the site would not use potentially hazardous materials.
- c) The project would not emit hazardous substances or materials. There is no school within one-quarter of a mile of the project site. There is no impact.
- d) The project site is not listed on the Hazardous Waste and Substances Sites (Cortese) List.
- e – f) The nearest airports are Sacramento International Airport, 21 miles west, Sacramento Mather Air Field, 13.5 miles south, and McClellan Airfield, seven miles southwest. The project is not within the influence area of either airport. Therefore, there is no impact.

- g) The project site is accessed from Antelope Road and from several locations within the shopping center. The project itself would not require the closure of any public right of way. Therefore, there is no impact to evacuation or emergency response plans.
- h) The project is located within an urbanized area, and is not adjacent to wildlands. Therefore, no impact is associated with wildland fire hazards.

References

City of Citrus Heights. Final Environmental Impact Report, General Plan Update. SCH# 2010072041. July 1, 2011

Cortese List January 2013 http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm

Hydrology and Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
9. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a-f) The project is served by domestic water that is already in place and would not deplete groundwater. The project is relatively small (1.88 acres), and is currently paved and developed. There are no known overdraft issues in the City. Reuse of the site would not have a substantial effect on groundwater recharge.
- c) The project will be served by existing storm drains. The site is currently fully paved so there will be no increase in runoff. There would be no substantial alteration of drainages, and no resulting increase in erosion.
- d) The project is not located near a stream or river. Storm water is transported by existing underground storm water lines within the project site.
- e) The project would be served by an existing storm water drain and there are no known capacity issues.
- f) The project would not cause additional discharge to surface or ground water.
- g – j) The project site is not in or adjacent to the floodplain. The project site is not located within a dam inundation area. There are no nearby water bodies susceptible to seiche, tsunami, or mudflow. Flooding impacts are therefore less than significant.

References

City of Citrus Heights. Final Environmental Impact Report, General Plan Update. SCH# 2010072041. July 1, 2011

Land Use and Land Use Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
10. LAND USE AND LAND USE PLANNING — Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The project is the reuse of an existing building that is within a developed shopping center. Therefore, the project would not divide an established community.
- b) The project site is designated as general commercial by the general plan and the surrounding land uses share the same general plan designation as the project site. The project does not conflict any goals and/or policies of the General Plan for this area.

The project site is located within the SC zoning district and this zone is applied to areas appropriate for a wide range of retail and service land uses, promoting the unified grouping of these uses with convenient off-street parking and loading. Although the project requires a change in the zoning code it is consistent with the SC zoning designation. Since this project does not result in any physical impacts, this change does not constitute a significant impact.

- c) The project site is not subject to an HCP or NCCP.

References

City of Citrus Heights. Final Environmental Impact Report, General Plan Update. SCH# 2010072041. July 1, 2011

City of Citrus Heights. Zoning Code. Effective April 24, 2011

Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
11. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a -b) There are no known mineral resources in the vicinity of the project.

References

Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
12. NOISE — Would the project:				
a) Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The City of Citrus Heights Municipal Code contains Standards that apply to noise levels allowed within a **residential** area (City of Citrus Heights, 2008). Section 34-86 of the Municipal Code identifies noise standards of 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. and 50 dBA between the hours of 10:00 p.m. and 7:00 a.m. It shall be noted that the project site is not located within a residentially zoned area and the closest residentially zoned property is nearly 400 feet away and is separated by Interstate 80.

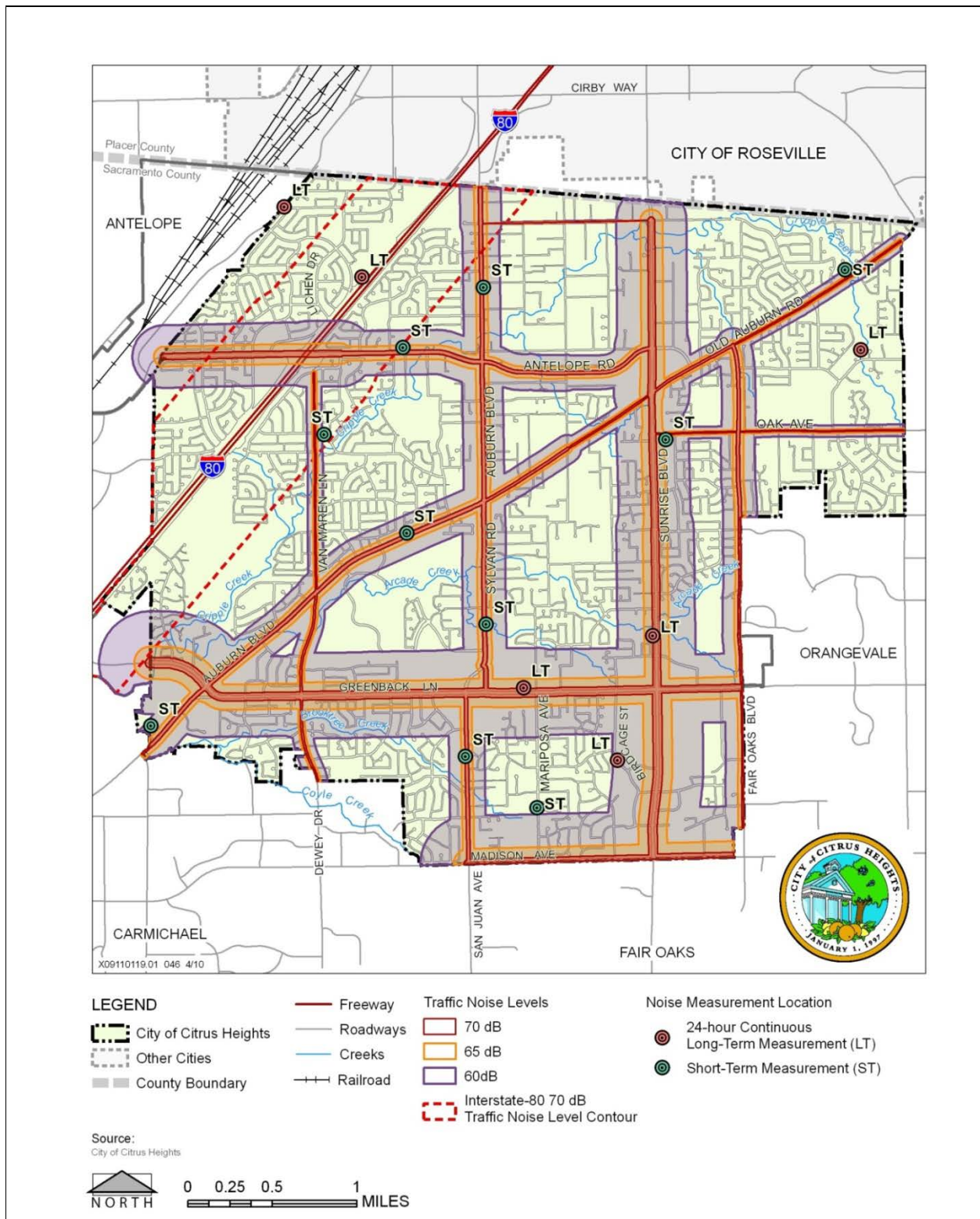
Construction

The proposed project is the reuse of an existing building that is located in a fully developed commercial center along Antelope Road. The project does not include the expansion or construction of any new structures. The project is required to comply with the City of Citrus Heights Noise Ordinance that limits construction to between the hours of 6:00 a.m. and 8:00 p.m. weekdays and between the hours of 8:00 a.m. and 8:00 p.m. on weekends. Therefore there would be no impact from temporary construction noise.

Traffic and Operation Noise

In Citrus Heights, the primary noise source is vehicular traffic, although railroad industrial sources also contribute to noise levels in certain areas. As shown on **Figure 4**, Roadway Noise Contours, on the following page ambient noise is most influenced by traffic on Interstate 80 and major roadways such as Greenback Lane, Sunrise Boulevard, Antelope Road, Auburn Boulevard/Old Auburn Road, San Juan Avenue, Madison Avenue, Fair Oaks Boulevard, and Sylvan Road. For noise sensitive areas, such as schools, residences, and religious place of worship, neighborhood noise surveys were conducted to document existing ambient noise (data is found in the General Plan Background Report).

Figure 4 Roadway Noise Contours



The General Plan establishes allowable noise exposure levels for nonresidential development. **Table 1** below shows acceptable noise levels by land use in the City. According to the General Plan, the acceptable noise level for commercial properties should not exceed 70 dB.

Table 1 Acceptable Noise Levels by Land Use

City of Citrus Heights Acceptable Noise Levels				
Land Use Category	Community Noise Exposure L_{dn} or CNEL, dBA			
	Normally Acceptable ¹	Conditionally Acceptable ²	Normally Unacceptable³	Clearly Unacceptable ⁴
Residential: Low-Density Single Family, Duplex, Mobile Homes	60	65	75	85
Residential: Multiple Family	65	70	75	85
Transient Lodging: Motels, Hotels	65	70	80	85
Schools, Libraries, Churches, Hospitals, Nursing Homes	70	70	80	85
Auditoriums, Concert Halls, Amphitheaters	--	70	--	85
Sports Arena, Outdoor Spectator Sports	--	75	--	85
Playgrounds, Neighborhood Parks	70	--	75	85
Golf Courses, Riding Stable, Water Recreation, Cemeteries	75	--	80	85
Office Buildings, Business Commercial and Professional	70	75	85	--
Industrial, Manufacturing, Utilities, Agriculture	75	80	85	--
Notes: ¹ Specific land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements ² New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. ³ New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. ⁴ New construction or development should generally not be undertaken. Source: City of Citrus Heights General Plan Noise Element, February 2002, Adapted from the Office of Planning and Research, State of California General Plan Guidelines. Appendix A: Guidelines for the Preparation and Content of the Noise Element of the General Plan, 1990.				

- b-d) The proposed project is the reuse of an existing building within an existing commercial development and there are no additional buildings or expansions of existing buildings planned with this project. The site adjoins Interstate 80 which is a source of traffic noise, however, most functions of this business will be within a building and people will not be exposed to excessive noise.

Vibration and ground-borne noise issues tend to occur when physically forceful or ground-penetrating equipment is utilized, such as pile drivers or where blasting is necessary. No such equipment or activities are required during construction or operations of the proposed project. Thus, the proposed project would not generate significant groundborne vibration or groundborne noise impacts.

The project includes a restaurant and bar that will on occasion host events including indoor live music. Music is conveyed to listeners through very small fluctuations in air pressure. These fluctuations are perceived by the human hearing mechanism as sound. These small pressure fluctuations lack adequate energy to cause feelable groundborne vibration. Groundborne vibration is more commonly caused by heavy vehicles on roadways or tracks (trucks and trains) or large machinery such as pile drivers or compactors.

