AGENDA
December 10, 2020

PLANNING COMMISSION MEETING
6:30 p.m.
311 Vernon Street
Roseville, California
www.roseville.ca.us

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

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

Members of the public may offer public comment by the following means:
Dial in Phone Number: 916-774-5353
Email: publiccomment@roseville.ca.us

If you need a disability-related modification or accommodation to participate in this meeting, please contact Voice: 916-774-5200, TDD: 916-774-5220.
Requests must be made as early as possible.

THE CITY OF ROSEVILLE WELCOMES YOUR PARTICIPATION

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

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

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

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

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

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

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

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. PUBLIC COMMENTS

5. CONSENT CALENDAR

5.1. Minutes of November 12, 2020

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

REQUEST

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

Applicant: Amanda Hydo, DR Horton
Owner: Clifton Taylor, JEN California 15

RECOMMENDATION

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

A. Adopt the two (2) findings of fact and approve the Design Review for Residential Subdivision subject to twenty-five (25) conditions of approval.

5.3. SVSP PCL JM-21 – Second Amendment to the Mourier & Wealth Properties DA, 4250 Upland Dr, File # PL20-0138

REQUEST

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

Applicant: Ryan Biziewski, JMC Homes
Property Owner: Ryan Biziewski, Mourier Investments LLC

RECOMMENDATION

The Planning Division recommends that the Planning Commission take the

following action:

A. Recommend the City Council approve the Second Amendment of the Mourier & Wealth Properties Development Agreement.

6. REQUESTS/PRESENTATIONS

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

REQUEST

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

Applicant: Chet Rusit, PM Design Group, Inc.
Owner: Adam Caracci, Raising Cane's Chicken Fingers

RECOMMENDATION

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

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

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

REQUEST

The applicant requests approval of a General Plan Amendment, Specific Plan Amendment and Rezone to change the land use and zoning designation of Parcel JM-40 in the Sierra Vista Specific Plan (SVSP) area to facilitate construction of a 35-unit single-family residential subdivision. The land use designation for Parcel JM-40 will be modified from Community Commercial/Commercial Mixed Use (CC/CMU) to Medium Density Residential (MDR), and the zoning designation will be modified from Commercial Mixed Use/Special Area (CMU/SA) to Small Lot Residential/Development Standards (RS/DS). The Specific Plan Amendment will allow the transfer of five (5) units from Parcel JM-40 to Parcel JM-30. A Tentative Subdivision Map is requested for Parcel JM-40 to create 35 single-family residential lots and one landscape lot, and a Design Review for Residential Subdivision is requested to establish unit designs for the homes and allow modified development standards. Lastly, the project includes a request to amend two Development Agreements that cover the subject parcels to reflect the unit transfers and revise development obligations related to water facilities.

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

RECOMMENDATION

The Planning Division recommends that the Planning Commission take the following

actions:

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

7. BOARD MEMBER / COMMISSIONER / STAFF REPORT

8. ADJOURNMENT

PLANNING COMMISSION COMMUNICATION

Title:	Minutes of November 12, 2020
Contact:	Lupe Nelson, lnelson@roseville.ca.us, 916-774-5281

Meeting Date: 12/10/2020
Item #: 5.1.

ATTACHMENTS:

Description

Minutes of November 12, 2020

DRAFT MINUTES
November 12, 2020

PLANNING COMMISSION MEETING
6:30 p.m.
311 Vernon Street
Roseville, California
www.roseville.ca.us

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

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

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

1. CALL TO ORDER

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

2. ROLL CALL

Present: Caporusso, Krafka, Librea, Martin, Prior, Jensen, Brashears
Absent: None

3. PLEDGE OF ALLEGIANCE

Chair Brashears led the Pledge of Allegiance.

4. PUBLIC COMMENTS

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

5. CONSENT CALENDAR

Motion by Commissioner Caporusso, seconded by Commissioner Martin, to approve the Consent Calendar with the revised condition 6c. for item 5.2. WRSP PCL F-11B – Cyrene at Fiddyment DRRS, 3000 N Hayden Pw, File # PL20-0184.

Item 5.2. WRSP PCL F-11B – Cyrene at Fiddyment DRRS, 3000 N Hayden Pw, File # PL20-0184 revised condition 6c:
The project Landscape Plans shall comply with the following:

c) The landscape plan shall comply with the Landscape Guidelines for the West Roseville Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning)

The Motion passed.

Roll call vote:
Ayes: Librea, Prior, Jensen, Martin, Caporusso, Krafka, Brashears
Noes: None

Commissioner Krafka recused himself from Items 5.2. and 5.5. due to a conflict of interest as his employer provided design services for those projects.

5.1. Minutes of October 22, 2020

5.2. WRSP PCL F-11B – Cyrene at Fiddyment DRRS, 3000 N Hayden Pw, File # PL20-0184
REQUEST
The applicant requests approval of a Design Review Permit for Residential Subdivision to modify development standards and establish unit designs for 152 single-family homes in the Cyrene at Fiddyment Ranch subdivision (Parcel F-11B of the West Roseville Specific Plan). The homes will consist of four (4) two-story plan types ranging in size from 1,368 to 1,589 square feet.

5.3. INFILL PCL 240 – Ismaili Education and Worship Center, 1836 Sierra Gardens Dr, Suite 100, File # PL20-0217
REQUEST
The project includes a request for a Conditional Use Permit Modification to modify an existing CUP (File #PL17-0367) which would adjust the hours of operation and allow interior alterations to the assembly and classroom uses in the building.

5.4. NIPA PCL 44 & 45 Foothills Commerce Center Additional Outdoor Storage, 1050 Winding Creek Rd, File # PL20-0163
REQUEST
The applicant requests a Conditional Use Permit Modification and Design Review Permit Modification to convert a portion of an existing parking lot into an outdoor storage yard. The project includes adding gravel, fences, gates & light poles to create the 20,339 square-foot yard. No hazardous materials will be stored in the proposed yard.

5.5. CVSP PCL C-23 & C-24 - Winding Creek DRRS, 1381 Lower Bank Rd, File # PL20-0187
REQUEST
The applicant requests a Design Review for Residential Subdivision to modify development standards and establish architectural design for 120 single-family homes in

the Winding Creek South subdivision (villages C-23 and C-24) within the Creekview Specific Plan.

6. REQUESTS/PRESENTATIONS

6.1. SVSP PCL DF-20 Tentative Subdivision Map and Development Agreement Amendment, 1601 Vista Grande Bl, File # PL20-0098

REQUEST

The applicant requests approval of a Small Lot Tentative Subdivision Map to create 103 single-family residential lots and five landscape lots on SVSP PCL DF-20, as well as the First Amendment of the Development Agreement by and between the City of Roseville and DF Properties, Inc. relative to the Sierra Vista Specific Plan to modify development standards and affordable housing provisions.

Associate Planner, Shelby Vockel, presented the staff report.

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

Applicant representative, Nick Alexander, stated he had received a copy of the staff report and was in agreement with staff's recommendation.

No public comments. Chair Brashears closed the public comment period.

No Commissioner comments. Chair Brashears closed the public hearing.

Motion by Commissioner Martin, seconded by Commissioner Caporusso, to:

A. Adopt the three (3) findings of fact and approve the Small Lot Tentative Subdivision Map subject to seventy-three (73) conditions of approval.

B. Recommend the City Council approve the Development Agreement Amendment.

Motion passed.

Roll Call Vote:
Ayes: Jensen, Martin, Caporusso, Librea, Krafka, Prior, Brashears
Noes: None

7. BOARD MEMBER / COMMISSIONER / STAFF REPORT

7.1. 2021 Housing Element, 311 Vernon St, File # PL20-0178 – Informational Item

REQUEST

This is an informational item. Staff requests that the Planning Commission receive an informational presentation regarding the Housing Element update. No action is required by Planning Commission.

Senior Planner, Lauren Hocker, presented the Housing Element update.

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

Commissioner Discussion:

- Provide an example of a property that could be rezoned.
- Will a land use plan be delivered to the state?
- Explain how the City of Roseville received the 12,000 allocation?
- Redevelopment Agency discussion.
- Conversion lots.
- Would the City force rezones?
- What is the density that meets the state's requirement for a property to be considered as providing "affordable housing"?

Staff Updates:

- There will be a December 10, 2020 virtual Planning Commission meeting.
- With Placer County moving back to the red tier, staff is unsure if January's Planning Commission meetings will be held virtually or in person. Further discussion will be held at the December 10, 2020 Planning Commission meeting.
- City Council approved the Johnson Ranch Self Storage project.
- The Belvedere Hotel appeal will be heard at the November 18, 2020 City Council meeting.

8. ADJOURNMENT

Motion by Commissioner Martin, seconded by Commissioner Prior, to adjourn the meeting. The Motion Passed unanimously at 7:27 p.m. with a voice vote.

PLANNING COMMISSION COMMUNICATION

Title:	WRSP PCL F-8B – Balboa DRRS, File # PL20-0206
Contact:	Sean Morales, smorales@roseville.ca.us, 916-774-5282

Meeting Date: 12/10/2020
Item #: 5.2.

ATTACHMENTS:

Description

Staff Report

Exhibit A Development Standards

Exhibit B Plans

Planning Division Staff Report
Planning Commission Meeting December 10, 2020

Prepared by: Sean Morales, Assistant Planner

ITEM 5.2: Design Review For Residential Subdivision – WRSP PCL F-8B – Balboa DRRS – File # PL20-0206

REQUEST

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

Applicant – Amanda Hydo, DR Horton
Owner – Clifton Taylor, JEN California 15

SUMMARY RECOMMENDATION

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

A. Adopt the two (2) findings of fact and approve the Design Review for Residential Subdivision subject to twenty-five (25) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

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

BACKGROUND

The project site is located on parcel F-8B in the Fiddyment area within the West Roseville Specific Plan (WRSP), east of N. Hayden Pw. and north of Pleasant Grove Creek. The parcel has a land use designation of Medium Density Residential (MDR) and a zoning designation of Small Lot Residential with modified Development Standards (RS/DS).

The WRSP was approved by the City on February 4, 2004 and established the land use designations and zoning standards for the specific plan area. The Fiddyment portion was originally approved for development of 4,170 residential units in three phases (the proposed project lies within Phase 3), but subsequent projects increased the unit allocation to 5,868 residential units overall. Parcel F-8B was approved by the Planning Commission on April 23, 2015 (File #PL14-0625). A copy of the approved Tentative Subdivision Map, which shows the 127 single-family parcels for F-8B, is included as the first page of Exhibit B. Parcels with MDR land use designations are required to attain approval of a Design Review Permit for Residential Subdivision (DRRS) to evaluate home designs before submitting building permits for approval. A DRRS was approved with PL14-0625 for F-8B. However, the applicant advised staff at the time of approval that it would likely be several years before the MDR villages would be constructed; therefore the eventual builder of the villages would need to revisit the proposed architecture and make adjustments based on market conditions at that time.

The current project request is for a new DRRS to evaluate the unit designs for 127 single-family homes on parcel F-8B. The request includes modified development standards to allow porch encroachment into the side yard setback for parcels adjacent to the common open space parcel known as Lot A at the center of the project. The modified development standards table is included as Exhibit A of this report.

SITE INFORMATION

Address: N/A

Total Size: 10.5 acres

Topography and Setting: The project site is undeveloped and generally flat. Surrounding land uses include an undeveloped elementary school to the north, a low density residential subdivision to the east, a high-density residential parcel to the west, and an open space parcel containing Pleasant Grove Creek to the south.

Figure 1: Project Location

EVALUATION

Section 19.10.045 of the Zoning Ordinance specifies that a Design Review Permit is required for all compact residential development (attached or detached single-family units on land with a General Plan land use designation of Medium Density Residential or higher). Compact residential development products are more dense and urban in nature than is typical of the suburban setting, and Design Review gives staff the opportunity to examine the proposed design to determine compatibility with the surrounding community, and compliance with the intent of the Community Design Guidelines and other applicable design standards. Pursuant to Zoning Ordinance Section 19.78.060(I), the required Findings for a Design Review Permit for a Residential Subdivision are as follows:

1. ***The residential design, including the height, bulk, size, and arrangement of buildings is harmonious with other buildings in the vicinity.***

2. ***The residential design is consistent with applicable design guidelines.***

This project is subject to the development standards of the City's Zoning Ordinance, the City's Community Design Guidelines (CDG), and the West Roseville Specific Plan (WRSP). The applicant proposes modified development standards that would apply to the homes in the F-8B subdivision. These standards are included in Exhibit A. The modification includes a reduction in the required setback for porches on

lots adjacent to landscape lot A. Additionally, the applicant submitted conceptual elevations showing architectural treatment and floor plans for the proposed units (Exhibit B).

Plan Types: The project includes four plan types, all of which are two-story, ranging in size from 1,296 square feet to 1,415 square feet. Table 1 identifies the square footage and number of bedrooms for each plan type. Each of the plans adheres to a similar layout with common area on the first floor and bedrooms on the second floor. The four plan types differ in their orientation. Plans 1306 and 1415 are side entries with porches on the long side elevation. Plans 1296 and 1387 contain porches and entries on the traditional entry elevation with a shorter width. The lots in the F-8B subdivision are arranged in an "i-court" configuration (8-pack or 6-pack) where garages will be accessed from a shared 24-foot private drive aisle easement. This arrangement creates lots in the center of each "pack" that orient toward a shared pedestrian pathway and lots at the ends of each pack that orient toward the adjacent street or landscape lot. The applicant has provided two plan types for each of these orientation types. All plans include a two-car garage from the private drive aisle to provide the required parking.

Table 1: Plan Type Features and Dimensions

Plan	Square Footage	Bedrooms	Orientation
Plan 1296	1,296 square feet	3 bedrooms	Front Entry
Plan 1306	1,306 square feet	3 bedrooms	Side Entry
Plan 1387	1,387 square feet	3 bedrooms	Front Entry
Plan 1415	1,415 square feet	3 bedrooms	Side Entry

Color and Materials: Each of the architectural styles have three color schemes, which provides a total of twelve color combinations among the four styles. The unit designs include a range of decorative embellishments (i.e. corbels, and gables) and exterior finishes such as stucco and board and batten siding, creating a diverse streetscape that provides visual interest.

Streetscape: Each of the three floor plans will be offered in one of four styles -- "Craftsman", "Farmhouse", "Prairie", and "Mission". Building projections and varying roof forms are used to provide visual interest in the streetscape. Consistent with the Community Design Guidelines, architectural treatment will be applied to all elevations of the buildings including decorative trim. Typically, the concern in elevation design is with rear or side elevations that face a public street and have not received the same attention to detail as the front elevation. This issue is minimized in the "i-court" lot arrangement because all rear elevations face toward a private drive aisle and elevations adjacent to a public street utilize a side entry orientation with architectural treatment. Therefore, the only non-entry elevations that face a public way are the non-entry elevations that face the common pedestrian path for the side entry homes at either end of a block. The applicant has provided enhancements on these elevations including protruding second stories and decorative siding that mimic the entry elevation. This creates a varied streetscape with visual interest as shown in Figures 2 and 3.

Figure 2: Typical Streetscape (View from Public Street)

Figure 3: Typical Streetscape (View from Shared Pedestrian Path)

Landscape: The proposed landscape will include a mix of groundcovers, shrubs of varying heights, and shade and accent trees for the front yard. The selected landscape will provide a mix of colors and textures which will complement the streetscape and is consistent with the WRSP Landscape Guidelines and the City's Water Efficient Landscape Ordinance (WELO). Landscaping outside private yards and patio areas will be installed and maintained by a Homeowners Association (HOA).

Development Standards: The project request includes minor modifications to the development standards that were approved with the original tentative map and DRRS (file #PL14-0625). The requested modification would allow porches on lots adjacent to the landscape paseo (Lot A) to encroach into the required side setback area.

Section 19.10.030.D.2 of the Zoning Ordinance provides a similar encroachment provision for front porches which allows covered, unenclosed projections attached to the primary structure to encroach up to six feet into any front yard setback. This provision has been in the Zoning Ordinance since it was adopted in 1996 to encourage use and activity within the front yard area of residential neighborhoods.

Due to the approved lotting pattern for Parcel F-8B, lots that face onto landscape lot A, are technically facing the side yard. The applicant requests a provision be added to the development standards which will allow porches to encroach into the required 3 foot side yard setback for parcels adjacent to lot A. The porches will encroach 1.5 feet into the required setback and will remain a minimum of 1.5 feet from the property line. Staff finds that the request is consistent with the applicable design guidelines and will be harmonious with surrounding buildings because it allows entry porches which add visual interest to the

homes. In addition the front porch will create an inviting entry way for these units along the landscape paseo and help to activate this area.

PUBLIC OUTREACH

The proposed project was distributed to the various agencies and departments which have requested notice of City applications, and all comments were considered and incorporated into the Conditions of Approval, as appropriate. Notice of the application was also distributed to the Roseville Coalition of Neighborhood Associations. No comments were received. A public notice of the Planning Commission hearing was published on November 27th, and was distributed to all property owners within 300 feet of the project site. To date, no comments have been received.

CONCLUSION

Staff has reviewed the development plans for Parcel F-8B and found them to be consistent with the applicable standards and guidelines. In addition, the proposed designs are similar to other housing products located in the vicinity of the project. As discussed above and with the following conditions, staff supports approval of the proposed project.

ENVIRONMENTAL DETERMINATION

The project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15182, which exempts residential projects consistent with a Specific Plan for which an EIR has been certified. The West Roseville Specific Plan EIR (SCH# 2002082057) was certified by the City of Roseville on February 4, 2004.

RECOMMENDATION

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

A. Adopt the findings of fact as stated in the staff report and approve the **DESIGN REVIEW FOR RESIDENTIAL SUBDIVISION – WRSP PCL F-8B – BALBOA DRRS – FILE # PL20-0206** subject to twenty-five (25) conditions of approval.

CONDITIONS OF APPROVAL FOR DESIGN REVIEW FOR RESIDENTIAL SUBDIVSION FILE # PL20-0206

1. The development standards, unit designs and landscape plans for **WRSP PCL F-8B** are approved as described in **Exhibit A** and **Exhibit B**, except as modified by these conditions of approval. (Planning)

2. This permit shall expire on **December 10, 2022.** Prior to the expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration date beyond **December 10, 2023.** Effectuation of this DRRS shall occur with the first residential Building Permit. (Planning)

3. The landscape plan shall comply with the Landscape Guidelines for West Roseville Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning)

4. The project shall comply with all required environmental mitigation identified in the West Roseville Specific Plan EIR, and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

5. The project Landscape Plans shall comply with the following:

a. The Landscape Plan shall indicate the location of, and be designed to avoid conflicts with, all pole-mounted light fixtures and utility equipment including (but not limited to) electric transformers, switchgear, and overhead lines, backflow preventers, fire department connections, and public water, sewer, and storm drain facilities. (Planning, Fire, EUD, Electric, Public Works)

b. At a minimum, landscaped areas not covered with live material shall be covered with a rock, (3") bark (no shredded bark) or (3") mulch covering. (Planning)

6. All on-site external lighting shall be installed and directed to have no off-site glare. (Planning)

7. Building permit plans shall comply with all applicable code requirements (California Building Code – CBC – based on the International Building Code, California Residential Code- based on the International Residential Code, California Green Building Standards Code-CGBSC, California Mechanical Code – CMC – based on the Uniform Mechanical Code, California Plumbing Code – CPC – based on the Uniform Plumbing Code, California Fire Code – CFC – based on the International Fire Code – with City of Roseville Amendments – RFC, California Electrical Code – CEC – based on the National Electrical Code, and California Energy Standards – CEC T-24 Part 6), California Title 24 and the American with Disabilities Act - ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Division for applicable Code editions). (Building)

8. Prior to the issuance of building permits, the property owner shall pay into the following fee programs: Citywide Drainage Fee, Citywide Traffic Mitigation Fee (TMF), Highway 65 Joint Partners Association (JPA), South Placer Regional Transportation Authority (SPRTA), and City/County Fee. (Engineering)

9. The design and installation of all fire protection equipment shall conform to the California Fire Code and the amendments adopted by the City of Roseville, along with all standards and policies implemented by the Roseville Fire Department. (Fire)

10. The applicable codes and standards adopted by the City shall be enforced at the time construction plans have been submitted to the City for permitting. (Fire)

11. Testing of all fire systems shall be performed prior to opening the sales office for business. (Fire)

12. Framing construction cannot commence until access roads and public fire hydrants are approved by the Fire Department. (Fire)

13. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

DURING CONSTRUCTION AND PRIOR TO ISSUANCE OF OCCUPANCY PERMITS:

14. All electric metering shall be directly outside accessible. (Electric)

15. It is the responsibility of the developer to ensure that all existing electric facilities remain free and clear of any obstruction during construction and when the project is complete. (Electric)

OTHER CONDITIONS OF APPROVAL

16. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday. Provided, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order. (Building)

17. The required width of fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Minimum required widths and vertical clearances established by the Fire Code shall be maintained at all times during construction. Closure of accesses for fire apparatus by gates, barricades and other devices shall be prohibited unless approved by the Fire Chief. (Fire)

18. Temporary aboveground storage tanks may be used at construction sites for diesel fuel only and shall not exceed 1,000 gallon capacity. Tanks shall comply with all provisions found within the Fire Code. A Fire Department Permit shall be obtained prior to tank installation. The permit shall expire after 90 days from the date of issuance, unless extended by the Fire Chief. (Fire)

19. All alley loaded driveways shall have the address and street name of the designated unit as identified on the approved city lot maps. (Fire)

20. Signs are not approved as part of the Design Review Permit. A Sign Permit is required for all project signs. (Planning)

21. Following the installation of the landscaping, all landscape material shall be maintained in a healthy and weed free condition; dead plant material shall be replaced immediately. All trees shall be maintained and pruned in accordance with the accepted practices of the International Society of Arboriculture (ISA). (Planning)

22. Fences and walls shall be consistent with the locations and treatments specified in the West Roseville Specific Plan Design Guidelines. (Planning)

23. The location and design of the gas service shall be determined by PG&E. The design of the gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)

24. Any relocation or modification to the existing utility facilities or other existing improvements required for the development of this subdivision shall be at the developer's expense. (Electric, Environmental Utilities, Engineering, Fire)

25. All residential units must install a Seasonal Energy Efficiency Rating ("SEER") of 2 points above the minimum, as defined by the State of California in the current Title 24 of the Code of California regulations, up to a total maximum of 16 points including the 2 point premium, an Energy Efficiency Ratio ("EER") of 12 or greater, and a thermal expansion valve "TXV"). The SEER rating of 2 points above the minimum, as defined by the current Title 24, up to a maximum of 16 points, and an EER rating of 12 or greater along with a TXV will be specified on building plans and Title 24 compliance certificates at the time building permits are requested. If Title 24 of the Code of California Regulations in effect at the time of request for building permits requires higher SEER or EER ratings, residential units in the Plan Area shall comply with such State requirements. The SEER and EER ratings will be verified with appropriate documentation. These requirements shall be utilized in the overall energy compliance calculations required for issuance of a building permit for any residential unit. Any variances must be approved by the Electric Department's Retail Energy Services Department.

Exhibits

A. Development Standards Table
B. Floor Plans and Elevations

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

Exhibit A

Proposed MDR Development Standards for F-8B

Development Standards for F-8B	
Lot Size (minimum)	
Area, Interior Lot	2,227 sq. ft.
Area, Corner Lot	3,500 sq. ft.
Width, Interior	28 ft.
Width, Corner	48 ft.
Residential Density	1 dwelling unit
Setbacks	
Front	8 ft.(A)
Sides	3 ft. interior (B); 12.5 ft. street side corner
Rear	4 ft. (C)
Minimum Useable Open Space	F-8B proposes limited private outdoor patio areas to the rear or sides of the proposed homes, and they will measure a minimum of 6' x 10' or 60 sq.ft. The remaining area is landscaped and maintained by the HOA.
Site Coverage	None
Height Limit	35 ft.

Notes:

(A) The homes are setback 8 feet from the "front" lot line, but a 4 foot sidewalk is centered on the property line, and landscaping is maintained by the HOA. This allows a minimum separation of 16 ft. between the front doors of homes.

(B) Entry porches for lots adjacent to landscape lot A may encroach into the required side yard setback. The porches must maintain a minimum 1.5-foot setback from the adjacent side property line.

(C) The garage doors on the shared private drive aisle easement are located a minimum of 4 feet from the 24 foot wide drive aisle. This will allow 28 feet to back out of garages.

