



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

PLANNING COMMISSION AGENDA
August 3, 2016
CITY COUNCIL CHAMBERS
6:30 p.m.
50 Natoma Street
Folsom, California 95630

CALL TO ORDER PLANNING COMMISSION: Chair Ross Jackson, Vice Chair John Arnaz; Commissioners:, Marci Embree, Jennifer Lane, Brian Martell, Thomas Scott, and Justin Raithel

Any documents produced by the City and distributed to the Planning Commission regarding any item on this agenda will be made available at the Community Development Counter at City Hall located at 50 Natoma Street, Folsom, California and at the table to the left as you enter the Council Chambers. The meeting is available to view via webcast on the City's website the day after the meeting.

PLEDGE OF ALLEGIANCE

CITIZEN COMMUNICATION: The Planning Commission welcomes and encourages participation in City Planning Commission meetings, and will allow up to five minutes for expression on a non-agenda item. Matters under the jurisdiction of the Commission, and not on the posted agenda, may be addressed by the general public; however, California law prohibits the Commission from taking action on any matter which is not on the posted agenda unless it is determined to be an emergency by the Commission.

MINUTES

The minutes of July 20, 2016 will be presented for approval.

NEW BUSINESS

1. PN 16-083, Starbucks Coffee Shop – Tentative Parcel Map, Conditional Use Permit, and Planned Development Permit

A Public Hearing to consider a request from McCandless & Associates for approval of a Tentative Parcel Map, Conditional Use Permit, and Planned Development Permit for development and operation of a 2,200-square-foot Starbucks Coffee Shop with drive-thru facility within the Briggs Ranch Plaza Shopping Center located at the southwest corner of the intersection of Blue Ravine Road and East Natoma Street. The project is categorically exempt under Section 15303 New Construction or Conversion of Small Structures of the California Environmental Quality Act (CEQA). **(Project Planner: Principal Planner, Steve Banks / Applicant: McCandless & Associates)**

PLANNING COMMISSION / PLANNING MANAGER REPORT

The next Planning Commission meeting is scheduled for **August 17, 2016**. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting. Persons having questions on any of these items can visit the Community Development Department during normal business hours (8:00 a.m. to 5:00 p.m.) at City Hall, 2nd Floor, 50 Natoma Street, Folsom, California, prior to the meeting. The phone number is 355-7222 and FAX number is 355-7274.

NOTICE REGARDING CHALLENGES TO DECISIONS

The appeal period for Planning Commission Action: Any appeal of a Planning Commission action must be filed, in writing with the City Clerk's Office no later than ten (10) days from the date of the action pursuant to Resolution No. 8081. Pursuant to all applicable laws and regulations, including without limitation, California Government Code Section 65009 and or California Public Resources Code Section 21177, if you wish to challenge in court any of the above decisions (regarding planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, the public hearing



CITY OF
FOLSOM
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PLANNING COMMISSION MINUTES
July 20, 2016
CITY COUNCIL CHAMBERS
6:30 P.M.
50 Natoma Street
Folsom, CA 95630

CALL TO ORDER PLANNING COMMISSION: Chair Ross Jackson; Vice Chair John Arnaz; Commissioners: Marci Embree, Jennifer Lane, Brian Martell, Thomas Scott, Justin Raithel

ABSENT: John Arnaz

CITIZEN COMMUNICATION: None

MINUTES: The minutes of June 1, 2016, June 15, 2016 and July 6, 2016 were approved as submitted.

Oath of Office Administered to Justin Raithel

CONTINUED ITEM

1. **PN 15-162, Cresleigh Ravine and Campus - General Plan Amendment, Rezone, Tentative Subdivision Map, Planned Development Permit, and Consideration of Adoption of a Mitigated Negative Declaration (Continued from the July 6, 2016 Planning Commission Meeting)**

A Public Hearing to consider a request from Folsom Urban Homes, LLC and Folsom Residences, LLC for approval of a General Plan Amendment, Rezone, Tentative Subdivision Map, and Planned Development Permit for development of a 276-unit mixed residential development near the intersection of Iron Point Road and Willard Drive. The zoning classification for the site is C-3 PD and the General Plan land-use designation is CC. An Initial Study and Mitigated Negative Declaration have been prepared in accordance with the requirements of the California Environmental Quality Act. **(Project Planner: Principal Planner, Steve Banks / Applicant: Folsom Urban Homes, LLC & Folsom Residences, LLC)**

COMMISSIONER JACKSON MOVED TO RECOMMEND TO THE CITY COUNCIL ADOPTION OF THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM PREPARED FOR THE CRESLEIGH RAVINE AND CAMPUS PROJECT (PN 15-162) PER ATTACHMENT 22;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE GENERAL PLAN AMENDMENT TO CHANGE THE LAND USE DESIGNATION FOR A 7.2-ACRE PORTION OF THE PROJECT SITE (APN NO. 072-0010-109) FROM CC (COMMUNITY COMMERCIAL) TO SFHD (SINGLE FAMILY HIGH DENSITY) AND TO CHANGE THE LAND USE DESIGNATION FOR A 10.1-ACRE PORTION OF THE PROJECT SITE (APN NO. 072-0010-110) FROM CC (COMMUNITY COMMERCIAL) TO MHD (MULTI-FAMILY HIGH DENSITY) AS ILLUSTRATED ON ATTACHMENT 2 FOR THE CRESLEIGH RAVINE AND CAMPUS PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE REZONE TO CHANGE THE ZONING DESIGNATION FOR A 7.2-ACRE PORTION OF THE PROJECT SITE (APN NO. 072-0010-109) FROM C-3 PD (GENERAL COMMERCIAL, PLANNED DEVELOPMENT DISTRICT) TO R-1-M PD (SINGLE FAMILY SMALL LOT, PLANNED DEVELOPMENT DISTRICT) AND TO CHANGE THE ZONING DESIGNATION FOR A 10.1-ACRE PORTION OF THE PROJECT SITE (APN NO. 072-0010-110) FROM C-3 PD (GENERAL COMMERCIAL, PLANNED DEVELOPMENT DISTRICT) TO R-4 PD (GENERAL APARTMENT, PLANNED DEVELOPMENT DISTRICT) AS ILLUSTRATED ON ATTACHMENT 3 FOR THE CRESLEIGH RAVINE AND CAMPUS PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE TENTATIVE SUBDIVISION MAP CREATING FORTY-SIX (46) SINGLE-FAMILY RESIDENTIAL LOTS AS ILLUSTRATED ON ATTACHMENT 5 FOR THE CRESLEIGH RAVINE AND CAMPUS PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE PLANNED DEVELOPMENT PERMIT FOR DEVELOPMENT OF A TWO HUNDRED AND SEVENTY-SIX (276) UNIT MIXED RESIDENTIAL COMMUNITY INCLUDING FORTY-SIX (46) SINGLE-FAMILY RESIDENTIAL UNITS AND TWO HUNDRED AND THIRTY (230) MULTI-FAMILY APARTMENT UNITS AS ILLUSTRATED ON ATTACHMENTS 4 THROUGH 21 FOR THE CRESLEIGH RAVINE AND CAMPUS PROJECT WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDINGS A & B; CEQA FINDINGS C – G; GENERAL PLAN AND REZONE FINDING H; TENTATIVE SUBDIVISION MAP FINDINGS I – P; PLANNED DEVELOPMENT PERMIT FINDINGS Q – X; CONDITIONS OF APPROVAL NO. 1 – 134, MODIFYING NO. 24 TO READ AS FOLLOWS "THE FINAL INCLUSIONARY HOUSING ~~PLAN~~ AGREEMENT.....", DELETING CONDITION NO. 33, DELETING CONDITION NO. 71, MODIFYING NO. 87 TO READ AS FOLLOWS "...THE OWNER/APPLICANT SHALL WORK WITH CITY STAFF TO EVALUATE THE POTENTIAL FOR PROVIDING PEDESTRIAN IMPROVEMENTS IN THE PROJECT AREA INCLUDING BUT NOT LIMITED TO A PEDESTRIAN CROSSING ACROSS WILLARD DRIVE.", ADDING CONDITION NO. 135 THAT READS AS FOLLOWS "THE OWNER/APPLICANT SHALL PLANT ONE TREE IN THE REAR OF ALL SINGLE-FAMILY RESIDENTIAL LOTS (LOTS NO. 1-7) LOCATED ADJACENT TO THE UNION SQUARE CONDOMINIUM PROJECT TO THE EAST TO THE SATISFACTION OF THE COMMUNITY DEVELOPMENT DEPARTMENT",

COMMISSIONER MARTELL SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: EMBREE, LANE, JACKSON, RAITHEL, SCOTT, MARTELL
NOES: NONE
ABSTAIN: NONE
ABSENT: ARNAZ

NEW BUSINESS

2. PN 15-185, Verizon Wireless "Palladio" Telecommunications Facility Conditional Use Permit and Determination that the Project is Exempt from CEQA

A Public Hearing to consider a request from Verizon Wireless c/o Epic Wireless for approval of a Conditional Use Permit application for the installation of an 80-foot-tall monopalm cellular facility and equipment enclosure located at 204 Palladio Parkway. The zoning designation for the site is C-3 PD (General Commercial, Planned Development District and the General Plan designation is RCC (Regional Commercial). An Initial Study and Mitigated Negative Declaration have been prepared for the project in accordance with the California Environmental Quality Act (CEQA). **(Project Planner: Assistant Planner, Josh Kinkade / Applicant: Verizon Wireless c/o Epic Wireless)**

COMMISSIONER SCOTT MOVED MOVE TO ADOPT THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING FOR THE INSTALLATION OF AN UNMANNED 80-FOOT-TALL MONOPALM TELECOMMUNICATIONS FACILITY AND EQUIPMENT ENCLOSURE AT 204 PALLADIO PARKWAY, PER ATTACHMENT 6;

AND

MOVE TO APPROVE THE CONDITIONAL USE PERMIT FOR VERIZON WIRELESS (PN15-185) FOR AN UNMANNED 80-FOOT TALL MONOPALM TELECOMMUNICATIONS FACILITY AND EQUIPMENT ENCLOSURE AS ILLUSTRATED IN ATTACHMENTS 2 AND 3 WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDING A; CEQA FINDING B – F; CONDITIONAL USE PERMIT FINDING G; CONDITIONS OF APPROVAL NO. 1 – 18.

COMMISSIONER MARTELL SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: SCOTT, RAITHEL, MARTELL, LANE, EMBREE, JACKSON
NOES: NONE
ABSTAIN: NONE
ABSENT: ARNAZ

REPORTS:

Planning Commission/Planning Manager Report:

None

RESPECTFULLY SUBMITTED,

Amanda Palmer, SECRETARY

APPROVED:

Ross Jackson, CHAIRMAN

PLANNING COMMISSION STAFF REPORT

PROJECT TITLE	Starbucks Coffee Shop Tentative Parcel Map, Conditional Use Permit, and Planned Development Permit Modification
PROPOSAL	Request for approval of a Tentative Parcel Map, Conditional Use Permit, and Planned Development Permit Modification for development and operation of a 2,200-square-foot Starbucks Coffee Shop with drive-thru service
RECOMMENDED ACTION	Approve, based upon findings and subject to conditions
OWNER/APPLICANT	5R Partners LLC/McCandless & Associates
LOCATION	25000 Blue Ravine Road (Briggs Ranch Plaza Shopping Center)
SITE CHARACTERISTICS	The 4.37-acre project site is developed with 44,355 square feet of retail tenant space associated with the Briggs Ranch Plaza Shopping Center and associated site improvements including driveways, drive aisles, parking spaces, site lighting, site landscaping, and monument signs
GENERAL PLAN DESIGNATION	NC (Neighborhood Commercial)
ZONING	C-1 PD (Neighborhood Business, Planned Development District)
ADJACENT LAND USES/ZONING	North: East Natoma Street with Single-Family Residential Development (R-1-M PD) Beyond South: Commercial Development (C-1 PD) with a public park and Manseau Drive Beyond

East: Commercial Development (C-1 PD)
with Blue Ravine Road Beyond

West: Commercial Development (C-1 PD)
with Single-Family Residential
Development Beyond

PREVIOUS ACTION

Approval of a Tentative Parcel Map and Planned Development Permit for Development of the Briggs Ranch Plaza Shopping Center on July 8, 1992 (PN 91-093), Approval of a Commercial Design Review Application for remodeling of the Taco Bell Restaurant on August 20, 2014 (PN 14-219), and Approval of a Commercial Design Review Application for exterior modifications to the Briggs Ranch Plaza Shopping Center on September 18, 2014

FUTURE ACTION

Issuance of Building and Grading permits,
Approval of a Final Map

APPLICABLE CODES

FMC 17.22, Commercial Land Use Zones
FMC 17.38, Planned Development District
FMC 17.57, Parking Requirements
FMC 17.59, Signs
FMC 17.60, Use Permits
FMC 16.24, Parcel Maps
Subdivision Map Act

ENVIRONMENTAL REVIEW

The project is categorically exempt under Section 15303 New Construction or Conversion of Smaller Structures of the California Environmental Quality Act (CEQA).

ATTACHED REFERENCE MATERIAL

1. Vicinity Map
2. Preliminary Site Plan, dated June 6, 2016
3. Access and Circulation Plan, dated June 6, 2016
4. Tentative Parcel Map, dated May, 2016
5. Preliminary Grading Plan, dated June 6, 2016
6. Preliminary Utility Plan, dated June 6, 2016
7. Preliminary Landscape Plan, dated June 23, 2016
8. Site Details, dated June 6, 2016
9. Building Elevations, dated June 6, 2016
10. Color Building Elevations, dated, dated June 6, 2016
11. Site Access, Circulation, and Queuing Analysis, dated May 25, 2016
12. Parking Analysis, dated January 7, 2016

13. Site Photographs

PROJECT PLANNER

Steve Banks, Principal Planner

BACKGROUND

On July 8, 1992, the Planning Commission approved a Tentative Parcel Map and Planned Development Permit for Development of a 77,954-square-foot shopping center (Briggs Ranch Plaza Shopping Center) on an 8.05-acre parcel located at the southwest corner of the intersection of East Natoma Street and Blue Ravine Road. On August 20, 2014, the Planning Commission approved a Commercial Design Review Application for remodeling of the Taco Bell Restaurant located within the Briggs Ranch Plaza Shopping Center. On September 18, 2014, City staff approved a Commercial Design Review Application for exterior modifications (primarily repainting the exterior of the buildings) to a number of buildings within the Briggs Ranch Plaza Shopping Center.

The Briggs Ranch Plaza Shopping Center is bound by East Natoma Street to the north, Elvie Perazzo Park to the south, Blue Ravine Road to the east, and single-family homes to the west. The shopping center includes one large commercial building (Ranch 99 Market, Dollar Tree) intermixed with two inline retail tenant buildings (Hisui Sushi, Rice Express, and other retail tenants) and two smaller free-standing commercial buildings (Pet Hospital and Taco Bell Restaurant). It is important to acknowledge that the existing Taco Bell Restaurant provides drive-thru service to its customers. The Briggs Ranch Plaza Shopping Center includes a total of five parcels, including the subject 4.37-acre parcel which is owned by 5R Partners LLC. The subject 4.37-acre parcel includes one large commercial building (occupied by anchor tenants Ranch 99 Market, and Dollar Tree) and associated site improvements including driveways, drive aisles, parking, and landscaping.

APPLICANT'S PROPOSAL

The applicant, McCandless & Associates on behalf of Starbucks, is requesting approval of a Tentative Parcel Map, Conditional Use Permit, and Planned Development Permit Modification for development and operation of a 2,200-square-foot Starbucks Coffee Shop with drive-thru service on 4.37-acre site located within the Briggs Ranch Plaza Shopping Center at 25000 Blue Ravine Road. The proposed project includes a request for approval of a Tentative Parcel Map to subdivide the existing 4.37-acre parcel into two individual parcels which will be .46-acres (Parcel 2) and 3.91-acres (Parcel 1) in size respectively. The applicant is also requesting approval of a Conditional Use Permit for inclusion of a drive-thru facility with the proposed 2,200-square-foot Starbucks commercial pad building. Lastly, the applicant is requesting approval of a Planned Development Permit Modification for review of building design and site-related issues associated with the proposed 2,200-square-foot Starbucks commercial pad building.

As described above, the proposed project includes development of a freestanding 2,200-square-foot Starbucks Coffee Shop with drive-thru facility within the parking lot area of the Briggs Ranch Plaza Shopping Center. The design of the proposed commercial building reflects a fairly contemporary architectural style with many high-quality elements. Proposed building materials include stucco horizontal lap siding, stone veneer, and decorative metal elements. The primary colors are generally earth tone with richer trim and accent colors. Vehicle access to the project site is provided by two existing driveways located on East Natoma Street and two existing driveways situated on Blue Ravine Road. The proposed project includes the elimination of an existing drive aisle, removal of existing parking spaces, and restriping portions of the parking lot area. Additional

site improvements include underground utilities, site lighting, site landscaping, and a trash/recycling enclosure.

GENERAL PLAN AND ZONING CONSISTENCY

The General Plan land use designation for the project site is NC (Neighborhood Commercial) and the zoning classification is C-1 PD (Neighborhood Business, Planned Development District). The zoning district corresponds with the General Plan land use designation. The proposed project is consistent with both the General Plan land use and zoning designations, as retail and commercial uses are identified as a permitted land use in the zoning district for this site. The proposed project will not conflict with any known applicable plans or policies by agencies with jurisdiction over the project. The proposed project is required to obtain a Conditional Use Permit for operation of the drive-thru component associated with the Starbucks commercial pad building (discussed under the Land Use Compatibility section of this report).

TENTATIVE PARCEL MAP

The applicant is requesting approval of a Tentative Parcel Map to subdivide an existing 4.37-acre parcel into two new parcels (Parcel 1 and Parcel 2). Parcel 1 will be 3.91-acres in size while Parcel 2 will be .46-acres in size. With the creation of the new parcel, the existing parcel (Parcel 1) will be reduced from 4.37-acres to 3.91-acres in size. It is important to note that the proposed 2,200-square-foot commercial pad building is located on Parcel 2. Staff recommends that the applicant dedicate reciprocal access, parking, landscape, sewer, water, and fire protection systems. Condition No. 30 is included to reflect this requirement.