- e-f) The project is not located within two miles of a public airport or private airstrip. The project would not expose people working in the area to excessive noise levels.

Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
13. POPULATION AND HOUSING — Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a - b) The project site is currently developed with a commercial building and the proposed project is consistent with that use. The project will not displace any people or housing units, therefore there is no impact.

References

City of Citrus Heights. Final Environmental Impact Report, General Plan Update. SCH# 2010072041. July 1, 2011

Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
14. PUBLIC SERVICES — Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The project is located within a developed area that would not induce growth. Fire protection is provided by the Sacramento Metropolitan Fire District (SMFD). The nearest station is Station 27, approximately 1.3 miles away on Grand Oaks Boulevard. Police protection is provided by the Citrus Heights Police Department. The police station is approximately 3.5 miles away, on Fountain Square Drive and Greenback Lane. There are no identified issues with public services for the project site.

References

City of Citrus Heights. Final Environmental Impact Report, General Plan Update. SCH# 2010072041. July 1, 2011

Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
15. RECREATION — Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a – b) As described above, the project would not include, nor induce demand, for recreational facilities.

References

City of Citrus Heights. Final Environmental Impact Report, General Plan Update. SCH# 2010072041. July 1, 2011

Transportation and Traffic

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
16. TRANSPORTATION AND TRAFFIC — Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) In August 11, 2011, the City of Citrus Heights adopted its General Plan Update. Policy 29.2 of the General Plan specifies the following:
- The City will strive to achieve LOS E or better conditions for roadways and intersections during peak hours (these may include weekday AM, midday, and PM, as well as Saturday midday or PM). The intent of this policy is to effectively utilize the roadway network capacity while balancing the desire to minimize potential adverse effects of vehicle travel on the environment and other modes. Exceptions to the LOS E policy are allowed for roadway segments and intersections along five arterials in the City including Antelope Road east of I-80. On these five arterials, no roadway widening to provide additional vehicle capacity will be permitted. Development projects that cause an impact at these locations may also require mitigation (including, but not limited to) the following:
 - Actions that reduce vehicle trips or provide non-auto improvements to the transportation network or service.

- Lengthening of turn pockets.
- Signal timing modifications.

In accordance with Policy 29.2, the proposed project would have a significant impact on the roadway system if it would:

- Worsen peak hour operations at an intersection maintained by the City of Citrus Heights from LOS E or better to LOS F.

A focused traffic analysis was prepared for the project (report dated January 9, 2013 and on file with the Planning Division). The study revealed that the project would cause modest increases in delays at the Antelope Road/Lichen Drive/Project Driveway intersection. However, operations would remain at existing service levels.

Fehr and Peers also performed a queuing analysis for the weekday PM peak hour³ at the following study intersections:

- Antelope Road/Lichen Drive/Project Driveway
- Antelope Road/Zenith Drive/Tupelo Drive

The results reveal the following key conclusions:

- *Development of the project would cause traffic to spill out of the westbound left-turn lane.* The maximum green time for the westbound left-turn movement is 18.5 seconds, which is not sufficient to accommodate existing traffic plus project-generated trips. Observations of the simulation show frequent queues that do not fully dissipate (i.e. vehicles at the end of the queue do not make it through the intersection and have to sit through an additional signal cycle before clearing the intersection).
- *Development of the project would cause increased queuing on the project driveway approach to Antelope Road.* Traffic would queue nearly back to the first internal intersection, but would not adversely affect that intersection or public street operations.

Fehr and Peers stated that the project would not cause a significant impact at either study intersection; it is consistent with Policy 29.2 of the General Plan. However, the following recommendations are offered to address the expected vehicular queuing problem caused by the project in the westbound left-turn lane at the Antelope Road/Lichen Drive/Project Driveway intersection (see Figure 4):

- *Increase the westbound left-turn pocket length at the Antelope Road/Lichen Drive/Project Driveway intersection from 200 feet to 300 feet.*

³ The PM peak hour was selected for evaluation (versus the AM peak hour) because casino/cardrooms are known to generate more traffic during this period.

- *Increase the maximum green time for the westbound left-turn movement at the Antelope Road/Lichen Drive/Project Driveway intersection from 18.5 seconds to 24.5 seconds.*
- b) The project would not violate any congestion management standards or plans. The current City level of service (LOS) standard for the study intersections is E. As demonstrated in the report prepared by Fehr & Peers, the proposed project would not lower the LOS for any study intersections.
- c) The project would have no impact on air traffic patterns. The project is not located within the airport influence of a public airport.
- d) The project would utilize an existing driveway on Antelope Road (note that the project can also be accessed through the existing commercial center parking lot). The use of this driveway would not create a hazard and there is no impact.
- e) The project site is currently accessible from both the front (Antelope Road) and the back (through the shopping center). The project would continue to allow these two access points. Therefore, there is no impact to emergency access.
- f) Antelope Road is designated for a future Class II Bikeway in the General Plan. The project would not alter any driveway or roadway section and would therefore have a less than significant effect upon the implementation of the General Plan.

The project is required to have bicycle parking in accordance with the Zoning Ordinance. Section 106.36.060 of the City Municipal Code requires 1 bicycle parking space per 20 automobile spaces (for parking lots up to 100 spaces). The proposed project provides 109 on-site parking spaces therefore the project is required to provide two bicycle parking spaces.

Antelope Road is currently served by transit. The proposed project would not interfere with current transit access and ridership.

References

- City of Citrus Heights. Final Environmental Impact Report, General Plan Update. SCH# 2010072041. July 1, 2011
- Fehr & Peers. Focused Traffic Analysis for Cardroom Project, Citrus Heights, CA. January 9, 2013.
-

Utilities and Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
17. UTILITIES AND SERVICE SYSTEMS — Would the project:				
a) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a-e) The project is the reuse of an existing building and has established facilities including water, storm water, wastewater systems. The project will be required to connect to these existing systems. The project will not impact capacity or service levels.
- f-g) Solid waste and recycling services are required for the project. The project will not generate a substantial amount of waste, and would be served by existing facilities and be in accordance with all local, state, and federal regulations.

References

City of Citrus Heights. Final Environmental Impact Report, General Plan Update. SCH# 2010072041. July 1, 2011

Mandatory Findings of Significance

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
18. MANDATORY FINDINGS OF SIGNIFICANCE — Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) As described above, the project site does not contain biological or cultural resources.
- b) This project will not result in cumulative impacts.
- c) The project would not cause substantial effects on human beings.

References

City of Citrus Heights. Final Environmental Impact Report, General Plan Update. SCH# 2010072041.
July 1, 2011

ORDINANCE 2013-_____

AN ORDINANCE OF THE CITY OF CITRUS HEIGHTS AMENDING ARTICLE 2, SECTION 106.26.030, TABLE 2-5 AND AMENDING ARTICLE 4, SECTION 106.42.010 OF THE ZONING ORDINANCE

THE CITY OF CITRUS HEIGHTS DOES ORDAIN AS FOLLOWS:

Section 1: Purpose and Authority

The purpose of this Ordinance is to amend Article 2, Table 2-5 of the City of Citrus Heights Zoning Ordinance in regards to Allowed Land Uses; and amend Article 4, Section 106.42.010 of the City of Citrus Heights Zoning Ordinance in regards to exceptions for distance requirements, Alcoholic Beverage Sales, as shown below.

Section 2: Findings

- a) The proposed ordinance text amendment is consistent with the Citrus Heights General Plan and
- b) There is no substantial evidence that the proposed Zoning Code Text Change will have a significant effect on the environment.

Section 3: Amendments to Zoning Code

Table 2-5 is amended as follows:

TABLE 2-5 Allowed Land Uses and Permit Requirements for Commercial and Industrial Zoning Districts		P Permitted Use, Zoning Clearance required MUP Conditional use, Minor Use Permit required UP Conditional use Permit required S Permit requirement set by Specific Use Regulations — Use not allowed						
LAND USE (1)	PERMIT REQUIRED BY DISTRICT							Specific Use Regulations
	BP	LC	SC	GC	AC	CR	MP	
RECREATION, EDUCATION & PUBLIC ASSEMBLY USES								
Adult entertainment business	—	S	—	S	—	—	S	106.40
Bingo parlor	—	—	—	UP	—	—	—	10.81 - 10.100
Card room	—	—	UP	UP	—	—	—	10.26 - 10.54

106.42.010(C) is amended to read as follows:

106.42.020 - Alcoholic Beverage Sales 106.42.020

A. Purpose. Establishments that serve alcoholic beverages receive special attention from the City because of their potential to create problems, such as littering, loitering, public intoxication and disturbances. The City shall review all establishments selling alcoholic beverages.

B. Distance requirements. No on-sale or off-sale liquor establishment shall be maintained within 500 feet of any other on-sale or off-sale liquor establishment or within 500 feet from the following "consideration points":

1. Schools (public or private);
2. Churches or other places of worship;
3. Hospitals, clinics, or other health care facilities; and
4. Public parks and playgrounds and other similar uses.

The distance of 500 feet shall be measured between the nearest entrances used by patrons of the establishments along the shortest route intended and available for public passage to other establishments, or to the nearest property line of any of the consideration points.

C. Exceptions for distance requirements. Veterans clubs, bonafide restaurants, food markets, supermarkets, drugstores, cardrooms, or any other retail establishment where off-sale of alcoholic beverages constitute less than 20 percent of total sales, fraternal organizations, and existing alcohol serving establishments may be closer than 500 feet from one another or any of the consideration points.

Section 4: Severability

If any section of this Ordinance is determined to be unenforceable, invalid, or unlawful, such determination shall not effect the enforceability of the remaining provisions of this Ordinance.

Section 5: Effective Date and Publication

This Ordinance shall take effect thirty (30) days after its adoption, and within fifteen (15) days after its passage, shall be posted in three public places.