- Red text denotes modification proposed with PL20-0206

Exhibit B

PRE-PLOT EXHIBIT

FIDDYMENT RANCH - VILLAGE F-8B

D.R. HORTON

ROSEVILLE, CALIFORNIA

SEPTEMBER 2020

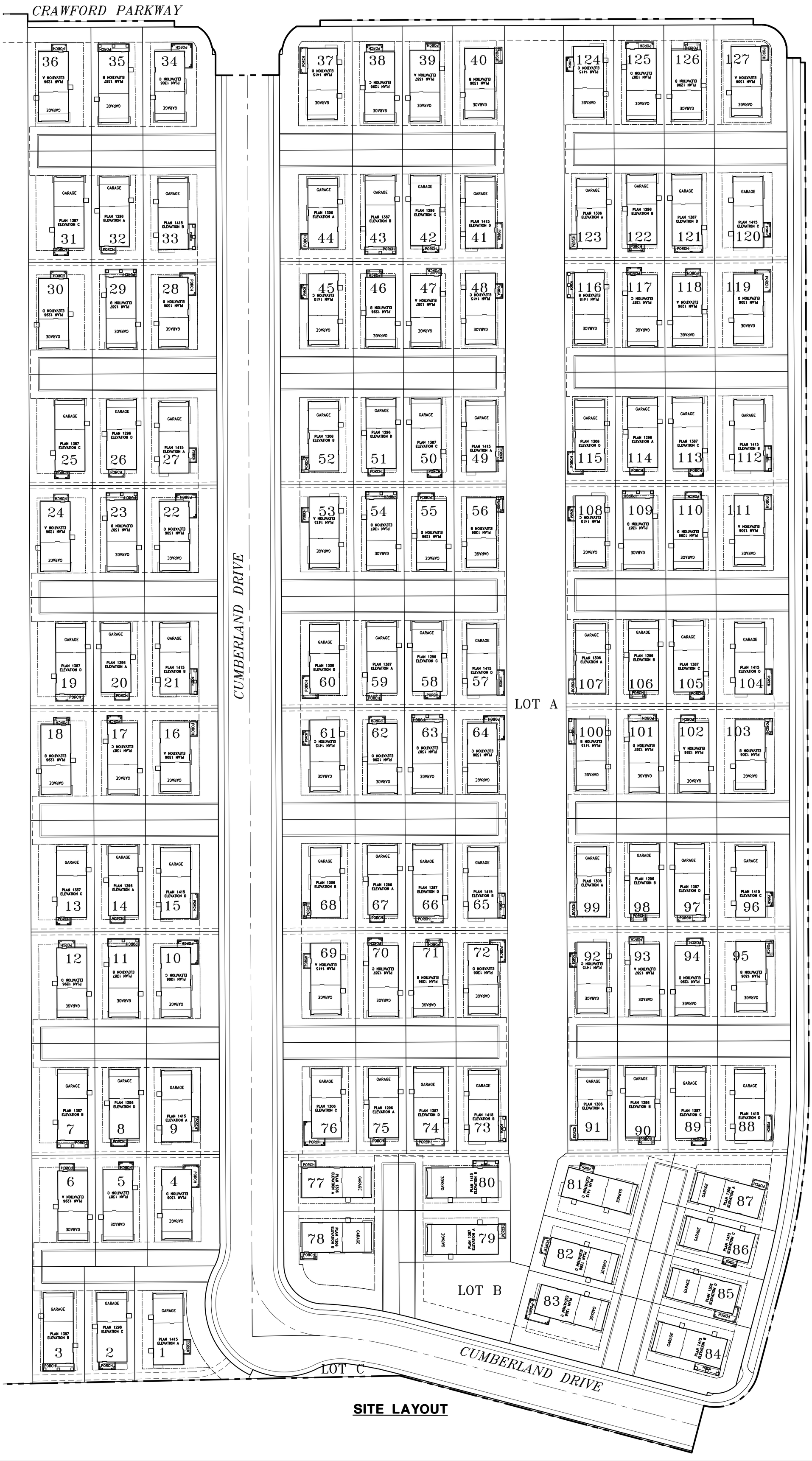
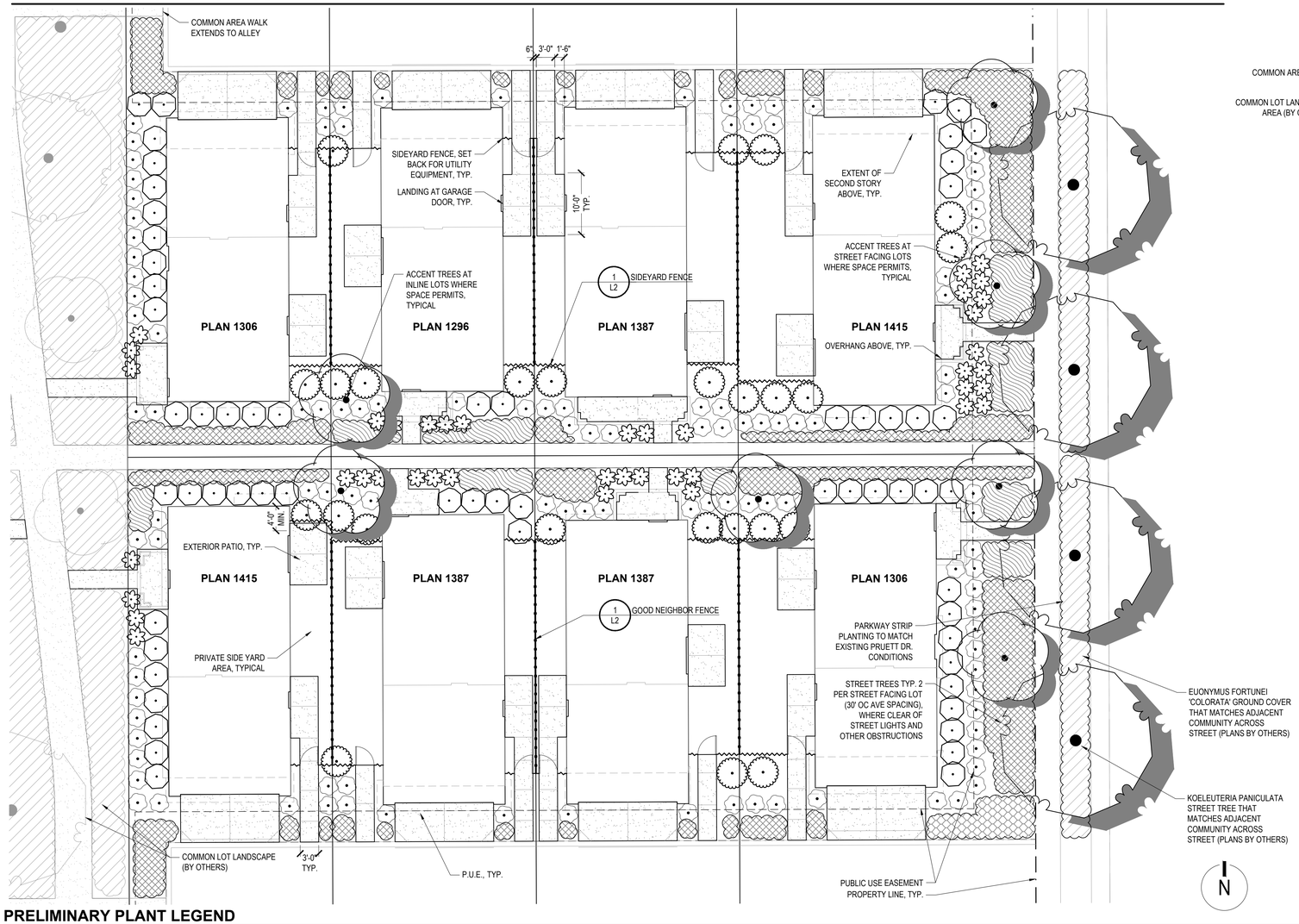
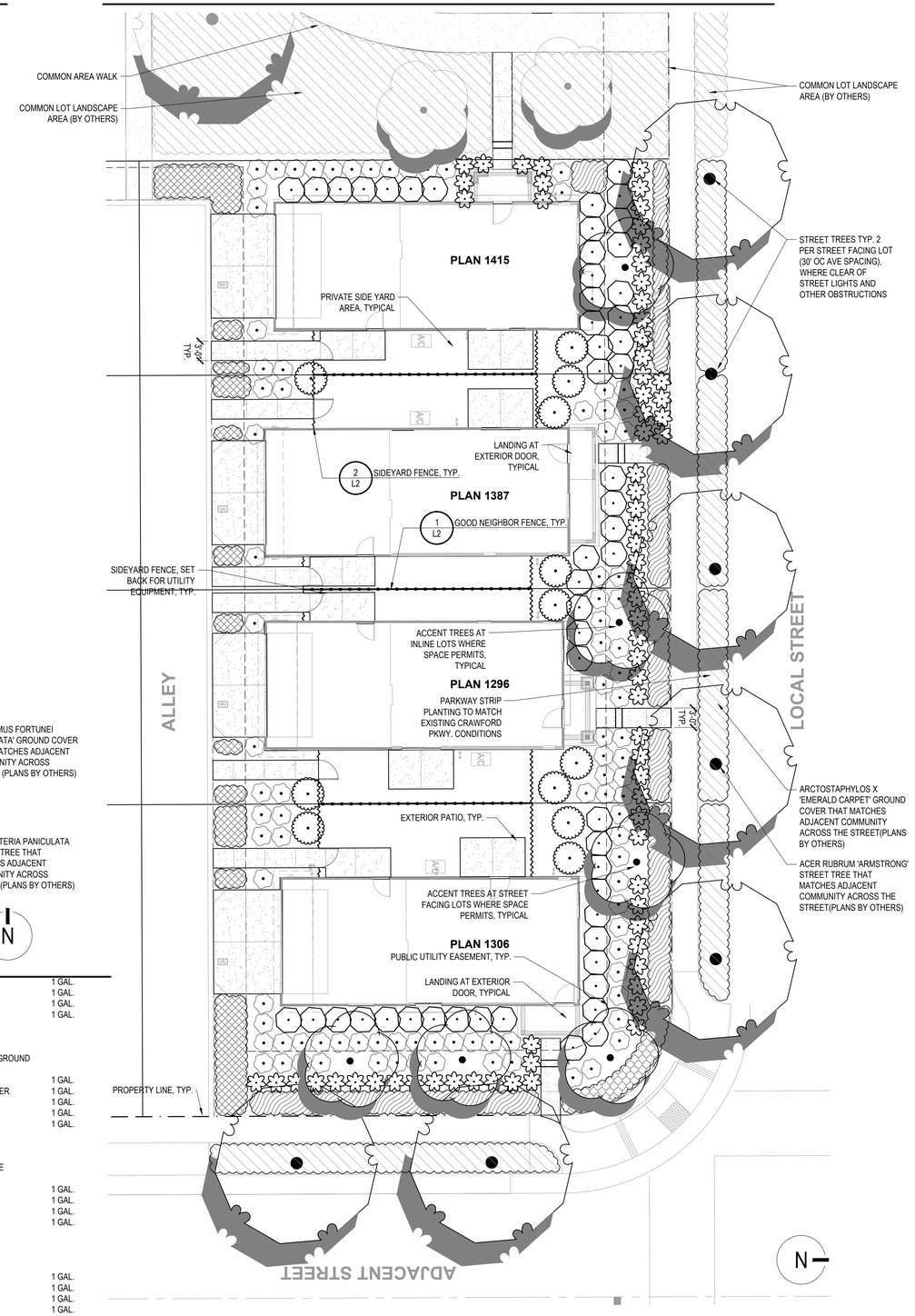

CRAWFORD PARKWAY
CUMBERLAND DRIVE
PRUETT DRIVE
CUMBERLAND DRIVE
LOT A
LOT B
LOT C
GARAGE
PORCH
PLAN 1387 ELEVATION C
PLAN 1296 ELEVATION A
PLAN 1415 ELEVATION B
PLAN 1306 ELEVATION A
PLAN 1387 ELEVATION B
PLAN 1296 ELEVATION C
PLAN 1415 ELEVATION D
PLAN 1387 ELEVATION D
PLAN 1296 ELEVATION B
PLAN 1415 ELEVATION C
PLAN 1306 ELEVATION D
PLAN 1296 ELEVATION D
PLAN 1387 ELEVATION A
PLAN 1415 ELEVATION A
PLAN 1306 ELEVATION B
PLAN 1387 ELEVATION C
PLAN 1296 ELEVATION D
PLAN 1306 ELEVATION C
PLAN 1387 ELEVATION B
PLAN 1296 ELEVATION A
PLAN 1415 ELEVATION D
PLAN 1387 ELEVATION D
PLAN 1296 ELEVATION A
PLAN 1415 ELEVATION B
PLAN 1306 ELEVATION D
PLAN 1387 ELEVATION A
PLAN 1296 ELEVATION C
PLAN 1415 ELEVATION D
PLAN 1306 ELEVATION B
PLAN 1296 ELEVATION A
PLAN 1387 ELEVATION D
PLAN 1415 ELEVATION C
PLAN 1306 ELEVATION A
PLAN 1296 ELEVATION B
PLAN 1387 ELEVATION C
PLAN 1415 ELEVATION D
PLAN 1306 ELEVATION D
PLAN 1296 ELEVATION A
PLAN 1387 ELEVATION C
PLAN 1415 ELEVATION B
PLAN 1306 ELEVATION B
PLAN 1296 ELEVATION A
PLAN 1387 ELEVATION D
PLAN 1415 ELEVATION A
PLAN 1306 ELEVATION C
PLAN 1387 ELEVATION B
PLAN 1296

Exhibit B

TYPICAL PASEO HOMES CONFIGURATION



REPRESENTATIVE STREET FRONTAGE HOMES



PRELIMINARY PLANT LEGEND

STREET TREES
TREES SELECTED FOR SHADE AND CANOPY GROWTH. PLANT SAME SPECIES THROUGHOUT EACH STREET.

ACER RUBRUM `ARMSTRONG` / ARMSTRONG RED MAPLE	15 GAL.
ACER RUBRUM `AUTUMN FLAME` / AUTUMN FLAME MAPLE	15 GAL.
ACER TRUNCATUM / SHANTUNG MAPLE	15 GAL.
FRAXINUS AMERICANA `AUTUMN PURPLE` / AUTUMN PURPLE ASH	15 GAL.
KOELREUTERIA PANICULATA / GOLDEN RAIN TREE	15 GAL.
TILIA CORDATA / LITTLELEAF LINDEN	15 GAL.
ULMUS PARVIFOLIA `ATHENA` / ATHENA ELM	15 GAL.
ZELKOVA SERRATA `GREEN VASE` / SAWLEAF ZELKOVA	15 GAL.

ACCENT TREES
SMALLER SIZE SUITABLE FOR PLANTING ADJACENT TO HOMES, BEHIND LARGER STREET TREES.

CERCIS CANADENSIS `OKLAHOMA` / OKLAHOMA REDBUD	15 GAL
CHIONANTHUS RETUSUS / CHINESE FRINGE TREE	15 GAL
ERIOBOTRYA DEFLEXA / BRONZE LOQUAT	15 GAL
LAGERSTROEMIA INDICA `MUSKOGEE` / MUSKOGEE CRAPE MYRTLE	15 GAL
MAGNOLIA GRANDIFLORA `LITTLE GEM` / DWARF SOUTHERN MAGNOLIA	15 GAL

(S1)
LARGE SHRUBS: EVERGREEN SHRUBS USED AS FOUNDATION PLANTING, BACKGROUND PLANTING, AND FOR SCREENING.

ARBUTUS UNEDO `COMPACTA` / DWARF STRAWBERRY TREE	5 GAL.
ARCTOSTAPHYLOS DENSIFLORA `HOWARD MCMINN` / HOWARD MCMINN MANZANITA	5 GAL.
COTONEASTER LACTEUS / RED CLUSTERBERRY COTONEASTER	5 GAL.
GREVILLEA X `NOELLII` / GREVILLEA	5 GAL.
OSMANTHUS FRAGRANS / SWEET OLIVE	5 GAL.
PHOTINIA X FRASERI / PHOTINIA	5 GAL.
PITTOSPORUM TOBIRA `VARIEGATA` / VARIEGATED MOCK ORANGE	5 GAL.
PRUNUS LAUROCERASUS `COMPACTA` / DWARF ENGLISH LAUREL	5 GAL.
RHAPHIOLEPIS X `MONTIC` / MAGESTIC BEAUTY INDIAN HAWTHORN	5 GAL.

(S2)
MID-GROUND SHRUBS: SELECTED FOR INTEREST AND COLOR. PREDOMINATELY LOW WATER USE.

CISTUS PULVERULENTUS `SUNSET` / ROCKROSE	1 GAL.
ESCALLONIA X `COMPACTA` / COMPACT ESCALLONIA	1 GAL.
LAVANDULA DENTATA `MUNSTEAD` OR `GOODWIN CREEK` / FRENCH LAVENDER	1 GAL.
RHAPHIOLEPIS INDICA `PINK DANCER` / INDIAN HAWTHORNE	1 GAL.
RHAPHIOLEPIS UMBELLATA `PINKIE` / PINK INDIAN HAWHORNE	1 GAL.
ROSMARINUS OFFICINALIS `COLLINGWOOD INGRAM` / ROSEMARY	1 GAL.
SALVIA CHAMAEDRYOIDES / MEXICAN BLUE SAGE	5 GAL.
SPIRAEA X BUMALDA `ANTHONY WATERER` / ANTHONY WATERER SPIRAEA	5 GAL.
TEUCRIUM FRUTICANS `AZUREUM` / AZURE BUSH GERMANDER	5 GAL.
WESTRINGIA FRUTICOSA `BLUE GEM` / COAST ROSEMARY	5 GAL.

(S3)
VERTICAL SCREENING SHRUBS: UPRIGHT HABIT, USED AGAINST WALLS, FENCES, ETC.

LIGUSTRUM JAPONICUM `TEXANUM` / WAX LEAF PRIVET	5 GAL.
PHOTINIA X FRASERI / PHOTINIA	5 GAL.
PRUNUS CAROLINIANA `COMPACTA` / BRIGHT `N TIGHT CAROLINA LAUREL	5 GAL.
XYLOSMA CONGESTUM `COMPACTA` / COMPACT XYLOSMA	5 GAL.

(S4)
ACCENT: PLANTS WITH SPECIAL INTEREST DUE TO UNIQUE FLOWERS OR FOLIAGE

AGAPANTHUS AFRICANUS `BLUE` OR `WHITE` / LILY OF THE NILE	1 GAL.
COLEONEMA PULCHRUM `DWARF PINK` / DWARF PINK BREATH OF HEAVEN	1 GAL.
DIANELLA REVOLUTA `LITTLE REV` / LITTLE REV FLAX LILY	1 GAL.
DIETES VEGATA / FORTNIGHT LILY	1 GAL.
HEMEROCALLIS X `STELLA SUPREME` / STELLA SUPREME DAYLILY	1 GAL.

(G1)
GROUNDCOVERS: SPREADING PLANTS, TYPICALLY EVERGREEN, AS FOREGROUND AND TURF SUBSTITUTE.

ARCTOSTAPHYLOS X `EMERALD CARPET` / EMERALD CARPET MANZANITA	1 GAL.
COTONEASTER DAMMERI `LOWFAST` / LOWFAST BEARBERRY COTONEASTER	1 GAL.
JUNIPERUS HORIZONTALIS `BLUE RUG` / BLUE RUG JUNIPER	1 GAL.
ROSMARINUS OFF. `HUNTINGTON CARPET` / PROSTRATE ROSEMARY	1 GAL.
TRACHELOSPERMUM JASMINOIDES / STAR JASMINE	1 GAL.

(G2)
FLOWERING GROUNDCOVERS, USED TO ADD INTEREST AND COLOR AT THE FOREGROUND.

ROSA X `FLOWER CARPET CORAL` / ROSE	1 GAL.
ROSA X `NOASCHNEE` / FLOWER CARPET WHITE GROUNDCOVER ROSE	1 GAL.
TEUCRIUM CHAMAEDRYS `PROSTRATUM` / PROSTRATE GERMANDER	1 GAL.
VERBENA C. `HOMESTEAD PURPLE` / HOMESTEAD PURPLE VERBENA	1 GAL.

(G3)
GROUNDCOVERS: FLOWERING OR OTHERWISE CONTRASTING WITH G1

EUONYMUS FORTUNEI `COLORATA` / PURPLE-LEAF WINTER CREEPER	1 GAL.
FESTUCA MAIREI `GREENLEE`S FORM` / GREENLEE ATLAS FESCUE	1 GAL.
HYPERICUM CALYCINUM / CREEPING ST. JOHN`S WORT	1 GAL.
LANTANA SELLOWIANA / TRAILING LANTANA	1 GAL.
MYOPORUM PARVIFOLIUM `PINK` / TRAILING MYOPORUM	1 GAL.
TEUCRIUM CHAMAEDRYS `PROSTRATUM` / PROSTRATE GERMANDER	1 GAL.
VERBENA C. `HOMESTEAD PURPLE` / HOMESTEAD PURPLE VERBENA	1 GAL.

Express HOMES A D.R. Horton Company

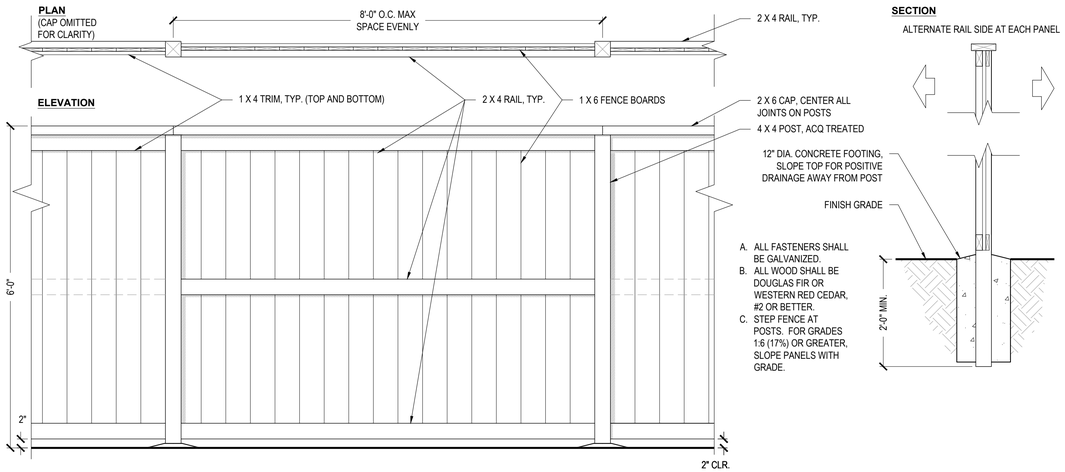
Roach & Campbell

October 23, 2020
Roseville, California
Design Review Submittal

0' 10' 20'
1" = 10'

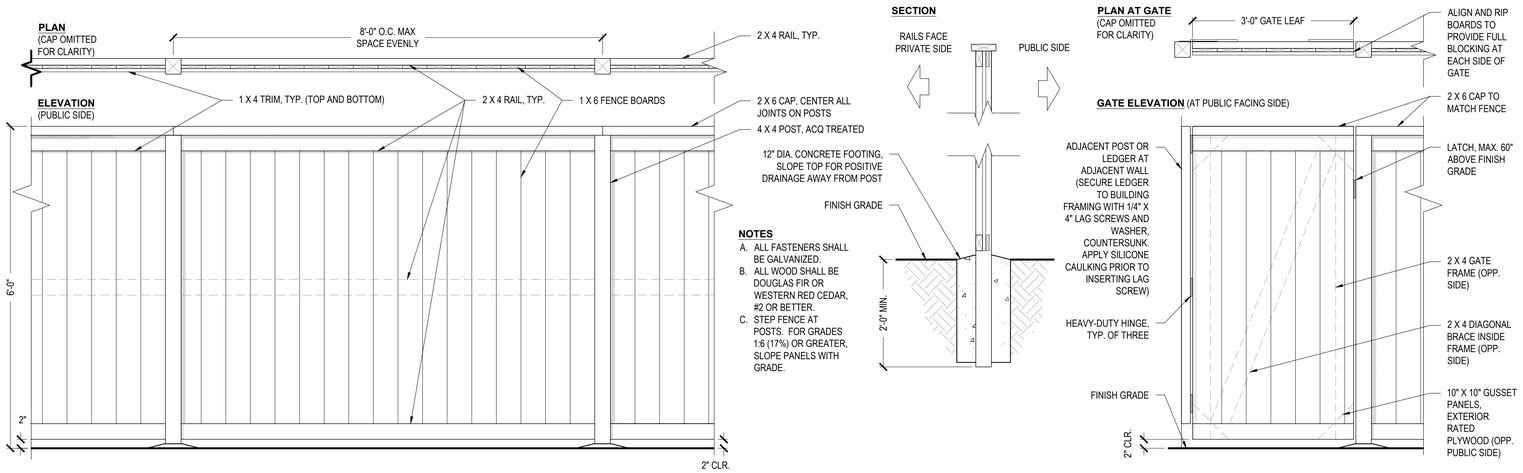
Balboa
Preliminary Landscape Plan (Fiddyment F-8)

L1



1 GOOD NEIGHBOR FENCE

3/4" = 1'-0" AS NOTED



2 SIDEYARD FENCE WITH GATE

3/4" = 1'-0" AS NOTED

PRELIMINARY LANDSCAPE DESIGN STATEMENT

Balboa is a proposed community of single family residences. As part of an overall master-planned community, interest and variation is provided through the various differing styles (elevations) of single family residential homes, while a consistent palette of planting unites the public-facing landscaped areas of the project.

Within the landscape of *Balboa*, all plant types emphasize flowering species. Combined with striking seasonal and year-round leaf color planting selections provide a diverse range of color and texture. Front yard planting shown is indicative of builder-installed landscape, within a typical grouping around a shared driveway. Planting will include a mixed palette of plants, from low foreground planting to large background shrubs. Turf is replaced by swaths of low-growing groundcover, emphasizing low-water use and sustainable principles.

All planting and irrigation will conform to the City's Water Efficient Landscape Ordinance Point-source drip emitters will be used to irrigate shrubs and groundcover. Irrigation controllers will include weather sensors, and be "smart" (self-adjusting). All other requirements of the ordinance will be followed, including a minimum 3" deep layer of bark mulch in all non-turf planter areas.

All public-facing landscape shall be HOA-maintained.