LAND USE COMPATIBILITY

The proposed 2,200-square-foot commercial pad building with drive-thru is situated within the Briggs Ranch Plaza shopping center, which is located at the southwest corner of the intersection of East Natoma Street and Blue Ravine Road. The project site is bounded by East Natoma Street to the north with commercial and single-family development beyond, commercial development to the south with a public park beyond, commercial development to the east with Blue Ravine Road and commercial development beyond, and commercial development to the west with single-family residential development beyond. As described previously within this report, the project site is fully-developed with commercial buildings, driveways, drive aisles, parking, site lighting, and site landscaping.

The FMC Section 17.22.030 dictates that drive-thru facilities associated with restaurants/fast food businesses located within a Neighborhood Business, Planned Development District (C-1 PD), and not contiguous to U.S. Highway 50 or not within 1,500 feet of a freeway interchange/overcrossing, are required to obtain approval of a Conditional Use Permit from the Planning Commission. In this particular case, the applicant is requesting approval of a Conditional Use Permit to operate a food/beverage establishment with a drive-thru facility. In order to approve this request for a Conditional Use Permit, the Commission must find that the “establishment, maintenance, or operation of the use or building applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood, or to the general welfare of the City.”

In reviewing the request for a Conditional Use Permit, staff took into consideration the compatibility of the proposed land use in relation to the existing land uses in the immediate project

vicinity and potential noise impacts associated with the proposed project. As described previously, the project site is located in an existing parking lot area in a fully developed retail-commercial shopping center (Briggs Ranch Plaza). Significant retail uses in the project area include Ranch 99 Market and the Dollar Store. Briggs Ranch Plaza also includes a number of sit-down restaurant uses including Hisui Sushi, Rice Express, and Piggyback Ribs. In addition, there is one existing fast-food restaurant (Taco Bell) with drive-thru facility located within the shopping center in relatively close proximity to the project site. Based on the predominance of retail commercial development (including restaurant-related uses) in project vicinity, staff has determined that the proposed food/beverage use with a drive-thru facility is compatible with existing surrounding land uses.

Potential noise impacts associated with the proposed project include noises generally associated with automobile activity and also noise generated by speakers associated with the drive-thru facility. Those land uses most sensitive to noise impacts associated with the project are single-family residential neighborhoods to the north (approximately 235 feet to the nearest residence) and the west (approximately 415 feet to the nearest residence) of the project site. There is currently a significant amount of ambient noise in the vicinity of the project site, due in large part to traffic-related noise associated with East Natoma Street, Blue Ravine Road, and Green Valley Road. The proposed project would generate new noise typically associated with automobile activities including: starting the car, idling, opening/closing doors, honking horns, and music from car stereos. Based on the existing ambient noise levels, the significant distance between the project and residential uses, and screening of the project by existing commercial buildings within the shopping center, staff has determined that automobile activity associated with the proposed project will not have a significant noise-related impact on nearby uses.

The proposed project includes a drive-thru facility located on the north side of the proposed food/beverage restaurant building. The drive-thru location will have speakers for customers to communicate their order to the restaurant employees. Historically, the Planning Commission has placed speaker noise-level restrictions on drive-thru restaurants (McDonald's and Chick-Fil-A at Broadstone Power Center and Jack-In-The-Box at Natoma Station Drive). Based on the factors discussed in the previous section of this report, staff does not anticipate that the speaker noise levels associated with the drive-thru facilities will have a significant impact. However, to further ensure that the drive-thru facility will not result in negative noise impacts, and to remain consistent with previous drive-thru restaurant approvals, staff recommends that the drive-thru speaker systems not emit volumes greater than 50 decibels at a distance of 25 feet, and at no time shall any speaker system be audible above daytime ambient noise levels beyond the property lines of the site. Condition No. 44 is included to reflect these requirements.

Development of the proposed project will include construction of a 2,200-square-foot commercial pad building and implementation of associated site improvements. The aforementioned activities are expected to lead to a short-term increase in ambient noise levels in the project area. To minimize these short-term noise impacts, staff recommends that construction hours be restricted to the hours of 7:00 a.m. to 6:00 p.m. on weekdays, 8:00 a.m. to 5:00 p.m. on Saturdays, with no Sunday or Holiday construction allowed (except interior tenant improvements). In addition, staff recommends construction equipment be muffled and shrouded to minimize noise levels. Condition No. 43 is included to reflect these requirements.

PLANNED DEVELOPMENT PERMIT

The purpose of the Planned Development Permit process is to allow greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations. The Planned Development Permit process is also designed to encourage creative and efficient uses of land. In reviewing the applicant’s request for approval of a Planned Development Permit Modification, staff considered a variety of factors including existing/proposed development standards, traffic/access/circulation, parking requirements, noise impacts, walls, site lighting, project signage, site landscaping, trash/recycling, grading/drainage, and architecture/design.

Development Standards

The applicant’s intent with the subject application is to comply with the development standards established for the Neighborhood Business zoning district (C-1) including lot area, lot width, building coverage, setbacks, and building height. The existing Planned Development Permit does not contain development standards that differ from those established by the Folsom Municipal Code for the Neighborhood Business zoning district (C-1). The following table outlines the existing and proposed development standards for the proposed project:

Starbucks Development Standards Table							
	Lot Area	Lot Width	Building Coverage	Front Yard Setback	Rear Yard Setback	Side Yard Setbacks	Building Height limit
C-1 Standard	NA	NA	NA	15 feet	15 feet	NA	35 feet
Proposed Project	20,037 s.f.	200 feet	11%	15 feet	55 feet	37and 90 feet	23 feet

As shown on the development standards table above, the proposed project meets or exceeds all of the applicable development standards. As a result, staff has determined that the proposed project meets the intent, purposes, and standards set forth in the Planned Development District (FMC Section 17.38).

Traffic, Access, and Circulation

Existing Roadway Network:

The subject 4.37-acre project site is situated within the Briggs Ranch Plaza Shopping Center located at the southwest corner of the intersection of East Natoma Street and Blue Ravine Road. Significant roadways in the project vicinity include East Natoma Street, Blue Ravine Road, and Green Valley Road. Adjacent to the project site, East Natoma Street is a four-lane median divided roadway with a posted speed limit of 45 MPH. In the vicinity of the project site, Blue Ravine Road is also a four-lane median divided roadway with a posted speed limit of 45 MPH. In the project area, Green Valley Road is a four-lane roadway that narrows down to two-lanes to the east and has a posted speed limit of 55 MPH.

Traffic Impacts:

An Access and Circulation Analysis, which was prepared for the proposed project by MRO Engineers, Inc. on May 25, 2016, included an evaluation of vehicle trip generation. The Analysis noted that the vehicle trip generation rate for coffee shops is highly variable from one location to another. In particular, data collected for 20 coffee shops presented in the Institute for Transportation Engineers Trip Generation Manual (ITE, Third Edition, 2009) indicates that the trip

generation rates during the busiest times ranges from 18.23 to 275 trips (trips per 1,000 square feet of store area) with an average of 101 trips. For the purpose of the proposed project, the Analysis took a conservative approach and assumed an average of 101 vehicles trips per 1,000 square feet. Based on the aforementioned approach, the proposed project is expected to generate approximately 223 AM peak hour trips (109 inbound trips and 114 outbound trips) and 94 PM peak hour trips (47 inbound trips and 47 outbound trips), and 1,800 daily vehicle trips. Taking into account the project-related vehicle trips, the proposed project is not expected to have a significant impact on any nearby street intersections.

Project Access and On-Site Circulation:

As described earlier in this report, the proposed project includes development of a 2,200-square-foot commercial pad building within the existing parking lot area of the Briggs Ranch Plaza Shopping Center. Access to the shopping center and project site is provided by two existing driveways located along East Natoma Street and two existing driveways located along Blue Ravine Road. Internal vehicle circulation is facilitated by a series of internal drive aisles. Pedestrian access and circulation is facilitated by existing sidewalks along East Natoma Street and Blue Ravine Road as well as proposed interior pedestrian walkways adjacent to the building. The proposed project does not include modifications to any of the existing driveways that provide access to the shopping center. However, the project does propose modifications to the configuration of existing drive aisles, parking, and landscape medians situated within the parking lot area.

A Site Access, Site Circulation, and Drive-Thru Lane Queuing Analysis were prepared for the proposed project by MRO Engineers on May 25, 2016. The Analysis determined that the existing access driveways to the shopping center and project site will accommodate the increase in vehicle trips associated with the proposed project without any operational impacts to the driveways. In addition, the Analysis determined that the majority of the existing on-site traffic circulation system (elimination of one internal drive aisle) will remain unchanged with development of the proposed project. As a result, the Analysis concluded that the site access and circulation systems will safely and effectively accommodate development of the proposed project.

Drive-Thru Lane Queuing Analysis:

As noted above, a Drive-Thru Lane Queuing Analysis was prepared for the proposed project to determine if the design of the drive-thru facility was sufficient to accommodate the volume of vehicles trips anticipated to be generated by the proposed project. As shown on the submitted site plan, the proposed configuration of the drive-thru facility accommodates queuing for eight vehicles extending from the pick-up window to the drive-thru entrance. The Queuing Analysis was based on information provided in the Institute for Transportation Engineers Planning Handbook (ITE, Third Edition, 2009) and focused on the average arrival rate and the average service rate of the proposed drive-thru use. The Analysis projects that approximately 76 vehicles will pass through the drive-thru lane during the AM peak hour with an average service rate ranging from 30 to 60 seconds. Based on this information, the average vehicle queue in the AM peak hour is expected to be two vehicles with a vehicle queue of six or fewer vehicles occurring with a 95 percent level of confidence. Although it is highly unlikely that vehicles from the proposed drive-thru lane will back up into the nearest drive aisle and impede traffic flow, the Analysis recommends that a standard "KEEP CLEAR" pavement legend be provided in advance of the entrance to the proposed drive-thru lane. Condition No. 33 is included to reflect this requirement.

Parking

As mentioned previously within this report, the proposed project includes development of a 2,200-square-foot pad building on a new parcel within the Briggs Ranch Plaza Shopping Center. To accommodate construction of the new pad building, 31 existing parking spaces located in the northern portion of the project site are proposed to be eliminated. As shown on the submitted site plan, the project site (and new parcel) includes a total of 30 on-site parking spaces, whereas 11 parking spaces are required by the Folsom Municipal Code (FMC, Section 17.57.040). While the proposed project appears to meet the minimum established parking requirements, development of the commercial pad building will result in a net loss of 13 parking spaces within the Briggs Ranch Plaza Shopping Center (applicant is proposing to restripe existing parking lot area creating 18 additional parking spaces). It is important to note that the Briggs Ranch Plaza Shopping Center currently meets the minimum parking requirements of the Folsom Municipal Code (372 parking spaces required/376 parking spaces are provided). With the addition of the proposed project, the shopping center would have a deficit in terms of meeting the minimum parking requirements (383 parking spaces required/371 parking spaces provided). To address the aforementioned reduction in parking at the Briggs Ranch Plaza Shopping Center, staff requested that a supplemental parking analysis be conducted.

A Shared Parking Analysis was prepared for the Briggs Ranch Plaza Shopping Center by MRO Engineers on January 7, 2016 (shared parking being the use of a parking space to serve two or more individual land uses). The purpose of the Analysis was to determine whether the shopping center's peak parking demand can be adequately accommodated with the proposed parking supply. Utilizing the guidelines and procedures documented by the Urban Land Institute (ULI, Second Edition, 2005), estimates of the hourly parking demand within the shopping center were calculated. The Analysis determined that the weekday peak parking demand is estimated to be 359 parking spaces and the weekend peak parking demand is projected to be 350 parking spaces (371 parking spaces provided). Based on this information, staff has determined that adequate parking is provided to serve the proposed project as well as the overall Briggs Ranch Plaza Shopping Center.

Folsom Municipal Code section 17.38.100(B) states that in its review of planned development permits, the Planning Commission shall be permitted to make minor modifications to the development standards of the city in order to encourage the efficient use of land, provided the commission determines that such modifications will result in a development that is superior to that obtained by rigid application of the standards. In this case, staff recommends a minor modification of the parking requirements because, based on the MRO Engineers analysis and other information contained in this staff report, adequate parking is provided to serve the proposed project as the as the overall Briggs Ranch Plaza Shopping Center.

Site Lighting

The applicant is proposing to utilize the existing free-standing parking lot pole-lights to illuminate the proposed commercial pad building site. In the event that additional parking lot lighting is required following review of the site photometric plan, staff recommends that new parking lot pole-lights match the design and lighting specifications of the existing parking lot pole-lights. Condition No. 37 is included to reflect this requirement.

The proposed commercial pad building will include a combination of wall-mounted lights and landscape lighting. Specific details regarding the aforementioned lighting have not been submitted by the applicant at this point in time. Staff recommends that future lighting details including but not

limited to wall-mounted lighting and landscape lighting be subject to review and approval by the Community Development Department. Condition No. 34-4 is included to reflect this requirement.

GRADING

The preliminary grading plan shows finish pad grade at 416 feet. As the project site is currently improved with parking spaces, drive aisles, and landscaping, development of the project site is anticipated to require minimal movement of soils and the compaction of said materials. The applicant will be required to have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site suitability, proposed foundation design for all proposed structures, and roadway and pavement design. Condition No. 12 is included to reflect this requirement.

ARCHITECTURE/DESIGN

As described earlier within this report, the applicant is proposing to develop a 2,200-square-foot Starbucks Coffee Shop within the parking lot area of the Briggs Ranch Plaza Shopping Center. The design of the proposed commercial building includes a contemporary architectural style with many high-quality elements (varied roof heights and a prominent entry features) commonly found in other commercial development throughout the City. In terms of building materials, the proposed building includes stucco as the primary material; supplemented with horizontal lap siding, stone veneer, and aluminum storefront system, metal awnings, canvas awnings, and decorative art panels. The primary colors are generally earth tone (gray and tan) with richer trim and accent colors (black, brown, and green).

As discussed earlier with this report, the proposed project includes development of a freestanding commercial pad building located within the Briggs Ranch Plaza shopping center. When the Briggs Ranch Plaza shopping center was approved by the Planning Commission in 1992, architectural guidelines were not established. The architectural design of the existing buildings within the shopping center is fairly dated and could best be categorized as a "Spanish-Style" design. There are a number of tower elements within the shopping center intermixed with mansard-style roof elements. The primary building material utilized on the buildings within the shopping center is stucco with concrete Spanish roof tiles serving as a secondary building material. The colors featured on existing buildings within the center include a mixture of lighter earth tone colors.

In evaluating the proposed project, staff took into consideration common design principals as established within design guidelines for other shopping centers throughout the City. In addition, staff considered the compatibility of the proposed project in relation to the architecture and design of existing buildings within the Briggs Ranch Plaza Shopping Center. A common thread among the various design guidelines is that they are intended not to limit individual creativity, but rather create a framework for a strong collective statement. Design guidelines also typically state that architectural form, color and materials, and other design details should provide continuity among the buildings within an integrated shopping center. In addition, design guidelines generally emphasize the following areas relative to architecture and design:

- The architectural design of buildings should consider the site, relationship to other structures, streetscapes, and climatic orientations.

- Structures with long uninterrupted exterior walls should be avoided, where possible. Walls should have varied forms to create shadows and provide relief that softens the architecture.
- Recesses that create interplay of light and shadow, covered walkways, colonnades, arcades, overhangs, and openings that create interest are encouraged.
- The appropriate use of awnings, arcades, trellises, or other shade structures is strongly encouraged.
- Natural materials which are simple and easy to maintain such as stone, wood, stucco, and masonry should be encouraged. Materials such as textured or patterned concrete are considered compatible building accents.

In reviewing the architecture and design of the proposed project, City staff determined that the proposed project incorporates a significant number of the unique design elements including; the use of varied building forms and shapes, staggered building heights, prominent entry features, awnings, decorative art panels, a trim band, and decorative light fixtures. Staff also determined that the proposed project will create more visual interest through the use of multiple building materials including stucco, lap siding, stone veneer, aluminum, and metal. Lastly, staff determined that the proposed earth tone color scheme blends well with the color scheme of existing buildings within the shopping center while also promoting a more contemporary visual appearance. Overall, staff has determined that the proposed project will be compatible with existing buildings within the shopping center through the use of common design elements, similar building materials, and a complimentary color scheme. In addition, staff has determined that the proposed project provides a contemporary design and color scheme that enhances the overall appearance of the Briggs Ranch Plaza Shopping Center. As a result, staff recommends approval of the applicant's building design with the following conditions:

1. This approval is for a one-story, 2,200-square-foot commercial pad building to be located within the Briggs Ranch Plaza Shopping Center. The applicant shall submit building plans that comply with this approval and the attached building elevations and color renderings dated June 6, 2016.
2. The design, materials, and colors of the proposed building shall be consistent with the submitted building elevations, color renderings, materials sample, and color scheme to the satisfaction of the Community Development Department
3. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features.
4. The final design of the building-attached light fixtures shall be subject to review and approval by the Community Development Department to ensure architectural consistency with the overall building design.

These recommendations are included in the conditions of approval (Condition No. 34) presented for consideration by the Planning Commission.

SIGNAGE

The applicant is proposing to install a variety of wall-mounted signage as well as incorporate signage on the existing monument signs for the shopping center. Staff recommends that all future signs for the project comply with the Folsom Municipal Code and the Sign Criteria established for the Briggs Ranch Plaza shopping center. Condition No. 52 is included to reflect this requirement.

EXISTING AND PROPOSED LANDSCAPING

The Briggs Ranch Plaza Shopping Center includes a variety of landscaping along the frontage of East Natoma Street and Blue Ravine Road, as well as within landscape medians located within the parking lot area. Existing landscaping includes a variety of trees, shrubs, and groundcover. The applicant is proposing to install additional landscape materials in landscape medians situated around the proposed commercial pad building. The preliminary landscape plans provides for a variety of trees including Australian Willow, Chinese Pistache, Crape Myrtle, and Oklahoma Redbud. The proposed landscape plan meets the City shade requirement by providing 41% shade coverage (40% required) in the parking lot area within fifteen (15) years. Proposed shrubs and groundcover include Day Lily, Dwarf Lavender, Fortnight Lily, Groundcover Rose, India Hawthorn, Sageleaf Rockrose, and Society Garlic. Staff recommends that the final landscape plan be reviewed and approved by the Community Development Department. Condition No. 36 is included to reflect this requirement.