PASSED AND ADOPTED by the City Council of the City of Citrus Heights this _____ day of _____, 2013 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Steve Miller, Mayor

ATTEST:

Amy Van, City Clerk

TABLE 2-5 Allowed Land Uses and Permit Requirements for Commercial and Industrial Zoning Districts		P Permitted Use, Zoning Clearance required MUP Conditional use, Minor Use Permit required UP Conditional use Permit required S Permit requirement set by Specific Use Regulations — Use not allowed						
LAND USE (1)	PERMIT REQUIRED BY DISTRICT							Specific Use Regulations
	BP	LC	SC	GC	AC	CR	MP	

INDUSTRY, MANUFACTURING & PROCESSING, WHOLESALING

Contract construction service - Indoor	—	—	—	P	—	—	P	
Contract construction service - Outdoor storage	—	—	—	MUP	—	—	MUP	
Contract construction service - Outdoor work area	—	—	—	UP	—	—	UP	
Manufacturing/processing - Light	—	—	—	UP	—	—	P	
Manufacturing/processing - Medium intensity	—	—	—	—	—	—	—	
Manufacturing/processing - Heavy	—	—	—	—	—	—	—	
Recycling - Small collection facility	—	MUP	MUP	MUP	—	—	MUP	106.42.190
Storage - Outdoor	—	—	—	UP	—	—	UP	106.42.170
Storage - Personal storage facility (mini-storage)	—	UP	—	UP	—	—	MUP	
Storage - RVs, boats	—	—	—	UP	—	UP	—	
Storage - Warehouse, indoor storage	—	—	—	P	—	—	P	
Wholesaling and distribution	—	—	—	P	—	—	P	

RECREATION, EDUCATION & PUBLIC ASSEMBLY USES

Adult entertainment business	—	S	—	S	—	—	S	106.40
Bingo parlor	—	—	—	UP	—	—	—	10.81 - 10.100
Card room	—	—	UP	UP	—	—	—	10.26 - 10.54
Commercial recreation facility - Indoor	—	UP	UP	UP	—	MUP	UP	
Commercial recreation facility - Outdoor	—	—	—	UP	—	MUP	UP	
Conference/convention facility	UP	—	UP	UP	—	UP	—	
Fitness/health facility	UP	P	P	P	—	P	UP	
Library, museum	P	P	P	P	—	—	—	
Meeting facility, public or private	UP	UP	UP	UP	—	—	UP	
Park, playground	P	P	P	P	—	—	UP	
School - College, university	UP	UP	UP	UP	—	—	—	
School - Elementary, middle, secondary	—	UP	UP	UP	—	—	—	
School - Specialized education/training - Minor	P	P	P	P	—	—	P	
School - Specialized education/training -Major	UP	UP	UP	UP	—	—	UP	
Sports and entertainment assembly facility	—	—	UP	MUP	—	MUP	MUP	
Studio - Art, dance, martial arts, music, etc.	S	P	P	P	—	—	S	106.26.030.C
Theater	—	—	MUP	MUP	—	MUP	—	

Key to Zone Symbols

BP	Business and Professional Office	AC	Auto Commercial
LC	Limited Commercial	CR	Commercial Recreation
SC	Shopping Center	MP	Industrial/Office Park
GC	General Commercial		

Notes:

(1) See Article 8 for land use definitions.

106.42.010 - Purpose and Applicability

- A. **Purpose.** This Chapter provides site planning, development, and/or operating standards for certain land uses that are allowed by Article 2 (Zoning Districts and Allowable Land Uses) within individual or multiple zoning districts, and for activities that require special standards to mitigate their potential adverse impacts.
- B. **Applicability.** The land uses and activities covered by this Chapter shall comply with the provisions of the Sections applicable to the specific use, in addition to all other applicable provisions of this Zoning Code.
1. **Where allowed.** The uses that are subject to the standards in this Chapter shall be located only where allowed by Article 2 (Zoning Districts and Allowable Land Uses).
 2. **Planning permit requirements.** The uses that are subject to the standards in this Chapter shall be authorized by the planning permit required by Article 2 (Zoning Districts and Allowable Land Uses), except where a planning permit requirement is established by this Chapter for a specific use.
 3. **Development standards.** The standards for specific uses in this Chapter supplement and are required in addition to those in Articles 2 (Zoning Districts and Allowable Land Uses) and 3 (Site Planning and Project Design Standards).
 - a. The applicability of the standards in this Chapter to the specific land uses listed is determined by Article 2 (Zoning Districts and Allowable Land Uses).
 - b. In the event of any conflict between the requirements of this Chapter and those of Articles 2 (Zoning Districts and Allowable Land Uses) or 3 (Site Planning and Project Design Standards), the requirements of this Chapter shall control.

106.42.020 - Alcoholic Beverage Sales

- A. **Purpose.** Establishments that serve alcoholic beverages receive special attention from the City because of their potential to create problems, such as littering, loitering, public intoxication and disturbances. The City shall review all establishments selling alcoholic beverages.
- B. **Distance requirements.** No on-sale or off-sale liquor establishment shall be maintained within 500 feet of any other on-sale or off-sale liquor establishment, or within 500 feet from the following "consideration points":
1. Schools (public or private);
 2. Churches or other places of worship;
 3. Hospitals, clinics, or other health care facilities; and
 4. Public parks and playgrounds and other similar uses.
- The distance of 500 feet shall be measured between the nearest entrances used by patrons of the establishments along the shortest route intended and available for public passage to other establishments, or to the nearest property line of any of the consideration points.
- C. **Exceptions for distance requirements.** Veterans clubs, bonafide restaurants, food markets, supermarkets, drugstores, cardrooms, or any other retail establishment where off-sale of alcoholic beverages constitute less than 20 percent of total sales, fraternal organizations, and existing alcohol serving establishments may be closer than 500 feet from one another or any of the consideration points.

CCS ARCHITECTURE

March 7, 2013

Attn: Alison Bermudez
Associate Planner
City of Citrus Heights
6237 Fountain Square Drive
Citrus Heights, CA 95621

Project Name: Stones Casino
Project Address: 6510 Antelope Road, Citrus Heights, CA 95621

Subject: Project Description

Dear Mrs. Alison Bermudez:

See the requested project description **(Note: New comments will be in bold text.):**

Project Description:

King's Casino, LLC ("Kings", Casino Project) is purchasing the Lucky Derby Casino ("Lucky Derby") located at 7433 Greenback Lane, Citrus Heights, CA and Phoenix Casino & Lounge ("Phoenix") located at 5948 Auburn Boulevard, Citrus Heights, CA. Kings will operate the two existing cardrooms in their current place of business until we are ready to move into our new location. The new location will be located at 6510 Antelope Road, Citrus Heights, CA in the Antelope Crossings Business Area. Situated on the I-80 Freeway at the Antelope Boulevard exit, it will be one of the only cardrooms located on the freeway in all of Sacramento County and is an ideal location given the freeway visibility and easy access for commuters.

Kings will occupy a 23,600 square foot building that is currently vacant. The property site and building will undergo a significant remodel **with a net addition of 1,013 square feet to the building**, after receiving approvals from the City of Citrus Heights and State of California Bureau of Gambling Control. Kings has retained CCS Architecture ("CCS") (www.ccs-architecture.com) based out of San Francisco to design the new space which will include an American style neighborhood restaurant with a large center bar, lounge areas, private offices, as well as the two cardrooms in a state of the art, secured building. CCS has over 20 years of experience in designing restaurants and is highly acclaimed for their work both architecturally and for the commercial success of their projects. Kings has a lease/purchase option on the property and given the significant financial commitment it is making to the business, Kings believes strongly it will be a major catalyst for the revitalization of the Antelope Crossings Business Area.

Principals: Ryan E. Stone, Masis A. Kevorkian, Kermit Schayltz, Robert Lytle.

Licensing & Regulations: Kings, and its shareholders, will be licensed by the State of California as a California Cardroom. In general, California Cardrooms are licensed to offer all types of gaming with the exception of slot machines, craps and roulette.

Kings will be licensed to operate two separate 15-table cardrooms (30 tables total). Games will include traditional poker as well as the California Game tables which will include Blackjack, Three Card Poker, EZ Baccarat and Pai Gow Poker.

Kings revenue will be derived in poker games from the "rake" or collection fee taken from each pot for each hand. Unlike "Las Vegas" casinos, California Cardrooms are not permitted to act as the "house" and "bank" non-poker games. As such, King's revenue will not be subject to swings in wins and losses. Rather, players and/or the bank pay a fee for each hand to the cardroom.

The Lucky Derby and Phoenix have been in business for over 20 years. Currently, the Lucky Derby operates 13 tables (with a maximum of 15) and the Phoenix operates 10 (with a maximum of 15). Both existing cardrooms are open 24x7, are 21-over (age) and have small restaurant and bar facilities. In total the number of employees and third-party providers on site will be in the 275-300 person range, with approximately 75-100 employees on site depending on non-peak and peak hours.

The project aims to serve the broadest definition of a "target audience" by being the first-of-its-kind destination combining a new and highly-rated "neighborhood" restaurant with an already successful pair of cardrooms in the local area, with proven records for contributing to the local entertainment and social experience of the city. The project aims to serve all markets broadly with its restaurant, bar and grill atmosphere and plans to offer hand-selected live entertainment in an intimate setting, from music to comedy, aiming to appeal to all ages and family demographics in the market area with the restaurant portion of the project. The age restriction for the cardrooms and the layout design will maintain appropriate separation without closing off age-appropriate customers.

The restaurant's and bar's design concept is that of a new casual American regional grill designed with urban and rustic details. It will serve classic comfort food: burgers, wood-fired pizzas, and will provide several Asian food offerings for a more diverse range of offerings for the patrons of the restaurant, bar and cardrooms. The restaurant would serve food 24 hours daily, with a smaller bar-type menu at non-peak hours. The architecture and layout of the restaurant, bar and grill provide distinctly different dining experiences: a Bar Dining area under the main vaulted massive truss ceiling, a secluded Dining area to the side of the Bar for more intimate and personal experiences, **and finally an adjacent Corporate Events area** for expanded main dining, private dining reservations or parties and business meeting accommodations, as well.