Exhibit B

BALBOA

ROSEVILLE, CA

OCTOBER 23, 2020

Express HOMES
a D.R. Horton Company
2260 DOUGLAS BLVD. SUITE 110
ROSEVILLE, CA 95661
916.297.4461

SDG Architects, Inc.
3361 Walnut Blvd. Suite 120
Brentwood, CA 94513
925.634.7000 | sdgarchitectsinc.com
SDG architects

Exhibit B

1306 PRAIRIE
SCHEME 9

1415 CRAFTSMAN
SCHEME 5

1306 FARMHOUSE
SCHEME 2

1387 CRAFTSMAN
SCHEME 6

1296 PRAIRIE
SCHEME 8

1415 MISSION
SCHEME 11

Balboa
Roseville, CA
October 23, 2020

CONCEPTUAL STREETSCAPE
A000

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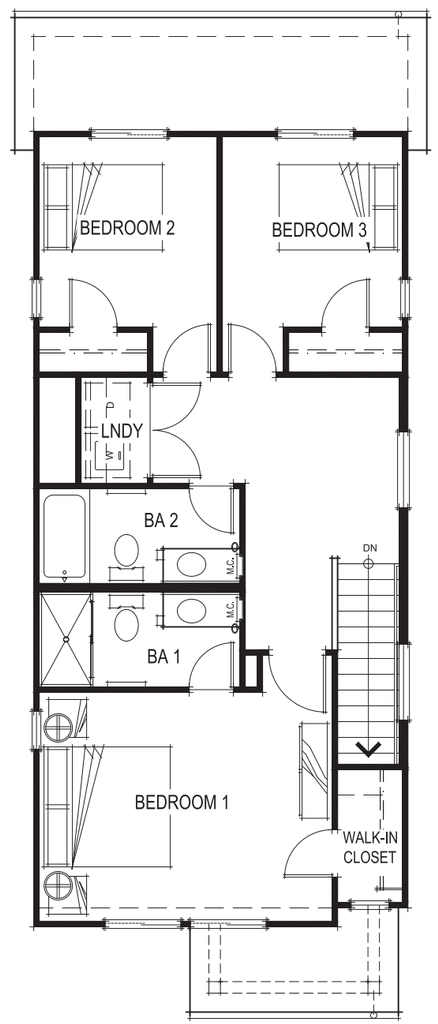
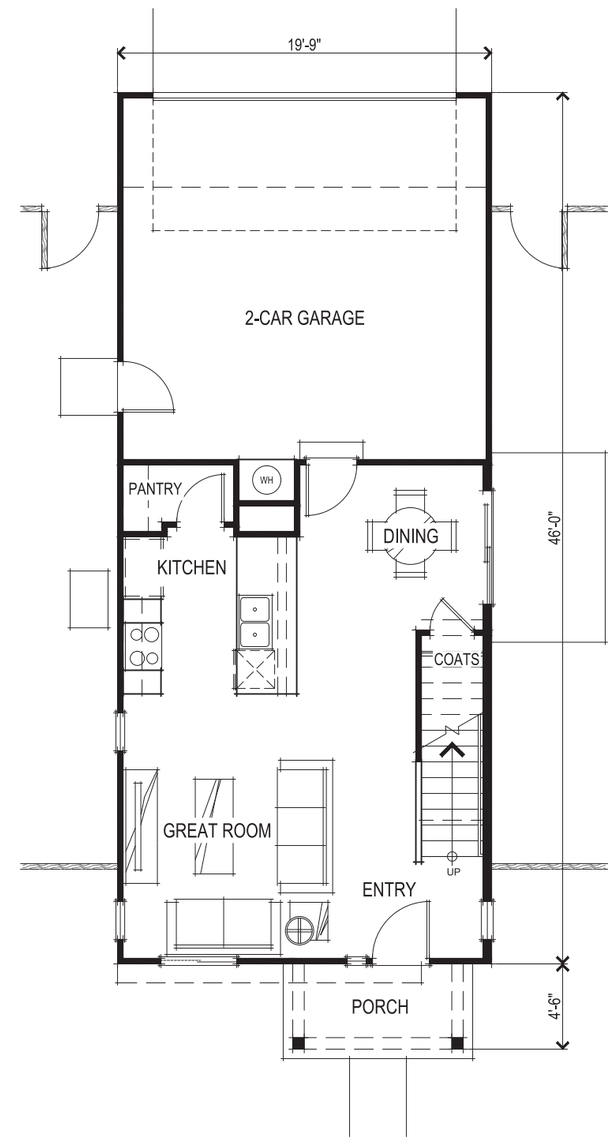


SECOND FLOOR PLAN



FIRST FLOOR PLAN

SQUARE FOOTAGES	
FIRST FLOOR	526 SQ. FT.
SECOND FLOOR	770 SQ. FT.
TOTAL LIVING	1296 SQ. FT.
2-CAR GARAGE	383 SQ. FT.

0 1' 2' 3' 4' 8'

Balboa
Roseville, CA
October 23, 2020

FLOOR PLANS
A001 PLAN 1296

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Exhibit B

PRAIRIE FRONT ELEVATION

FARMHOUSE FRONT ELEVATION

MISSION FRONT ELEVATION

CRAFTSMAN FRONT ELEVATION

0 1' 2' 3' 4' 8'

Balboa
Roseville, CA
October 23, 2020

FRONT ELEVATIONS
A002 PLAN 1296

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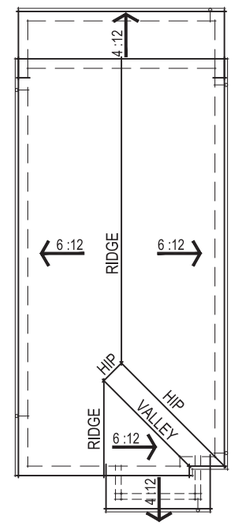
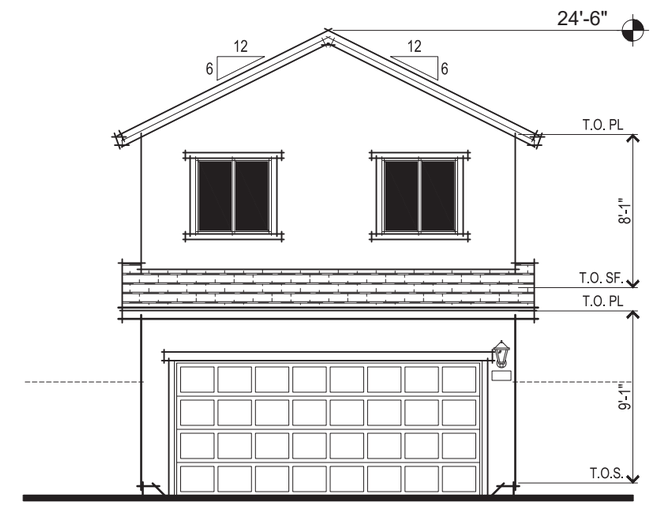
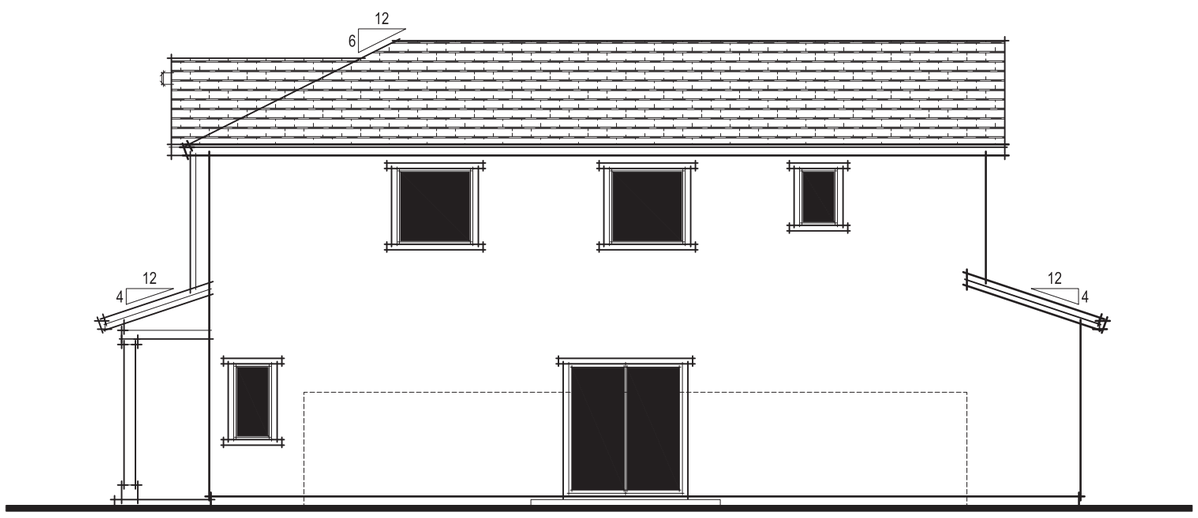


FARMHOUSE ROOF PLAN

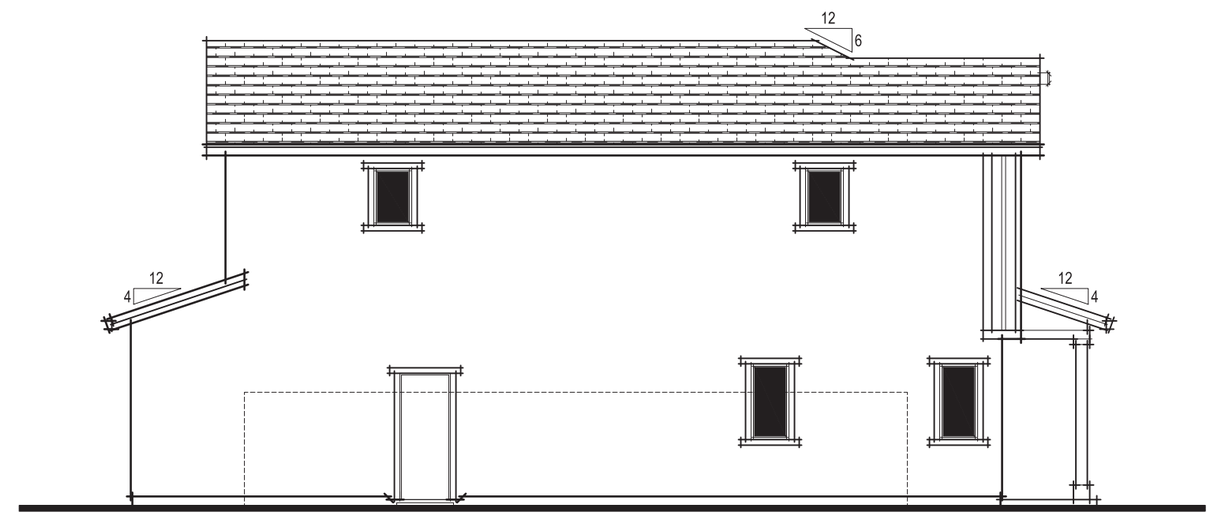
0 2' 4' 6' 8' 16'



FARMHOUSE REAR ELEVATION



FARMHOUSE RIGHT ELEVATION



FARMHOUSE LEFT ELEVATION

0 1' 2' 3' 4' 8'

FARMHOUSE ELEVATIONS
A003 PLAN 1296

Balboa
Roseville, CA
October 23, 2020

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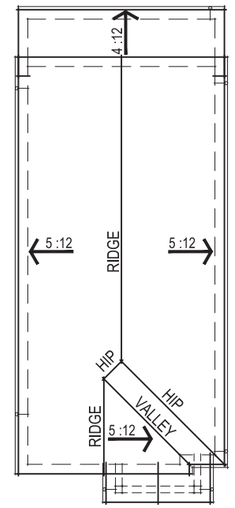
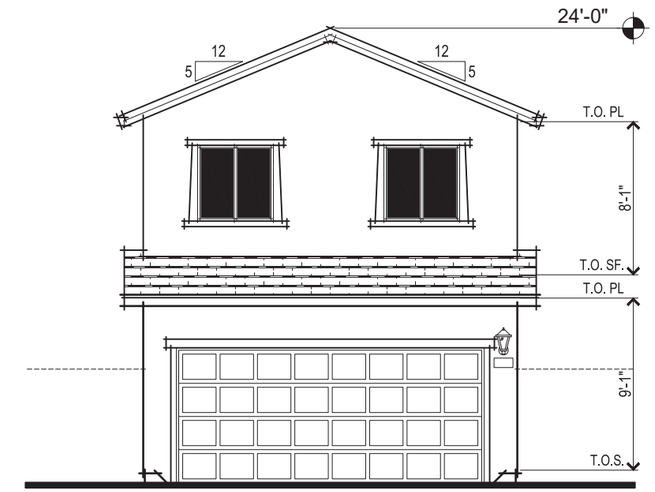
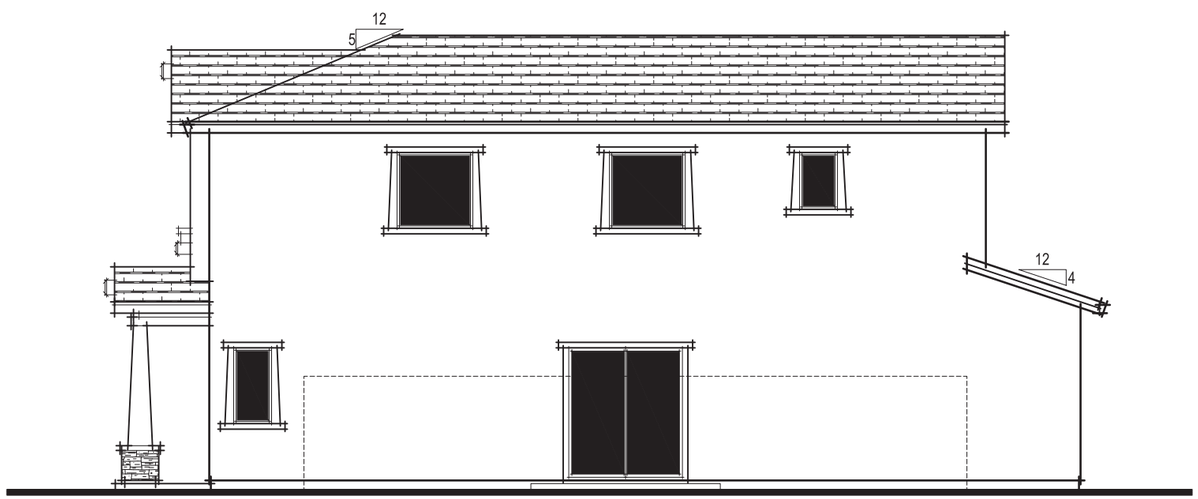


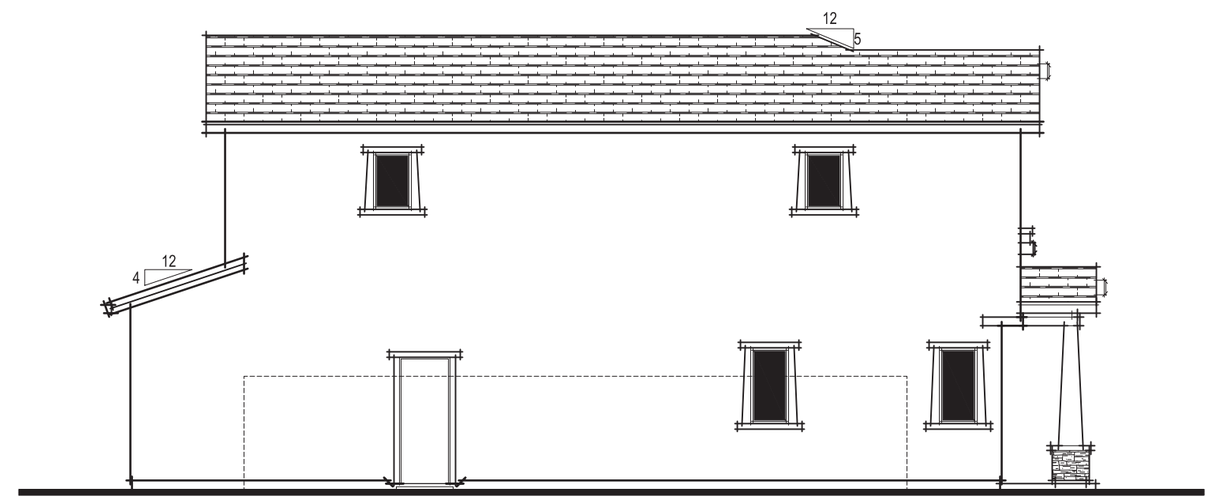
CRAFTSMAN ROOF PLAN



CRAFTSMAN REAR ELEVATION



CRAFTSMAN RIGHT ELEVATION



CRAFTSMAN LEFT ELEVATION

0 1' 2' 3' 4' 8'

Balboa
Roseville, CA
October 23, 2020

CRAFTSMAN ELEVATIONS
A004 PLAN 1296

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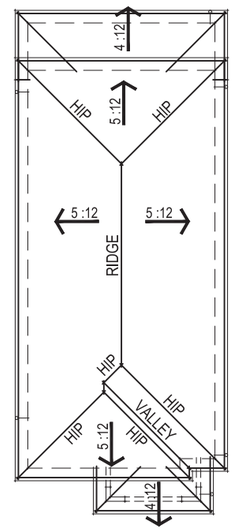
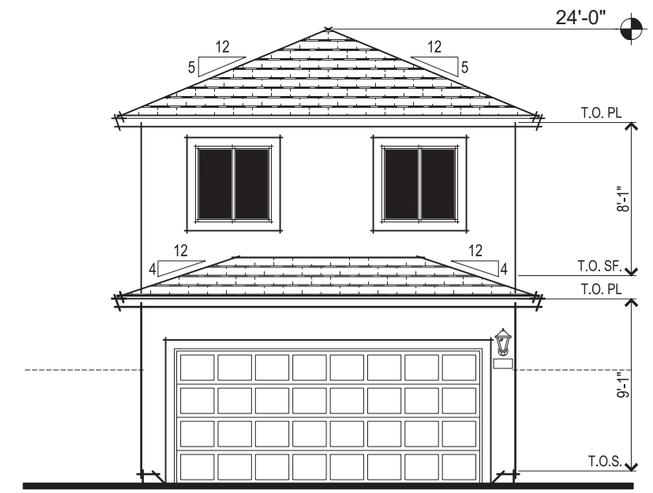
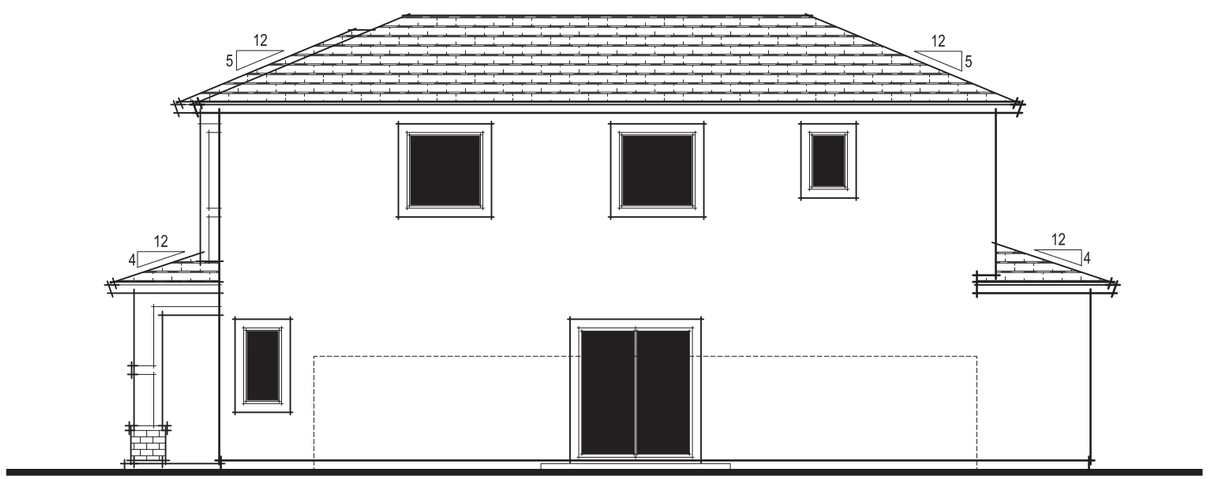


PRAIRIE ROOF PLAN

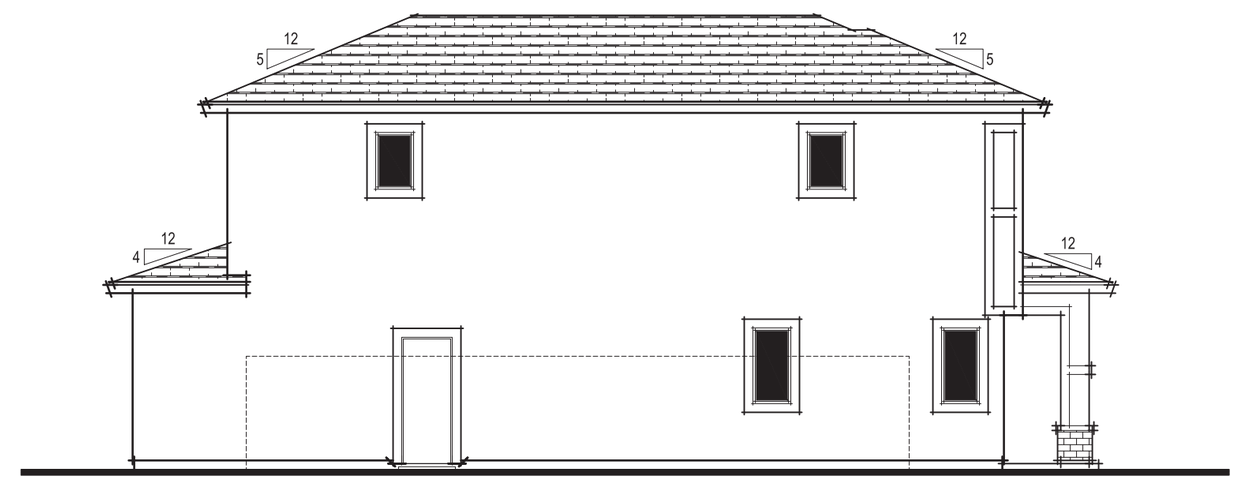
0 2' 4' 6' 8' 16'



PRAIRIE REAR ELEVATION



PRAIRIE RIGHT ELEVATION



PRAIRIE LEFT ELEVATION

0 1' 2' 3' 4' 8'

PRAIRIE ELEVATIONS
A005 PLAN 1296

Balboa
Roseville, CA
October 23, 2020

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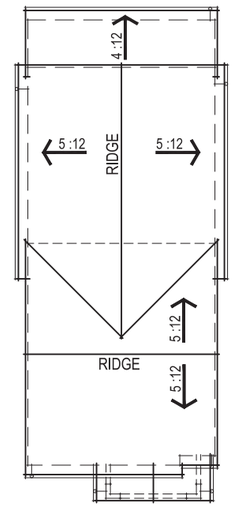
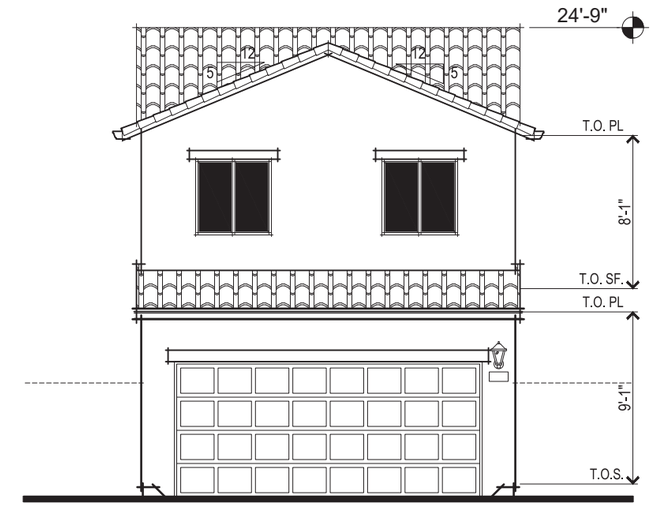
Exhibit B

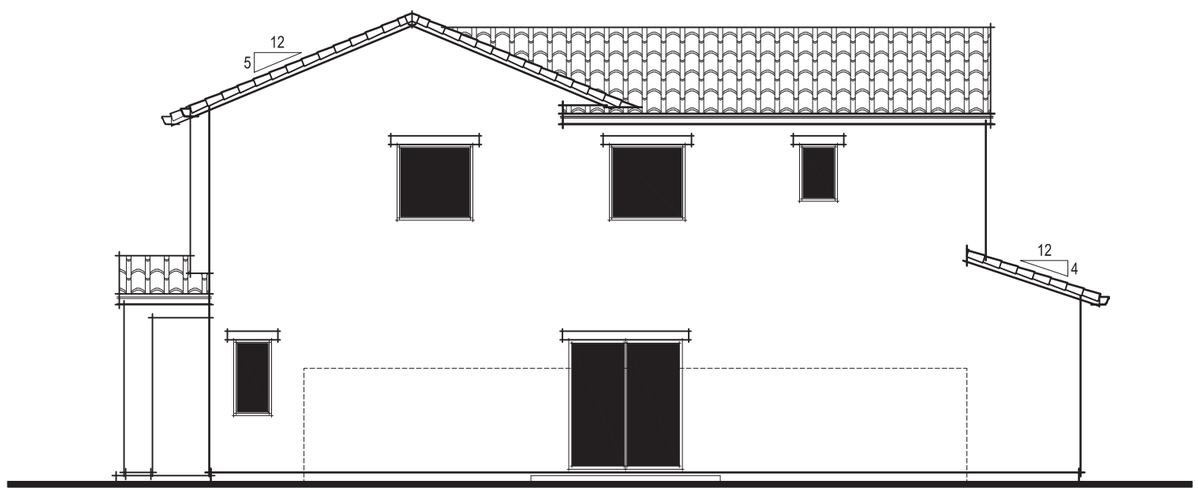


MISSION ROOF PLAN

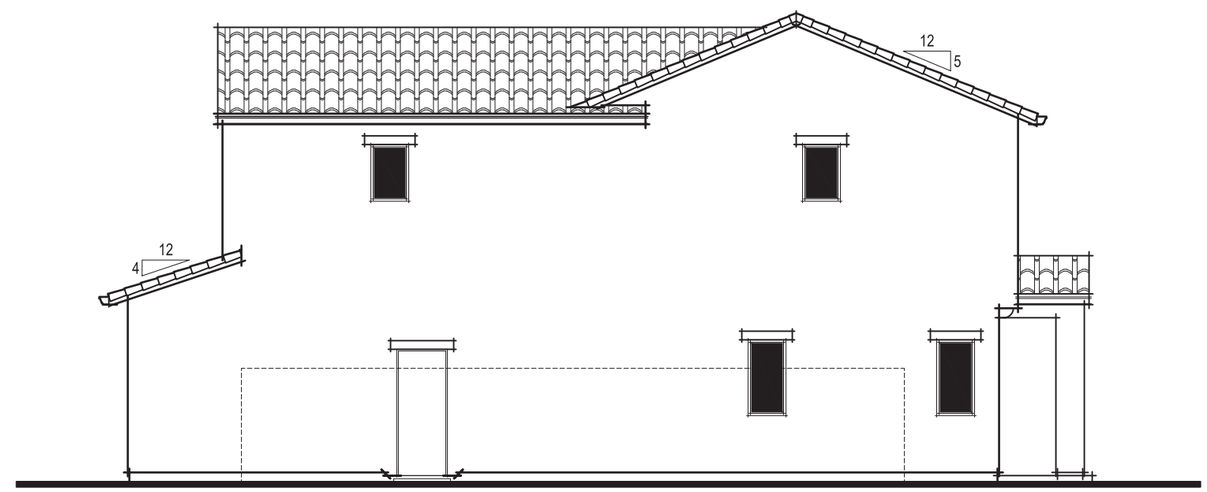
0 2' 4' 6' 8' 16'