ENVIRONMENTAL REVIEW

The project is categorically exempt under Section 15303 New Construction or Conversion of Smaller Structures of the California Environmental Quality Act (CEQA).

RECOMMENDATION/PLANNING COMMISSION ACTION

MOVE TO APPROVE THE STARBUCKS COFFEE SHOP TENTATIVE PARCEL MAP AS ILLUSTRATED ON ATTACHMENT 4;

AND

MOVE TO APPROVE A CONDITIONAL USE PERMIT TO ALLOW FOR THE DEVELOPMENT AND OPERATION OF A 2,200-SQUARE-FOOT STARBUCKS COMMERCIAL PAD BUILDING WITH DRIVE-THRU FACILITY AT 25000 BLUE RAVINE ROAD WITHIN THE BRIGGS RANCH PLAZA SHOPPING CENTER;

AND

MOVE TO APPROVE A PLANNED DEVELOPMENT PERMIT MODIFICATION FOR DEVELOPMENT OF A 2,200-SQUARE-FOOT STARBUCKS COMMERCIAL PAD BUILDING WITH DRIVE-THRU AT 25000 BLUE RAVINE ROAD WITHIN THE BRIGGS RANCH PLAZA SHOPPING CENTER AS ILLUSTRATED ON ATTACHMENTS 2 THROUGH 10 WITH THE FOLLOWING FINDINGS AND CONDITIONS OF APPROVAL (NO. 1-52).

GENERAL FINDINGS

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.

- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN AND ZONING CODE OF THE CITY.

CEQA FINDING

- C. THE PROJECT IS CATEGORICALLY EXEMPT UNDER SECTION 15303 NEW CONSTRUCTION OR CONVERSION OF SMALLER STRUCTURES OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA).

CONDITIONAL USE PERMIT FINDING

- D. THE ESTABLISHMENT, MAINTENANCE, OR OPERATION OF THE USE OR BUILDING APPLIED FOR WILL NOT, UNDER THE CIRCUMSTANCES OF THE PARTICULAR CASE, BE DETRIMENTAL TO THE HEALTH, SAFETY, PEACE, MORALS, COMFORT AND GENERAL WELFARE OF PERSONS RESIDING OR WORKING IN THE NEIGHBORHOOD OF SUCH PROPOSED USE, OR BE DETRIMENTAL OR INJURIOUS TO PROPERTY AND IMPROVEMENTS IN THE NEIGHBORHOOD, OR TO THE GENERAL WELFARE OF THE CITY BECAUSE THE PROPOSED LAND USE WILL NOT HAVE A NEGATIVE IMPACT.

TENTATIVE PARCEL MAP FINDINGS

- E. THE PROPOSED PROJECT, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- F. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- G. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.
- H. THE DESIGN OF THE PROJECT AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- I. THE DESIGN OF THE PROPOSED PROJECT AND THE TYPE OF IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- J. THE DESIGN OF THE PROPOSED PROJECT AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED PROJECT.
- K. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965.

PLANNED DEVELOPMENT PERMIT FINDINGS

- L. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE AND OTHER APPLICABLE ORDINANCES OF THE CITY AND THE GENERAL PLAN.
- M. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY, EXCEPT WITH RESPECT TO PARKING. A MINOR MODIFICATION OF THE PARKING STANDARD IN THIS CASE WILL ENCOURAGE THE EFFICIENT USE OF LAND AND WILL RESULT IN A DEVELOPMENT THAT IS SUPERIOR TO THAT OBTAINED BY RIGID APPLICATION OF THE STANDARDS.
- N. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.
- O. THERE ARE AVAILABLE NECESSARY PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER AND DRAINAGE AND THE PROJECT ADEQUATELY PROVIDES FOR THE FURNISHING OF SUCH FACILITIES.
- P. THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.
- Q. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS, AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL CIRCULATION, INCLUDING INGRESS AND EGRESS.
- R. THE PROPOSED PROJECT WILL NOT BE DETRIMENTAL TO THE HEALTH, SAFETY AND GENERAL WELFARE OF THE PERSONS OR PROPERTY WITHIN THE VICINITY OF THE PROJECT SITE, AND THE CITY AS A WHOLE.
- S. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICES AND EMERGENCY PUBLIC SAFETY SERVICES TO THE DEVELOPMENT.

Submitted,



DAVID E. MILLER, AICP

Public Works and Community Development Director

CONDITIONS

See attached tables of conditions for which the following legend applies.

RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
CD	Community Development Department	I	Prior to approval of Improvement Plans
NS	Neighborhood Services Department	M	Prior to approval of Final Map
(P)	Planning Division	B	Prior to issuance of first Building Permit
(E)	Engineering Division	O	Prior to approval of Occupancy Permit
(B)	Building Division	G	Prior to issuance of Grading Permit
(F)	Fire Division		
PW	Public Works Department	DC	During construction
PR	Park and Recreation Department	OG	On-going requirement
PD	Police Department		

**CONDITIONS OF APPROVAL FOR STARBUCKS COFFE SHOP
TENTATIVE PARCEL MAP, CONDITIONAL USE PERMIT, AND PLANNED DEVELOPMENT PERMIT MODIFICATION
(PN 16-083)**

Mitigation Measure		When Required	Responsible Department
1.	<p align="center">GENERAL REQUIREMENTS</p> <p>The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> • Preliminary Site Plan, dated June 6, 2016 • Access and Circulation Plan, dated June 6, 2016 • Tentative Parcel Map, dated May, 2016 • Preliminary Grading Plan, dated June 6, 2016 • Preliminary Utility Plan, dated June 6, 2016 • Preliminary Landscape Plan, dated June 23, 2016 • Site Details, dated June 6, 2016 • Building Elevations, dated June 6, 2016 • Color Building Elevations, dated, dated June 6, 2016 <p>This Tentative Parcel Map, Conditional Use Permit, and Planned Development Permit Modification are approved for the development of a 2,200-square-foot commercial pad building with drive-thru service. Modifications may be made to the above-referenced plans to respond to site-specific conditions of approval as set forth herein.</p>	B	CD (P)(E)
2.	<p>All civil engineering and landscape plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	I, B	CD (P)(E)(B)
3.	<p>This project approval granted under this staff report shall remain in effect for two years from final date of approval (August 3, 2018). Failure to obtain the relevant permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval.</p>	B	CD (P)

**CONDITIONS OF APPROVAL FOR STARBUCKS COFFE SHOP
TENTATIVE PARCEL MAP, CONDITIONAL USE PERMIT, AND PLANNED DEVELOPMENT PERMIT MODIFICATION
(PN 16-083)**

Mitigation Measure		When Required	Responsible Department
4.	<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E), NS (B) PW, PR, FD, PD
DEVELOPMENT COSTS AND FEE REQUIREMENTS			
5.	The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	I, B	CD (P)(E)
6.	If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	M	CD (E)
7.	If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Parcel Map, improvement plans, or beginning inspection, whichever is applicable.	M, I	CD (P)(E)

**CONDITIONS OF APPROVAL FOR STARBUCKS COFFE SHOP
TENTATIVE PARCEL MAP, CONDITIONAL USE PERMIT, AND PLANNED DEVELOPMENT PERMIT MODIFICATION
(PN 16-083)**

	Mitigation Measure	When Required	Responsible Department
8.	This project shall be subject to all City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (August 3, 2016). The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	B	CD (P)(E), PW, PK
9.	The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	I	CD (P)(E)
10.	The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B	CD (P)
11.	The project is subject to the Housing Trust Fund Ordinance, unless exempt by a previous agreement.	B	CD (P)

SITE DEVELOPMENT REQUIREMENTS

		G, B	CD (E)
12.	Prior to the issuance of any grading and/or building permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site suitability, proposed foundation design for all proposed structures, and roadway and pavement design.	G, B	CD (E)
13.	Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the current edition of the City of Folsom <u>Standard Construction Specifications</u> and the <u>Design and Procedures Manual and Improvement Standards</u> .	M, I, B	CD (P)(E)
14.	The applicant/owner shall submit water, sewer and drainage studies to the satisfaction of the Community Development Department and provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the current edition of the City of Folsom <u>Standard Construction Specifications</u> and the <u>Design and Procedures Manual and Improvement Standards</u> .	I	CD (E)
15.	The improvement plans for any public and private improvements for the project shall be reviewed and approved by the Community Development Department prior to approval of the Parcel Map.	M	CD (E)
16.	The public improvements including the frontage landscaping and irrigation along East Natoma Street shall be completed to the satisfaction of the Community Development Department prior to issuance of a Certificate of Occupancy for the project.	I	CD (E)
17.	The on-site water and sewer systems for the project shall be privately owned and maintained. The fire protection system shall be separate from the domestic water system. The fire system shall be constructed to meet the National Fire Protection Association Standard 24. The domestic water and irrigation system shall be metered per City of Folsom <u>Standard Construction Specifications</u> .	I	CD (E)
18.	The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	O	CD (E)

19.		For any improvements constructed on private property that is not under ownership or control of the owner/applicant, a right-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City prior to issuance of a grading permit and/or approval of improvement plans.	G, I	CD (E)
20.		Final location, size, and orientation of trash/recycling enclosures shall be approved by the Community Development Department.	I	CD (P)(E)
21.		The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.).	I	CD (P)(E)
22.		Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. Lighting shall be designed to be shielded and directed downward onto the project site and away from adjacent properties and public rights-of-way. Lighting shall be equipped with a timer or photo condenser. In addition, pole-mounted parking lot lights shall utilize a low-intensity, energy efficient lighting method and be no more than 20 feet in height.	I, B	CD (P)
STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS				
23.		The owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).	G, I, B	CD (E)
24.		The storm drain improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.	G, I, B, O	CD (E)
25.		Erosion and sedimentation control measures shall be incorporated into construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento <i>Erosion and Sedimentation Control Standards and Specifications</i> -current edition and as directed by the Community Development Department.	G, I	CD (E)
MAP REQUIREMENTS				
26.		Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Parcel Map (in AutoCAD format) to the Community Development Department.	B	CD (E)

27.	Prior to the recording of the Parcel Map, the owner/applicant shall enter into a deferred improvement agreement with the City, identifying improvements, if any, to be constructed. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.	M	CD (E)
28.	Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Parcel Map.	B	CD (P)
29.	Any reimbursement for improvements constructed by the applicant shall be in accordance with a formal reimbursement agreement entered into between the City and the owner/applicant prior to the approval of the Parcel Map.	M	CD (E)
30.	The owner/applicant shall dedicate all reciprocal access, parking, sewer, water, landscape, and fire protection systems on the Parcel Map.	M	CD (E)
PARKING AND CIRCULATION REQUIREMENTS			
31.	The owner/applicant shall provide a minimum of 371 on-site parking spaces for the Briggs Ranch Plaza Shopping Center (includes 16 drive-thru parking spaces associated with Starbucks Coffee Shop and Taco Bell Restaurant). Of the 371 total parking spaces, the owner/applicant shall provide a minimum of 30 on-site parking spaces (includes 8 drive-thru parking spaces) with the newly created parcel for the 2,200-square-foot commercial pad building.	I, B	CD (E)
32.	The owner/applicant shall provide a minimum of 5 on-site bicycle parking spaces for the 2,200-square-foot commercial pad building. The bicycle parking spaces shall be located in close proximity to the commercial pad building entrance(s).	I, B	CD (E)
33.	To ensure adequate onsite circulation, the owner/applicant shall construct and implement the following measures: <ul style="list-style-type: none"> • A “KEEP CLEAR” pavement legend shall be provided in advance of the drive-thru lane to the satisfaction of the Community Development Department and the Public Works Department. • A “STOP” pavement legend shall be provided at the exit to the drive-thru lane to the satisfaction of the Community Development Department and Public Works Department. 	I, B	CD (E), PW

36.		<p>Final landscape plans and specifications for the project shall be prepared by a registered landscape architect and approved by the City Arborist and City staff prior to the approval of improvement plans. Said plans shall include all landscape specifications and details. Landscaping of the parking areas for guest parking shall meet shade requirements as outlined in the <u>Folsom Municipal Code Chapter 17.57</u>. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance. The landscape and irrigation plans shall also comply with the City's Model Water Efficiency Landscape Ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, sign visibility, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period.</p> <p>Any new pole-mounted parking lot lights shall match the design and lighting specifications of the existing pole-mounted parking lot lights.</p>	I	CD(P)(E)
37.			I, B	CD (P)(E)
AIR QUALITY REQUIREMENT				
38.		<p>In compliance with Rule 201 of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the applicant/developer shall verify with SMAQMD if a permit is required before equipment capable of releasing emissions to the atmosphere are used at the project site. The applicant/developer shall comply with the approved permit or provide evidence that a permit is not required.</p>	I, B	CD (P)(E) NS (B)
39.		<p>In compliance with Rule 442 of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the applicant/developer shall use architectural coatings that that comply with the volatile organic compound content limits specified in the general rule.</p>	I, B	CD (P)(E) NS (B)
40.		<p>Dust generated on the project site shall be controlled by selective watering of exposed areas, especially during clearing and grading operations. All unpaved areas of the project site that are being graded, excavated or used as construction haul roadways shall be sprayed with water as often as is necessary to assure that fugitive dust does not impact nearby properties. Stockpiles of soil or other fine materials being left for periods in excess of one day during site construction shall be sprayed and track walked after stockpiling is complete.</p>	I, B	CD (P)(E) NS (B)

41.	Paving shall be completed as soon as is practicable to reduce the time that bare surfaces and soils are exposed. In areas where construction is delayed for an extended period of time, the ground shall be revegetated to minimize the generation of dust.	I, B	CD (P)(E) NS (B)
42.	Street sweeping shall be conducted to control dust and dirt tracked from the project site onto any of the surrounding roadways. Construction equipment access shall be restricted to defined entry and exit points to control the amount of soil deposition.	I, B	CD (P)(E) NS (B)
NOISE REQUIREMENTS			
43.	Compliance with Noise Control Ordinance and General Plan Noise Element shall be required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays with no Sunday or Holiday construction allowed (except interior tenant improvements). Construction equipment shall be muffled and shrouded to minimize noise levels.	G, I, B	CD (P)(E)
44.	The drive-thru speaker systems shall not emit volumes greater than 50 decibels at a distance of 25 feet, and at no time shall any speaker system be audible above daytime ambient noise levels beyond the property lines of the site.	OG	CD (P)
GRADING REQUIREMENTS			
45.	The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling or removal of each that meet all applicable health, safety, and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City.	G, I	CD (E)
CULTURAL RESOURCE REQUIREMENT			
46.	If any archaeological, cultural, or historical resources or artifacts, or other features are discovered during the course of construction anywhere on the project site, work shall be suspended in that location until a qualified professional archaeologist assesses the significance of the discovery and provides consultation with the Folsom Historical Society, City staff, and the Historic Preservation League. Appropriate mitigation as recommended by the archaeologist and the Historical Society representative shall be implemented. If agreement cannot be met, the Planning Commission shall determine the appropriate implementation method.	G, I	CD (E)
OTHER AGENCY REQUIREMENT			
47.	The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review and approval of any grading or improvement plan.	G, I	CD (P)(E)

FIRE DEPARTMENT REQUIREMENTS			
		I, B	FD
48.	Prior to the issuance of any improvement plans, the Community Development and Fire Departments shall review and approve all detailed design plans for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features.		
49.	The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and improved by the Fire Marshal.	I	FD
POLICE/SECURITY REQUIREMENTS			
50.	<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be required:</p> <ul style="list-style-type: none"> • A security guard shall be on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on the approved construction drawings). • Security measures for the safety of all construction equipment and unit appliances shall be employed. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	B	PD
MISCELLANEOUS REQUIREMENTS			
51.	The proposed project shall comply with all State and local rules, regulations, Governor's Declarations, and restrictions including but not limited to: Executive Order B-29-15 issued by the Governor of California on December 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code, (Section 13.26 Water Conservation)</u> , or amended from time to time.	B	CD (P)(E)(B)
52.	All signs for the project shall comply with the sign regulations established by Section 17.59 of the <u>Folsom Municipal Code</u> and with the Briggs Ranch Plaza Shopping Center Signage Guidelines.	B	CD (P)

Attachment 1

Vicinity Map



Attachment 2

Preliminary Site Plan, dated June 6, 2016

Attachment 3

Access and Circulation Plan, dated June 6, 2016

CIRCULATION LEGEND

- PROPOSED DRIVEWAY TRAVEL PATH
- EXISTING DRIVEWAY TRAVEL PATH
- PROPOSED PEDESTRIAN TRAVEL PATH
- EXISTING PEDESTRIAN TRAVEL PATH

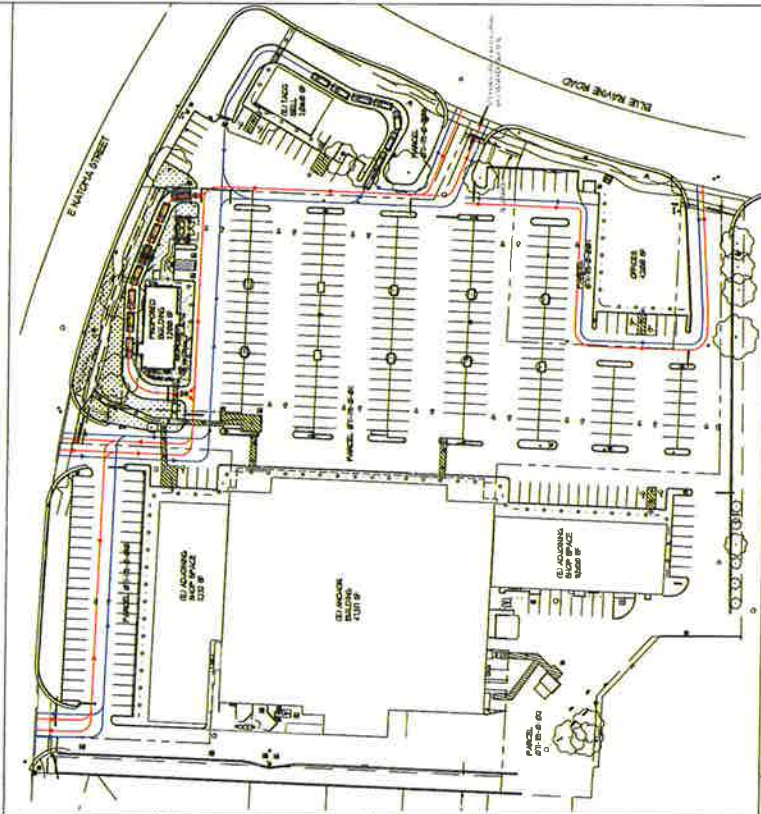
PROPOSED PROJECT:
 FOLSOM STARBUCKS
 BLUE RAYNE ROAD AND EAST NATOMA STREET
 FOLSOM, CA