NORTH ELEVATION: MAIN ENTRY



EXTERIOR PERSPECTIVE: FRONT ENTRANCE



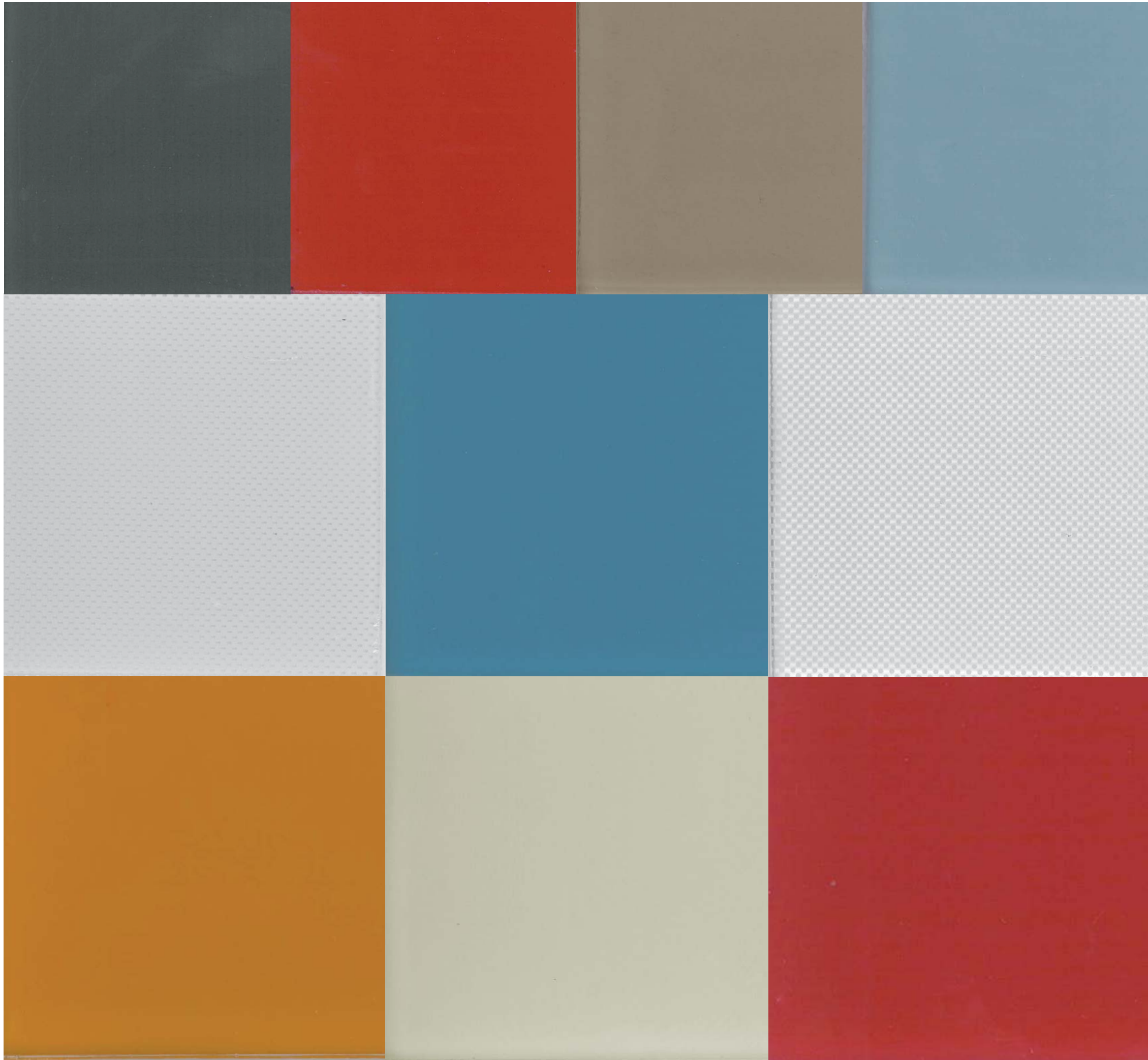
EXTERIOR PERSPECTIVE: REAR ENTRANCE



EXISTING CONDITIONS



EXISTING CONDITIONS



EXTERIOR MATERIALS AND FINISHES

1.	2.	3.	4.
5.	6.	7.	
8.	9.	10.	
11.	12.	13.	14.

MATERIAL KEY

1. Pulp Studio, GRY
2. Pulp Studio, #6503-ORPP
3. Pulp Studio, #249 BRZ
4. Pulp Studio, #6500-ZPTZ
5. Paragon, P-702
6. Paragon, Dusk
7. Paragon, P-602
8. Paragon, Orange Peel
9. Paragon, .76 Trans
10. Paragon, Cranberry
11. Sherwin-Williams, Black Fox, SW7020
12. Glidden, Wright Stone #10YY 30/106
13. 6" Wide Oak Planks, "Charred" Finish (Rough Sawn & Heat-Treated)
14. Arcadia, Anodized Alum., #88 Std Dk. Bronze AB-7

Exhibit D

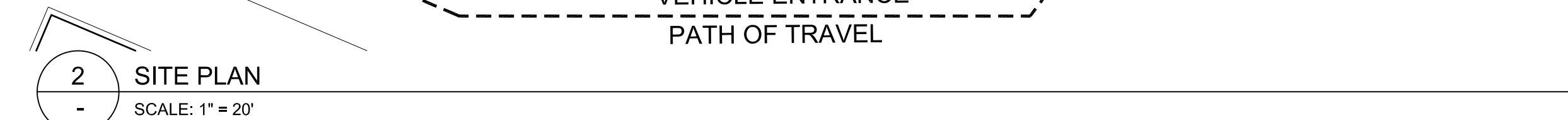
ISSUED	DESCRIPTION
10.10.12	PLANNING DEPT. DESIGN REVIEW
12.20.12	PLAN. DEPT. RESPONSE
03.06.13	PLAN. DEPT. RESPONSE



SITE ACCESSIBILITY NOTES	
A1	ACCESSIBLE PATH OF TRAVEL
A2	NEW SITE/BUILDING ACCESSIBILITY SIGNAGE

LEGEND

(S)	STANDARD PARKING STALL
(C)	COMPACT PARKING STALL
(H)	ACCESSIBLE PARKING STALL
(M)	MOTORCYCLE PARKING STALL
1	PARKING STALL COUNT
12	
OS1	OFF-SITE PARKING AGREEMENT
OS12	PARKING STALL COUNT
	ADDED SF



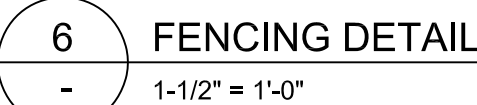
4 PROJECT DESCRIPTION

SCOPE OF WORK:	RENOVATION AND REMODEL OF EXISTING COMMERCIAL RETAIL BUILDING, NET REDUCTION IN OVERALL AREA OF (183) SF. NEW CURTAIN WALL TO REPLACE EXISTING WINDOW WALL SYSTEM.
EXISTING USABLE AREA:	23,928 SF
PROJECT ADDRESS:	6510 ANTELOPE ROAD, CITRUS HEIGHTS, CA 95621
ARCHITECT:	CCS ARCHITECTURE CASS CALDER SMITH
GOVERNING CODE:	2012 CALIFORNIA BUILDING CODE 2012 CITY OF CITRUS HEIGHTS, ZONING CODE
OCCUPANCY GROUP/USE:	CARD ROOM (CASINO) / RESTAURANT; ASSEMBLY GROUP A-2
SPRINKLER:	YES (EXISTING)
STORIES:	1 ABOVE GROUND
HEIGHT:	22' (T.O. (E) MAIN ROOF) + 3' (T.O. (N) PARAPET) = 25' OVERALL HT

PARKING SUMMARY:

MAIN DINING AREA:	1 PER 50 SF OF SEATING AREA 874 SF / 50 = 18 PARKING SPACES
BAR/BAR DINING:	1 PER 3 SEATS 120 SEATS / 3 = 42 PARKING SPACES
CORPORATE EVENTS:	1 PER 50 SF 744 SF / 50 = 15 PARKING SPACES
POKER GAMING CARDROOM:	1 PER 3 SEATS POKER TABLE = 10 SEATS @ 15 TABLES = 150 SEATS 150 SEATS / 3 = 50 PARKING SPACES
MAIN HALL & CAL-GAMES CARDROOM:	1 PER 3 SEATS 10 SEATS @ 15 TABLES = 150 SEATS 150 SEATS / 3 = 50 PARKING SPACES
TOTAL REQUIRED:	18 + 42 + 15 + 50 + 50 = 175 PARKING SPACES
10% REDUCTION: (ALLOWED FOR REUSE OF EXIST. BUILDING)	(18) PARKING SPACES = 157 PARKING SPACES
TOTAL PROVIDED:	(115) SPACES (ON-SITE) + 42 (OFF-SITE) = 157 SPACES

PARKING NOTES:
1. EXISTING 115 ONSITE SPACES = (78) STANDARD + (19) COMPACT + (6) MOTORCYCLE + (6) ADA/ACCESSIBLE.
2. (42) OFF-SITE ADJOINING NEIGHBORING PROPERTY SURFACE PARKING SPACES TO MEET CITRUS HEIGHTS PARKING REQUIREMENTS AS A CONDITIONAL APPROVAL FOR DESIGN REVIEW APPROVAL.



6	FENCING DETAIL
-	1-1/2" = 1'-0"

44 MCLEA COURT
SAN FRANCISCO
CALIFORNIA 94103
tel: 415 864 2800
fax: 415 864 2850
www.ecs-architecture.com

PROJECT NAME

STONES CASINO
6510 ANTELOPE ROAD
CITRUS HEIGHTS, CA
95621

ISSUED	DESCRIPTION
10.10.12	PLANNING DEPT. DESIGN REVIEW
12.20.12	PLAN. DEPT. RESPONSE
03.06.13	PLAN. DEPT. RESPONSE
05.15.13	PLANNING UPDATE