MISSION REAR ELEVATION



MISSION RIGHT ELEVATION



MISSION LEFT ELEVATION

0 1' 2' 3' 4' 8'

MISSION ELEVATIONS
A006 PLAN 1296

Balboa
Roseville, CA
October 23, 2020

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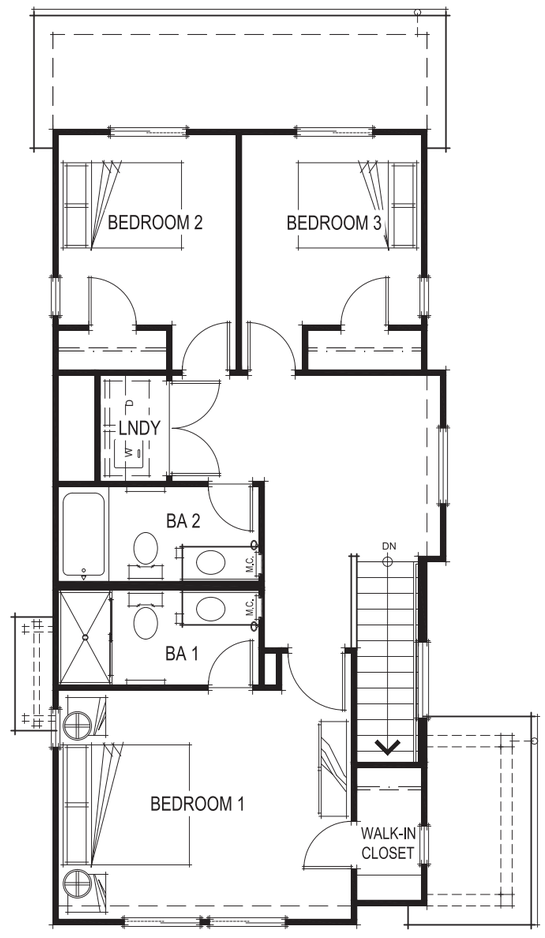
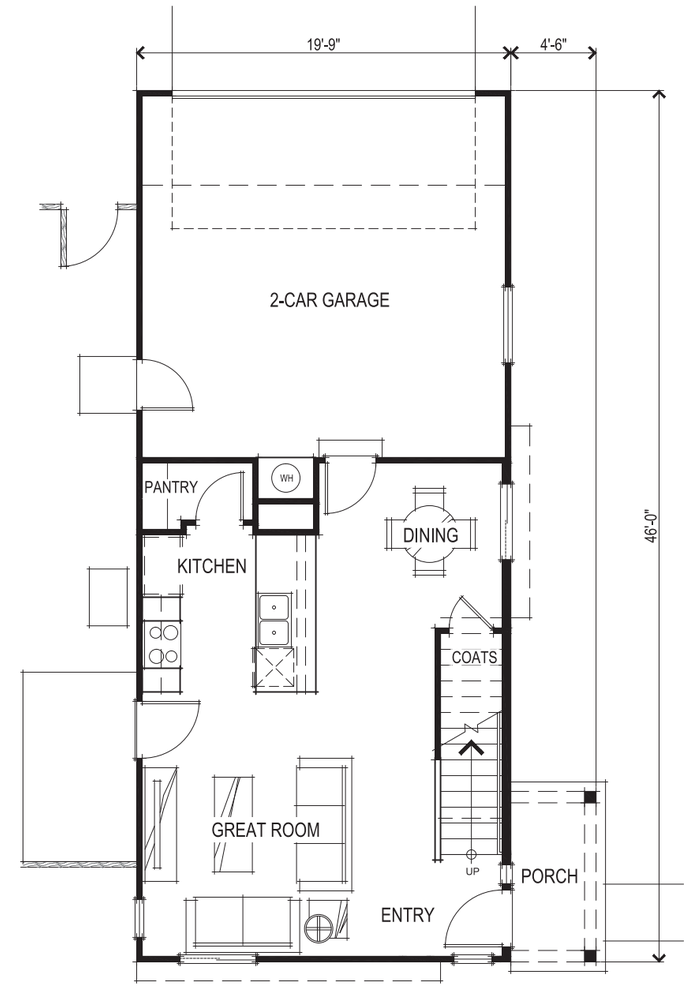


SECOND FLOOR PLAN



FIRST FLOOR PLAN

SQUARE FOOTAGES	
FIRST FLOOR	526 SQ. FT.
SECOND FLOOR	780 SQ. FT.
TOTAL LIVING	1306 SQ. FT.
2-CAR GARAGE	383 SQ. FT.

0 1' 2' 3' 4' 8'

FLOOR PLANS
A007 PLAN 1306

Balboa
Roseville, CA
October 23, 2020

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Exhibit B

PRAIRIE FRONT ELEVATION

FARMHOUSE FRONT ELEVATION

MISSION FRONT ELEVATION

CRAFTSMAN FRONT ELEVATION

0 1' 2' 3' 4' 8'

Balboa
Roseville, CA
October 23, 2020

FRONT ELEVATIONS
A008 PLAN 1306

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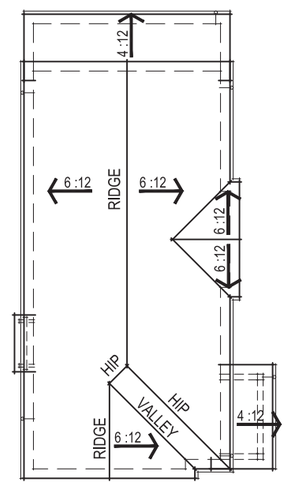
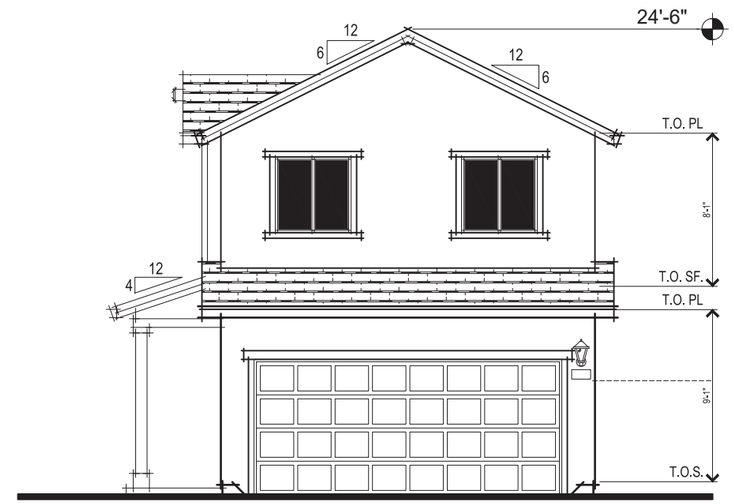
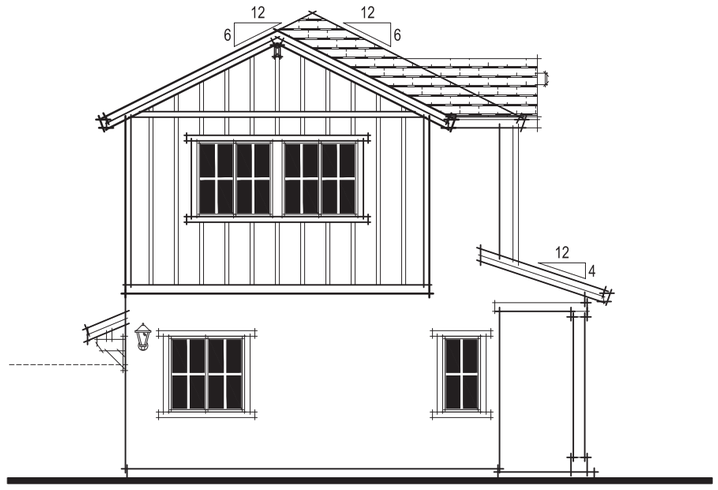


FARMHOUSE ROOF PLAN

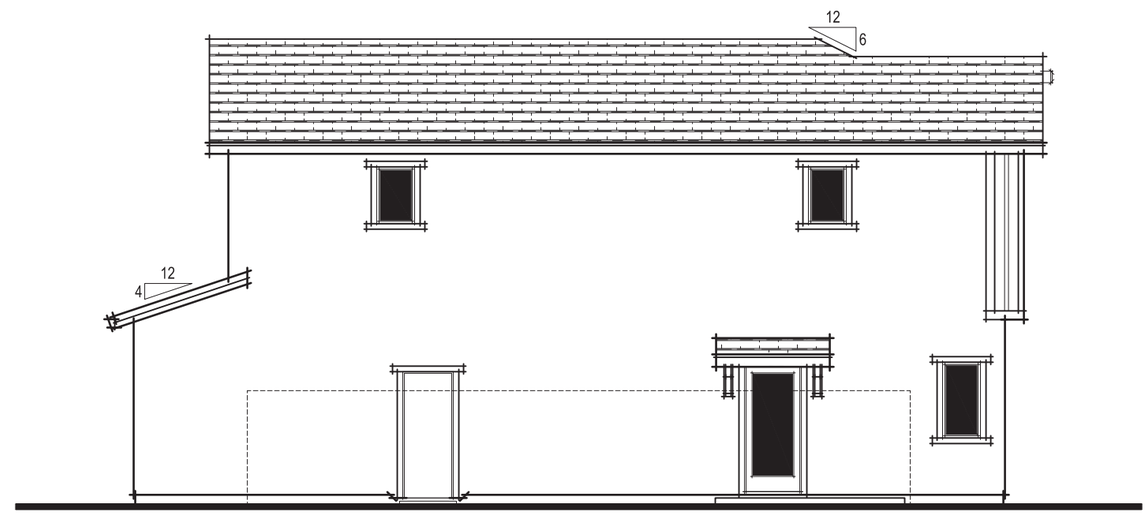
0 2' 4' 6' 8' 16'



FARMHOUSE RIGHT ELEVATION



FARMHOUSE LEFT ELEVATION



FARMHOUSE REAR ELEVATION

0 1' 2' 3' 4' 8'

FARMHOUSE ELEVATIONS
A009 PLAN 1306

Balboa
Roseville, CA
October 23, 2020

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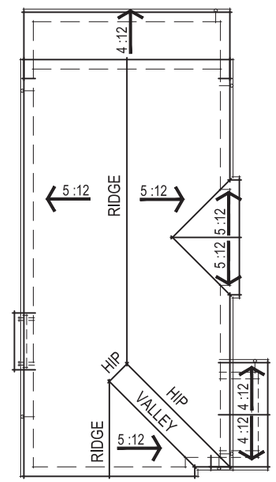
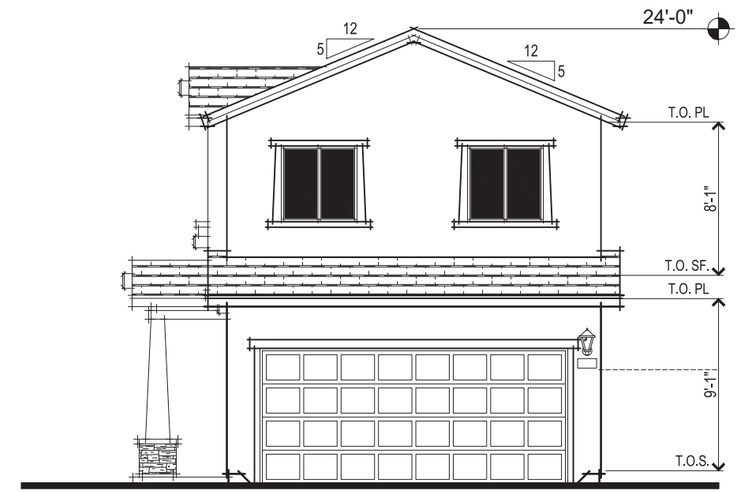
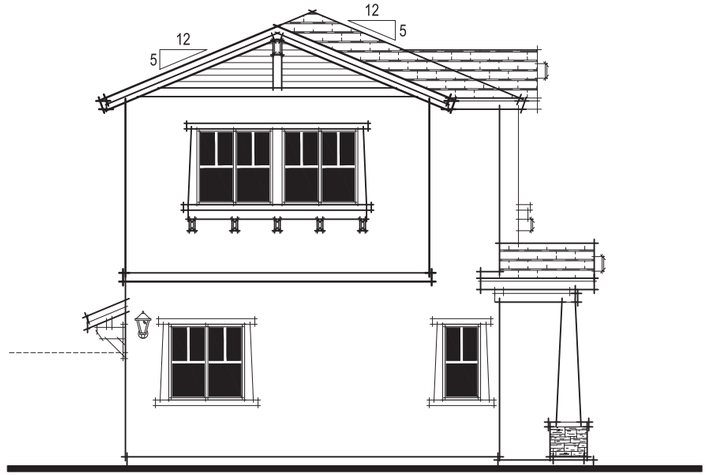


CRAFTSMAN ROOF PLAN

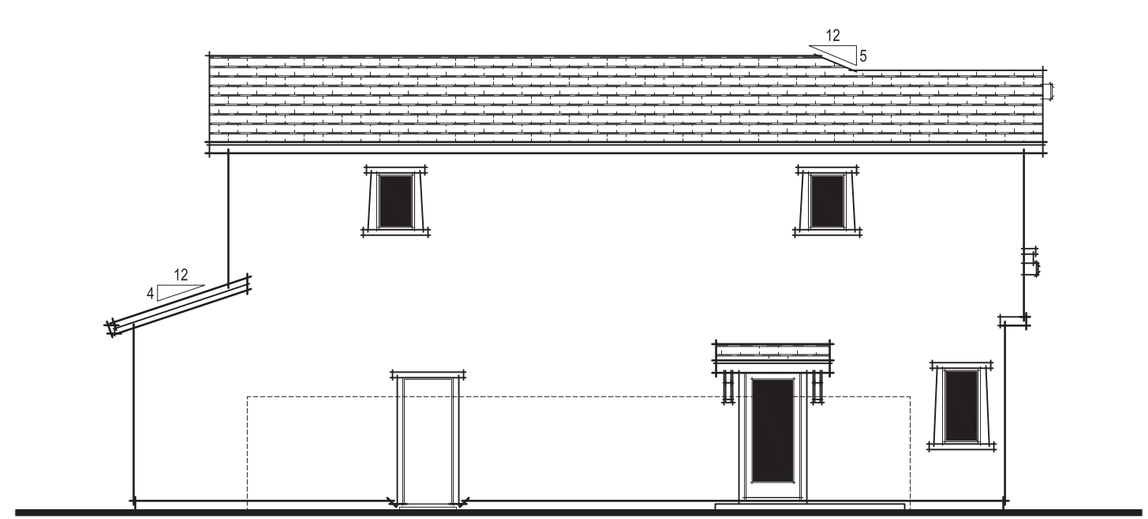
0 2' 4' 6' 8' 16'



CRAFTSMAN RIGHT ELEVATION



CRAFTSMAN LEFT ELEVATION



CRAFTSMAN REAR ELEVATION

0 1' 2' 3' 4' 8'

CRAFTSMAN ELEVATIONS
A010 PLAN 1306

Balboa
Roseville, CA
October 23, 2020

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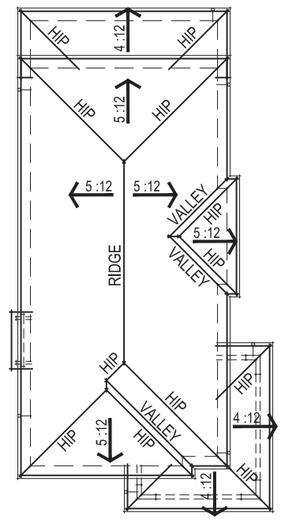
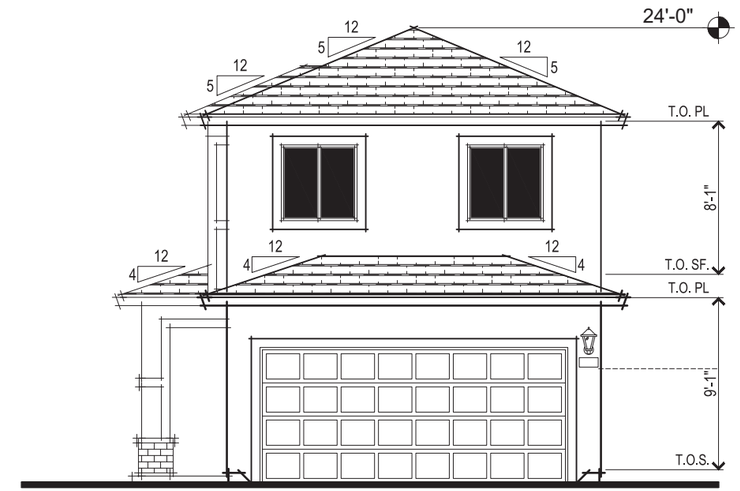


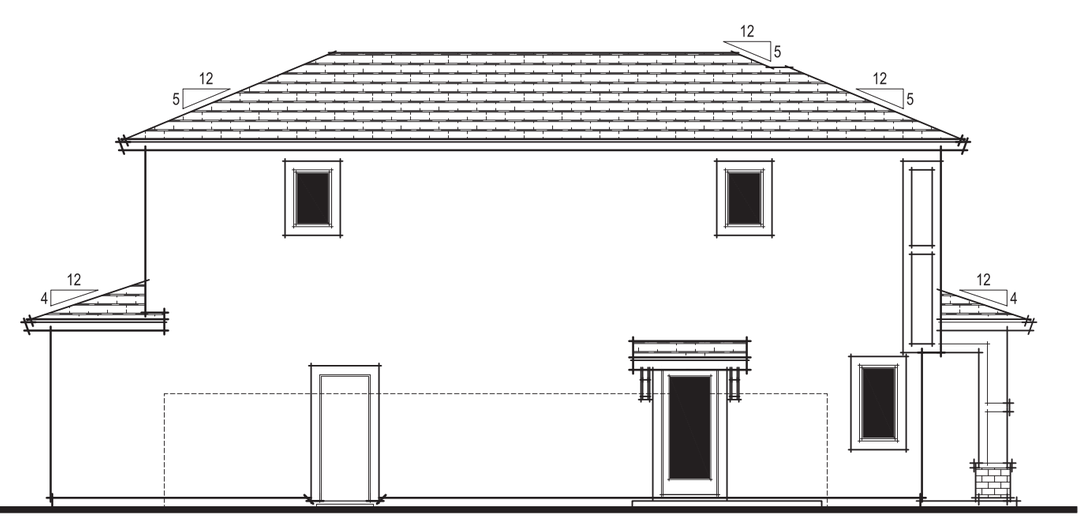
PRAIRIE ROOF PLAN

0 2' 4' 6' 8' 16'



PRAIRIE RIGHT ELEVATION

PRAIRIE LEFT ELEVATION



PRAIRIE REAR ELEVATION

0 1' 2' 3' 4' 8'

PRAIRIE ELEVATIONS
A011 PLAN 1306

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Roseville, CA
October 23, 2020

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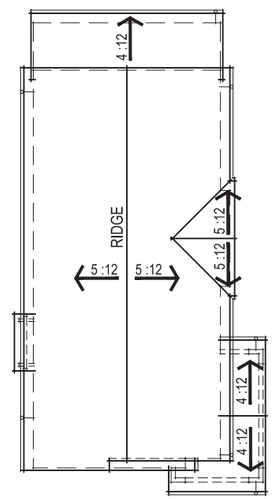
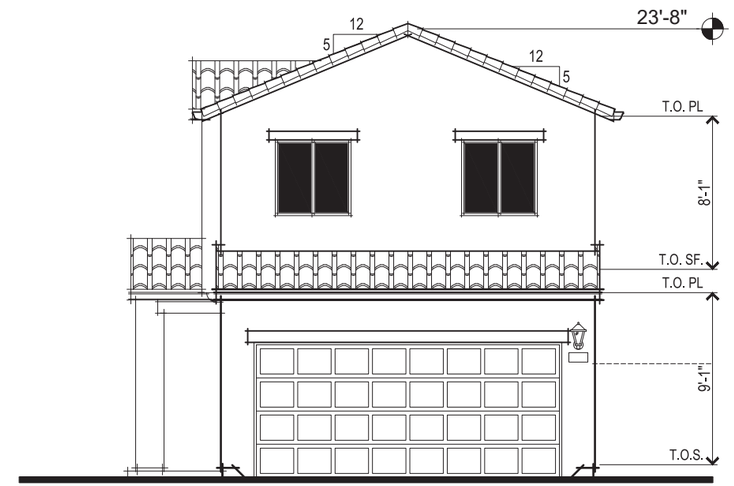
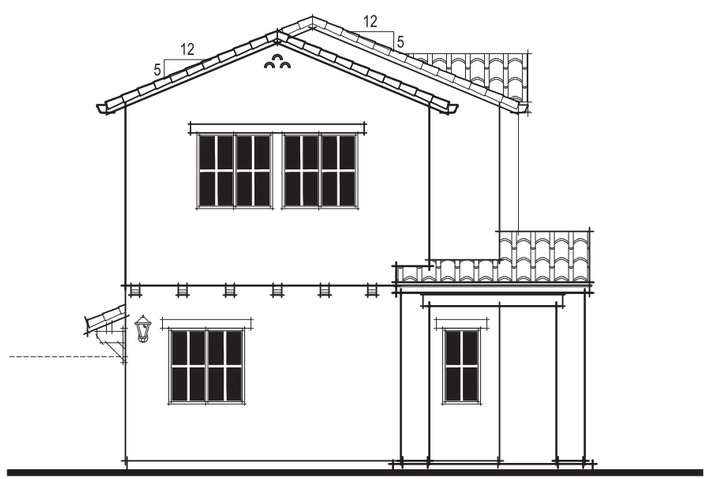


MISSION ROOF PLAN

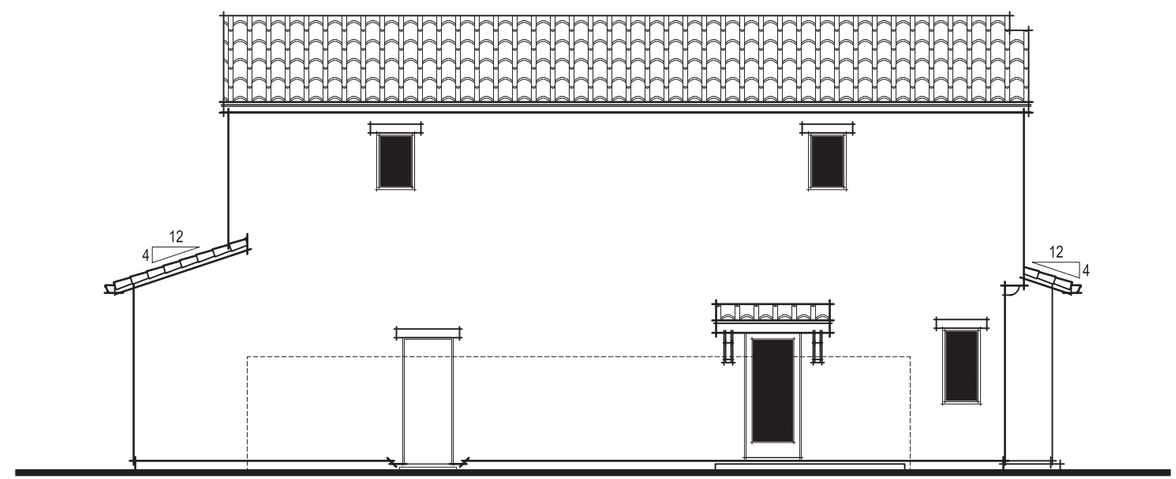
0 2' 4' 6' 8' 16'



MISSION RIGHT ELEVATION



MISSION LEFT ELEVATION



MISSION REAR ELEVATION

0 1' 2' 3' 4' 8'