HCAUNDLER & ASSOCIATES ARCHITECTS, INC.
 1017 17th Street, Suite 100
 Sacramento, CA 95811
 Tel: (916) 444-4444
 Fax: (916) 444-4444

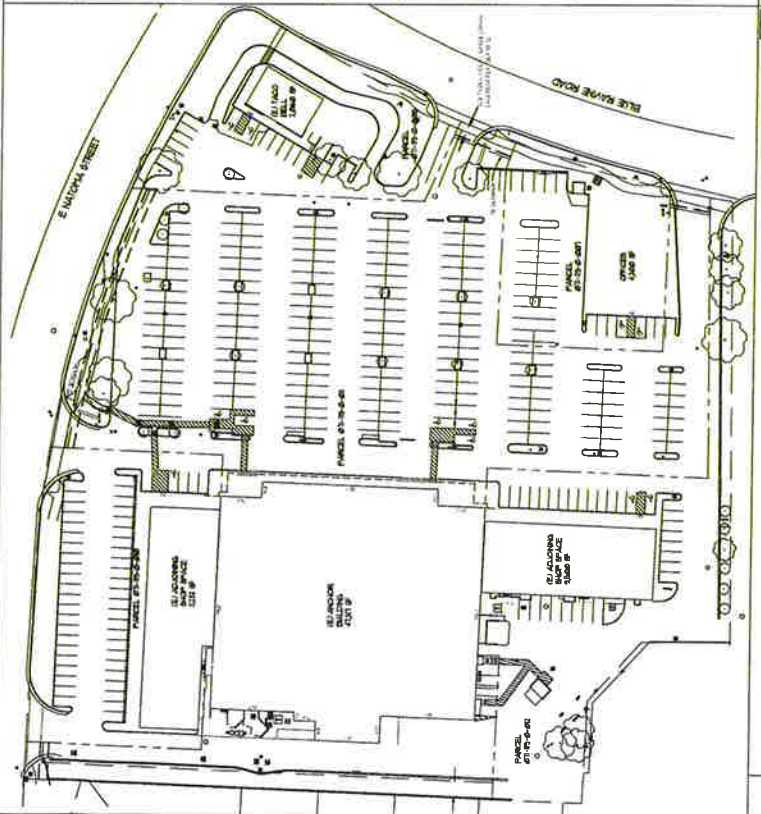


CONDITIONAL USE PERMIT,
 PLANNED DEVELOPMENT PERMIT,
 AND TENTATIVE PARCEL MAP

DRAWN: J.L.A.
 CHECKED: J.L.A.
 DATE: 11.14.18
 SCALE: AS SHOWN
 JOB NO.: 18-001
 SHEET NO.: 102



PROPOSED SITE PLAN CIRCULATION



EXISTING SITE PLAN

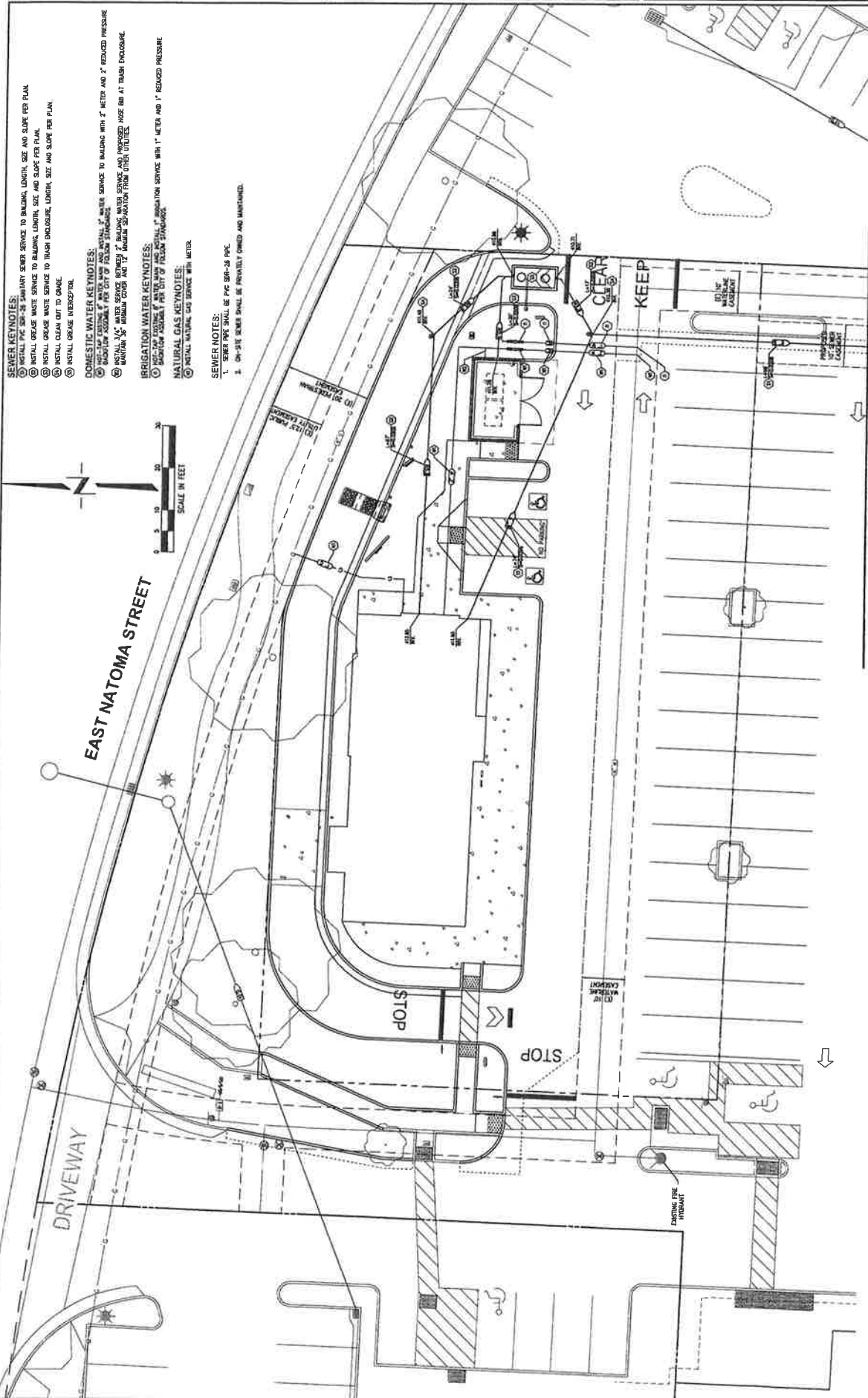
Attachment 4

Tentative Parcel Map, dated May, 2016

Attachment 5

Preliminary Grading Plan, dated June 6, 2016

DATE	
CHECKED	
DATE	
SCALE	
JOB NO.	
DATE	
PROJECT	
SHEET	



- SEWER KEYNOTES:**
- ① 12" PVC 1" SLOPE SERVICE TO BUILDING, LENGTH, SIZE AND SLOPE PER PLAN.
 - ② 18" PVC 2" SLOPE SERVICE TO BUILDING, LENGTH, SIZE AND SLOPE PER PLAN.
 - ③ 30" PVC 2" SLOPE SERVICE TO TRASH ENCLOSURE, LENGTH, SIZE AND SLOPE PER PLAN.
 - ④ METALLIC CLEAR WIT TO GRADE.
 - ⑤ METALLIC BRICK WIT TO GRADE.
 - ⑥ METALLIC BRICK WIT TO GRADE.
- DOMESTIC WATER KEYNOTES:**
- ① 1" PVC 1" SLOPE AND 1/2" WATER SERVICE TO BUILDING WITH 2' METER AND 2' REDUCED PRESSURE.
 - ② 2" PVC 1" SLOPE AND 1/2" WATER SERVICE TO BUILDING WITH 2' METER AND 2' REDUCED PRESSURE.
 - ③ METALLIC 1/2" WATER SERVICE TO TRASH ENCLOSURE.
 - ④ METALLIC 1/2" WATER SERVICE TO TRASH ENCLOSURE.
 - ⑤ METALLIC 1/2" WATER SERVICE TO TRASH ENCLOSURE.
 - ⑥ METALLIC 1/2" WATER SERVICE TO TRASH ENCLOSURE.
 - ⑦ METALLIC 1/2" WATER SERVICE TO TRASH ENCLOSURE.
 - ⑧ METALLIC 1/2" WATER SERVICE TO TRASH ENCLOSURE.
 - ⑨ METALLIC 1/2" WATER SERVICE TO TRASH ENCLOSURE.
 - ⑩ METALLIC 1/2" WATER SERVICE TO TRASH ENCLOSURE.
- IRRIGATION WATER KEYNOTES:**
- ① 1" PVC 1" SLOPE AND 1/2" WATER SERVICE TO BUILDING WITH 1' METER AND 1' REDUCED PRESSURE.
 - ② 2" PVC 1" SLOPE AND 1/2" WATER SERVICE TO BUILDING WITH 1' METER AND 1' REDUCED PRESSURE.
- NATURAL GAS KEYNOTES:**
- ① 1" METALLIC 1/2" WATER SERVICE TO TRASH ENCLOSURE.
 - ② 2" METALLIC 1/2" WATER SERVICE TO TRASH ENCLOSURE.
- SEWER NOTES:**
1. SEWER PIPE SHALL BE PVC DR-35 PIPE.
 2. DR-35 SEWER SHALL BE PRIVATELY OWNED AND MAINTAINED.

MATCHLINE - SEE SHEET C3

Attachment 6

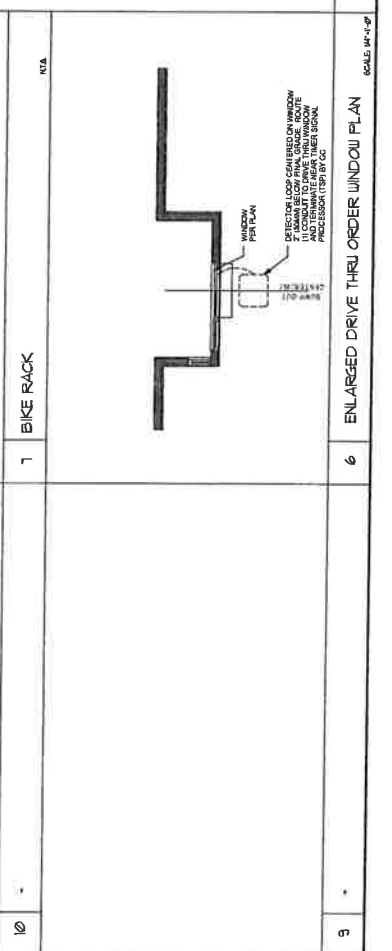
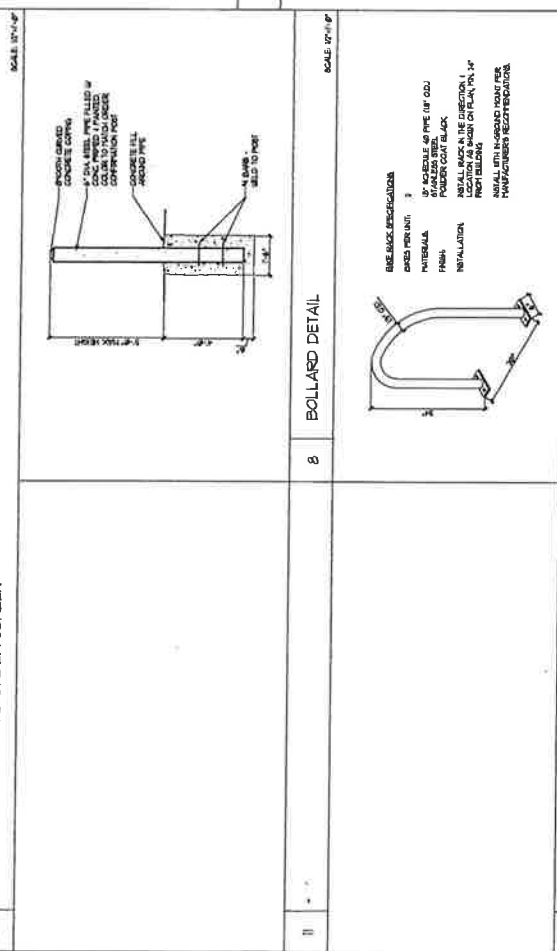
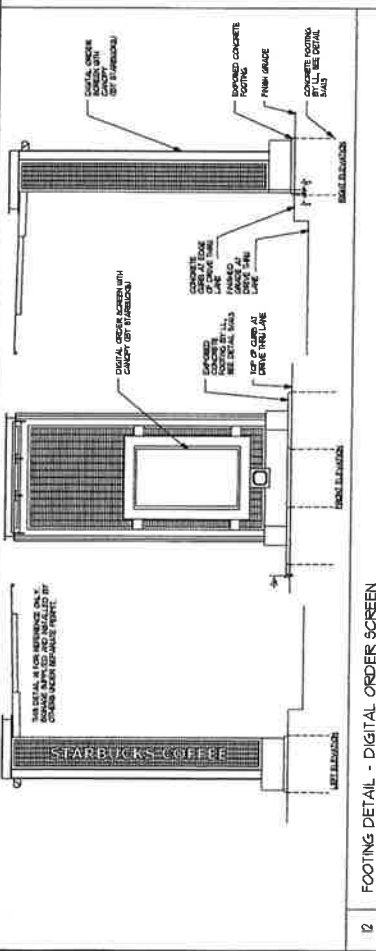
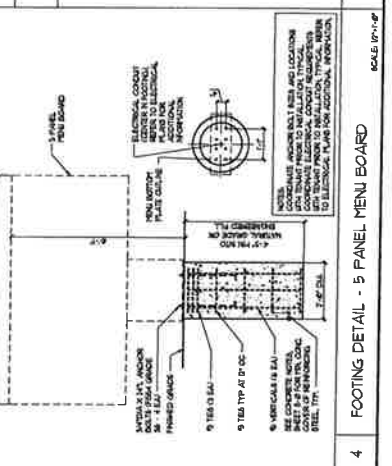
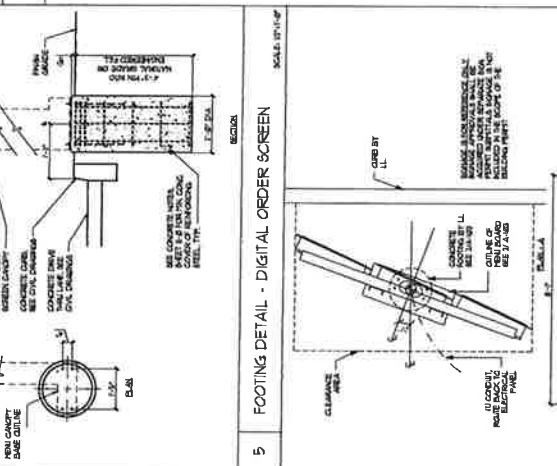
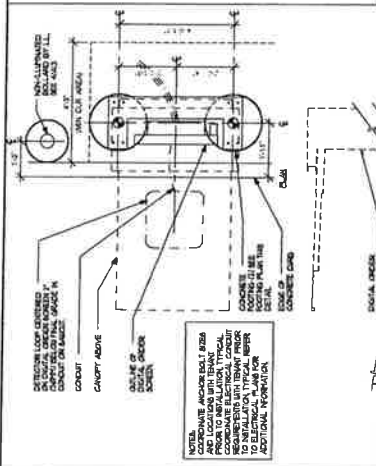
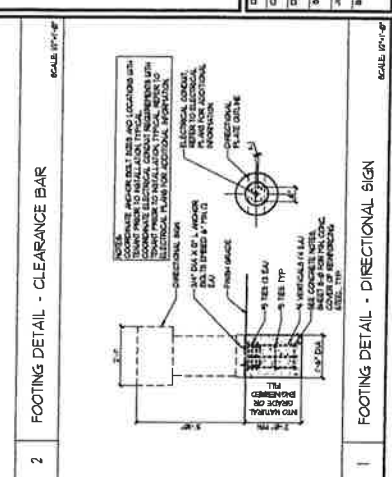
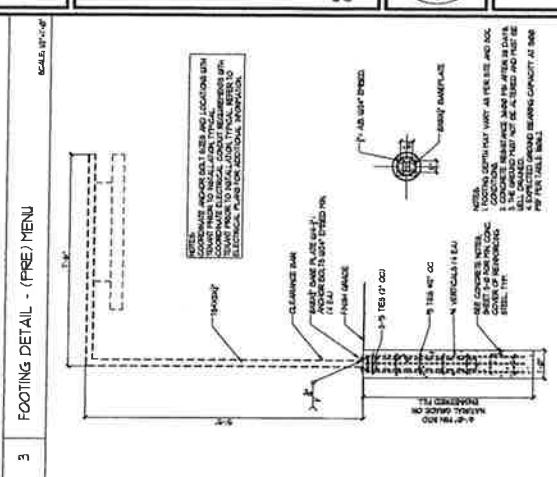
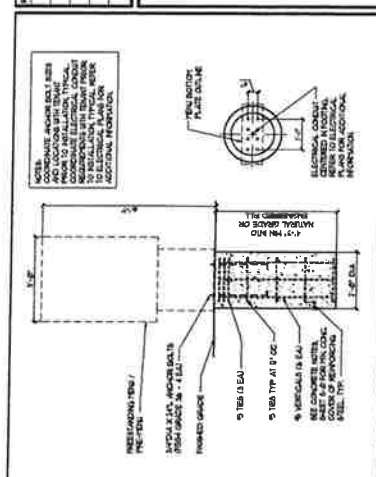
Preliminary Utility Plan, dated June 6, 2016