SHEET TITLE

SITE PLAN

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BY	AK
SCALE	VARIES
SHEET	

A 1.00

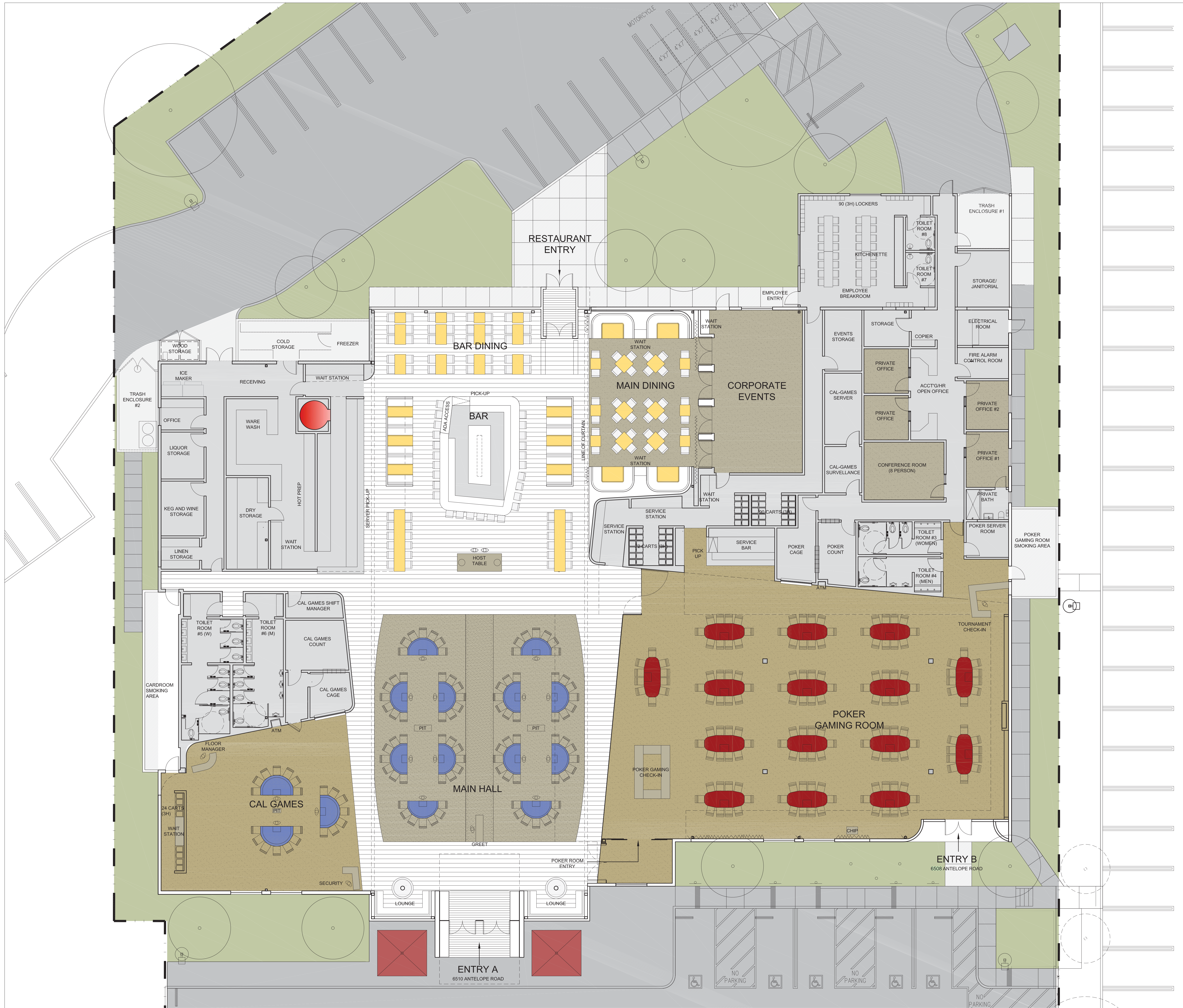


Exhibit F

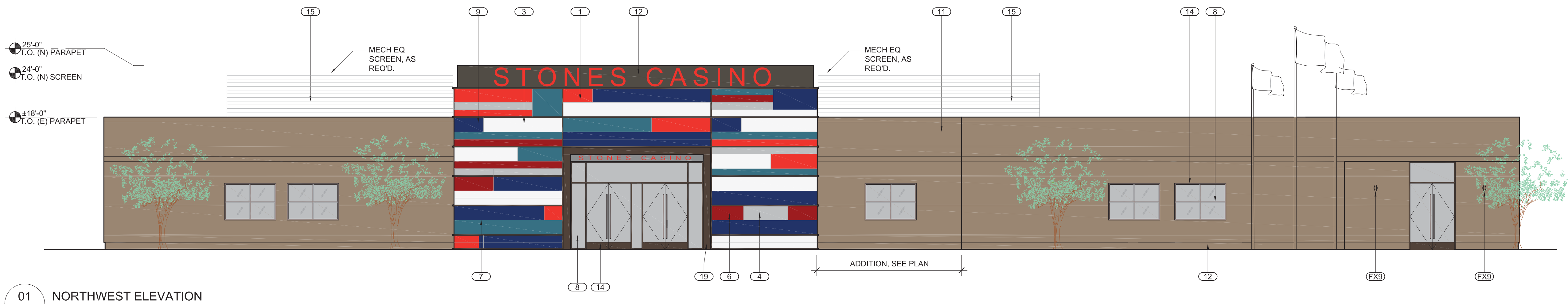
PROJECT NAME

STONES CASINO
6510 ANTELOPE ROAD
CITRUS HEIGHTS, CA
95621

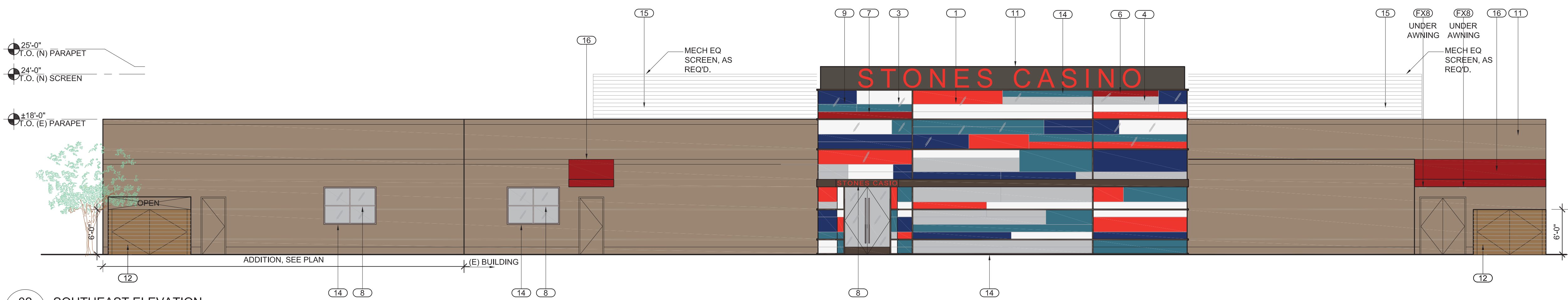
ISSUED	DESCRIPTION
10.10.12	PLANNING DEPT. DESIGN REVIEW
12.20.12	PLANNING DEPT. RESPONSE
03.06.13	PLANNING DEPT. RESPONSE

SHEET TITLE
FLOOR PLAN

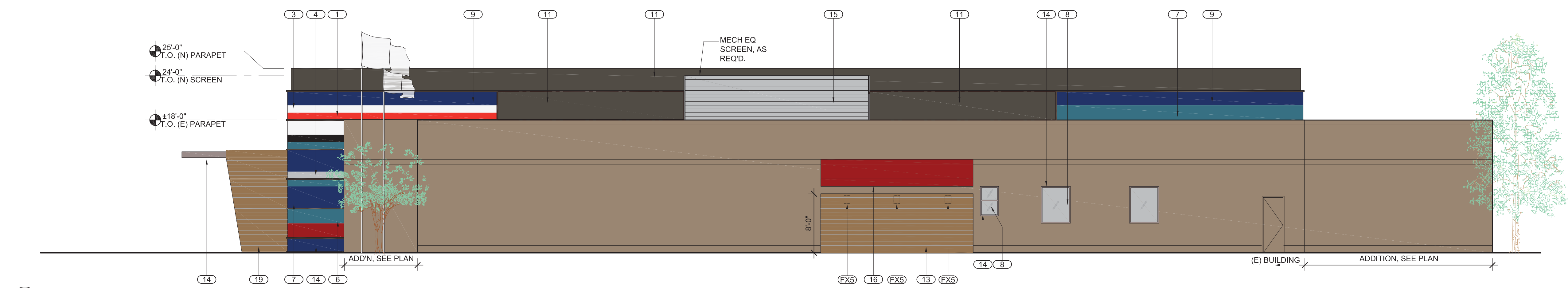
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BY	AK
SCALE	VARIES
SHEET	



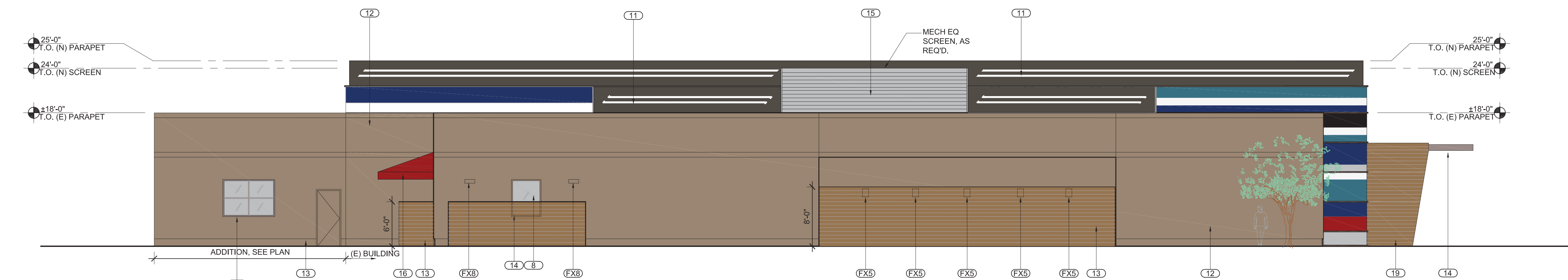
01 NORTHWEST ELEVATION
A4.00 1/8" = 1'



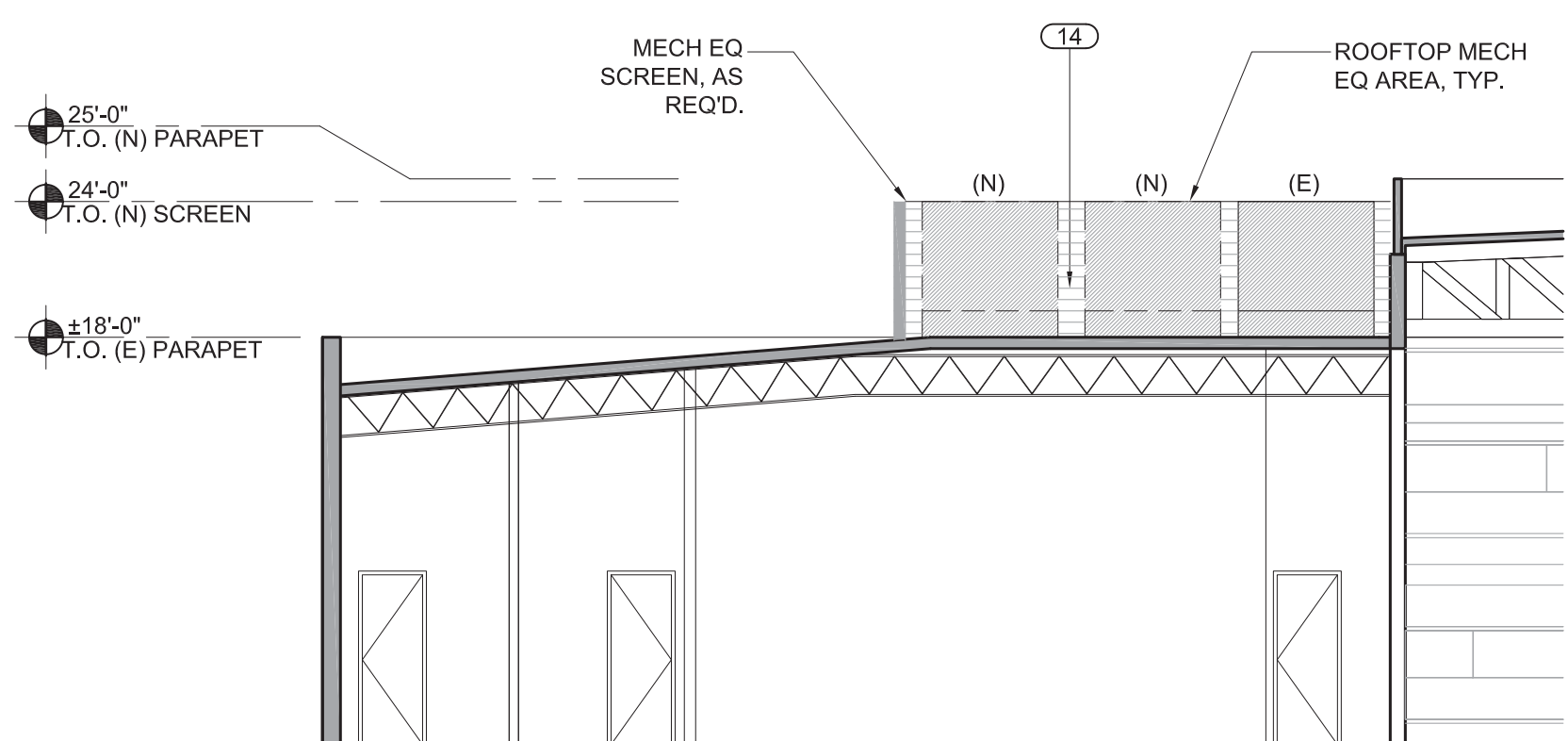
02 SOUTHEAST ELEVATION
A4.00 1/8" = 1'