MISSION ELEVATIONS
A012 PLAN 1306

Balboa
Roseville, CA
October 23, 2020

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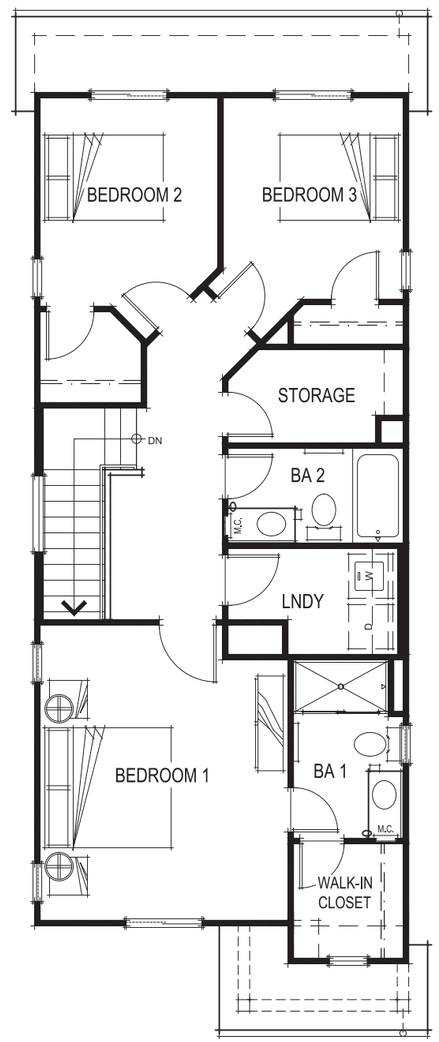
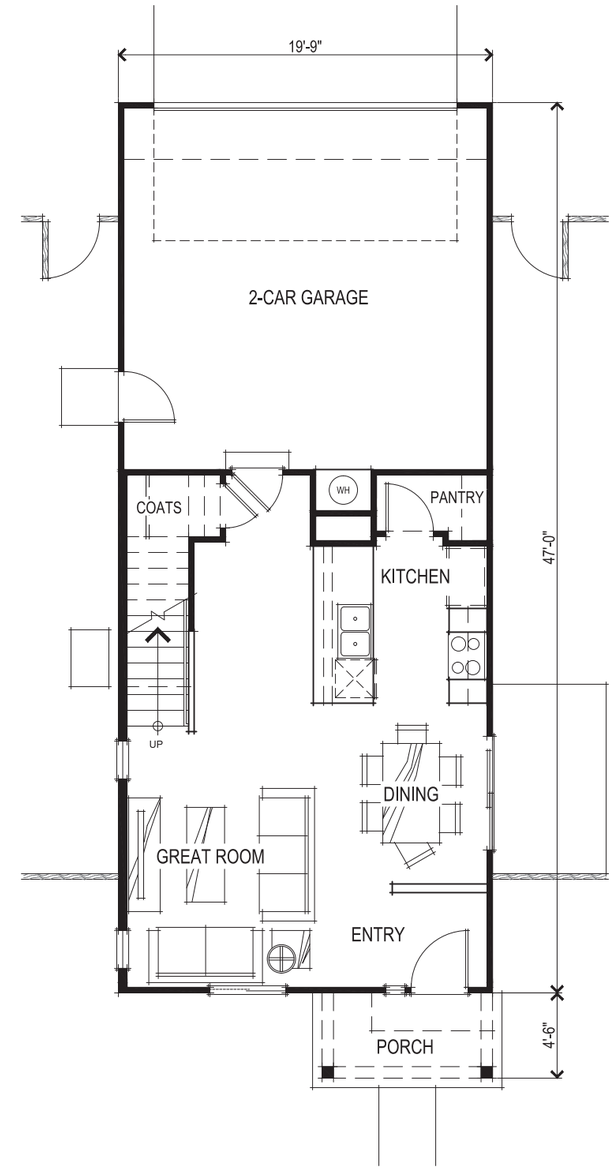


SECOND FLOOR PLAN



FIRST FLOOR PLAN

SQUARE FOOTAGES	
FIRST FLOOR	546 SQ. FT.
SECOND FLOOR	841 SQ. FT.
TOTAL LIVING	1387 SQ. FT.
2-CAR GARAGE	383 SQ. FT.

0 1' 2' 3' 4' 8'

FLOOR PLANS
A013 PLAN 1387

Balboa
Roseville, CA
October 23, 2020

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Exhibit B

PRAIRIE FRONT ELEVATION

FARMHOUSE FRONT ELEVATION

MISSION FRONT ELEVATION

CRAFTSMAN FRONT ELEVATION

0 1' 2' 3' 4' 8'

FRONT ELEVATIONS
A014 PLAN 1387

Balboa
Roseville, CA
October 23, 2020

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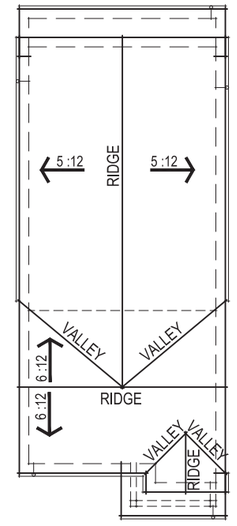
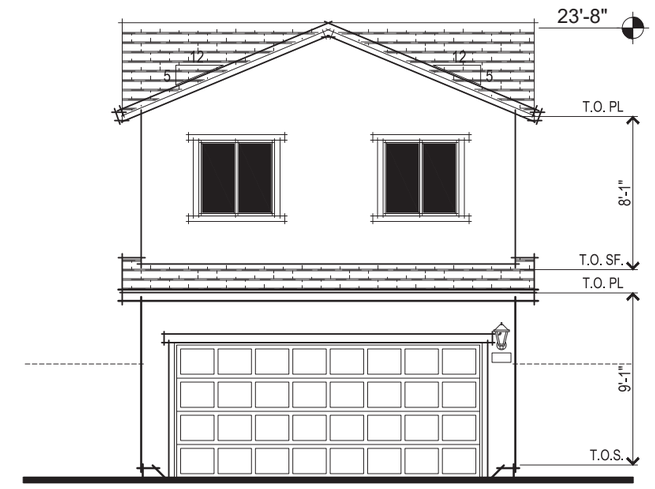
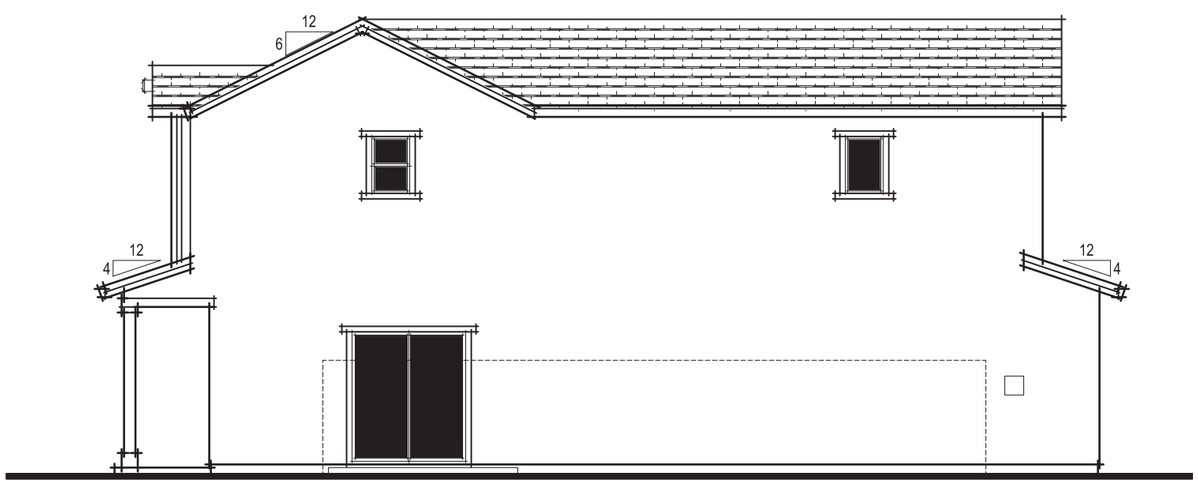


FARMHOUSE ROOF PLAN

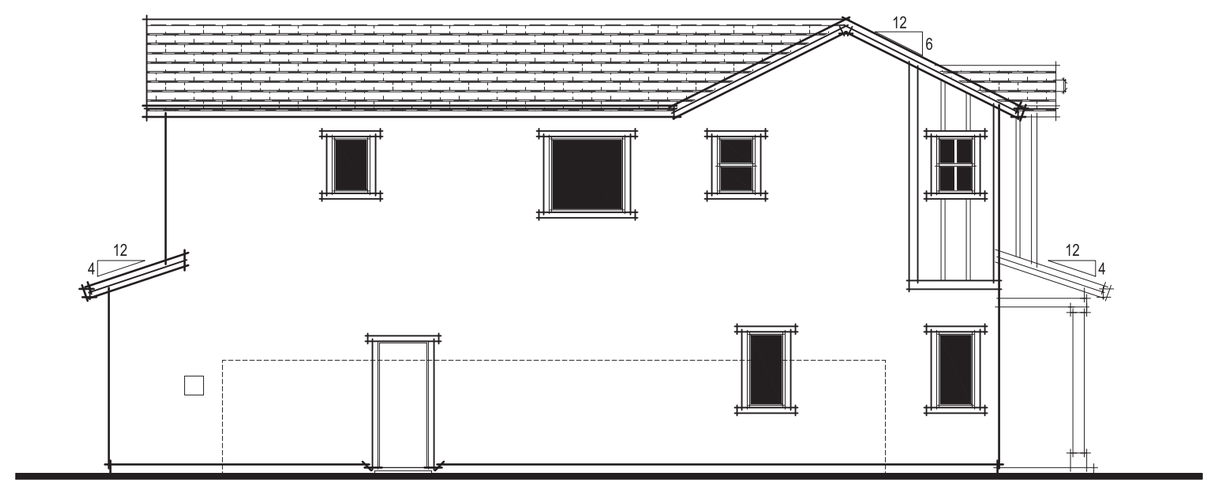
0 2' 4' 6' 8' 16'



FARMHOUSE REAR ELEVATION



FARMHOUSE RIGHT ELEVATION



FARMHOUSE LEFT ELEVATION

0 1' 2' 3' 4' 8'

FARMHOUSE ELEVATIONS
A015 PLAN 1387

Balboa
Roseville, CA
October 23, 2020

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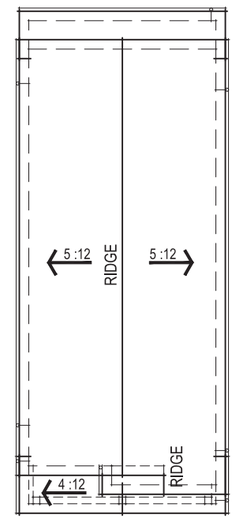
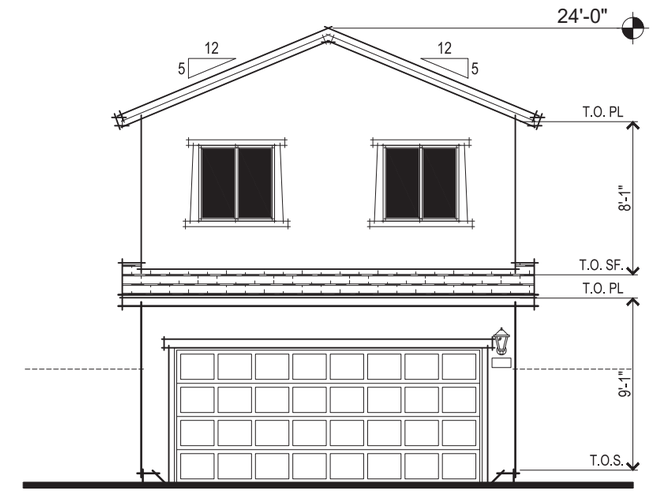
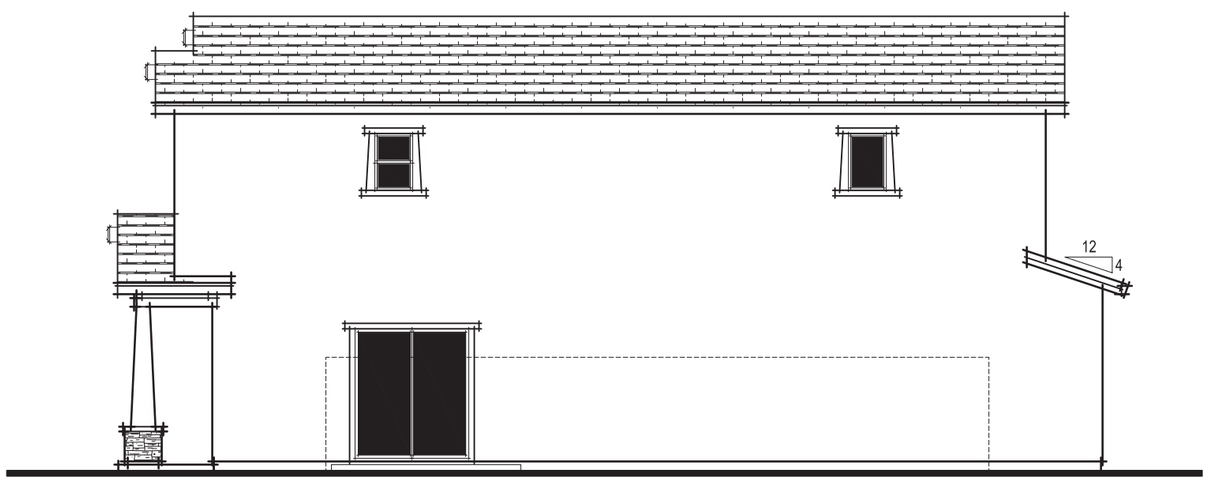
Exhibit B



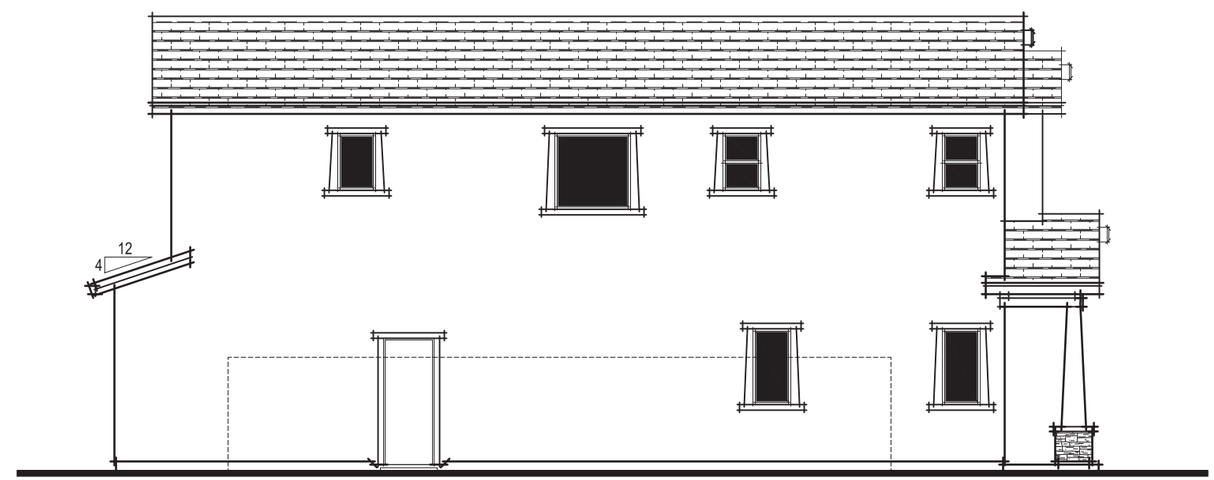
CRAFTSMAN ROOF PLAN



CRAFTSMAN REAR ELEVATION



CRAFTSMAN RIGHT ELEVATION



CRAFTSMAN LEFT ELEVATION

0 1' 2' 3' 4' 8'

CRAFTSMAN ELEVATIONS
A016 PLAN 1387

Balboa
Roseville, CA
October 23, 2020

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Brentwood, CA 94513
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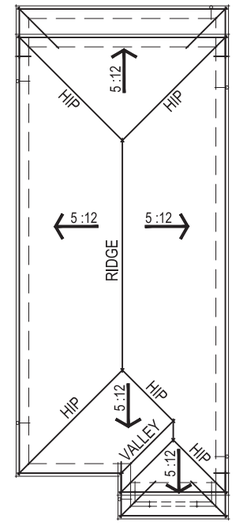
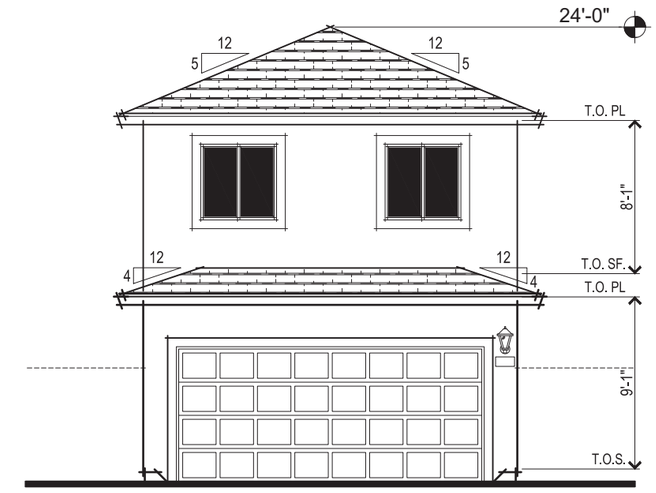
Exhibit B

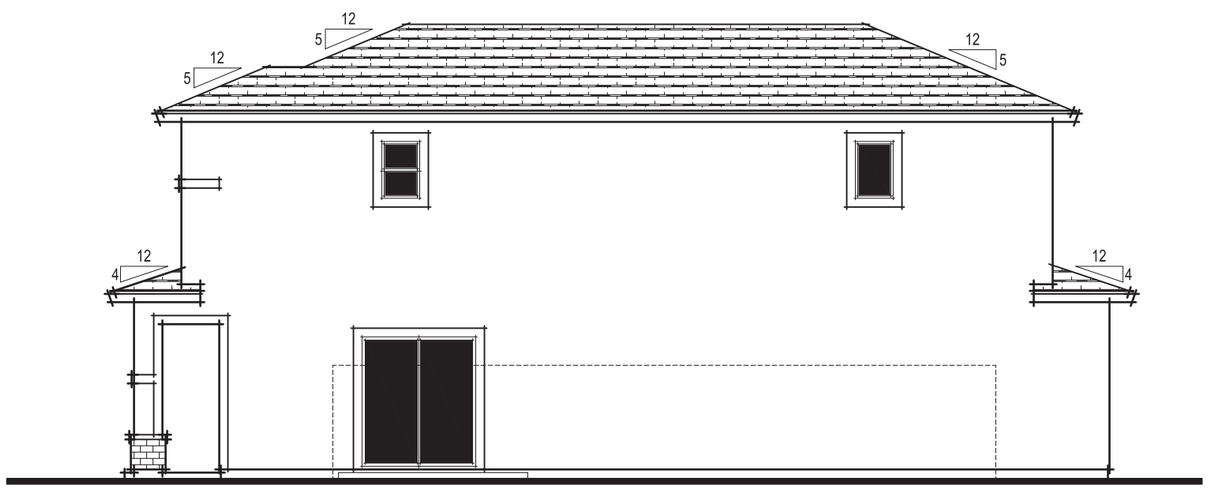


PRAIRIE ROOF PLAN

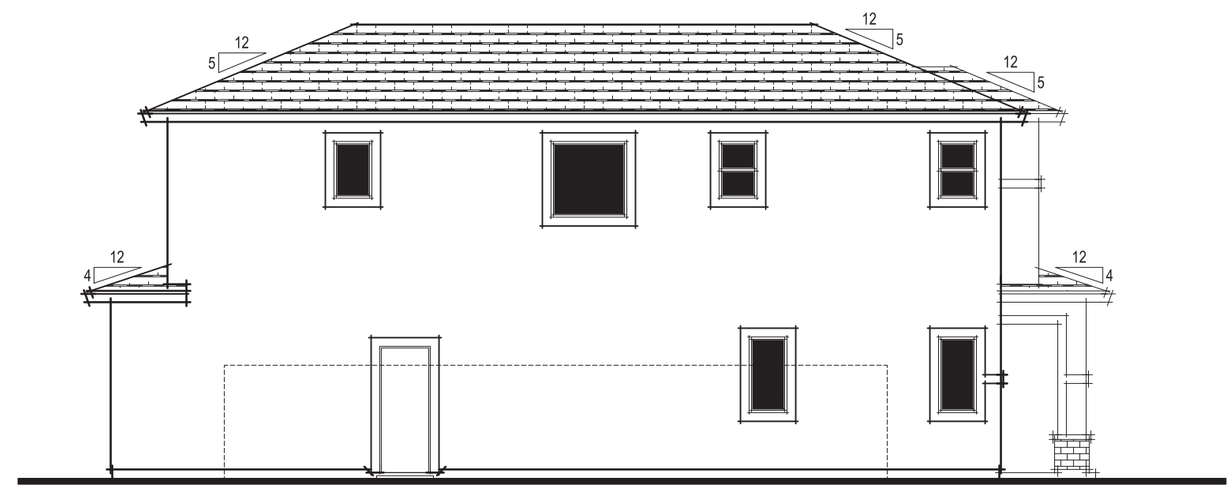
0 2' 4' 6' 8' 16'



PRAIRIE REAR ELEVATION



PRAIRIE RIGHT ELEVATION



PRAIRIE LEFT ELEVATION

0 1' 2' 3' 4' 8'

PRAIRIE ELEVATIONS
A017 PLAN 1387

Balboa
Roseville, CA
October 23, 2020

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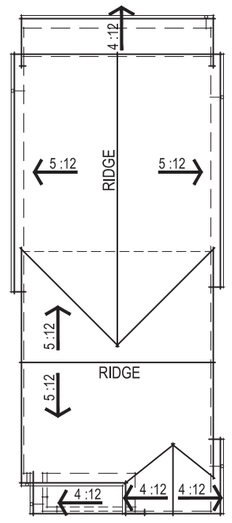
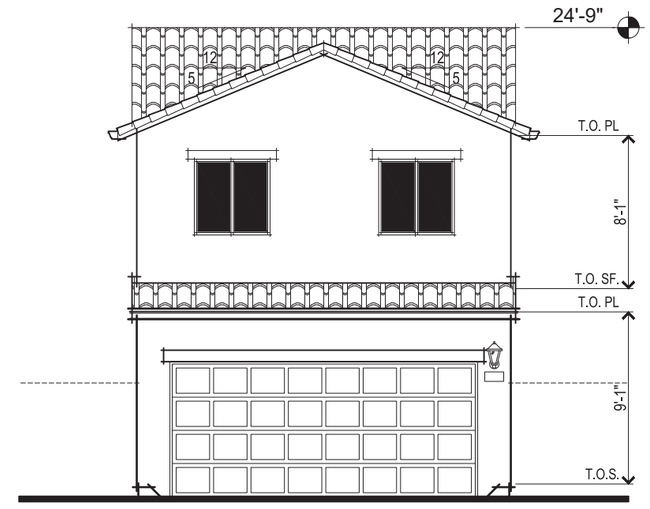
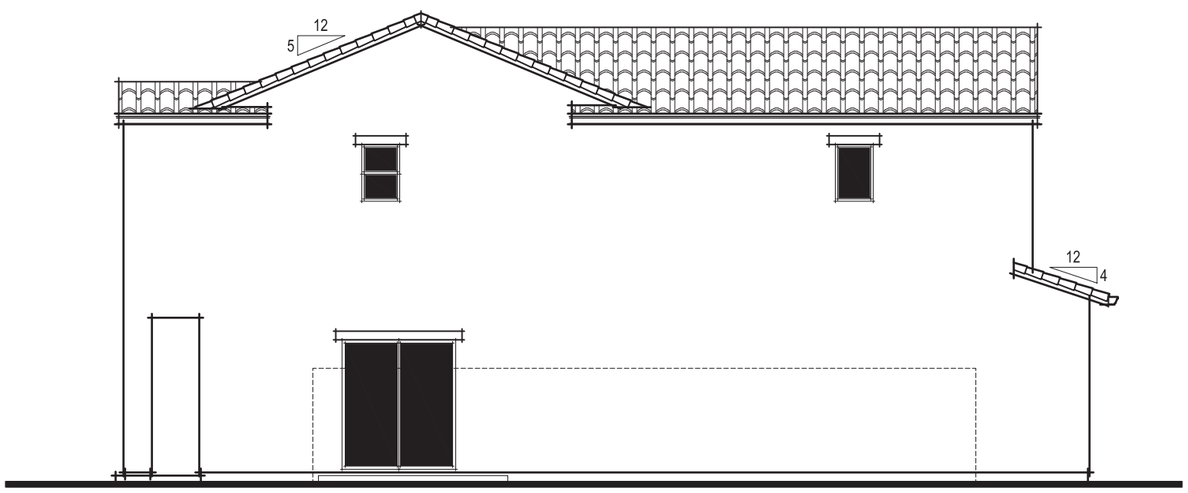