Attachment 7

Preliminary Landscape Plan, dated June 23, 2016

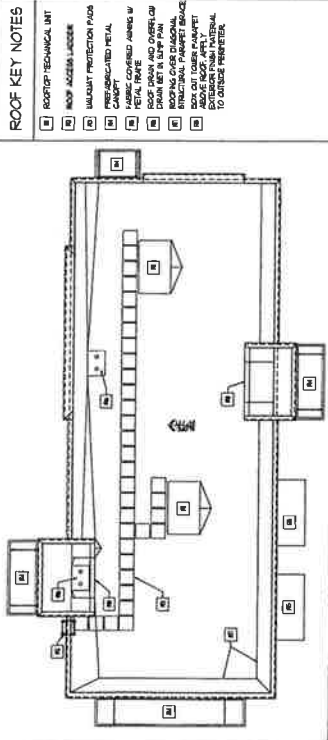
Attachment 8

Site Details, dated June 6, 2016



Attachment 9

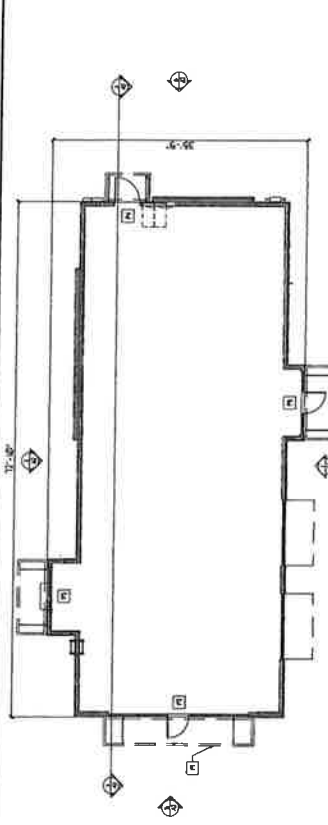
Building Elevations, dated June 6, 2016



8 PROPOSED ROOF PLAN

- ROOF KEY NOTES**
- 1 ROOF/PERMEABLE UNIT
 - 2 ROOF ACCESS LADDER
 - 3 WALL/UT PROTECTION FLOD
 - 4 PRE-CAST/UNITED METAL
 - 5 CAMPT
 - 6 METAL ROOF
 - 7 ROOF DRAIN AND OVERLAP
 - 8 ROOFING AS SUPPLY
 - 9 STRUCTURAL PARAMET BRACE
 - 10 ADD ON LIGHT FIXTURE
 - 11 EXTERIOR FLOOR MATERIAL
 - 12 SINGLE PORTAL

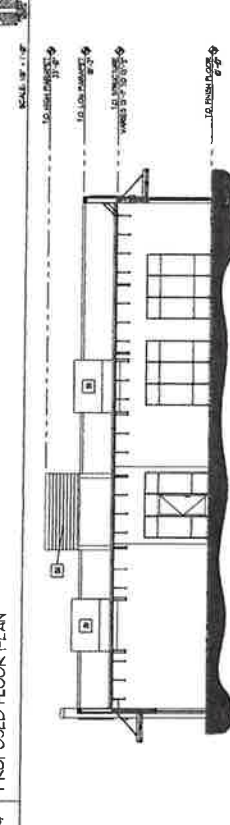
4 PROPOSED FLOOR PLAN



PROPOSED FLOOR PLAN KEY NOTES

- 1 LINE OF FINISH ABOVE TYPICAL
- 2 PAVED ACCESS AND SMOOCHART ENTRANCE
- 3 DRIVE THRU POOR ROOM
- 4 SERVICE ENTRANCE
- 5 MAIN ENTRANCE

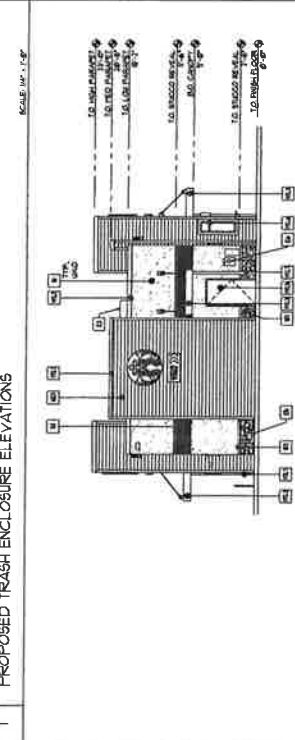
3 PROPOSED BUILDING SECTION



BUILDING SECTION KEY NOTES

- 1 ROOF FINISHED PERMEABLE UNIT
- 2 METAL MATERIAL FINISH TO BACK OF BRICK OR BROWN GLAZED
- 3 STRUCTURE REFER TO ROOF PLAN FOR ADDITIONAL INFORMATION

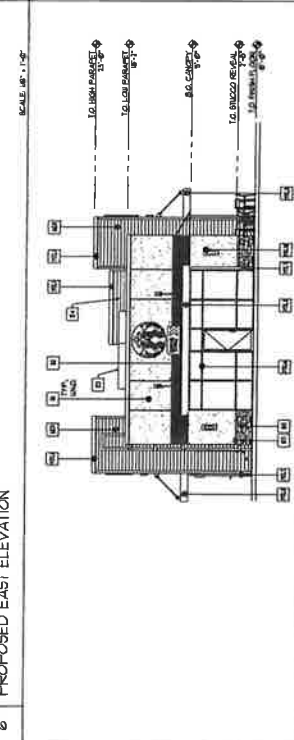
7 PROPOSED TRASH ENCLOSURE ELEVATIONS



EXTERIOR ELEVATION FINISH KEY

- 1 3/8" BRICK PAINT COLOR: BROWN ALL OVER
- 2 3/8" BRICK PAINT COLOR: BROWN ALL OVER
- 3 3/8" BRICK PAINT COLOR: BROWN ALL OVER
- 4 3/8" BRICK PAINT COLOR: BROWN ALL OVER
- 5 3/8" BRICK PAINT COLOR: BROWN ALL OVER
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- 7 3/8" BRICK PAINT COLOR: BROWN ALL OVER
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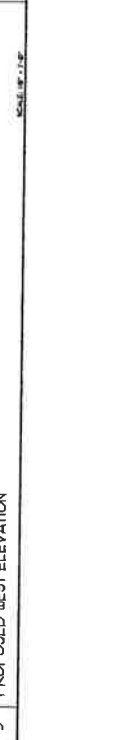
6 PROPOSED EAST ELEVATION



EXTERIOR ELEVATION KEY NOTES

- 1 ROLL AND SEE SITE DETAIL 1/4"
- 2 BRICK PAINT TO ACCOMPANY 3 BICYCLE PARKING SPACES SEE SITE DETAIL 1/4"
- 3 TOP OF ROOF FINISHED PERMEABLE UNIT DETAIL 1/4"
- 4 METAL MATERIAL FINISH TO BACK OF BRICK OR BROWN GLAZED REFER TO ROOF PLAN FOR ADDITIONAL INFORMATION
- 5 GANTRY
- 6 ELECTRICAL PANEL/REAR
- 7 DECORATIVE SCREENED WALL ART PANEL
- 8 ROOF ACCESS LADDER SECURITY DOOR WANT TO MATCH ADJACENT MATERIAL COLOR

5 PROPOSED WEST ELEVATION



EXTERIOR ELEVATION KEY NOTES

- 1 ROLL AND SEE SITE DETAIL 1/4"
- 2 BRICK PAINT TO ACCOMPANY 3 BICYCLE PARKING SPACES SEE SITE DETAIL 1/4"
- 3 TOP OF ROOF FINISHED PERMEABLE UNIT DETAIL 1/4"
- 4 METAL MATERIAL FINISH TO BACK OF BRICK OR BROWN GLAZED REFER TO ROOF PLAN FOR ADDITIONAL INFORMATION
- 5 GANTRY
- 6 ELECTRICAL PANEL/REAR
- 7 DECORATIVE SCREENED WALL ART PANEL
- 8 ROOF ACCESS LADDER SECURITY DOOR WANT TO MATCH ADJACENT MATERIAL COLOR

Attachment 10

Color Building Elevations, dated June 6, 2016



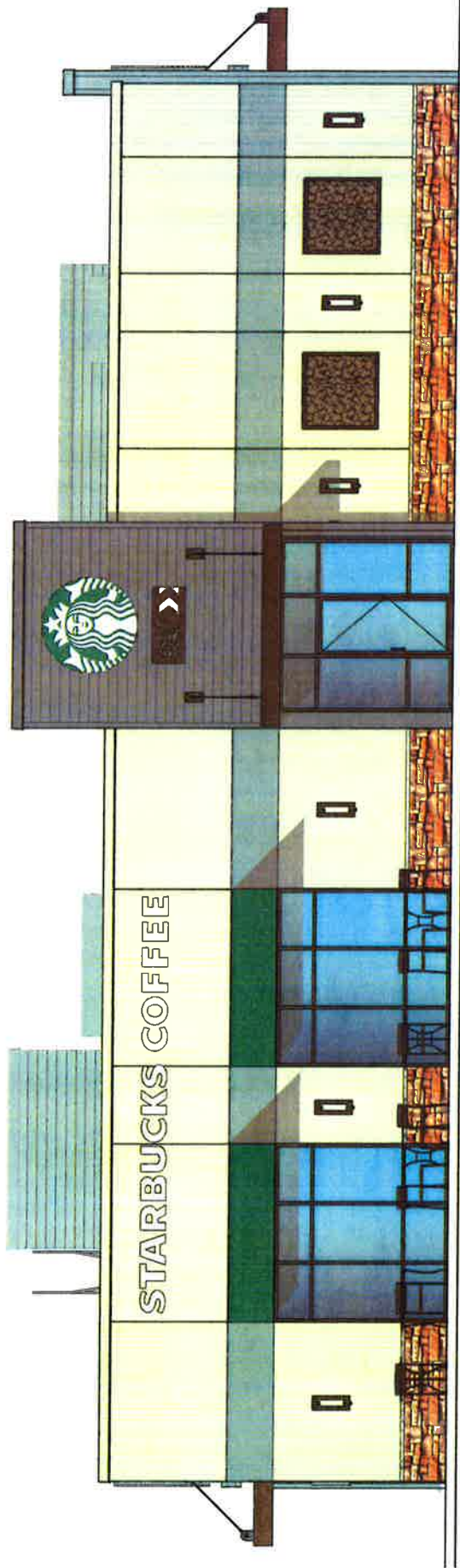
NORTH ELEVATION



MEGANDLESS & ASSOCIATES ARCHITECTS, INC.
428 172 FIRST STREET, SUITE 204 & WOODLAND, CA 95695

SHELL BUILDING
FOLSOM STARBUCKS
25000 BLUE RAYNE ROAD, FOLSOM, CA

JUNE 6, 2016



SOUTH ELEVATION



MASCANDESS & ASSOCIATES ARCHITECTS, INC.
428 172 FIRST STREET, SUITE 204 A WOODLAND, CA 92693

SHELL BUILDING
FOLSOM STARBUCKS
25000 BLUE RAYNE ROAD, FOLSOM, CA

JUNE 6, 2016



EAST ELEVATION



MEGANDLESS & ASSOCIATES ARCHITECTS, INC.
428 177 FIRST STREET, SUITE 204 & WOODSTAND, CA 95693

SHELL BUILDING
FOLSOM STARBUCKS
25000 BLUE RAYNE ROAD, FOLSOM, CA

JUNE 6, 2016



WEST ELEVATION



McGRANDLESS & ASSOCIATES ARCHITECTS, INC.
423 172 FIRST STREET, SUITE 204 A WOODLAND, CA 95695

SHELL BUILDING
FOLSOM STARBUCKS
25000 BLUE RAYNE ROAD, FOLSOM, CA

JUNE 6, 2016

Attachment 11

Site Access, Circulation, and Parking Analysis,
Dated May 23, 2016



ENGINEERS

660 Auburn Folsom Rd.

Suite 201B

Auburn, California

95603

PHONE (916) 783-3838

FAX (916) 783-5003

May 25, 2016

Mr. Mark Engstrom
DTZ Retail – Terranomics
520 Capitol Mall, 5th Floor
Sacramento, California 95814

Mr. Mitch Engstrom
Engstrom Properties, Inc.
837 Jefferson Blvd.
West Sacramento, California 95691

Subject: ***Drive-Thru Lane Queuing Analysis and
Site Access & Circulation Analysis for Proposed Starbucks
25000 Blue Ravine Rd., Folsom, California***

Gentlemen:

As requested, MRO Engineers, Inc. has completed a drive-thru lane queuing analysis and a site access and circulation analysis for the proposed 2,200 square-foot (SF) Starbucks restaurant in Folsom, California. The new restaurant is proposed to be located in an existing retail center at 25000 Blue Ravine Road. Other occupants in the center include a Dollar Tree store, a 99 Ranch Market, a Taco Bell restaurant, and various other retail and office tenants.

DRIVE-THRU LANE QUEUING ANALYSIS

The current layout for the restaurant indicates that it will have a drive-thru lane that will provide queuing space for eight vehicles, extending from the pick-up window to the drive-thru entrance. (Reference: April 22, 2016 site plan by McCandless & Associates Architects, Inc.) Attachment A contains a copy of the current proposed site layout.

One of the preliminary findings of this analysis was that the level of activity at coffee shops can vary substantially from one location to another. In particular, trip generation studies referenced as part of this analysis clearly demonstrate that the volume of AM peak-hour traffic at this land use covers an extremely broad range. The analysis presented here developed queue length estimates for the proposed Starbucks location using generally-accepted trip generation information published by the Institute of Transportation Engineers (ITE). This approach is believed to provide a conservative assessment of potential queue lengths at the proposed restaurant.

STUDY APPROACH

The drive-thru lane queuing analysis presented here was performed using the following approach:

1. ***Online Literature Search*** – MRO staff performed an online literature search with the objective of identifying requirements established by other jurisdictions with respect to drive-thru lane lengths for Starbucks locations as well as for coffee/donut shops, in general. We also sought to determine how those requirements were established and the technical methodologies used by those jurisdictions in determining drive-thru lane storage lengths.
2. ***Queuing Analysis*** – Using generally-accepted procedures, we developed estimates of the queue lengths to be anticipated at the Starbucks drive-thru lane. This analysis involved completion of the following subtasks.
 - ***Trip Generation Estimate*** – Using the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (ITE, Ninth Edition, 2012), we developed AM peak-hour trip

generation estimates for the proposed Starbucks restaurant. The AM peak hour represents the busiest time of day at these stores.

- **Drive-Thru Lane Usage** – We estimated how many of the entering drivers will use the drive-thru lane instead of going inside to the counter.
- **Queuing Analysis** – MRO staff performed a queuing analysis with the objective of identifying the Starbucks drive-thru queue length at a 95 percent confidence level.

3. **Report** – We documented the analysis procedures and results in this letter report.

BACKGROUND / ONLINE LITERATURE SEARCH

The online literature search revealed that no consensus exists with regard to how long the drive-thru lanes should be at coffee shops. Key findings include the following:

- Municipal requirements for drive-thru lane length vary widely. Some jurisdictions have no established drive-thru lane length; instead, they require a special study of each proposed drive-thru facility.
- Not all jurisdictions distinguish between coffee shops and fast food restaurants. Of those that do make such a distinction, the requirement for coffee shops is generally longer than the requirement for fast food restaurants.
- The longest drive-thru lane requirement revealed by the online search is in the Town of Ajax, Ontario, Canada, which requires that drive-thru restaurants provide space for 15 vehicles in the drive-thru lane plus space for an additional four vehicles on-site. This requirement is based on the results of a locally-performed study, which determined that the 95th-percentile queue length was 18 vehicles.
- Drive-thru lane length requirements at selected other jurisdictions include the following:
 - Sacramento, California (Drive-thru restaurant): 180 feet
 - Riverside, California (Drive-thru restaurant): 10 vehicles / 180 feet
 - Burbank, California (Drive-thru restaurant): 160 feet
 - Eugene, Oregon (Drive-thru coffee): 10 vehicles / 200 feet
 - Omaha, Nebraska (Drive-thru coffee): 11 vehicles / 275 feet

Note that the space required per vehicle varies from 18 feet to 25 feet.

Three research studies that specifically address the issue of drive-thru lane length at coffee shops were identified.

- The first study was published in *ITE Journal* in June 2011 (Greene, Cory and Vijay Kannan, “A Trip Generation Study of Coffee/Donut Shops in Western New York”). This study involved AM peak-hour data collection at 13 coffee shops (including Starbucks locations) for the purpose of determining the trip generation characteristics of these facilities, as well as the nature and extent of activity at the shops’ drive-thru lanes. Twelve of the study locations have drive-thru lanes.
 - The study found that the AM peak-hour trip generation rate ranged from 18.51 trips/1,000 square feet (SF) to 110.00 trips/1,000 SF. The average trip generation rate



was 49.90 trips/1,000 SF. As noted above, the volume of peak-hour traffic associated with a coffee shop can vary widely. In this case, the busiest location generates almost six times as much traffic as the least busy.

- The study also identified the percentage of customers using the drive-thru lane rather than entering the building to make a purchase. On average, 70.2 percent of entering vehicles went to the drive-thru lane. The lowest percentage was 47 percent and the highest was 82 percent. Of the 12 locations with drive-thru lanes, 10 had drive-thru usage rates between 62 percent and 78 percent.
- Based on observations at two of the drive-thru locations, the average service time at the pick-up window was 30 seconds per vehicle (i.e., 120 vehicles per hour). This is a key factor in estimating queue lengths.
- The second study was intended to provide an update to information provided in a 1995 report developed by the ITE Technical Council Committee 5D-10. The 1995 report addressed queuing requirements for various land uses, but did not include coffee shops, as those uses were not common when the report was prepared. The updated study was presented by its author, Mark Stuechli, at the 2009 ITE Annual Meeting on August 12, 2009.
 - Counts were conducted in the AM peak period in 2008 and 2009 at 12 coffee shops in the Kansas City metropolitan area. Three of the study locations were drive-thru-only facilities and the other nine were full-service locations. The nine full-service locations were all Starbucks restaurants. Queue lengths were noted at five-minute intervals.
 - Maximum queue lengths at the 12 locations ranged from 3 vehicles (at one location) to 13 vehicles (at 3 locations). In addition, 2 locations had 11-vehicle maximum queues.
 - The data indicated a 75 percent probability of having a queue length of 11 vehicles or fewer and a 100 percent probability of having a queue of 13 vehicles or fewer.
 - The shortest observed maximum queue lengths were at the three drive-thru-only locations, which had maximum queues of three, six, and seven vehicles.
 - The study recommended that full-service coffee shops provide adequate stacking for 11 vehicles.
 - It also noted that when excessive queues were observed, they generally lasted for a short period of time.
- The third relevant research study was developed by Mike Spack of Spack Consulting of St. Louis Park, Minnesota. Although the study was apparently prepared as a marketing tool for the firm's data collection services, it contains the results of 14 days of counts at six coffee shops in and around Minneapolis, Minnesota. Four of the six study locations were Starbucks restaurants. In addition, the study combines the Minnesota data with the Kansas City data presented in the Stuechli study described above.
 - Based on only the Minnesota data (i.e., 14 data points):
 - The average maximum observed queue was 11 vehicles.
 - The range of observed maximum queue lengths was 7 to 16 vehicles.