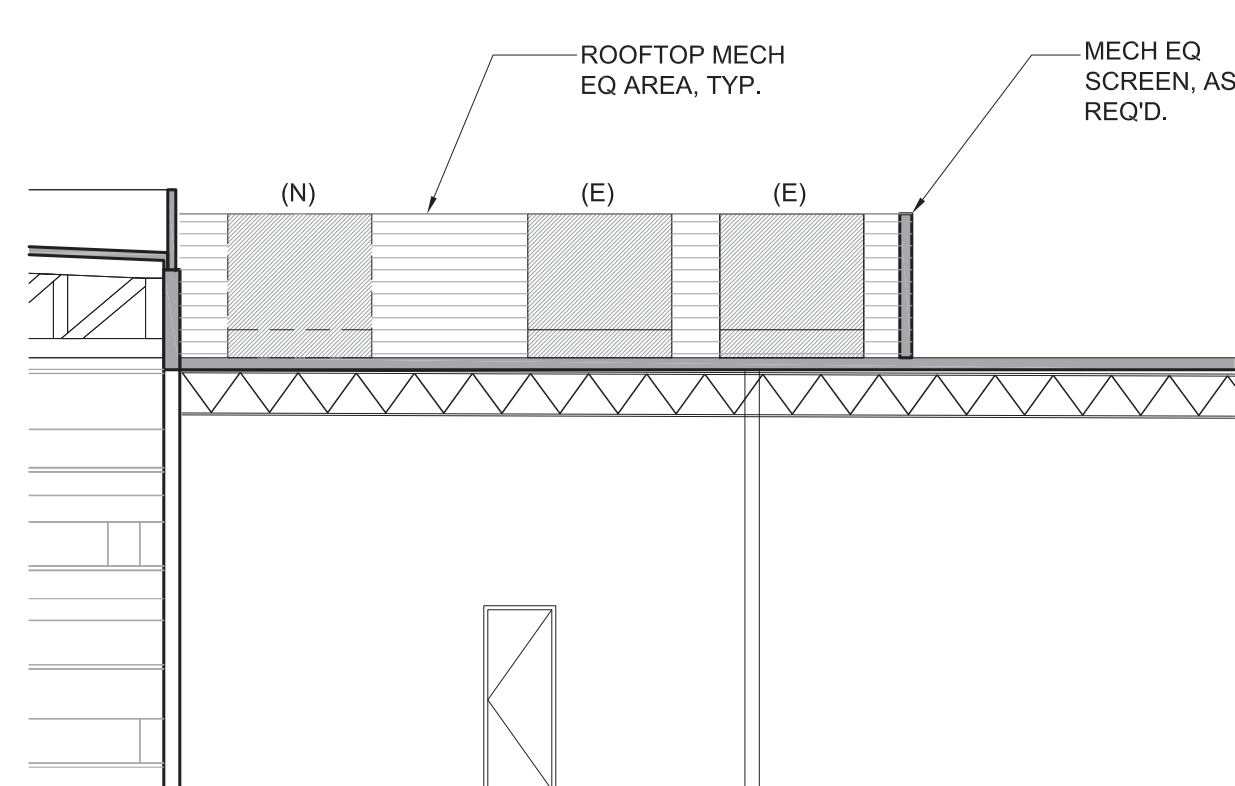
03 SOUTHWEST ELEVATION
A4.00 1/8" = 1'



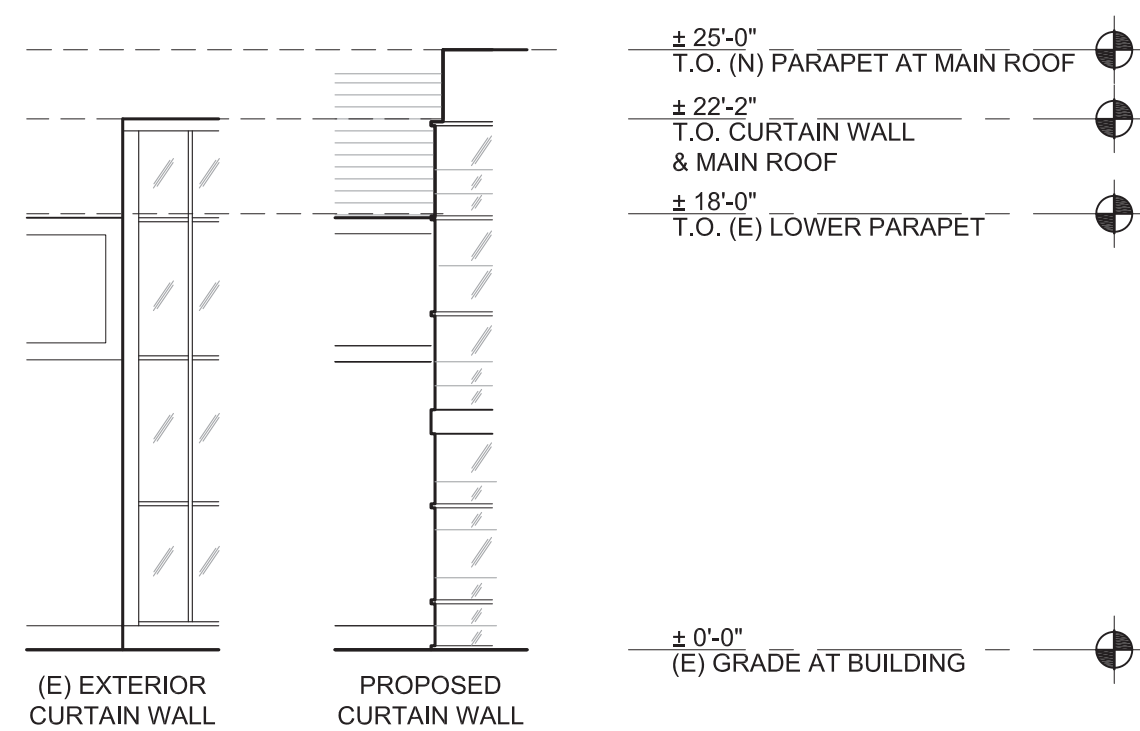
04 NORTHEAST ELEVATION
A4.00 1/8" = 1'



05A BUILDING CROSS SECTION LOOKING SOUTHWEST
A4.00 1/8" = 1'



05B BUILDING CROSS SECTION LOOKING SOUTHWEST
A4.00 1/8" = 1'