MISSION ROOF PLAN



MISSION REAR ELEVATION



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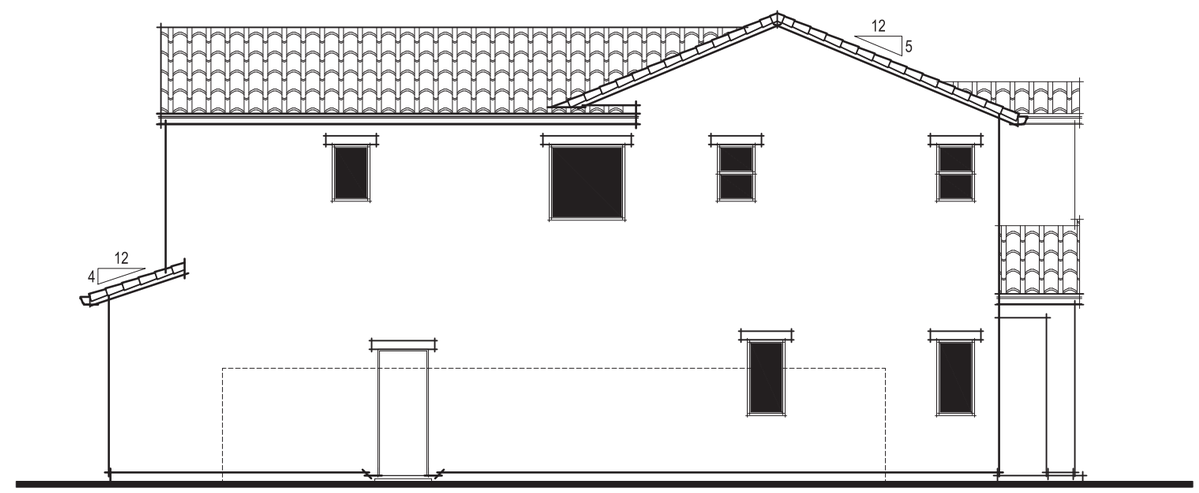

MISSION LEFT ELEVATION

0 1' 2' 3' 4' 8'

Balboa
Roseville, CA
October 23, 2020

MISSION ELEVATIONS
A018 PLAN 1387

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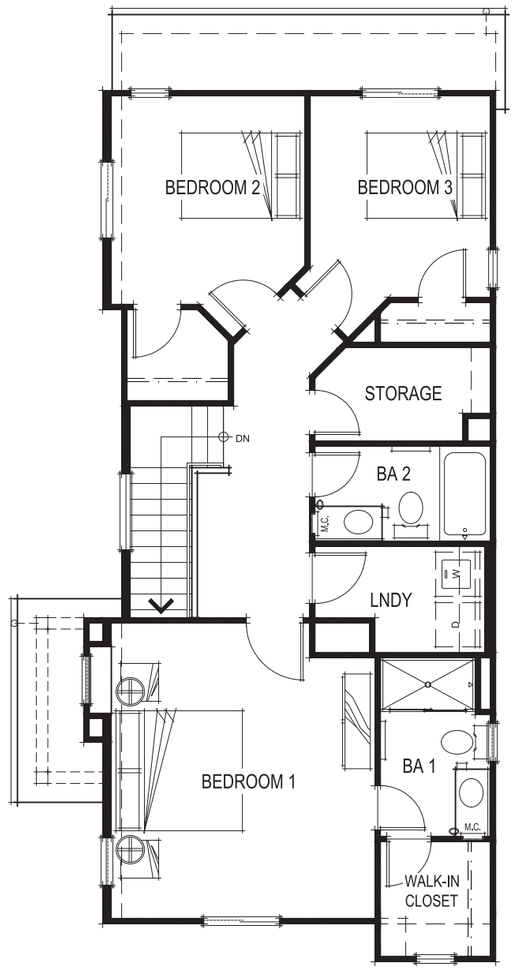
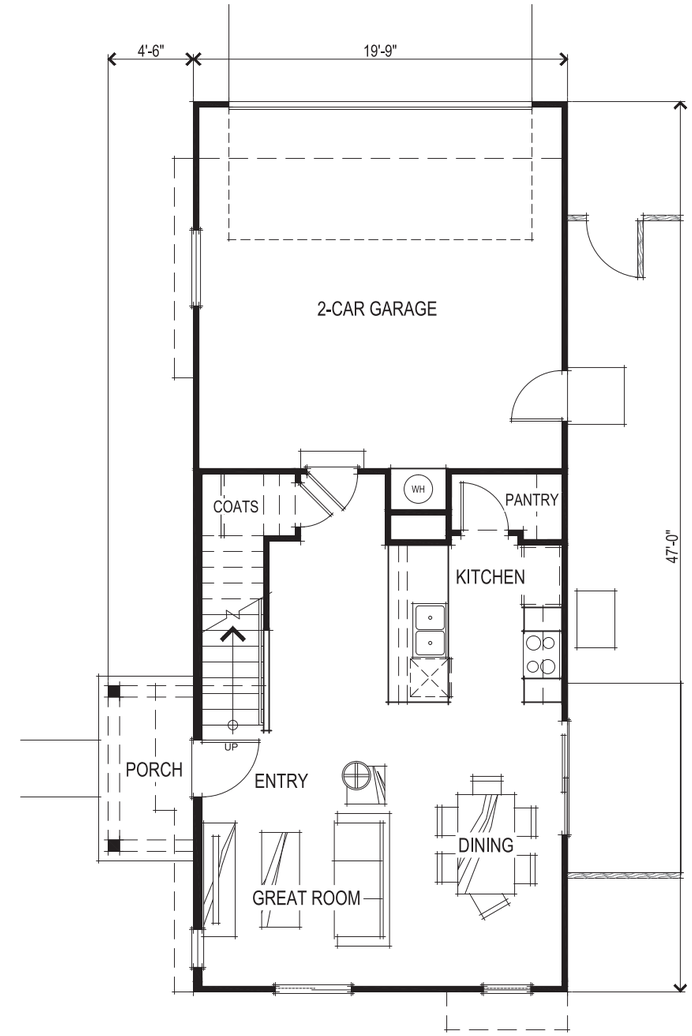


SECOND FLOOR PLAN



FIRST FLOOR PLAN

SQUARE FOOTAGES	
FIRST FLOOR	546 SQ. FT.
SECOND FLOOR	869 SQ. FT.
TOTAL LIVING	1415 SQ. FT.
2-CAR GARAGE	383 SQ. FT.

0 1' 2' 3' 4' 8'

FLOOR PLANS
A019 PLAN 1415

Balboa
Roseville, CA
October 23, 2020

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Exhibit B

PRAIRIE FRONT ELEVATION

FARMHOUSE FRONT ELEVATION

MISSION FRONT ELEVATION

CRAFTSMAN FRONT ELEVATION

0 1' 2' 3' 4' 8'

Balboa
Roseville, CA
October 23, 2020

FRONT ELEVATIONS
A020 PLAN 1415

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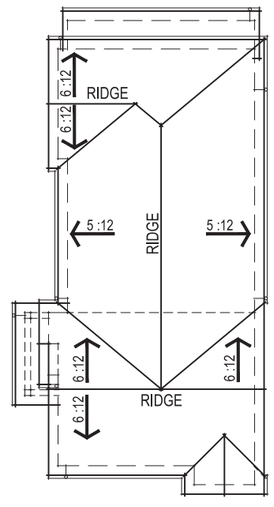
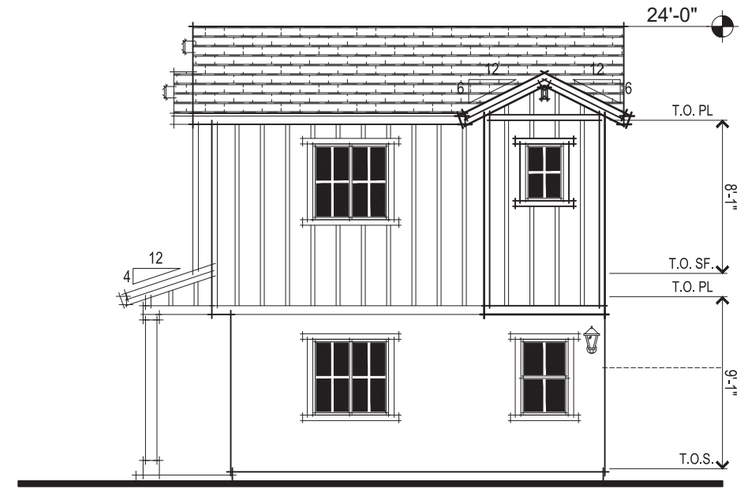
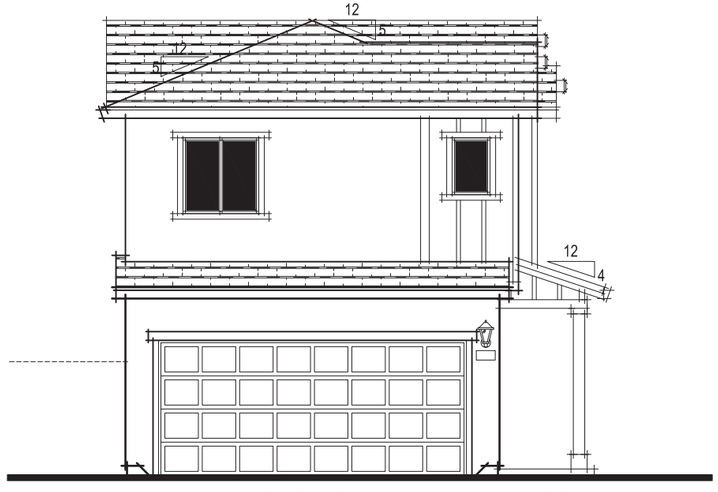


FARMHOUSE ROOF PLAN

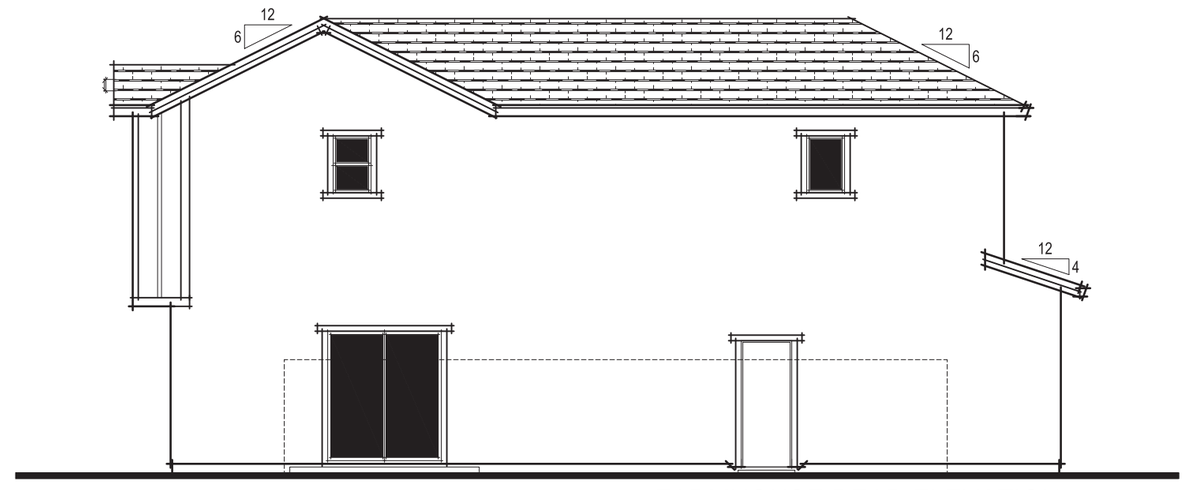
0 2' 4' 6' 8' 16'



FARMHOUSE RIGHT ELEVATION



FARMHOUSE LEFT ELEVATION



FARMHOUSE REAR ELEVATION

0 1' 2' 3' 4' 8'

FARMHOUSE ELEVATIONS
A021 PLAN 1415

Balboa
Roseville, CA
October 23, 2020

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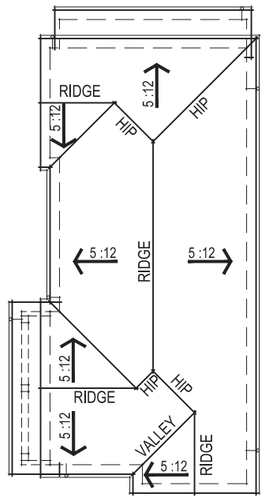
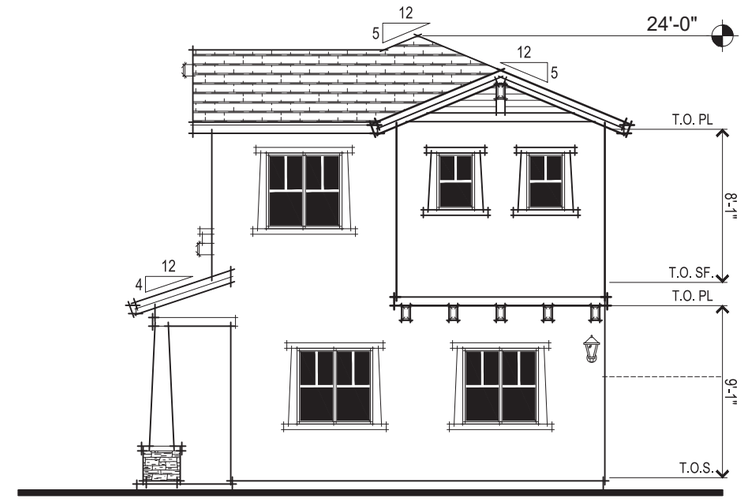
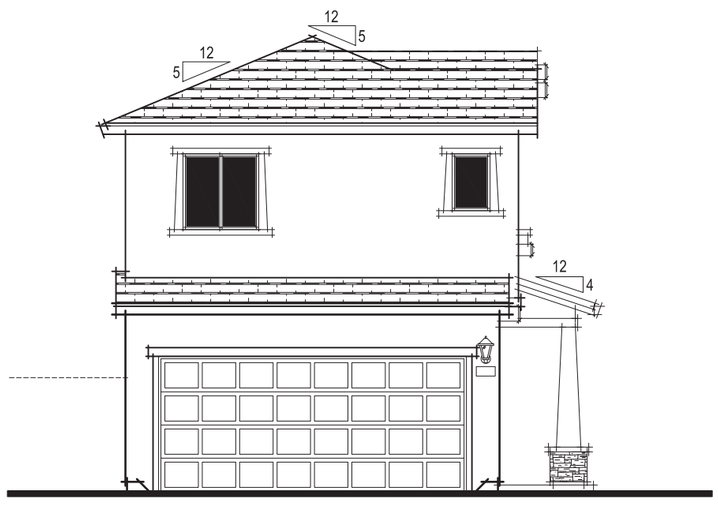


CRAFTSMAN ROOF PLAN

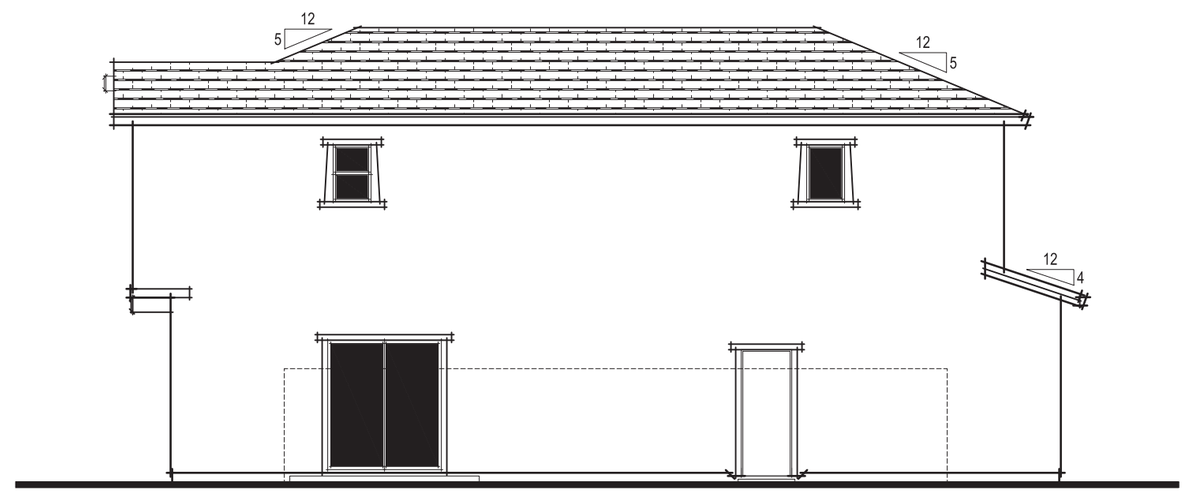
0 2' 4' 6' 8' 16'



CRAFTSMAN RIGHT ELEVATION



CRAFTSMAN LEFT ELEVATION



CRAFTSMAN REAR ELEVATION

0 1' 2' 3' 4' 8'

CRAFTSMAN ELEVATIONS
A022 PLAN 1415

Balboa
Roseville, CA
October 23, 2020

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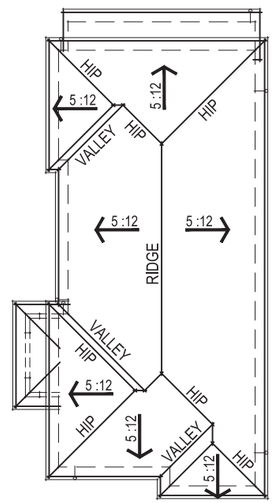
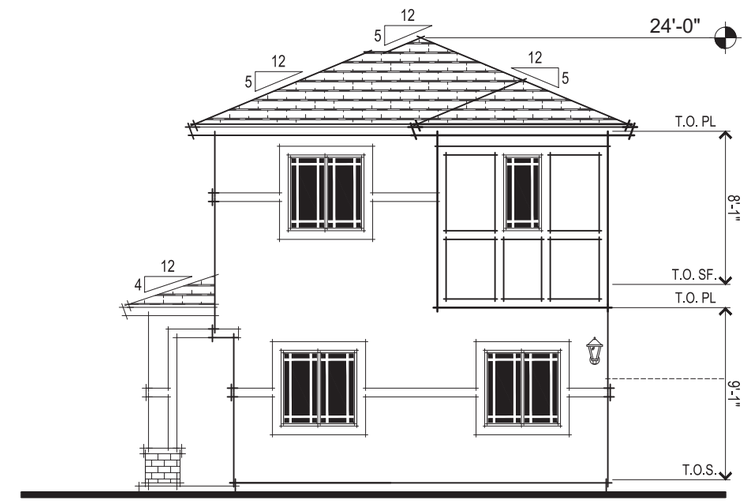
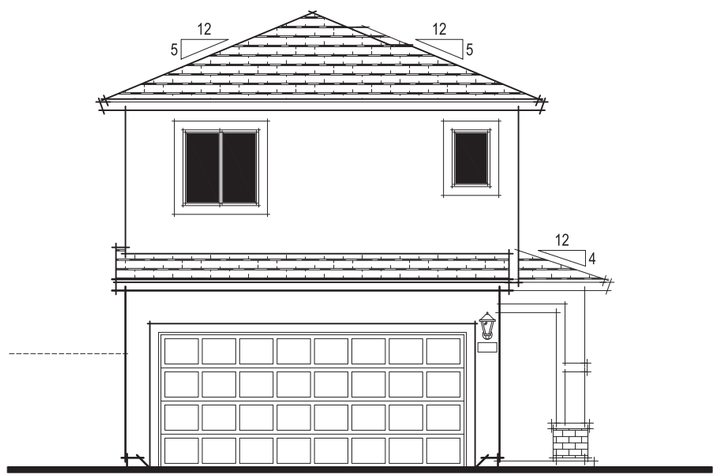


PRAIRIE ROOF PLAN

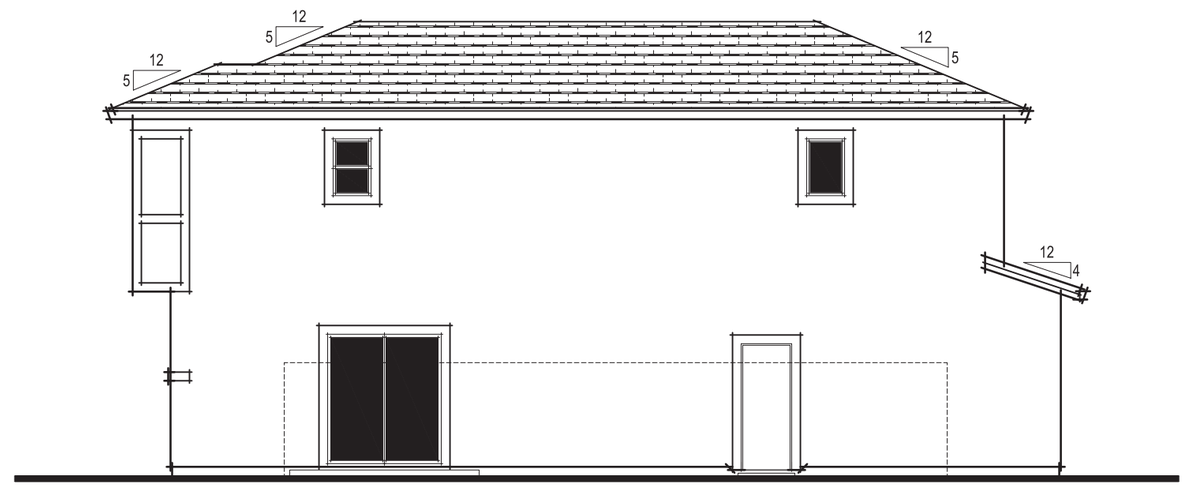
0 2' 4' 6' 8' 16'



PRAIRIE RIGHT ELEVATION



PRAIRIE LEFT ELEVATION



PRAIRIE REAR ELEVATION

0 1' 2' 3' 4' 8'

PRAIRIE ELEVATIONS
A023 PLAN 1415

Balboa
Roseville, CA
October 23, 2020

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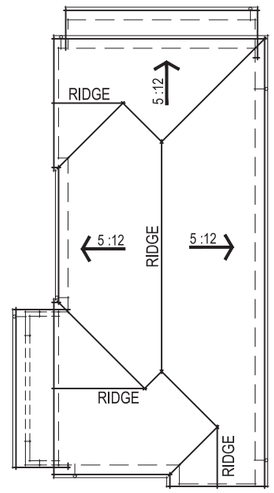
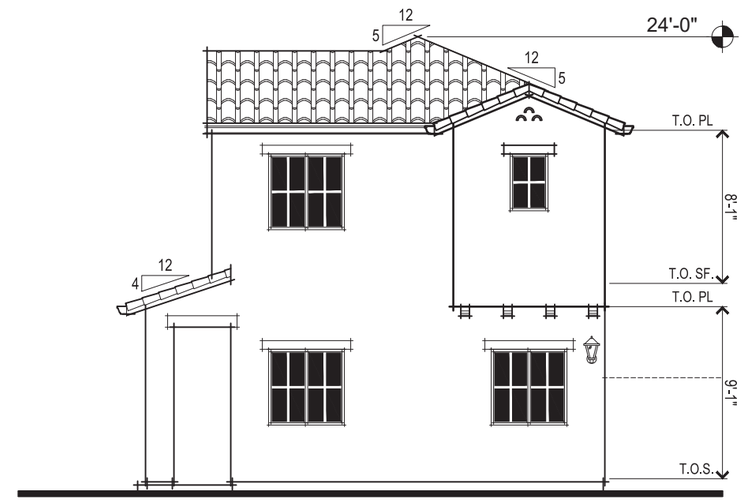
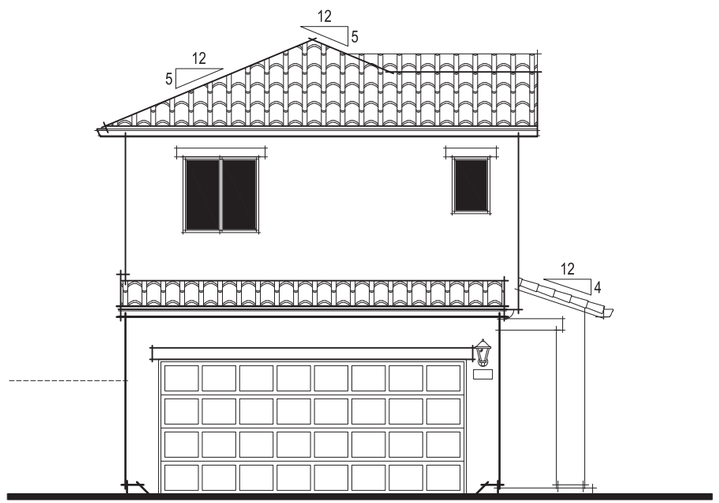


MISSION ROOF PLAN

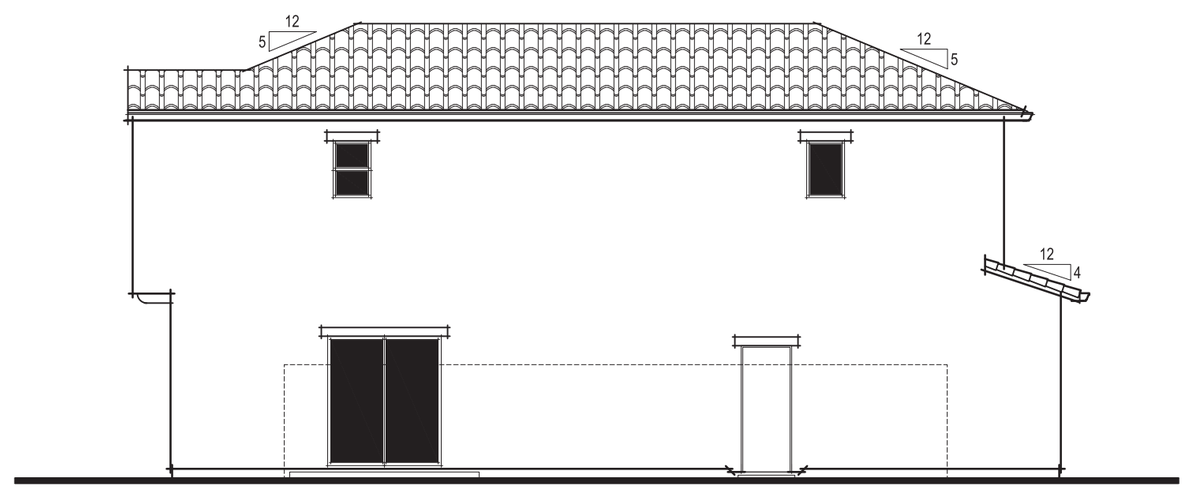
0 2' 4' 6' 8' 16'