- The 85th-percentile queue length was 13.5 vehicles (i.e., 85 percent of the observed maximum queue lengths were equal to or shorter than this value). Because it is impossible to have half of a vehicle in a queue, this value should be interpreted as 14 vehicles.
- When the Minnesota and Kansas City data were combined into 26 data points:
 - The average maximum observed queue was 10.23 (i.e., 11) vehicles.
 - The maximum observed queue lengths ranged from 3 to 16 vehicles.
 - The 85th-percentile queue length was 13.0 vehicles.
- The study observed that, “Coffee shops produced the longest maximum queues of any of the land uses in this study with all of the maximum queues occurring in the morning.”
- It also noted occasional spillovers from the drive-thru lanes, which would typically last only a few minutes.
- The study recommended that drive-thru lanes at coffee shops should be able to accommodate a queue of 13 vehicles.

QUEUING ANALYSIS

The procedure employed in this queuing analysis is documented in ITE’s *Transportation Planning Handbook* (Third Edition, 2009). This methodology is based on application of the statistical Poisson Distribution, which applies to situations having random arrivals. The statistical analysis, which is routinely used for estimating queue lengths for left-turn lanes and drive-thru lanes, is based on two key factors:

- Average Arrival Rate – The average arrival rate represents the number of vehicles entering the drive-thru lane during the analysis period (i.e., the AM peak hour). The trip generation estimate provides this factor, which is stated in vehicles per unit of time (typically, vehicles per hour).
- Average Service Rate – This factor represents the capacity of the drive-thru lane, again in terms of vehicles per hour. This value was established based primarily on the results of the online literature search described above.

Trip Generation Estimate

As noted above, the average arrival rate for the proposed Starbucks restaurant is based on its estimated trip generation. As also noted above, the trip generation for coffee shops is highly variable from one location to another. In particular, the data for 20 coffee/donut shops presented in the ITE *Trip Generation Manual* indicates that the trip rate during the busiest hour at coffee/donut shops ranges from 18.23 trips/1,000 SF to 275.00 trips/1,000 SF, with an average of 101.40 trips/1,000 SF. Thus, the busiest coffee shop surveyed generated 15 times as much traffic as the least busy location.

Clearly, a number of factors beyond the square footage of the shop influence how much traffic is generated at a given location. However, to ensure that this analysis represents a conservative assessment of the potential queue lengths at the proposed Starbucks, it was performed based on the average trip rate documented in the ITE *Trip Generation Manual*, which is generally accepted as

the premier source of information regarding the volume of traffic associated with a wide variety of land uses, including coffee/donut shops.

Table 1 summarizes the trip generation estimate for the proposed project, based on the ITE *Trip Generation Manual* rates for “Coffee/Donut Shop with Drive-Through Window” (ITE Land Use Code 937). This estimate reflects the AM “peak hour of the generator” (i.e., the busiest morning hour at the coffee/donut shops).

Table 1 Trip Generation Estimate ¹							
Land Use	Size	AM Peak Hour					
		Trip Rates ²			Estimated Trips		
		In	Out	Total	In	Out	Total
Starbucks	2,200 SF ³	49.69	51.71	101.40	109	114	223

Notes:
¹ Reference: Institute of Transportation Engineers, *Trip Generation Manual*, Ninth Edition, 2012.
² Trips per 1,000 SF gross floor area.
³ Square feet.

As shown, about 109 vehicles are expected to enter the Starbucks site during the AM peak hour, based on the standard ITE trip generation rate.

Drive-Thru Lane Usage (Average Arrival Rate)

Not all of the entering vehicles at the proposed Starbucks will use the drive-thru lane. As noted above, according to the study of 12 Starbucks locations in western New York, about 70 percent of the AM peak hour traffic does so, with the remaining 30 percent entering the lobby to make a purchase at the counter.

Applying the 70 percent factor to the entering volume shown in Table 1 indicates that 76 vehicles will pass through the drive-thru lane in the AM peak hour.

Average Service Rate

The New York study referred to above indicated that the average service time at the pick-up window at the observed locations was 30 seconds. That equates to an average service rate of 120 vehicles per hour. Note that these values equal the service time goal established for Dunkin’ Donuts restaurants, as described in a recent MRO Engineers queuing analysis for a proposed Dunkin’ Donuts restaurant in Folsom. However, observations at the existing Folsom Starbucks location on East Bidwell Street revealed an average observed service rate of 60 vehicles per hour (based on an average service time of 59.7 seconds per vehicle).

Queuing Analysis

Attachment B presents the results of the queuing analysis for the proposed Folsom Starbucks drive-thru lane, based on application of the Poisson Distribution using the factors presented above.



The analysis revealed that a queue of six or fewer vehicles will occur with a 95 percent level of confidence (i.e., we are 95 percent sure of this result). This indicates a need for 120 feet of queuing space in the drive-thru lane, assuming 20 feet per vehicle. (Note that some jurisdictions use 25 feet per vehicle when establishing queuing requirements. This would increase the required drive-thru lane length to 150 feet.) The average queue over the course of the AM peak hour is estimated to be two vehicles (40 feet).

Moreover, the analysis indicated that the anticipated queues could still be accommodated within the drive-thru lane even if the arriving traffic volume was 10 – 15 percent higher or the average service rate was 10 percent lower than was assumed in this analysis.

SUMMARY & RECOMMENDATIONS

As described earlier, the proposed Starbucks restaurant is to be constructed in an existing retail center. The proposed Starbucks building includes space for eight vehicles to queue in the drive-thru lane.

Using the standard ITE trip generation rate and an average service rate of 120 vehicles per hour (as documented in the New York study of twelve coffee shops) indicates a need for 120 feet of queuing space at the drive-thru lane (i.e., a six-vehicle queue). This can be accommodated by the proposed drive-thru lane without extending into the parking lot and interfering with the flow of on-site traffic.

Although it is unlikely that activity at the proposed Starbucks drive-thru lane will impede traffic flow or parking activity at the nearby Taco Bell restaurant, it is recommended that a standard “KEEP CLEAR” pavement legend be provided just in advance of the entrance to the Starbucks drive-thru lane. This is intended to ensure that drivers exiting the Taco Bell drive-thru lane are not blocked in the unlikely event that the Starbucks queue extends out of the drive-thru lane. This measure is illustrated on a Striping & Signage Plan submitted under separate cover.

Table 2 summarizes the results of the queuing analysis.

Table 2 Starbucks Queue Length Analysis Summary AM Peak Hour						
	Available Queuing Distance ²		Estimated Queue Length ¹			
			Queue at 95% Confidence Level		Average Queue	
	Feet	Vehicles	Feet	Vehicles ¹	Feet	Vehicles ¹
Proposed Folsom Starbucks	170 Ft. ³	8	120 Ft.	6	40 Ft.	2
Notes:						
¹ Assuming 20 feet per vehicle.						
² As shown on site plan dated April 22, 2016 (see Attachment A).						
³ Includes only space within the drive-thru lane.						

As noted earlier, the adequacy of the existing drive-thru lane is dependent upon the specific characteristics of the new Starbucks restaurant. For perspective, the existing Starbucks on East Bidwell Street in Folsom is a highly successful, very busy operation. Observations performed

there on April 28, 2015 revealed queues of 10 – 15 vehicles throughout the period between 7:30 and 9:30 AM.

The existing Starbucks restaurant is located just north of U.S. Highway 50 and the East Bidwell Street/Scott Road interchange. Thus, it is located at a key gateway to Folsom, serving drivers approaching work places and shopping opportunities from throughout the region. In contrast to this, the proposed location might not attract the same level of commuter traffic, as it is not located directly on a freeway-access route. This might lead to a lower customer volume and shorter queues at the drive-thru lane at the proposed restaurant.

The other key variable in the analysis is the average service rate. This analysis used a rate of 120 vehicles per hour, based on observations documented in a study in New York. However, the observations conducted at the existing Folsom Starbucks location found an average service rate of 60 vehicles per hour. If the actual service rate at the proposed Starbucks is substantially lower than the assumed rate, queues at the drive-thru lane will be longer than projected, and might become excessive (e.g., extending out of the drive-thru lane and into the parking lot).

We should note that excessive queuing at the drive-thru lane might be, to some extent at least, self-regulating. Specifically, customers who arrive to find an excessively-long queue can be expected either to park and go inside to make their purchase or, alternatively, simply depart and patronize a different location.

SITE ACCESS & CIRCULATION ANALYSIS

The proposed Starbucks restaurant is to be constructed in an existing retail center. Further, the changes to the center's layout will be limited to the area in the immediate vicinity of the proposed project, and the retail center's access system will be unchanged by the project. That system includes the following features:

- Two STOP-sign-controlled driveways on East Natoma Street
 - The westerly driveway provides full access (i.e., all turning movements), including a median refuge area and short acceleration lane for exiting vehicles turning left out of the site.
 - The easterly driveway is limited to right turns only, both inbound and outbound.
- Two STOP-sign-controlled driveways on Blue Ravine Road
 - The northerly driveway is limited to inbound and outbound right turns only.
 - The southerly driveway accommodates inbound and outbound right turns, as well as inbound left turns; no outbound left turns are allowed.

Although the proposed project will result in additional traffic at the retail center's driveways, particularly in the AM peak period, it is likely that the center's access system will be able to accommodate that additional traffic without significant adverse operational impacts at the driveways. Further, no safety issues are anticipated in connection with development of the proposed Starbucks restaurant.

The bulk of the on-site traffic circulation system will also be unchanged as a result of construction of the proposed project. As described above, our analysis indicates that adequate queuing space will be available in the proposed drive-thru lane to accommodate vehicles waiting for service at the

proposed Starbucks. Consequently, we envision no on-site circulation issues in connection with the drive-thru lane. Also, recent modifications to the proposed site plan have fully addressed City of Folsom concerns regarding possible conflicts between the Starbucks drive-thru lane and the exit at the existing Taco Bell drive-thru. Those same modifications have also improved the configuration of the Starbucks drive-thru lane exit, which will ease the flow of traffic heading for the easterly driveway on East Natoma Street.

Under separate cover, an exhibit illustrating a proposed striping and signage plan for the retail center has been submitted to the City. That exhibit identifies the proposed locations of various traffic control devices (primarily, STOP signs, directional arrows, and other pavement markings) to assist drivers in safely traversing the site. In addition, provision of a standard "KEEP CLEAR" pavement legend is recommended to ensure that vehicles entering the Starbucks drive-thru lane do not block the path of vehicles exiting the Taco Bell drive-thru lane.

Overall, we believe that the site access and circulation systems will safely and effectively accommodate the flow of traffic for patrons at the retail center, even after completion of the proposed project.

CONCLUSION

This report documents the results of a queuing analysis for the drive-thru lane at the proposed Starbucks restaurant at 25000 Blue Ravine Road in Folsom, California. As currently proposed, the drive-thru lane will accommodate eight vehicles. The analysis documented here determined that the drive-thru lane queues generated by the proposed Starbucks restaurant are not expected to exceed the available queuing distance within the drive-thru lane. Thus, it is unlikely that activity at the proposed Starbucks drive-thru lane will impede traffic flow or parking activity at the nearby Taco Bell restaurant.

The analysis also addressed the vehicular access and circulation systems at the retail center where the proposed project is to be located. With the provision of typical standard signs and pavement markings, those systems are expected to safely and effectively accommodate the flow of both project and non-project traffic at the center.

We appreciate having the opportunity to be of service. Please feel free to contact me if you have questions or need further information.

Sincerely,

MRO ENGINEERS, INC.



Neal K. Liddicoat, P.E.
Traffic Engineering Manager

Attachments

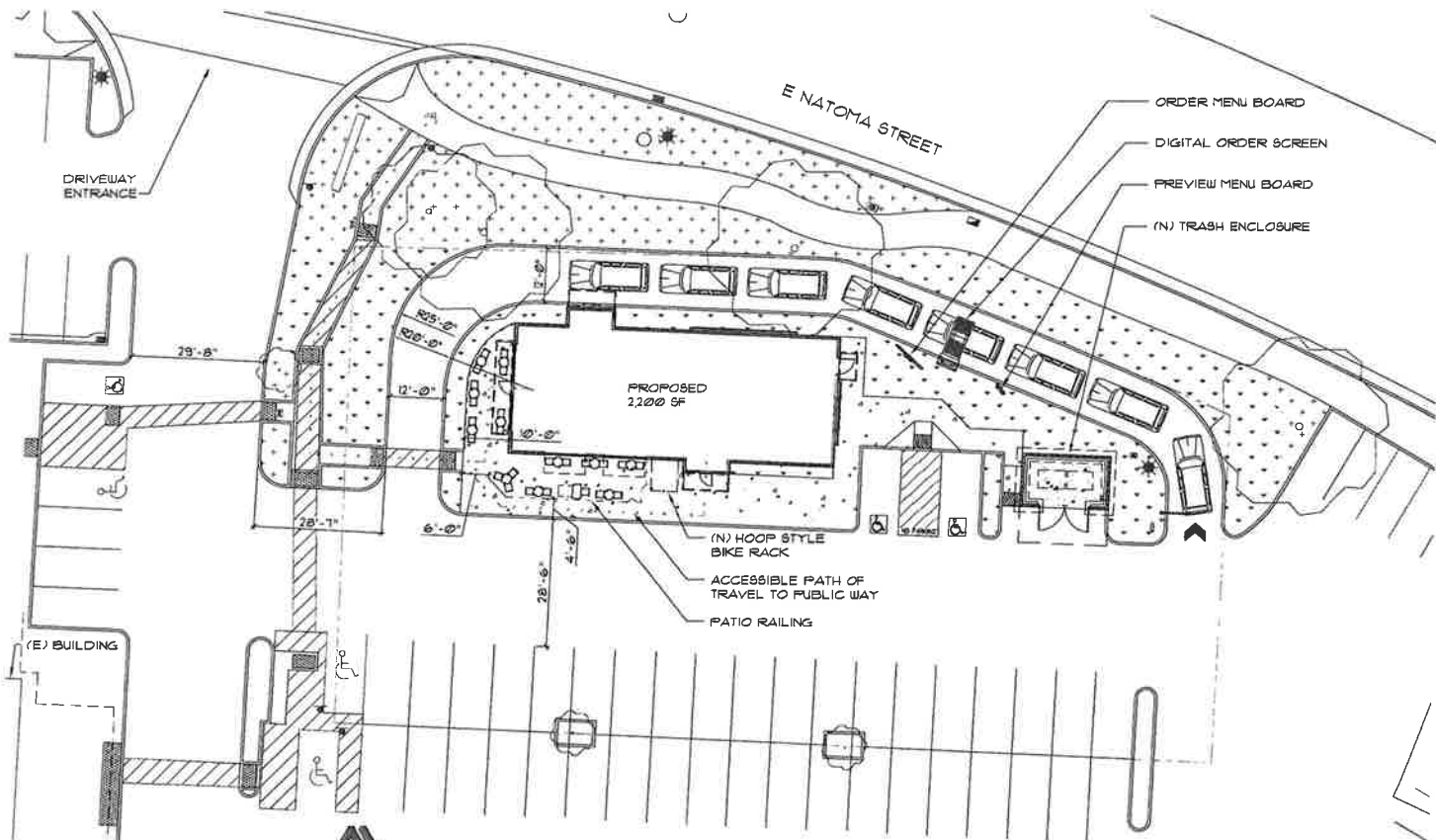
cc: Mr. Bill McCandless, AIA, McCandless & Associates Architects, Inc.

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ATTACHMENT A

PROPOSED SITE PLAN & DRIVE-THRU LANE LAYOUT




 McCAULEY & ASSOCIATES ARCHITECTS
 428 1/2 FIRST STREET SUITE 700 DAVIS, CA 95603
SHELL BUILDING
FOLSOM STARBUCKS
 APRIL 22, 2016

SITE PLAN
 SCALE: 1" = 20'-0"



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ATTACHMENT B
QUEUING ANALYSIS

DRIVE-THRU LANE QUEUING ANALYSIS
Proposed Starbucks
25000 Blue Ravine Road, Folsom, California

Weekday AM Peak Hour
Starbucks Drive-Thru Lane
ITE Trip Generation Manual Analysis

Average Arrival Rate (vph): 76
Average Service Rate (vph): 120

	P(x = n)	P(x < n)
P(0)	0.367	0.367
P(1)	0.232	0.599
P(2)	0.147	0.746
P(3)	0.093	0.839
P(4)	0.059	0.898
P(5)	0.037	0.935
P(6)	0.024	0.959

Queue Length Estimate: 120 Feet

Average Queue Length: 40 Feet

Reference: Institute of Transportation Engineers, *Transportation Planning Handbook*, Third Edition, 2009.

Attachment 12

Parking Analysis, dated January 7, 2016



January 7, 2016

Mr. Mark Engstrom
DTZ Retail – Terranomics
520 Capitol Mall, 5th Floor
Sacramento, California 95814

Mr. Mitch Engstrom
Engstrom Properties, Inc.
837 Jefferson Blvd.
West Sacramento, California 95691

Subject: ***Shared Parking Analysis for 25000 Blue Ravine Road, Folsom, California***

Gentlemen:

MRO Engineers, Inc. is pleased to submit this shared parking analysis for the existing retail center at 25000 Blue Ravine Road in Folsom, California. We understand that you are preparing to submit an application to the City of Folsom for a Planned Development Permit and other entitlements to allow for construction of a new Starbucks store with drive-thru lane within the center. Other occupants in the center include a Dollar Tree store, a Taco Bell restaurant and various other retail and office tenants. In addition, we understand that plans are in the works to add a 99 Ranch Market within a portion of the anchor building.