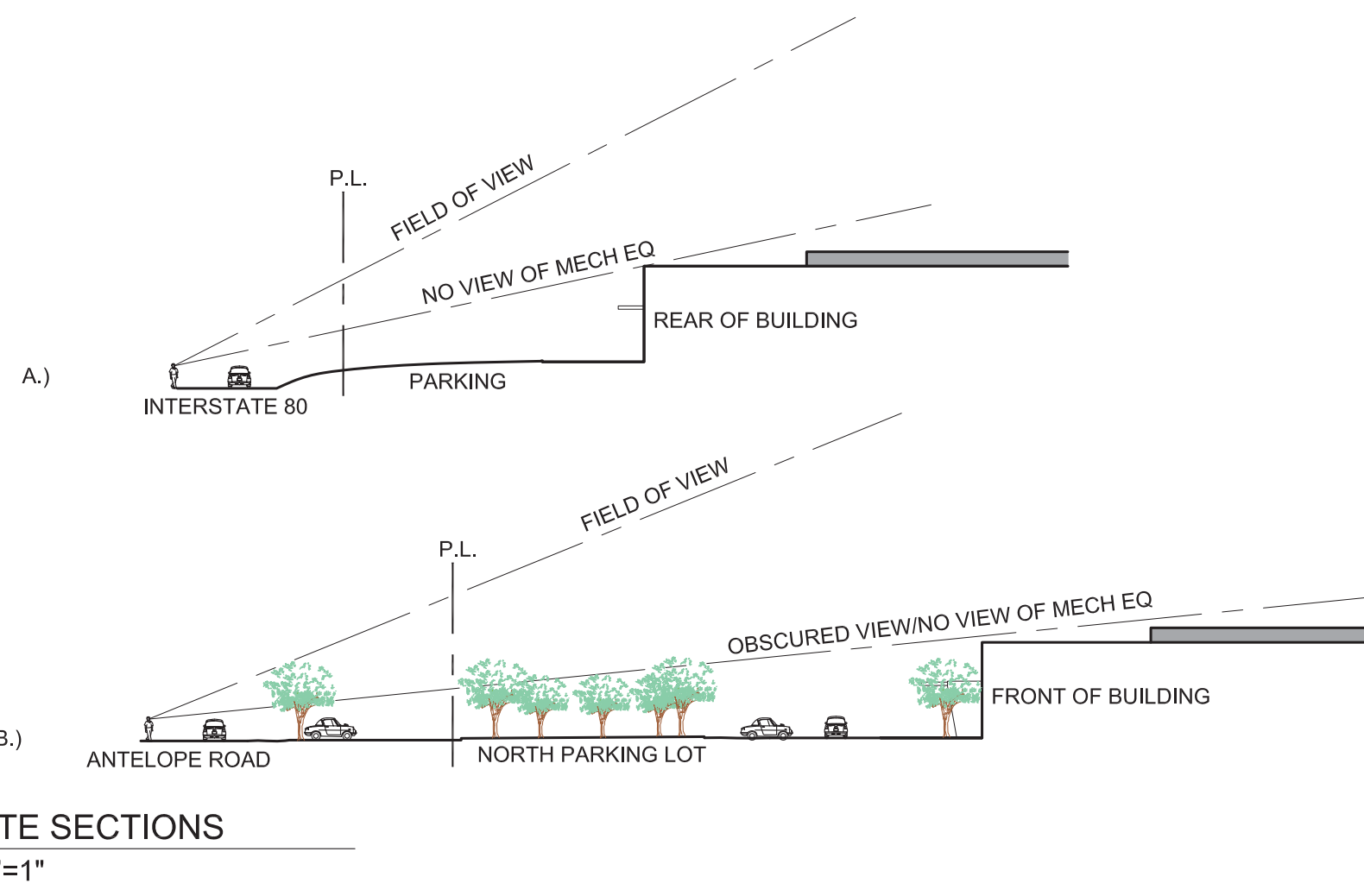


06 EXISTING FACADE FOR REFERENCE
A4.00 1/8" = 1'

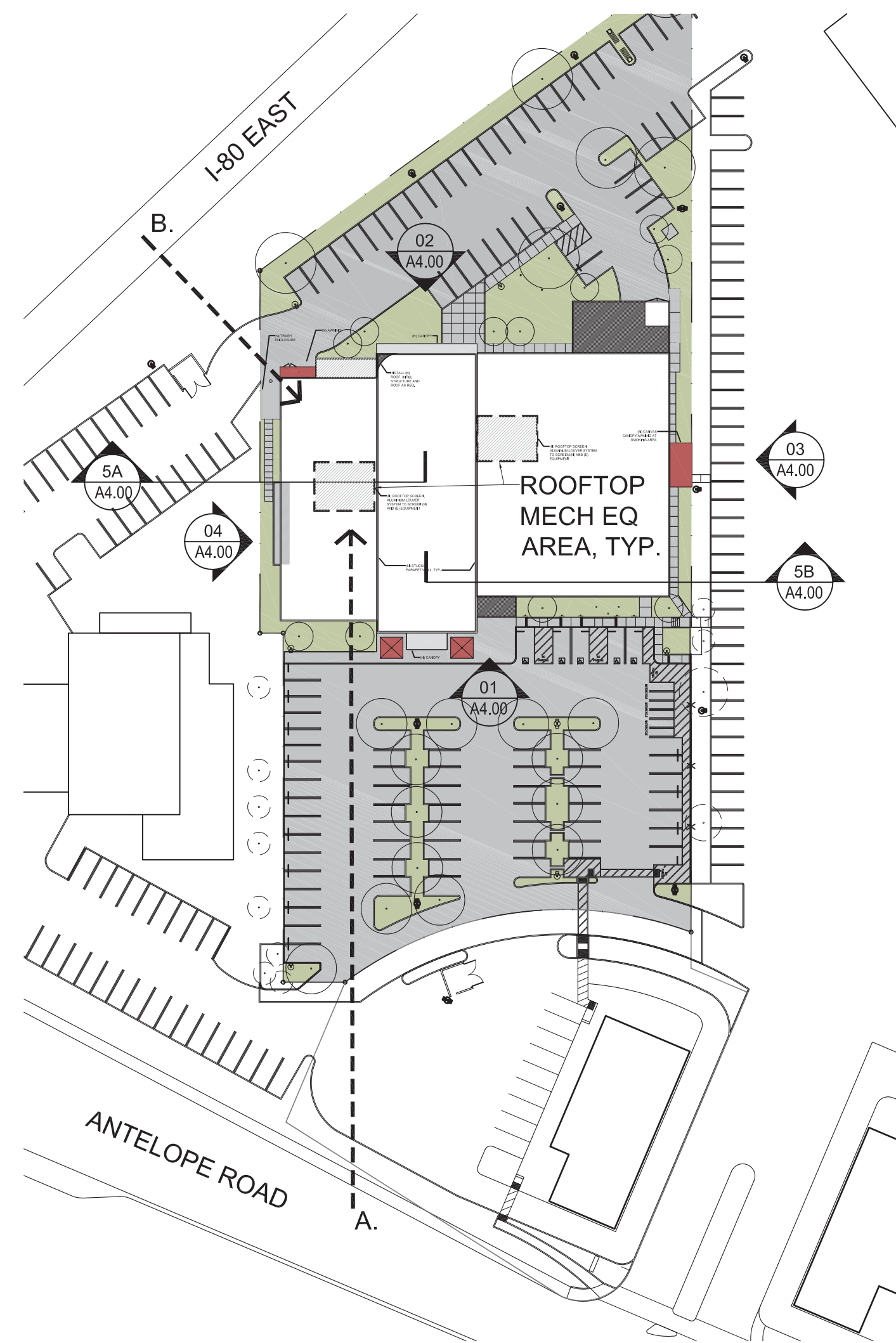
KEYNOTES

- 1 STOREFRONT GLASS: PULP STUDIO 36503-ORPP
- 2 STOREFRONT GLASS: PARAGON .76 TRANS
- 3 STOREFRONT GLASS: PARAGON P-602
- 4 STOREFRONT GLASS: PARAGON P-702
- 5 STOREFRONT GLASS: PARAGON "DUSK"
- 6 STOREFRONT GLASS: PARAGON "CRANBERRY"
- 7 STOREFRONT GLASS: PULP STUDIO #6503-ORPP
- 8 STOREFRONT GLASS: PULP STUDIO #249 BRZ
- 9 STOREFRONT GLASS: PULP STUDIO #6500-ZPTZ
- 10 STOREFRONT GLASS: PARAGON "ORANGE PEEL"
- 11 EXTERIOR PAINT: GLIDDEN GREY SQUIRREL #30YY 14/070
- 12 EXTERIOR PAINT: GLIDDEN GREY WRIGHT STONE #10YY 30/106
- 13 FIBER REINFORCED HYBRID PLANK SYSTEM: RESYSTA, SIAM FVG C-14
- 14 ALUMINUM STOREFRONT & WINDOW FRAMES: ARCADIA #88 STANDARD DARK BRONZE AB-7
- 15 POWDER COATED ALUMINUM, CORRUGATED (MECHANICAL SCREENING)
- 16 CANVAS AWNING WITH STRUCTURAL FRAME, (FINAL COLOR TBD)
- 17 BUILDING SIGN, INTERNALLY LIT
- 18 NOT USED
- 19 CHARRED OAK, 6" BOARDS

Exhibit G



08B SITE SECTIONS
A4.00 60' = 1'



08 ROOF PLAN
A4.00 60' = 1'

CCS ARCHITECTURE

44 MCLEA COURT
SAN FRANCISCO
CALIFORNIA 94103
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fax - 415.864.2850
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PROJECT NAME

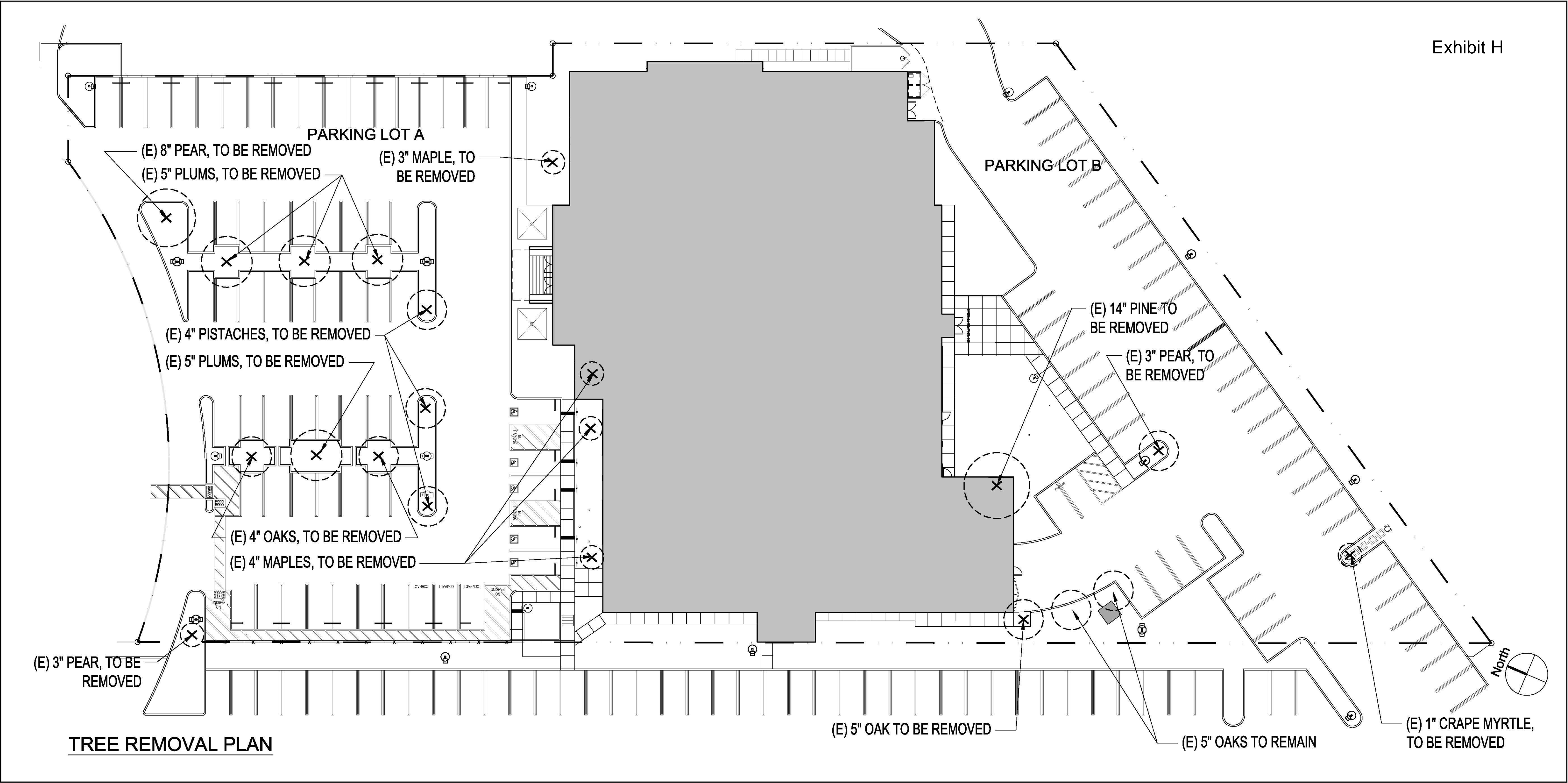
STONES CASINO
6510 ANTELOPE ROAD
CITRUS HEIGHTS, CA
95621