MISSION RIGHT ELEVATION



MISSION LEFT ELEVATION



MISSION REAR ELEVATION

0 1' 2' 3' 4' 8'

MISSION ELEVATIONS
A024 PLAN 1415

Balboa
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Exhibit B

SCHEME 1 - FARMHOUSE

Roofing
EAGLE
Bel Air
4679
Light Gray Range

Body 1 & Garage Door
SW0055 Light French Gray

Accent & Entry Door
SW0032 Needlepoint Navy

Body 2
SW2839 Roycroft Copper Red

Trim
SW7757 High Reflective White

SCHEME 2 - FARMHOUSE

Roofing
EAGLE
Bel Air
4679
Light Gray Rance

Body 1 & Garage Door
SW9165 Gossamer Veil

Accent & Entry Door
SW7076 Cyberspace

Body 2
SW7074 Software

Trim
SW7008 Alabaster

SCHEME 3 - FARMHOUSE

Roofing
EAGLE
Bel Air
4690
Pweter Bronze Blend

Body 1 & Garage Door
SW7671 On The Rocks

Accent & Entry Door
SW7645 Thunder Gray

Body 2
SW2826 Colonial Revival Green Stone

Trim
SW7004 Snowbound

Note: *All colors and textures are representative samples only, pending verification of actual material suppliers and manufacturers for this particular project.*

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October 23, 2020

FARMHOUSE COLOR SCHEMES
A025

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Exhibit B

SCHEME 4 - CRAFTSMAN

Roofing
EAGLE
Bel Air
4883
Hillsborough Blend

Body 1 & Garage Door
SW7051 Analytical Gray

Accent & Entry Door
SW7027 Well-Bred Brown

Body 2
SW7744 Zeus

Trim
SW7046 Anonymous

Stone Accent
Cultured Stone By BORAL
Umber Creek Country Ledgestone

SCHEME 5 - CRAFTSMAN

Roofing
EAGLE
Bel Air
4671
Village Blend

Body 1 & Garage Door
SW7044 Amazing Gray

Accent & Entry Door
SW0045 Antiquarian Brown

Body 2
SW7522 Meadowlark

Trim
SW7047 Porpoise

Stone Accent
Cultured Stone By BORAL
Chardonnay Country Ledgestone

SCHEME 6 - CRAFTSMAN

Roofing
EAGLE
Bel Air
4883
Hillsborough Blend

Body 1 & Garage Door
SW7024 Functional Gray

Accent & Entry Door
SW6146 Umber

Body 2
SW7025 Backdrop

Trim
SW7005 Pure White

Stone Accent
Cultured Stone By BORAL
Skyline Country Ledgestone

Note: *All colors and textures are representative samples only, pending verification of actual material suppliers and manufacturers for this particular project.*

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Roseville, CA
October 23, 2020

CRAFTSMAN COLOR SCHEMES
A026

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Exhibit B

SCHEME 7 - PRAIRIE

Roofing
EAGLE
Bel Air
4883
Hillsborough Blend

Accent & Entry Door
SW7026 Griffin

Body 1
SW6078 Realist Beige

Body 2
SW6108 Latte

Trim & Garage Door
SW7627 White Heron

Brick
Boral Bessemer Collection
Old Guignard

SCHEME 8 - PRAIRIE

Roofing
EAGLE
Bel Air
4671
Village Blend

Accent & Entry Door
SW2846 Roycroft Bronze Green

Body 1
SW7050 Useful Gray

Body 2
SW9127 At Ease Soldier

Trim & Garage Door
SW7054 Suitable Brown

Brick
Boral Bessemer Collection
Marsh Pointe

SCHEME 9 - PRAIRIE

Roofing
EAGLE
Bel Air
4671
Village Blend

Accent & Entry Door
SW9154 Perle Noir

Body 1
SW7029 Agreeable Gray

Body 2
SW9171 Felted Wool

Trim & Garage Door
SW7024 Functional Gray

Brick
Boral Bessemer Collection
Mt. Rushmore

Note: *All colors and textures are representative samples only, pending verification of actual material suppliers and manufacturers for this particular project.*

Balboa
Roseville, CA
October 23, 2020

PRAIRIE COLOR SCHEMES
A027

Express HOMES
a D.R. Horton Company
2260 DOUGLAS BLVD. SUITE 110
ROSEVILLE, CA 95661
916.297.4461

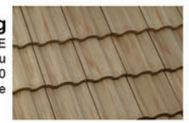
Home and community information, including pricing, included features, terms, availability and amenities, are subject to change at any time without notice or obligation. Drawings, renderings, square footages, floor plans, elevations, features, colors and sizes are approximate and for illustration purposes only and will vary from the homes as built. Not all features available in all plans. Options and upgrades are available at an additional cost and are subject to construction cut-off dates. See sales agent for complete details. D.R. Horton CA2, Inc.: CalBRE License #01239752; Contractor's License #750190.

SDG Architects, Inc.
3361 Walnut Blvd. Suite 120
Brentwood, CA 94513
925.634.7000 | sdgarchitectsinc.com
SDG architects

Exhibit B

SCHEME 10 - MISSION

Roofing
EAGLE
Malibu
2530
Weathered Adobe



Body & Garage Door
SW7551 Greek Villa

Accent & Entry Door
SW7740 Messenger Bag

Trim
SW7567 Natural Tan

SCHEME 11 - MISSION

Roofing
EAGLE
Malibu
2605
San Benito Blend

Body & Garage Door
SW6119 Antique White

Accent & Entry Door
SW2802 Rookwood Red

Trim
SW7514 Foothills

SCHEME 12 - MISSION

Roofing
EAGLE
Malibu
2773
Walnut Creek Blend

Body & Garage Door
SW7037 Balanced Beige

Accent & Entry Door
SW6257 Gibraltar

Trim
SW7036 Accessible Beige

Note: *All colors and textures are representative samples only, pending verification of actual material suppliers and manufacturers for this particular project.*

Balboa
Roseville, CA
October 23, 2020

MISSION COLOR SCHEMES
A028

Express HOMES
a D.R. Horton Company
2260 DOUGLAS BLVD. SUITE 110
ROSEVILLE, CA 95661
916.297.4461

Home and community information, including pricing, included features, terms, availability and amenities, are subject to change at any time without notice or obligation. Drawings, renderings, square footages, floor plans, elevations, features, colors and sizes are approximate and for illustration purposes only and will vary from the homes as built. Not all features available in all plans. Options and upgrades are available at an additional cost and are subject to construction cut-off dates. See sales agent for complete details. D.R. Horton CA2, Inc.: CalBRE License #01239752; Contractor's License #750190.

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PLANNING COMMISSION COMMUNICATION

Title:	SVSP PCL JM-21 – Second Amendment to the Mourier & Wealth Properties DA, 4250 Upland Dr, File # PL20-0138
Contact:	Kinarik Shallow, kshallow@roseville.ca.us, 916-746-1309

Meeting Date: 12/10/2020
Item #: 5.3.

ATTACHMENTS:

Description

Staff Report

Exhibit A Wealth DA 2nd Amendment

PLANNING DIVISION STAFF REPORT
PLANNING COMMISSION MEETING December 10, 2020

Prepared by: Kinarik Shallow, Associate Planner

ITEM 5.3: Development Agreement Amendment – 4250 Upland Drive – SVSP PCL JM-21 – Second Amendment to the Mourier & Wealth Properties Development Agreement – File # PL20-0138

REQUEST

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

Applicant – Ryan Biziewski, JMC Homes
Property Owner – Ryan Biziewski, Mourier Investments LLC

SUMMARY RECOMMENDATION

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

A. Recommend the City Council approve the Second Amendment of the Mourier & Wealth Properties Development Agreement.

SUMMARY OF OUTSTANDING ISSUES

There are no outstanding issues associated with this request.

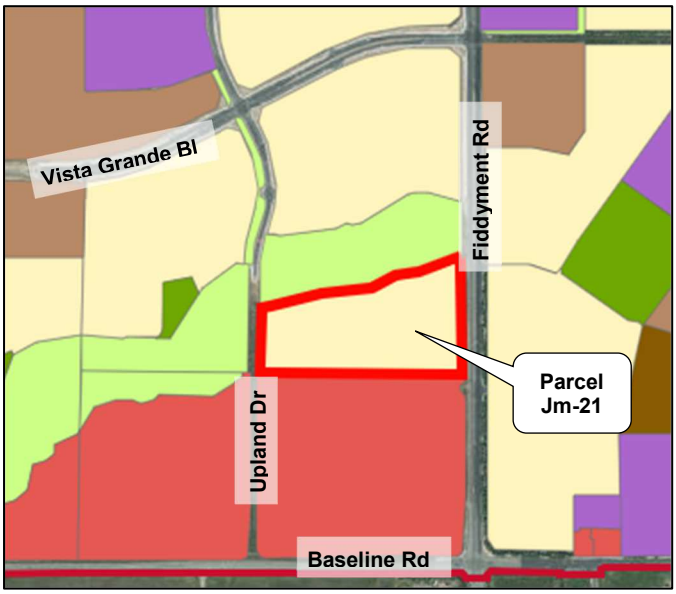
BACKGROUND

The project area is located within the Sierra Vista Specific Plan (SVSP). The SVSP is the guiding document for development of the plan area and establishes the land use designations and zoning standards for parcels within the SVSP. The SVSP was adopted in 2010 and amended in 2012 to include the Westbrook land use amendments. The proposed project is an amendment to the Mourier & Wealth Properties Development Agreement (DA), which is one of nine DAs governing development in the SVSP plan area. The Mourier & Wealth Properties DA was originally entered into by the City of Roseville, Mourier Investments, LLC, and Wealth Properties, Inc. in May 2010.

The proposed project is the second amendment of the Mourier & Wealth Properties DA. The first amendment to the Mourier & Wealth Properties DA was approved by the City Council on February 19, 2020 as part of the SVSP Parcel JM-1, JM-20, JM-21, FD-6, FD-7, FD-24 – JMC Tentative Map 2 project (File #PL17-0204), which included a General Plan Amendment, Specific Plan Amendment, Tentative Subdivision Map, and Design Review for Residential Subdivision, in addition to the Development Agreement Amendment (DAA). The first DAA, which was entered into by the City of Roseville, Mourier Investments, LLC, and John Mourier Construction, Inc. (JMC Homes), included amendments to reflect the land use changes requested by the project and removed fee deferrals, with the exception of the SPRTA Tier II Traffic Fee and the City-wide Park Fee for the affected parcels. The first amendment allowed the Mourier & Wealth Properties DA to be consistent with other DAA requests in recent years regarding fee deferrals.

The current request is a DAA affecting Parcel JM-21 (Lot 26) of the SVSP. Parcel JM-21 is a Low Density Residential parcel located at 4250 Upland Drive, west of Fiddyment Road (see Figure 1). The Tentative Subdivision Map for Parcel JM-21 was approved with the JMC Tentative Map 2 project (File #PL17-0204), which established 95 lots on this parcel. The City is currently processing a Minor Tentative Subdivision Map Modification and Administrative Permit for a Unit Transfer to reduce the number of units on Parcel JM-21 from 95 to 80 units (File #PL20-0191).

Figure 1: Project Location



The proposed DAA includes a request to revise development obligations with respect to construction of frontage improvements for Fiddyment Road, revise development obligations with respect to groundwater production wells and recycled water facilities, and update the evaluation of water conservation goals. The proposed revisions relating to the frontage improvements are similar to the language included in the First Amendment of the Development Agreement by and between the City of Roseville and DF Properties, Inc. (File #PL20-0098) relating to the construction of the southern segment of Fiddyment Road, which the Planning Commission recommended the City Council approve on November 12, 2020.

EVALUATION

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

1. ***Consistency with the objectives, policies, general land uses and programs specified in the General Plan and the Sierra Vista Specific Plan;***

2. ***Consistency with the provisions of the City of Roseville Zoning Ordinance;***

3. ***Conformity with the public health, safety and general welfare;***

4. ***The effect on the orderly development of the property or the preservation of property values; and***

5. ***Whether the provisions of the Agreement shall provide sufficient benefit to the City to justify entering into the Agreement.***

Development Agreements are binding contracts that set the terms, rules, conditions, regulations, entitlements, responsibilities, and other provisions relating to the development of the covered properties. The proposed second amendment of the Mourier & Wealth Properties DA is included as Exhibit A. The key items addressed in the proposed DAA include frontage improvements, groundwater wells, water conservation goals, and recycled water facilities. Each item is listed and discussed below. Items that are not addressed in this amendment are subject to the terms of the original DA and the 1st Amendment.

Frontage Improvements: The DAA modifies the requirements and responsibilities for frontage improvements along Fiddyment Road. The revisions prescribe a more specific construction obligation beyond what was previously required by the original DA, and includes timings for the development of each segment. The proposed DAA modifies the phasing for the Fiddyment Road frontage improvements

from two to three phases, and notes that the northern segment (Segment 1) has already been constructed. The revised language notes that construction of the middle segment (adjacent to Parcel JM-85 and Parcel JM-21, identified as Segment 2 in Exhibit H of the DAA) will be triggered with the development of Parcel JM-21. As part of the middle segment, a traffic signal will be required at the intersection of Fiddyment Road and Westlake Drive in accordance with the revised Exhibit K of the DAA. In the event that the developer of JM-21 has not commenced construction of the middle segment by November 2021, the developer of JM-21 will be required to enter into a Deferred Improvement Agreement (DIA) with the City within four years of recordation of the DAA. In addition, five years from the recordation of the DAA, the City may require the developer of JM-21 to construct the middle segment of Fiddyment Road frontage improvements.

Groundwater Wells: Section 3.7.2 of the original DA requires the Landowner to dedicate to the City Parcels JM-60 and FD-63 for two groundwater wells. The City is responsible for the construction of monitoring wells for determining water production and quality and the topside improvements. The Landowner is responsible for drilling and completing the production wells, but not the above ground well improvements such as pumping and treatment facilities. The requested DAA maintains this language but adds that if the City adopts a revised water connection fee which is uniformly applied on a City-wide basis and encompasses the costs of the well construction requirements, the Landowner shall be relieved of the well construction requirements as long as the Landowner pays the applicable water connection fee.

Water Conservation Goals: The proposed DAA includes an amendment to Section 3.7.4, which pertains to the City's periodic evaluation of available water supply and water conservation goals. The original DA requires the review of water demands, the achievement of water conservation goals and sources of water once construction of the dwelling units in the Plan area cumulatively utilize 25% of the projected potable water usage at buildout of the SVSP, and then every three years thereafter during the term of the DA. The DAA will replace this language and clarify the City has the ability to monitor potable water consumption on a near real term basis with the implementation of the City's Advanced Metering Infrastructure ("AMI") system.

Recycled Water Facilities: The DAA will amend Section 3.9 of the original DA regarding development obligations for construction of recycled water facilities. Similar to Section 3.2.2 discussed above, the DAA adds language that if the City adopts a revised water connection fee that is uniformly applied on a City-wide basis and encompasses the estimated cost for construction of the recycled water facilities, the Landowner shall not be responsible for the payment of the pro-rata share of the cost of the recycled water facilities, as long as the Landowner pays the applicable recycled water connection fee or revised water connection fee, or any special benefit fees as may be applicable to fund the recycled water facilities.

In summary, City staff has found the proposed DAA to be consistent with the General Plan, SVSP, and the Zoning Ordinance. The DAA is in conformance with the public health, safety, and welfare, and will not adversely affect the orderly development of the property or the preservation of property values. Therefore, the proposed DAA is consistent with items 1-5 above.

PUBLIC OUTREACH

The proposed project was distributed to all internal and external agencies and departments who have requested such notice, and all comments or recommended conditions of approval have been incorporated into the project, as appropriate. A notice of the public hearing was published in the Sacramento Bee on November 27, 2020 and a notice of the hearing was also distributed to all property owners within 300 feet of the site, and to the Roseville Coalition of Neighborhood Associations. To date, no comments have been received.

ENVIRONMENTAL DETERMINATION

This project is exempt from the provisions of the California Environmental Quality Act (CEQA) Guidelines pursuant to Section 15061(b)(3) (General Rule) and Section 305 of the City of Roseville CEQA Implementing Procedures. The Planning Manager has determined that this project is substantially consistent with the previously certified Sierra Vista Specific Plan EIR, certified by the City Council on May 5, 2010 (SCH #2008032115), and that the DAA does not result in any physical changes to the environment or changes to environmental impacts previously considered in connection with the approval of the existing DA. As such, no additional environmental documentation is required.

RECOMMENDATION

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

A. Recommend the City Council approve the **DEVELOPMENT AGREEMENT AMENDMENT – 4250 UPLAND DRIVE – SVSP PCL JM-21 – SECOND AMENDMENT TO THE MOURIER & WEALTH PROPERTIES DEVELOPMENT AGREEMENT – FILE #PL20-0138**.

EXHIBIT

A. Second Amendment of the Mourier & Wealth Properties Development Agreement

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

PC EXHIBIT A

OFFICIAL BUSINESS
Document entitled to free recording
Government Code Section 27383

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

City Clerk
City of Roseville
311 Vernon Street
Roseville, CA 95678

(SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE)

SECOND AMENDMENT OF DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF ROSEVILLE AND MOURIER INVESTMENTS, LLC RELATIVE TO THE SIERRA VISTA SPECIFIC PLAN

This Second Amendment of Development Agreement ("Second Amendment") is entered into this ____ day of _____, 2020, by and between the CITY OF ROSEVILLE, a municipal corporation ("City") and Mourier Investments, LLC, a California limited liability company ("Mourier" or "Landowner") pursuant to Sections 65864 through 65869.5 of the Government Code of California.

RECITALS

A. Mourier, Wealth Properties, Inc., a California corporation ("Wealth"), and City entered into a Development Agreement (the "Original Development Agreement") which was approved by the City Council of City on May 19, 2010, and recorded on June 18, 2010, in the Official Records of Placer County as Document No. 2010-0045960-00.

B. Mourier, Wealth, and City entered into the Original Development Agreement relative to development within a portion of the Sierra Vista Specific Plan Area, as such is more precisely defined in Exhibits "A" and "B" of the Original Development Agreement (the "Property"). Except as otherwise defined herein, all capitalized terms used herein shall have the meanings ascribed thereto in the Original Development Agreement.

C. Mourier assigned a portion of its interest in the Original Development Agreement to John Mourier Construction, Inc., a California corporation ("JMC") pursuant to that certain Purchase and Sale Agreement dated December 19, 2017, and which closed escrow on December 26, 2017.

D. Wealth assigned its interest in the Original Development Agreement to Mourier pursuant to that certain Assignment and Assumption Agreement Relative to the Sierra Vista Specific Plan Development Agreement dated as of March 19, 2019, and recorded March 27, 2019, as Document No. 2019-0018797-00, in the Official Records of Placer County, California.

E. Mourier assigned a portion of its interest in the Original Development Agreement to JMC pursuant to that certain Assignment and Assumption Agreement Relative to the Sierra Vista Specific Plan Development Agreement dated as of November 7, 2019, and recorded November 8, 2019, as Document No. 2019-0089191-00, in the Official Records of Placer County, California.

F. City, Mourier, and JMC entered into a First Amendment to the Original Development Agreement (the "First Amendment") which was approved by the City Council of City on March 4, 2020, and recorded on April 13, 2020, in the Official Records of Placer County as Document No. 2020-0032962-00. The Original Development Agreement and the First Amendment are hereinafter collectively referred to as the "Development Agreement."

G. This Second Amendment affects certain portions of the Property owned by Mourier (the "Second Amendment Property"), as described in Exhibit "A" and as depicted in Exhibit "B" attached to this Second Amendment and shall run with the land described in Exhibit "A." Mourier and City intend for this Second Amendment to revise Mourier's obligations with respect to construction of Frontage Improvements on the west side of Fiddyment Road, replace Exhibit H of the Development Agreement with Exhibit "C" attached to this Second Amendment, revise the parties' obligations with respect to groundwater production wells and recycled water facilities, and update the parties' evaluation of water conservation goals.

H. This Second Amendment is authorized by Section 1.4 of the Development Agreement.

NOW THEREFORE, THE PARTIES MUTUALLY AGREE AS FOLLOWS:

1. AMENDMENT OF DEVELOPMENT AGREEMENT.

a. Section 3.5.2(b) of the Development Agreement for the Second Amendment Property is hereby amended and revised in its entirety to read as follows:

"3.5.2 (b) <u>Fiddyment Road</u>. Landowner shall construct the Frontage Improvements, as defined in Section 3.5.1, for the west side of Fiddyment Road. City has a CIP project to construct the 2 south bound lanes and the median curbs through the City's CIP in advance of the development of the Plan Area, including design, environmental permitting, and mitigation requirements related

thereto. The CIP construction will also include the Landowner's obligation for 5-feet of pavement width, one median curb, utility stubs, and left turn pockets into the Plan Area. At the time when the adjacent Participating Owner proceeds to develop its property, on specific parcels east of Upland Drive referenced below, that will trigger Fiddyment Road Frontage Improvements, that Participating Owner shall complete its Frontage Improvements on the west side of Fiddyment Road and complete the landscaping of the median. That Participating Owner will be responsible to reimburse the City for the cost of its obligation set forth above in this Section 3.5.2 (b), less the cost of the eastern one-half of the median landscaping. In the event that Landowner's cost of the eastern one-half of median landscaping exceeds the City's cost of the portion of Landowner's Frontage Improvements obligation set forth above, City shall pay Landowner for such cost difference out of the City TMF Fund.

Fiddyment Road Frontage Improvements may be constructed in three phases in accordance with Revised Exhibit "H". Each phase of such Fiddyment Road Frontage Improvements shall be triggered upon on-site development of the specific parcels (excluding open space parcels) east of Upland Drive (excluding construction of Upland Drive itself). The northern segment (Segment 1 as identified on Exhibit H) of the Fiddyment Road Frontage Improvements has already been constructed. The middle segment (Segment 2 as identified on Exhibit H) of the Fiddyment Road Frontage Improvements adjacent to JM-85 and JM-21 will be triggered when JM-21 develops. As part of the middle segment, a traffic signal will be required at the intersection of Fiddyment Road and Westlake Drive in accordance with Revised Exhibit "K". Additionally, in the event the developer of JM-21 has not commenced construction of the middle segment by November 2021, the developer of JM-21 shall be required to enter into a Deferred Improvement Agreement (DIA) with City for said segment no sooner than four (4) years after recordation of this Second Amendment. At five (5) years from the recordation of this Second Amendment, the City in its sole discretion may require the developer of JM-21 to complete the middle segment."

b. Section 3.7.2 of the Development Agreement for the Second Amendment Property is hereby amended and revised in its entirety to read as follows:

"3.7.2 <u>Groundwater Wells</u>.

If applicable, Landowner shall dedicate to City Parcels JM-60 and FD-63 for two (2) groundwater wells at the approximate locations

shown in Exhibit "Q". The City shall be responsible for the construction of monitoring wells for determining water production and quality and the topside improvements. Landowner shall be responsible for drilling and completing the production wells (but not above ground well improvements such as pumping and treatment facilities) as further described below ("Well Construction Requirements"). To facilitate the drilling of the monitoring wells Landowner will provide City and its contractors access to and within the location of the well site to enable City to install monitoring wells to confirm desired capacity and water quality.

It is the intent of this section (and the Parties) that the groundwater well locations identified within the SVSP shall be capable of achieving a yield of approximately 1,800 gallons per minute and the groundwater water is of such quality that only disinfection will be required to meet California Drinking Water Quality Standards. Should the City determine the available capacity or water quality does not achieve these objectives, Landowners shall, at its own cost, work with the City to relocate well sites within the SVSP until these objectives are satisfied.

The Landowner shall contact the City Environmental Utilities Department prior to construction of the production wells. Landowner shall receive approval from the City of the well design and drilling method prior to commencement of this work. Wells shall be drilled at the time of occupancy of any residential units within 500 feet of the well site. Landowner shall include noise curtains for a particular well if at the time of construction of the well homes are occupied between 500 feet and 1000 feet of the well.

Notwithstanding the foregoing, if the City adopts a revised water connection fee which is uniformly applied on a City-wide basis and encompasses the costs of the Well Construction Requirements, Landowner shall be relieved of the Well Construction Requirements set forth in this Section 3.7.2 so long as Landowner pays the applicable fee."

c. Section 3.7.4 of the Development Agreement for the Second Amendment Property is hereby amended and revised in its entirety to read as follows:

"3.7.4 <u>Water Conservation Goal</u>. The City has determined, and Landowner agrees, that the available water supply is sufficient to serve all phases of the Project. This determination was the conclusion of a review of the demand and source issues created by the projected build-out of the Project based upon the various technical

studies completed in connection with the environmental review of the Project. The demand for water at build-out of the Project was determined by reference to the City's current information on water usage by the various land uses included and permitted within the City and the proposed land uses within the Project and by reference to the Landowner's Sierra Vista Specific Plan Water Conservation Plan which includes a reduction in water use by 17% over current use characteristics.

The sources for water evaluated for the Project are the same types of sources currently used throughout the City; namely, surface water contracts with federal and local agencies and the use of groundwater. City and Developer are satisfied, based upon detailed technical analysis, that the demand and source assumptions relied upon to assure water for the Project are valid. However, the Parties have agreed to the following procedure to assure the continued validity of the underlying assumptions and the continued availability of sufficient water to service all phases of the SVSP Project.