Upon addition of the Starbucks store, the total square footage of the shopping center will be 76,509 square feet (SF), as follows:

- Anchor building: 47,317 SF, including
 - Dollar Tree: 16,468 SF
 - 99 Ranch Market: 30,849 SF
- Retail shops: 20,732 SF
- Office: 4,200 SF
- Taco Bell: 2,060 SF
- Starbucks: 2,200 SF

Based on current City zoning code requirements, addition of the Starbucks store will result in a parking deficit at the center. Mr. Bill McCandless of McCandless & Associates Architects has indicated that, even with restriping of the parking lot to better conform to City standards, the site will be 17 spaces short of the City requirement.

The shared parking analysis presented here is intended to determine whether the center's peak parking demand can be adequately accommodated within the available parking supply. City of Folsom staff have requested this analysis, which will be used to support your application for a Planned Development Permit.



SHARED PARKING CONCEPT

As documented in *Shared Parking* (Urban Land Institute, Second Edition, 2005):

Shared parking is the use of a parking space to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is the result of two conditions:

- *variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses, and*
- *relationships among the land uses that result in visiting multiple land uses on the same auto trip.*

The analysis presented here follows the guidelines and procedures documented in the ULI report. Using those procedures, we developed estimates of the hourly parking demand to be anticipated at the retail center. This analysis involved completion of the following subtasks.

- Parking Demand Estimate*** – Based on City of Folsom Zoning Code requirements, we developed estimates of the number of parking spaces required for each tenant, as well as the center as a whole.
- Hourly Parking Demand Patterns*** – We estimated hourly parking demand patterns for each tenant type, in the form of a percentage of peak demand, so that the busiest hour(s) of the day were designated as experiencing 100 percent of the peak demand and the other hours were some lesser percentage.
- Multi-purpose Trips Adjustment Factors*** – The magnitude of multi-purpose trips within the center were estimated based on information presented in the *Trip Generation Handbook* (Institute of Transportation Engineers, Second Edition, 2004 and Third Edition, 2014). This adjustment is sometimes referred to as the “captive market” or “internal capture” adjustment.
- Shared Parking Analysis*** – A shared parking analysis was performed with the objective of identifying the peak on-site parking demand. This value was then compared to the proposed on-site parking supply to determine whether that parking supply will be adequate. In keeping with guidance provided by City staff, the center’s parking supply will include spaces within the drive-thru lanes at the existing Taco Bell and the proposed Starbucks.

CITY OF FOLSOM PARKING REQUIREMENT

The *Folsom Municipal Code* (Section 17.57.040) establishes off-street parking requirements for various land uses. Requirements that are pertinent to this analysis include:

- Retail commercial uses: One space per 200 SF of gross floor area,
- Offices: One space per 200 SF of gross floor area,
- Eating establishments: If located within a shopping center or other mixed-use development that is predominantly retail, the retail commercial parking requirement applies (i.e., one space per 200 SF of gross floor area), provided there are mutual parking agreements and



the total cumulative gross floor area of the eating establishment(s) do(es) not exceed ten percent of the gross floor area of the shopping center.

In summary, the shopping center is required to provide parking at a ratio of one space per 200 SF of gross floor area (also sometimes designated as 5.0 spaces per 1,000 SF of gross floor area). Given the proposed total size of 76,509 SF, the center would need to provide 383 on-site parking spaces to meet the City requirements.

PROPOSED PARKING SUPPLY

Mr. McCandless has undertaken an effort to maximize the efficiency of the parking lot, particularly with regard to ensuring that parking spaces and aisles conform to City of Folsom development standards. In part, this effort was sparked by his observation that many of the parking spaces within the lot were oversized, which resulted in a reduction in the available parking supply. Upon reconfiguration of the lot, Mr. McCandless determined that a total of 366 spaces could be provided. Compared to the City parking requirement referenced above, this represents a deficiency of 17 parking spaces.

SHARED PARKING ANALYSIS

Hourly Parking Demand Patterns

The ULI *Shared Parking* report presents hourly parking demand factors for shopping centers, offices, and fast food restaurants. No information is presented in that document that specifically relates to the proposed Starbucks store, which is expected to have a different set of hourly demand factors than the existing tenants. In particular, it is expected to have an earlier peak demand time, and somewhat reduced demand as the day goes on. For example, plans for the Starbucks call for opening for business at 4:30 AM on weekdays; none of the other tenants will be open that early. Moreover, compared to the existing Taco Bell restaurant, the Starbucks is expected to have less activity around the lunch and dinner hours.

For purposes of this analysis, a set of hourly demand factors was developed, which were then reviewed by Starbucks representatives. Although Starbucks does not maintain a database of this specific type of information, the proposed hourly factors were considered to reasonably represent the anticipated patterns of demand at the proposed location.

Table 1 summarizes the weekday hourly parking demand patterns employed in this analysis, while Table 2 shows equivalent information for weekends. In these tables, the peak demand times are shown as "100%" (i.e., parking demand at that time is equal to 100 percent of the peak demand level). With the exception of the proposed Starbucks, the on-site land uses are generally expected to have peak activity during the midday period. Note that the patterns shown here reflect the fact that the Starbucks store will open at 4:30 AM on weekdays (5:00 or 5:30 AM on weekends) and close for the day at 8:00 PM on weekdays (and possibly earlier on weekends).

Table 1
Weekday Hourly Parking Demand Patterns

Time	Hourly Parking Demand Factors				
	Retail Anchor Building ¹	Retail Shops ¹	Office ¹	Taco Bell ¹	Starbucks ²
6:00 AM	1%	1%	3%	5%	60%
7:00 AM	5%	5%	30%	10%	80%
8:00 AM	15%	15%	75%	20%	100%
9:00 AM	35%	35%	95%	30%	100%
10:00 AM	65%	65%	100%	55%	80%
11:00 AM	85%	85%	100%	85%	50%
Noon	95%	95%	90%	100%	60%
1:00 PM	100%	100%	90%	100%	50%
2:00 PM	95%	95%	100%	90%	40%
3:00 PM	90%	90%	100%	60%	40%
4:00 PM	90%	90%	90%	55%	40%
5:00 PM	95%	95%	50%	60%	30%
6:00 PM	95%	95%	25%	85%	30%
7:00 PM	95%	95%	10%	80%	20%
8:00 PM	80%	80%	7%	50%	10%
9:00 PM	50%	50%	3%	30%	0%
10:00 PM	30%	30%	1%	20%	0%
11:00 PM	10%	10%	0%	10%	0%
Midnight	0%	0%	0%	5%	0%

Notes:

¹ Reference: Urban Land Institute, *Shared Parking*, Second Edition, 2005.

² Hourly parking demands factors were developed for this study and reviewed for reasonableness by Starbucks representatives.

Table 2
Weekend Hourly Parking Demand Patterns

Time	Hourly Parking Demand Factors				
	Retail Anchor Building ¹	Retail Shops ¹	Office ¹	Taco Bell ¹	Starbucks ²
6:00 AM	1%	1%	0%	5%	60%
7:00 AM	5%	5%	20%	10%	80%
8:00 AM	10%	10%	60%	20%	100%
9:00 AM	30%	30%	80%	30%	100%
10:00 AM	50%	50%	90%	55%	80%
11:00 AM	65%	65%	100%	85%	50%
Noon	80%	80%	90%	100%	60%
1:00 PM	90%	90%	80%	100%	50%
2:00 PM	100%	100%	60%	90%	40%
3:00 PM	100%	100%	40%	60%	40%
4:00 PM	95%	95%	20%	55%	40%
5:00 PM	90%	90%	10%	60%	30%
6:00 PM	80%	80%	5%	85%	30%
7:00 PM	75%	75%	0%	80%	20%
8:00 PM	65%	65%	0%	50%	10%
9:00 PM	50%	50%	0%	30%	0%
10:00 PM	35%	35%	0%	20%	0%
11:00 PM	15%	15%	0%	10%	0%
Midnight	0%	0%	0%	5%	0%

Notes:

¹ Reference: Urban Land Institute, *Shared Parking*, Second Edition, 2005.

² Hourly parking demands factors were developed for this study and reviewed for reasonableness by Starbucks representatives.

Multi-Purpose Trips / Captive Market Adjustment

One well-known characteristic of shopping centers is the prevalence of multi-purpose trips. That is, a particular trip to the center involves stops at multiple destinations at which multiple objectives are achieved. The Institute of Transportation Engineers (ITE) has assembled data on this topic, which is documented in the *Trip Generation Handbook*. The 2004 second edition of that document presented relatively limited information, while a more extensive database was developed for the third edition (2014).

Table 3 summarizes key information from both documents regarding “internal capture rates” for various origins within the shopping center at different times of the day. Of particular interest are the figures relating to retail activity. For example, the data presented here indicate that approximately 30 percent of the retail trips are internally generated over the course of a day; that is, about 30 percent of retail shoppers are patrons of more than one store in a given trip. Although daily values are not available with respect to the interaction between the retail stores and the on-site restaurants, in the AM peak hour 13 percent of the retail customers also patronize a restaurant location, while in the PM peak hour 29 percent do so. Even larger percentages apply with regard to restaurant patrons who also shop at the retail stores – 14 percent in the AM peak hour and 41 percent in the PM peak hour. Internal capture rates are also presented for office uses, but because of the limited amount of on-site office space, this may not be particularly meaningful.

Table 3					
Internal Capture Rates at Mixed-Use Developments					
Origin	Destination	Time Period			
		AM Peak Hour ¹	PM Peak Hour ¹	Midday Peak Hour ²	Daily ²
Retail	Office	29%	2%	3%	3%
Retail	Restaurant	13%	29%	NA ³	NA
Retail	Retail	NA	NA	29%	30%
Office	Retail	28%	20%	20%	22%
Office	Restaurant	63%	4%	NA	NA
Office	Office	NA	NA	2%	2%
Restaurant	Retail	14%	41%	NA	NA
Restaurant	Office	31%	3%	NA	NA

Notes:
¹ Institute of Transportation Engineers, *Trip Generation Handbook*, Third Edition, 2014.
² Institute of Transportation Engineers, *Trip Generation Handbook*, Second Edition, 2004.
³ Not available.



Shared Parking Analysis

Using the procedures established in the ULI *Shared Parking* document, analyses were completed to estimate the hourly parking demand at the study site over the course of typical weekdays and weekend days. The analyses employed the City of Folsom parking demand ratios presented above, as well as the hourly parking demand patterns described above. Internal capture rates of 5 and 10 percent were applied to the retail parking demand figures. No additional internal capture adjustments were employed with respect to the restaurants or other on-site uses. These assumptions are believed to provide conservative estimates of parking demand at the retail center.

Weekday Shared Parking Analysis

Attachment A presents the results of the shared parking analysis for weekday conditions. Table A-1 shows the results based on five percent internal capture at the retail stores only. The peak demand time is projected to be in the midday period, with the absolute peak occurring at 1:00 PM. At that time, the peak parking demand is estimated to be 359 spaces, which falls within the proposed 366-space parking supply. The busiest three-hour period is from noon through the 2:00 PM hour, when the parking demand is expected to range from 342 spaces to the peak of 359 spaces.

The shared parking analysis results assuming 10 percent internal capture are presented in Table A-2. The peak demand times are unchanged, with the greatest demand again expected at 1:00 PM. At that time, the total parking demand is estimated to be 342 spaces, which is well within the proposed parking supply of 366 spaces.

With specific regard to the proposed Starbucks store, its peak demand is expected to occur in the early morning hours, when the other shopping center tenants are less busy. Peak Starbucks activity is projected at 8:00 and 9:00 AM. At those times, the total estimated parking demand at the center is 78 – 148 spaces with five percent internal capture and 75 – 142 spaces with ten percent internal capture. Thus, even if the Starbucks is wildly successful and generates substantially more parking demand than is estimated here, there will be plentiful available parking on-site to accommodate any “overflow” from that site.

Weekend Shared Parking Analysis

As shown in Attachment B, the peak weekend parking demand will be slightly lower than the equivalent weekday values. Assuming five percent internal capture (as shown on Table B-1), the peak parking demand will be 350 spaces (compared to 359 on weekdays). The peak demand period is also slightly later on weekends, due primarily to differences in the retail parking demand patterns.

Table B-2 shows that, if the internal capture rate is 10 percent, the peak parking demand will be 333 spaces (compared to 342 on weekdays).

Under either set of assumptions, the peak parking demand will be less than the proposed parking supply, so adequate parking should be available to serve patrons and employees.

**CONCLUSION**

This letter report has documented the results of a shared parking analysis of the retail center at 25000 Blue Ravine Road in Folsom, California, where the construction of a 2,200 SF Starbucks store has been proposed. Upon addition of that store and reconfiguration of the parking lot, a parking supply of 366 spaces will be provided, which is less than the City of Folsom requirement of 383 spaces.

The analysis presented here has shown that consideration of the hourly parking demand patterns of the on-site land uses combined with conservative assumptions regarding interaction among the various on-site land uses results in estimated peak parking demand values that are less than the proposed parking supply. Consequently, even though the number of parking spaces will be less than the City would ordinarily require, adequate parking will be provided on both weekdays and weekend days

We appreciate having the opportunity to be of assistance in this matter. Please feel free to contact me if you have questions or need further information.

Sincerely,

MRO ENGINEERS, INC.

Neal K. Liddicoat, P.E.
Traffic Engineering Manager

cc: Mr. Bill McCandless, AIA, McCandless & Associates Architects, Inc.

M R O



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ATTACHMENT A
WEEKDAY SHARED PARKING ANALYSIS

**TABLE A-1
WEEKDAY SHARED PARKING ANALYSIS
5% INTERNAL CAPTURE
25000 BLUE RAVINE ROAD, FOLSOM, CALIFORNIA**

	ANCHOR BUILDING	SHOPS	OFFICE	TACO BELL	STARBUCKS	TOTAL
PARKING RATIO	5 / 1,000 Sq. Ft.	5 / 1,000 Sq. Ft.	5 / 1,000 Sq. Ft.	5 / 1,000 Sq. Ft.	5 / 1,000 Sq. Ft.	
UNADJUSTED	237 Spaces	104 Spaces	21 Spaces	10 Spaces	11 Spaces	383 Spaces
ADJUSTED	225 Spaces	99 Spaces	21 Spaces	10 Spaces	11 Spaces	366 Spaces

TIME	HOURLY PARKING DEMAND ESTIMATE										TOTAL PARKING DEMAND
	ANCHOR BUILDING		SHOPS		OFFICE		TACO BELL		STARBUCKS		
	HOURLY DEMAND FACTOR	HOURLY DEMAND ESTIMATE	HOURLY DEMAND FACTOR	HOURLY DEMAND ESTIMATE	HOURLY DEMAND FACTOR	HOURLY DEMAND ESTIMATE	HOURLY DEMAND FACTOR	HOURLY DEMAND ESTIMATE	HOURLY DEMAND FACTOR	HOURLY DEMAND ESTIMATE	
6:00 AM	1%	2	1%	1	3%	1	5%	1	60%	7	12
7:00 AM	5%	11	5%	5	30%	6	10%	1	80%	9	32
8:00 AM	15%	34	15%	15	75%	16	20%	2	100%	11	78
9:00 AM	35%	79	35%	35	95%	20	30%	3	100%	11	148
10:00 AM	65%	146	65%	64	100%	21	55%	6	80%	9	246
11:00 AM	85%	191	85%	84	100%	21	85%	9	50%	6	311
12:00 PM	95%	214	95%	94	90%	19	100%	10	60%	7	344
1:00 PM	100%	225	100%	99	90%	19	100%	10	50%	6	359
2:00 PM	95%	214	95%	94	100%	21	90%	9	40%	4	342
3:00 PM	90%	203	90%	89	100%	21	60%	6	40%	4	323
4:00 PM	90%	203	90%	89	90%	19	55%	6	40%	4	321
5:00 PM	95%	214	95%	94	50%	11	60%	6	30%	3	328
6:00 PM	95%	214	95%	94	25%	5	85%	9	30%	3	325
7:00 PM	95%	214	95%	94	10%	2	80%	8	20%	2	320
8:00 PM	80%	180	80%	79	7%	1	50%	5	10%	1	266
9:00 PM	50%	113	50%	50	3%	1	30%	3	0%	0	167
10:00 PM	30%	68	30%	30	1%	0	20%	2	0%	0	100
11:00 PM	10%	23	10%	10	0%	0	10%	1	0%	0	34
Midnight	0%	0	0%	0	0%	0	5%	1	0%	0	1

**TABLE A-2
WEEKDAY SHARED PARKING ANALYSIS
10% INTERNAL CAPTURE
25000 BLUE RAVINE ROAD, FOLSOM, CALIFORNIA**

	ANCHOR BUILDING	SHOPS	OFFICE	TACO BELL	STARBUCKS	TOTAL
SIZE	47,317 Sq. Ft.	20,732 Sq. Ft.	4,200 Sq. Ft.	2,060 Sq. Ft.	2,200 Sq. Ft.	76,509 Sq. Ft.
UNADJUSTED PARKING DEMAND	237 Spaces	104 Spaces	21 Spaces	10 Spaces	11 Spaces	383 Spaces
INTERNAL CAPTURE	10 Percent	10 Percent	0 Percent	0 Percent	0 Percent	