ISSUED	DESCRIPTION
10.10.12	PLANNING DEPT. DESIGN REVIEW
12.20.12	PLANNING DEPT. RESPONSE
03.06.13	PLANNING DEPT. RESPONSE

SHEET TITLE
EXTERIOR ELEVATIONS
AND SIGNAGE

FILE	1.12236-A4.00.dwg
BY	AK
SCALE	VARIES
SHEET	

A 4.00



PLANT LIST					
SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE	WATER USAGE	H X W
TREES					
	GINKGO BILOBA	GINKGO TREE	24" BOX	MOD	35' X 30'
	PISTACIA CHINENSIS	CHINESE PISTACHE	24" BOX	MOD	35' X 35'
	LAGERSTROEMIA 'TUSCARORA'	CAPE MYRTLE	48" BOX	MOD	20' X 12'
	PRUNUS C. 'KRAUTER VESUVIUS'	FLOWERING PLUM	48" BOX	MOD	20' X 15'
SHRUBS, VINES, GROUNDCOVERS					
	ARCTOSTAPHYLOS D. 'HOWARD MCMINN	HOWARD MCMINN MANZANITA	5 GAL	LOW	6' X 7'
	CALAMAGROTIS 'KARL FOERSTER	FEATHER REED GRASS	5 GAL	MOD	3' X 3'
	CHONDROPETALUM ELEPHANTINUM	CAPE RUSH	5 GAL	MOD	4' X 5'
	LOMANDRA LONGIFOLIA NYALLA	NYALLA MAT RUSH	1 GAL	LOW	3' X 3'
	PHORMIUM 'DUET'	VARIEGATED FLAX	1 GAL	LOW	2' X 2'
	ROSA 'FLOWER CARPET WHITE'	WHITE GROUNDCOVER ROSE	1 GAL	MOD	3' O.C.

PARKING LOT A TREE SHADING CALCULATIONS							
TREE DIAMETER	SCIENTIFIC NAME	COMMON NAME	QUANTITY / SQ. FOOTAGES				
			100%	75%	50%	25%	TOTAL
25"	GINKGO BILOBA	GINKGO TREE	6 @ 491	6 @ 388	0	0	5154
TOTAL TREE SHADE							5154
PARKING LOT SURFACED AREA =							9800
SHADE AREA REQUIRED =							4900
TOTAL SHADE PROVIDED =							5147
PERCENT SHADE =							52.6%
PARKING LOT B TREE SHADING CALCULATIONS							
TREE DIAMETER	SCIENTIFIC NAME	COMMON NAME	QUANTITY / SQ. FOOTAGES				
			100%	75%	50%	25%	TOTAL
15"	LAGERSTROEMIA 'TUSCARORA'	CAPE MYRTLE	0	0	2 @ 89	0	178
35"	PISTACIA CHINENSIS	CHINESE PISTACHE	1 @ 982	2 @ 722	4 @ 481	0	4330
35"	QUERCUS KELLOGGII	CALIFORNIA BLACK OAK	0	0	1 @ 481	0	481
TOTAL TREE SHADE							4989
PARKING LOT SURFACED AREA =							13130
SHADE AREA REQUIRED =							6565
TOTAL SHADE PROVIDED =							4989
PERCENT SHADE =							38%



CCS ARCHITECTURE

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StudioGreen

Landscape Architecture
232 Sir Francis Drake Blvd.
San Anselmo, CA 94960
Phone (415) 721-0905
Fax (415) 721-0910

PROJECT NAME

**6510 ANTELOPE ROAD
CITRUS HEIGHTS, CA
95621**

ISSUED	DESCRIPTION
10.09.12	DESIGN REVIEW
3.4.13	PLANNING RESPONSE

SHEET TITLE

SITE PLAN

FILE

BY STUDIO GREEN

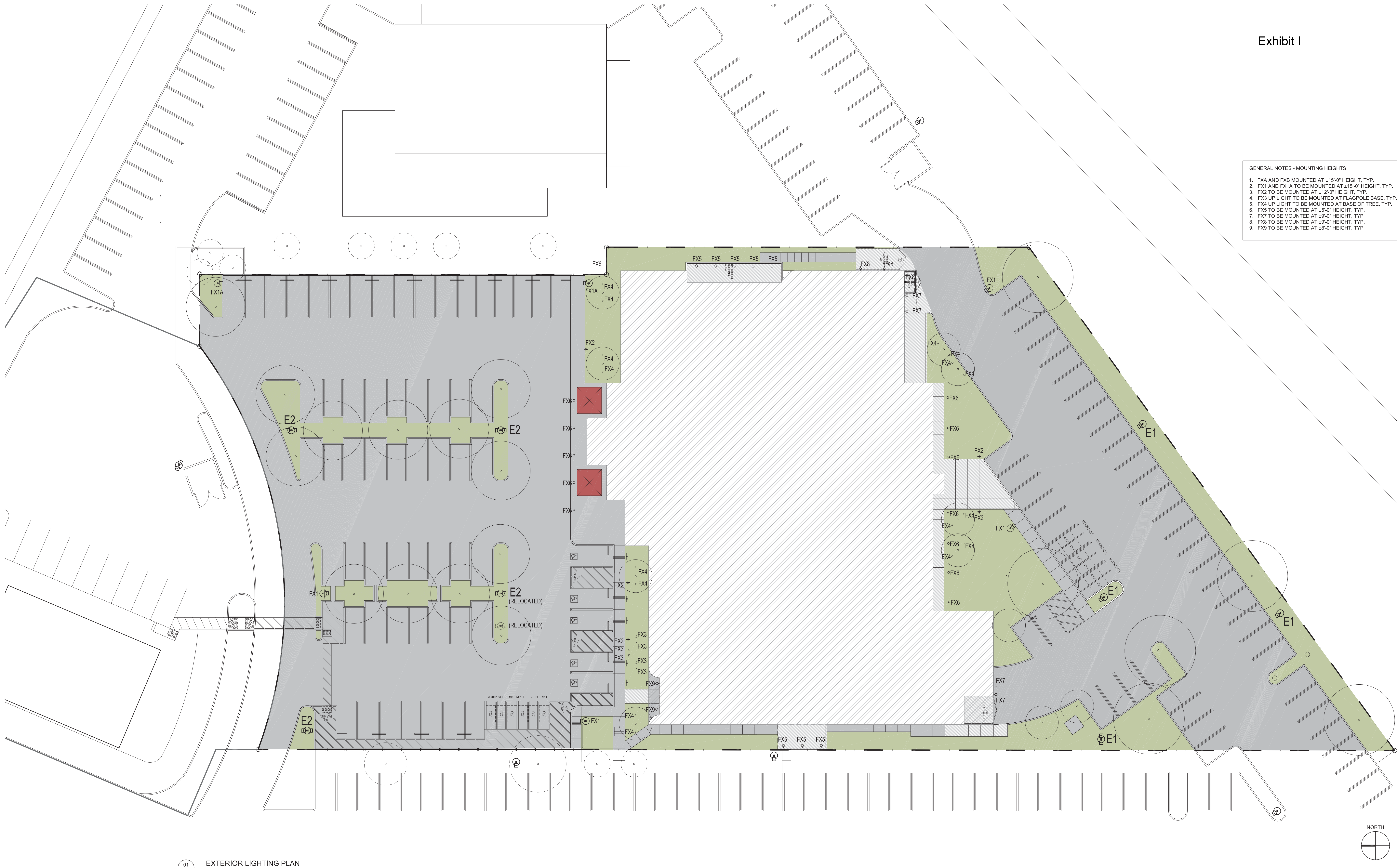
SCALE 1" = 20'-0"

SHEET

L1.00

GENERAL NOTES - MOUNTING HEIGHTS

1. FXA AND FXB MOUNTED AT ±15'-0" HEIGHT, TYP.
2. FX1 AND FX1A TO BE MOUNTED AT ±15'-0" HEIGHT, TYP.
3. FX2 TO BE MOUNTED AT ±12'-0" HEIGHT, TYP.
4. FX3 UP LIGHT TO BE MOUNTED AT FLAGPOLE BASE, TYP.
5. FX4 UP LIGHT TO BE MOUNTED AT BASE OF TREE, TYP.
6. FX5 TO BE MOUNTED AT ±5'-0" HEIGHT, TYP.
7. FX7 TO BE MOUNTED AT ±9'-0" HEIGHT, TYP.
8. FX8 TO BE MOUNTED AT ±9'-0" HEIGHT, TYP.
9. FX9 TO BE MOUNTED AT ±8'-0" HEIGHT, TYP.



01 EXTERIOR LIGHTING PLAN
- 1/16" = 1'-0"

[illegible][illegible]

KING'S CASINO, LLC

December 20, 2012

Alison Bermudez
Associate Planner
City of Citrus Heights
6237 Fountain Square Drive
Citrus Heights, CA 95621

Dear Alison:

This letter is in response to your question regarding our plans for Security and Surveillance. As you may or may not know we are also required by the state gambling control act to have an evacuation plan and all employees to be trained in what that plan entails.

The City and Police Department can be sure that the project at Antelope and 80 will continue at the very same level as you now find at the Lucky Derby. My partners feel as I do that this should and will be one of our priorities. As with the Lucky Derby security force all of our guards will be armed and trained with all necessary permits to carry out their duties. Our chief of security will continue, as he does now, to conduct refresher meetings on a 90 -120 day basis. Our guards all take Red Cross life saving courses and as you know work closely with the City Police Dept. when ever asked to do so.

I anticipate that we will have a force in the neighborhood of 15-20 officers. We have 21 shifts per week with 3 – 4 officers on duty per shift. I have briefly discussed with the chief the possibility of employing off duty on our busiest days of the week and hours of those days. Nothing has been determined in that regard but its something we are hopeful can be accomplished.

As far as surveillance is concerned, the Lucky Derby has nearly 75 cameras on property and I anticipate we will have nearly double that at the new location. they cover all of the interior as well as exterior. Our digital cameras, dvrs, and software will be on a par or exceed that of any casino in the state, capable of a minimum of 15 days storage and available to our police dept at any time.

KING'S CASINO, LLC

Page 2

December 20, 2012

As your aware, the other property that we will have under our control, in addition to 6510, is the former Albertson's and it's parking. This parcel will well be patrolled and monitored by surveillance as well. The transient issues that the neighboring properties now have will be brought under control by our being in the neighborhood. As our neighbors in the Triangle Shopping Center benefited so too will those in Summer Hills Shopping Plaza.

Should you require any further information feel free to contact me on my cell at anytime. We look forward to continuing to work with you and the City.

Sincerely,

Kermit Schayltz, Partner
Kings Casino LLC.