HOURLY PARKING DEMAND ESTIMATE

TIME	ANCHOR BUILDING		SHOPS		OFFICE		TACO BELL		STARBUCKS		TOTAL PARKING DEMAND
	HOURLY DEMAND FACTOR	HOURLY DEMAND ESTIMATE	HOURLY DEMAND FACTOR	HOURLY DEMAND ESTIMATE	HOURLY DEMAND FACTOR	HOURLY DEMAND ESTIMATE	HOURLY DEMAND FACTOR	HOURLY DEMAND ESTIMATE	HOURLY DEMAND FACTOR	HOURLY DEMAND ESTIMATE	
6:00 AM	1%	2	1%	1	3%	1	5%	1	60%	7	12
7:00 AM	5%	11	5%	5	30%	6	10%	1	80%	9	32
8:00 AM	15%	32	15%	14	75%	16	20%	2	100%	11	75
9:00 AM	35%	75	35%	33	95%	20	30%	3	100%	11	142
10:00 AM	65%	138	65%	61	100%	21	55%	6	80%	9	235
11:00 AM	85%	181	85%	80	100%	21	85%	9	50%	6	297
12:00 PM	95%	202	95%	89	90%	19	100%	10	60%	7	327
1:00 PM	100%	213	100%	94	90%	19	100%	10	50%	6	342
2:00 PM	95%	202	95%	89	100%	21	90%	9	40%	4	325
3:00 PM	90%	192	90%	85	100%	21	60%	6	40%	4	308
4:00 PM	90%	192	90%	85	90%	19	55%	6	40%	4	306
5:00 PM	95%	202	95%	89	50%	11	60%	6	30%	3	311
6:00 PM	95%	202	95%	89	25%	5	85%	9	30%	3	308
7:00 PM	95%	202	95%	89	10%	2	80%	8	20%	2	303
8:00 PM	80%	170	80%	75	7%	1	50%	5	10%	1	252
9:00 PM	50%	107	50%	47	3%	1	30%	3	0%	0	158
10:00 PM	30%	64	30%	28	1%	0	20%	2	0%	0	94
11:00 PM	10%	21	10%	9	0%	0	10%	1	0%	0	31
Midnight	0%	0	0%	0	0%	0	5%	1	0%	0	1



ATTACHMENT B
WEEKEND SHARED PARKING ANALYSIS

**TABLE B-1
WEEKEND SHARED PARKING ANALYSIS
5% INTERNAL CAPTURE
25000 BLUE RAVINE ROAD, FOLSOM, CALIFORNIA**

	ANCHOR BUILDING	SHOPS	OFFICE	TACO BELL	STARBUCKS	TOTAL
SIZE	47,317 Sq. Ft.	20,732 Sq. Ft.	4,200 Sq. Ft.	2,060 Sq. Ft.	2,200 Sq. Ft.	76,509 Sq. Ft.
UNADJUSTED PARKING DEMAND	237 Spaces	104 Spaces	21 Spaces	10 Spaces	11 Spaces	383 Spaces
INTERNAL CAPTURE	5 Percent	5 Percent	0 Percent	0 Percent	0 Percent	

HOURLY PARKING DEMAND ESTIMATE

TIME	ANCHOR BUILDING		SHOPS		OFFICE		TACO BELL		STARBUCKS		TOTAL PARKING DEMAND
	HOURLY DEMAND FACTOR	HOURLY DEMAND ESTIMATE	HOURLY DEMAND FACTOR	HOURLY DEMAND ESTIMATE	HOURLY DEMAND FACTOR	HOURLY DEMAND ESTIMATE	HOURLY DEMAND FACTOR	HOURLY DEMAND ESTIMATE	HOURLY DEMAND FACTOR	HOURLY DEMAND ESTIMATE	
6:00 AM	1%	2	1%	1	0%	0	5%	1	60%	7	11
7:00 AM	5%	11	5%	5	20%	4	10%	1	80%	9	30
8:00 AM	10%	23	10%	10	60%	13	20%	2	100%	11	59
9:00 AM	30%	68	30%	30	80%	17	30%	3	100%	11	129
10:00 AM	50%	113	50%	50	90%	19	55%	6	80%	9	197
11:00 AM	65%	146	65%	64	100%	21	85%	9	50%	6	246
12:00 PM	80%	180	80%	79	90%	19	100%	10	60%	7	295
1:00 PM	90%	203	90%	89	80%	17	100%	10	50%	6	325
2:00 PM	100%	225	100%	99	60%	13	90%	9	40%	4	350
3:00 PM	100%	225	100%	99	40%	8	60%	6	40%	4	342
4:00 PM	95%	214	95%	94	20%	4	55%	6	40%	4	322
5:00 PM	90%	203	90%	89	10%	2	60%	6	30%	3	303
6:00 PM	80%	180	80%	79	5%	1	85%	9	30%	3	272
7:00 PM	75%	169	75%	74	0%	0	80%	8	20%	2	253
8:00 PM	65%	146	65%	64	0%	0	50%	5	10%	1	216
9:00 PM	50%	113	50%	50	0%	0	30%	3	0%	0	166
10:00 PM	35%	79	35%	35	0%	0	20%	2	0%	0	116
11:00 PM	15%	34	15%	15	0%	0	10%	1	0%	0	50
Midnight	0%	0	0%	0	0%	0	5%	1	0%	0	1

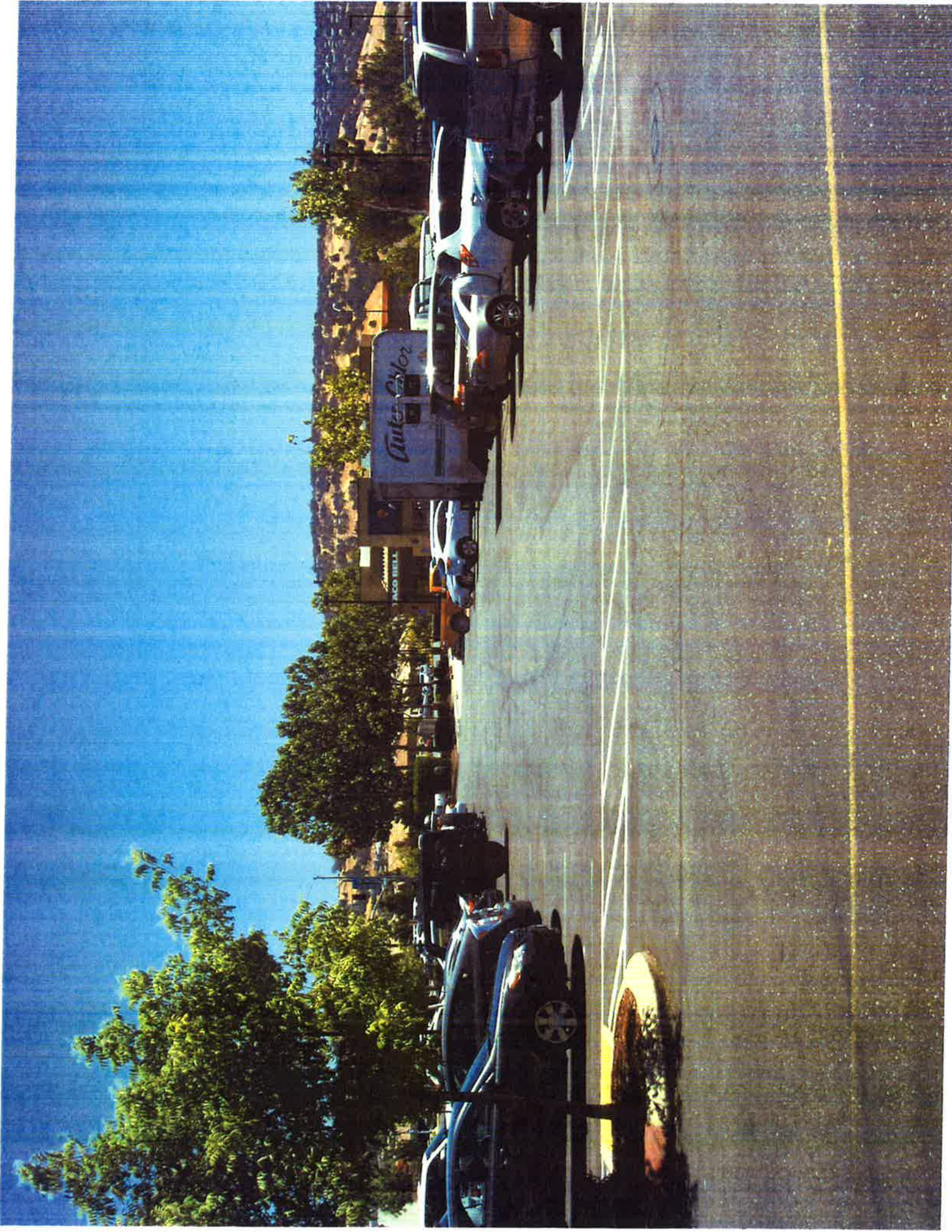
**TABLE B-2
WEEKEND SHARED PARKING ANALYSIS
10% INTERNAL CAPTURE
25000 BLUE RAVINE ROAD, FOLSOM, CALIFORNIA**

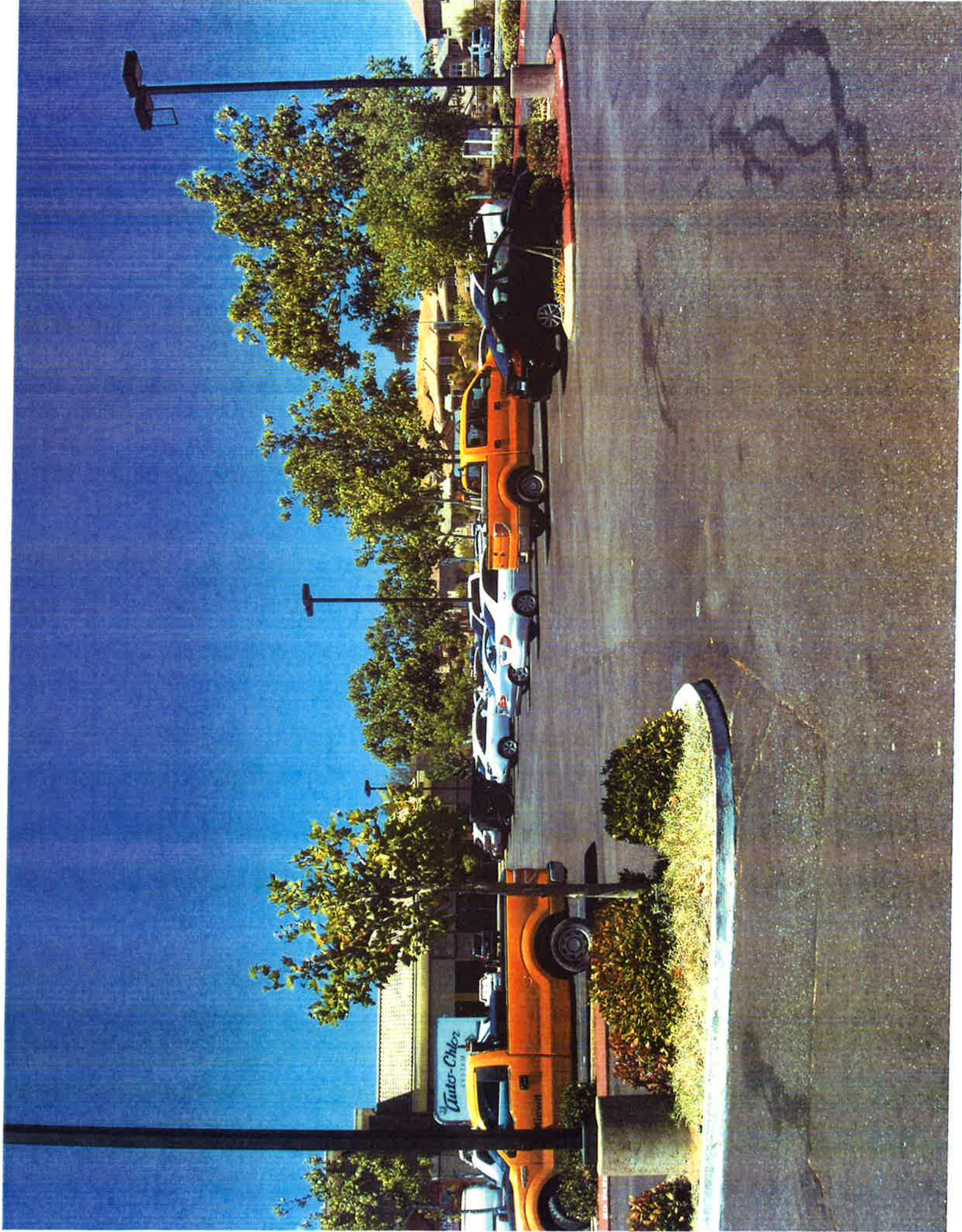
	ANCHOR BUILDING	SHOPS	OFFICE	TACO BELL	STARBUCKS	TOTAL
SIZE	47,317 Sq. Ft.	20,732 Sq. Ft.	4,200 Sq. Ft.	2,060 Sq. Ft.	2,200 Sq. Ft.	76,509 Sq. Ft.
UNADJUSTED PARKING DEMAND	237 Spaces	104 Spaces	21 Spaces	10 Spaces	11 Spaces	383 Spaces
INTERNAL CAPTURE	10 Percent	10 Percent	0 Percent	0 Percent	0 Percent	

HOURLY PARKING DEMAND ESTIMATE

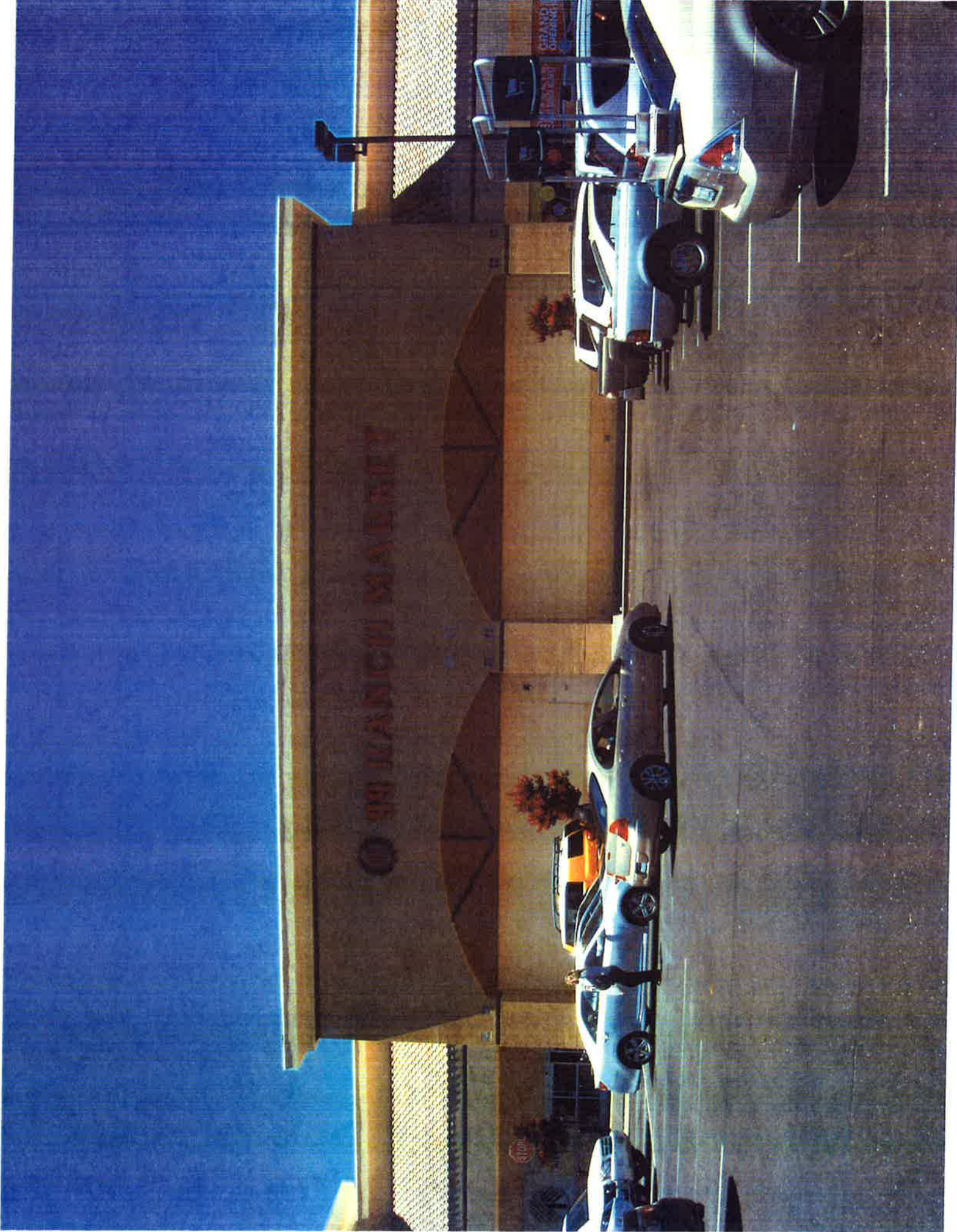
TIME	ANCHOR BUILDING		SHOPS		OFFICE		TACO BELL		STARBUCKS		TOTAL PARKING DEMAND
	HOURLY DEMAND FACTOR	HOURLY DEMAND ESTIMATE	HOURLY DEMAND FACTOR	HOURLY DEMAND ESTIMATE	HOURLY DEMAND FACTOR	HOURLY DEMAND ESTIMATE	HOURLY DEMAND FACTOR	HOURLY DEMAND ESTIMATE	HOURLY DEMAND FACTOR	HOURLY DEMAND ESTIMATE	
6:00 AM	1%	2	1%	1	0%	0	5%	1	60%	7	11
7:00 AM	5%	11	5%	5	20%	4	10%	1	80%	9	30
8:00 AM	10%	21	10%	9	60%	13	20%	2	100%	11	56
9:00 AM	30%	64	30%	28	80%	17	30%	3	100%	11	123
10:00 AM	50%	107	50%	47	90%	19	55%	6	80%	9	188
11:00 AM	65%	138	65%	61	100%	21	85%	9	50%	6	235
12:00 PM	80%	170	80%	75	90%	19	100%	10	60%	7	281
1:00 PM	90%	192	90%	85	80%	17	100%	10	50%	6	310
2:00 PM	100%	213	100%	94	60%	13	90%	9	40%	4	333
3:00 PM	100%	213	100%	94	40%	8	60%	6	40%	4	325
4:00 PM	95%	202	95%	89	20%	4	55%	6	40%	4	305
5:00 PM	90%	192	90%	85	10%	2	60%	6	30%	3	288
6:00 PM	80%	170	80%	75	5%	1	85%	9	30%	3	258
7:00 PM	75%	160	75%	71	0%	0	80%	8	20%	2	241
8:00 PM	65%	138	65%	61	0%	0	50%	5	10%	1	205
9:00 PM	50%	107	50%	47	0%	0	30%	3	0%	0	157
10:00 PM	35%	75	35%	33	0%	0	20%	2	0%	0	110
11:00 PM	15%	32	15%	14	0%	0	10%	1	0%	0	47
Midnight	0%	0	0%	0	0%	0	5%	1	0%	0	1

Attachment 13
Site Photographs











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