With the implementation of the City's Advanced Metering Infrastructure ("AMI") system, the City will have the ability to monitor potable water consumption on a near real term basis. If the City determines that water consumption exceeds what was anticipated and will negatively affect the City's ability to provide water for the Project, then the Parties shall meet and in good faith attempt to implement whatever measures are needed to assure the water supply will meet the Project's demands. In the event that the City adopts a City-Wide requirement for a reduction in water use by more than the 17% over current potable water usage as set forth herein, and the then built portion of the SVSP has met its 17% objective set forth in this Section 3.7.4, the residential units for which building permits have not yet been issued shall be required to implement such measures necessary to achieve such City-Wide requirement, above the 17% objective set forth in this Section 3.7.4. Development and implementation of such measures shall be at Landowner's cost. The foregoing notwithstanding, should City achieve its adopted City-Wide water conservation goals, the SVSP Area shall not under any circumstances be deemed out of compliance with its Water Conservation Plan water conservation objective as set forth herein."

d. Section 3.9 of the Development Agreement for the Second Amendment Property is hereby amended and revised in its entirety to read as follows:

"3.9 Recycled Water Facilities. Landowner shall construct recycled water system facilities as provided in this Section 3.9 and the Phasing Plan in Section 3.3, and as shown in Exhibit "U", attached hereto and made a part hereof. Recycled water shall be used for irrigation of parks and landscape setbacks, medians, paseos adjacent to collector streets and other landscape areas including all multi-family and non-residential landscaping uses. Landowner shall construct and dedicate upon completion thereof, a recycled water distribution system as generally shown in Exhibit "U". In the event that the WRSP has not constructed recycled water facilities necessary to serve the SVSP, Landowner shall construct the necessary off-site recycled facilities and obtain reimbursement from the WRSP in accordance with Section 4.2.2 herein.

City shall construct a recycled water tank(s), pump station expansion and appurtenant recycled water facilities on City property in the WRSP as required for the Project. City shall be responsible to dismantle and eliminate each potable water charging station (5 total) as set forth in Section 3.3, and make the appropriate connections to the WRSP recycled water system as part of the construction of the recycled water tank(s) and pump station expansion on City property in the WRSP. City costs, estimated at $5.3 million, associated with the recycled water tank(s), pump station expansion, elimination of the potable water charging stations and connections to the West Roseville Specific Plan recycled water system, and appurtenant recycled water facilities (hereinafter, the "Recycled Water Facilities"), which include, but are not limited to, permitting, design, construction, design support during construction phase, construction management, inspection, and City's administrative and labor costs, shall be paid through a combination of methods, as follows:

(i) The City shall, as part of maximum special taxes in the Project CFD(s), as defined in Section 3.17.1 of the Agreement, include in such levy of maximum special taxes on all DUEs in the Specific Plan, comprised of 6,650 residential units and 2,095,236 square feet of non-residential building square footage, an amount of $30/sewer equivalent dwelling unit ("sewer EDU")/year starting at the time a water meter is installed for the particular land use or as classified as a developed parcel in the rate and method for the Project CFD(s);

(ii) The City shall levy up to maximum special taxes in the Project CFD(s), as defined in Section 3.17.1, necessary to generate what is estimated at $2.4 million (in year 2010 dollars), adjusted annually by the CCI, for a portion of the Recycled Water Facilities to be financed pursuant to this Section 3.9. Such maximum special taxes shall be levied at issuance of building permits

in the case of residential land uses, and at certificate of occupancy for non-residential land uses, on a pro-rata basis for a Landowner's proportionate share of its obligation under this Section 3.9, with sewer EDUs on all properties in the SVSP as the denominator, and the sewer EDUs in a large lot parcel as the numerator, and shall remain in place until Landowner's proportionate share of the $2.4 million in pay-as-you-go special tax revenue for such Recycled Water Facilities set forth in this Section 3.9, as may be adjusted by the CCI, is fully paid.

(iii) City shall impose a charge for recycled water of $20/sewer EDU/month (based on meter size) over the standard City charge for irrigation service (including the use of potable water on an interim basis) as such standard recycled water charge may from time to time be adjusted by City, charged to future recycled water billing accounts in the Plan Area for landscape setbacks for high density residential and non-residential land uses, until such time as $2.9 million for the Recycled Water Facilities, beyond the $2.4 million of maximum special taxes collected, is fully funded; and

(iv) If the costs of the Recycled Water Facilities fall below or rise above the $5.3 million estimated cost, City shall adjust accordingly the amounts financed as set forth in this Section 3.9.

All recycled water system facilities including storage tank(s), pump station, transmission, distribution and public and private irrigation systems shall be designed and constructed pursuant to City's then current Improvement Standards, unless modifications are otherwise mutually agreed to by Landowner and the Environmental Utilities Director, and shall be subject to City plan review, construction, inspection and final approval and payment of all applicable fees for plan review, mapping and inspection of such improvements.

If City adopts a revised water connection fee (which is uniformly applied on a City-wide basis and encompasses the estimated $5.3 million for the Recycled Water Facilities described in this Section 3.9), prior to the issuance of any building permits in the Project, Landowner shall not be responsible for the payment of the estimated $5.3 million pro-rata share of the cost of the Recycled Water Facilities, except through the payment of the City's recycled water connection fee, or City's revised water connection fee if a recycled water connection fee is embedded into City's revised water connection fee, or any special benefit fees as may be applicable to the Project to fund the Recycled Water Facilities."

e. REVISED LIST OF EXHIBITS. The following entries are added to the List of Exhibits:

"Revised Exhibit H Backbone Infrastructure Segments"
"Revised Exhibit K Traffic Signals"

f. REVISED EXHIBITS. Revised Exhibits H and K, attached to this Second Amendment, are added to the exhibits and replace the existing Exhibits H and K for the Second Amendment Property.

2. CONSISTENCY WITH GENERAL PLAN. The City Council has found and determined that this Second Amendment is consistent with the General Plan and the Sierra Vista Specific Plan.

3. AMENDMENT LIMITED TO SECOND AMENDMENT PROPERTY. This Second Amendment is limited to and applies only to development of the Second Amendment Property and does not affect or apply in any manner with respect to the development of any other property within the Sierra Vista Specific Plan Area, including without limitation, any other portion of the Property.

4. AMENDMENT. This Second Amendment amends, but does not replace or supersede, the Development Agreement, except as specified herein. As amended hereby with respect to the Second Amendment Property, the Development Agreement remains in full force and effect.

5. FORM OF AMENDMENT. This Second Amendment is executed in two duplicate originals, each of which is deemed to be an original.

IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has authorized the execution of this Second Amendment in duplicate by its City Manager and attested to by its City Clerk under the authority of Ordinance No. _____, adopted by the Council of the City of Roseville on the ____ day of _____, 2020.

CITY OF ROSEVILLE,
a municipal corporation

By:_____
Dominick Casey
City Manager

ATTEST:

By:_____
Sonia Orozco
City Clerk

MOURIER INVESTMENTS, LLC, a
California limited liability company

By:_____
John L. Mourier, III
Managing Member

APPROVED AS TO FORM;

By:_____
Robert R. Schmitt
City Attorney

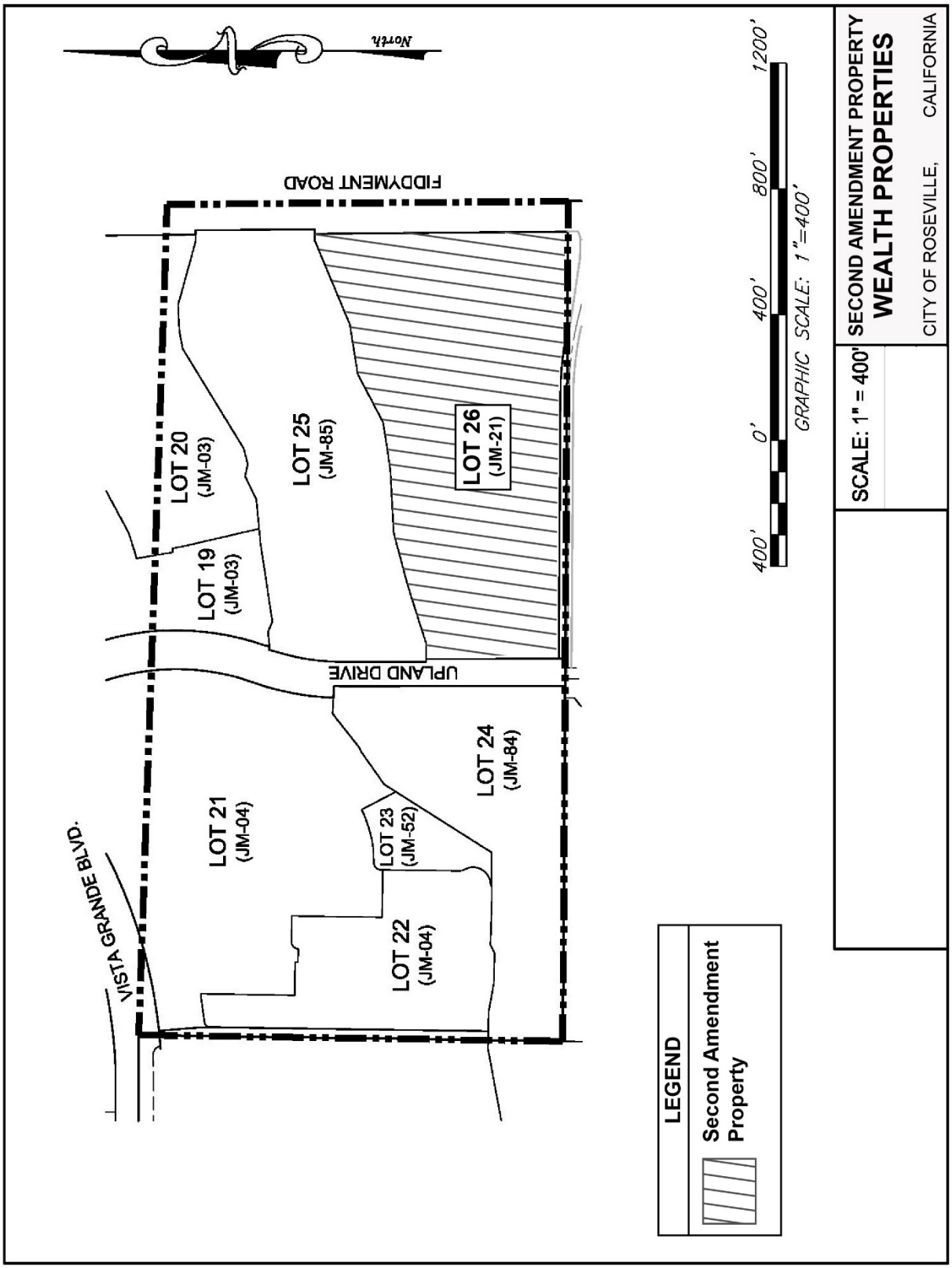
APPROVED AS TO SUBSTANCE:

By:_____
Mike Isom
Development Services Director

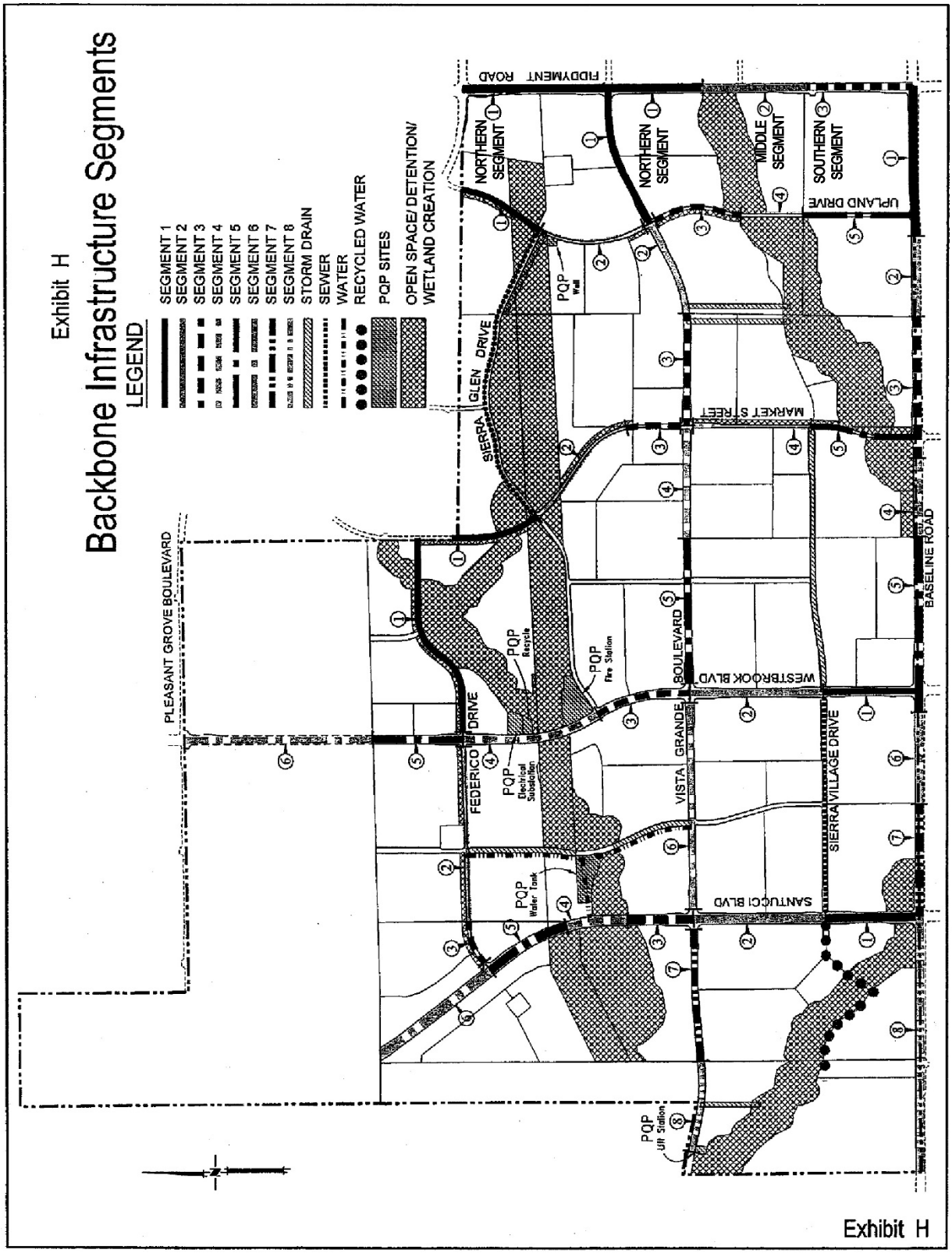
EXHIBIT A
SECOND AMENDMENT PROPERTY

All that real property situate in the City of Roseville, County of Placer, State of California located in Section 36, Township 11 North, Range 5 East, M.D.M. being all of Lot 26 as shown on the Final Map of "The Villages at Sierra Vista", filed for record on July 29, 2015, in Book DD of Maps, at Page 26.

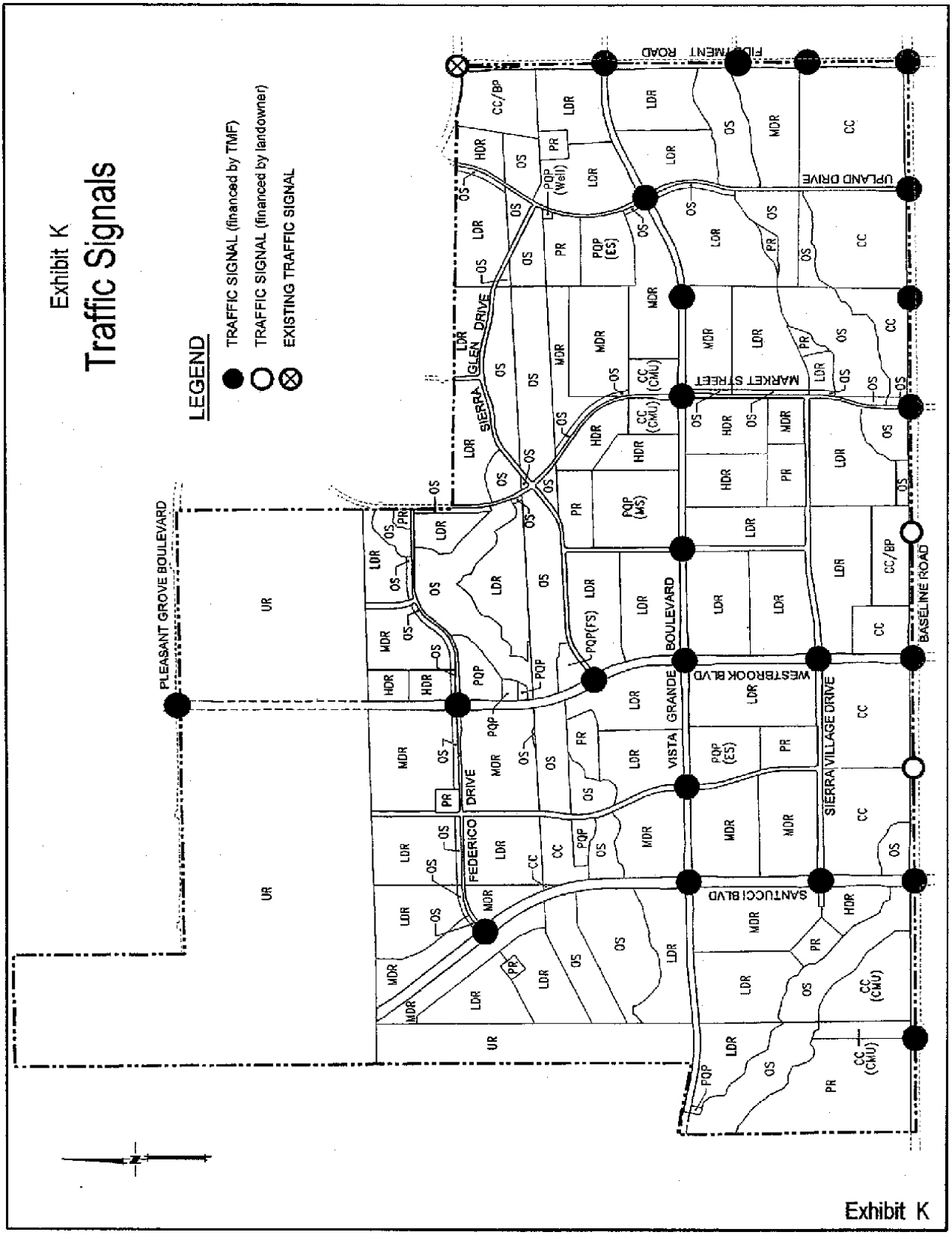
EXHIBIT B
DEPICTION OF SECOND AMENDMENT PROPERTY



REVISED EXHIBIT H
BACKBONE INFRASTRUCTURE SEGMENTS
[Replacing Development Agreement Exhibit H]



REVISED EXHIBIT K
TRAFFIC SIGNALS
[Replacing Development Agreement Exhibit K]



PLANNING COMMISSION COMMUNICATION

Title:	NCRSP PCL 36 - Raising Cane's, 1220 Galleria Bl, File # PL20-0173
Contact:	Sean Morales, smorales@roseville.ca.us, 916-774-5282

Meeting Date: 12/10/2020
Item #: 6.1.

ATTACHMENTS:

Description

Staff Report

Attachment 1 Parking Table

Attachment 2 Queuing Memo

Exhibit A Plans

Planning Division Staff Report
Planning Commission Meeting December 10, 2020

Prepared by: Sean Morales, Assistant Planner

ITEM 6.1: MPP Stage 1 Modification and MPP Stage 2 – 1220 Galleria Boulevard – NCRSP PCL 36 – Raising Cane's – PL20-0173

REQUEST

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

Applicant – Chet Rusit, PM Design Group, Inc.
Owner – Adam Caracci, Raising Cane's Chicken Fingers

SUMMARY RECOMMENDATION

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

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

SUMMARY OF OUTSTANDING ISSUES

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

BACKGROUND

The project site is located at 1220 Galleria Boulevard, on Parcel 36 of the North Central Roseville Specific Plan (NCRSP) (Figure 1). The property has a zoning designation of Regional Commercial with a Special Area overlay of the North Central Roseville Specific Plan (RC/SA-NC) and a General Plan land use designation of Regional Commercial (RC). The property is associated with the larger Creekside Town Center commercial center, which is bounded by Galleria Blvd., Antelope Creek Dr., Creekside Ridge Ct. and Highway 65.

In August 1998, the Planning Commission approved a Stage 1 Major Project Permit (MPP) for Creekside Town Center, which included ±801,000 square feet of retail buildings. Subsequently in May 1999, the Planning Commission approved a Stage 2 MPP for Creekside Town Center, which included approval of the building architecture, colors, and materials. An On the Border Mexican restaurant was constructed on the property and completed in 2001. On August 9, 2012, the Planning Commission approved a MPP Modification (file #2012PL-042) to establish a new color palette and allow a repaint of the Creekside Town Center's in-line buildings and six (6) of the pad buildings. The subject pad building is under separate ownership and was not included in the project.

The current request is for a Major Project Permit Stage 1 Modification to demolish the existing full service On the Border restaurant and construct a 3,812 square-foot fast food Raising Cane's restaurant with a double drive-through and two order boards at the Creekside Town Center. A Major Project Permit Stage 2 is also requested to review the proposed elevations for the building.

Figure 1. Project Location

SITE INFORMATION

Location: 1220 Galleria Blvd.

Total Size: 1.33 acres

Topography and Setting: The project site and surroundings are developed. The site is located within the Creekside Town Center commercial development and is surrounded on all sides by commercial uses.

EVALUATION

The proposed project is being evaluated through the Major Project Permit (MPP) entitlement process. The intent of the MPP process is to streamline the review of large and diverse projects that could be constructed over a period of several years. The MPP process allows for the resolution of site issues prior to the review of more detailed architectural and landscape issues that may not be finalized at the time the site plan is ready. In accordance with the City's MPP Ordinance, the MPP review process is segregated into three separate stages. The evaluation section of this report includes an analysis of the requested MPP Stage 1 Modification and MPP Stage 2. Each entitlement is analyzed separately for its consistency with the goals and policies of the applicable regulations, including the General Plan, the Zoning Ordinance, the Community Design Guidelines (CDG), and the North Central Roseville Specific Plan (NCRSP), and the Creekside Town Center design guidelines.

EVALUATION: MAJOR PROJECT PERMIT STAGE 1 MODIFICATION AND STAGE 2

Section 19.82.040 of the City of Roseville Zoning Ordinance describes the procedures for an amendment to a Major Project Permit. According to Section 19.82.040 C, all amendments that are not considered minor shall be reviewed in the same manner as the initial approval. The proposed request includes demolishing an existing building and constructing a new restaurant with a modified footprint and the addition of a drive-through. This modification does not meet the minor modification criteria and; therefore,

requires final action by the Planning Commission subject to the findings for a Major Project Permit Stage 1. The required findings are listed below in ***italicized, bold text*** and are followed by an evaluation.

The findings for a Major Project Permit Stage 1 are as follows:

1. ***The Preliminary Development Plan is consistent with the General Plan, applicable Specific Plan, and adopted City design guidelines; and***

2. ***The design and installation of the Preliminary Development Plan shall not be detrimental to the public health and safety, or be materially detrimental to the public welfare.***

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

1. ***The Architecture and Landscaping is consistent with the General Plan, applicable Specific Plan, and adopted City design guidelines; and Phase 1 approval; and***

2. ***The design and installation of the Preliminary Development Plan shall not be detrimental to the public health and safety, or be materially detrimental to the public welfare.***

The following includes an evaluation of the MPP Stage 1 Modification and the MPP Stage 2.

The MPP Stage 1 Modification includes an evaluation of the proposed changes to the Creekside Town Center site layout 56to ensure compliance with the intent of the original approval. The MPP Stage 1 Modification plans are as shown in Exhibit A.

Site Plan: The project proposes to demolish the existing 8,100 square foot On the Border restaurant and construct a new 3,600 square foot Raising Cane's restaurant. The smaller footprint of the building will increase the building setback from Galleria Blvd. to the west by approximately 45 feet and will increase the setback from the drive aisle to the south by approximately 30 feet. The site layout is being modified to include two drive-through lanes to serve the restaurant. Alterations are also proposed for the parking spaces and the trash enclosure location. The circulation on site will be largely unchanged. Inclusion of the drive-through lanes increases the footprint of the project to the north and eliminates one drive aisle. This will not impact the Creekside Town Center as a whole, as the Raising Cane's site is located over two hundred feet from other buildings in the center in any direction. Multiple drive aisles and entrances to the south and north of the site allow vehicles to travel to other businesses without need to enter the Raising Cane's area of the center. Furthermore, the entrance to the proposed drive-through lanes at Raising Cane's will be over 200 lineal feet from entrances to the shopping center, eliminating any risk of stacking into adjacent areas.

Screen Wall: There is an existing 4-foot tall wall on site that screens the existing building from Galleria Blvd. and wraps around a portion of the southern building elevation along the adjacent driveway entrance. The applicant proposes to extend the screen wall along Galleria Blvd. in order to screen the proposed drive-through lanes. The proposed wall will add approximately 100 lineal feet of screening. The wall is broken up into three separate sections and are set off from one another to provide articulation and visual interest. The center portion of the wall will be 6 feet tall and the other new section will be 4 feet tall to match the existing section. Both of the new wall sections will be covered in stucco and stone veneer to match the existing wall. The wall will screen the entire length of the drive-through and will reduce headlight glare onto Galleria Blvd.

Parking: The Zoning Ordinance outlines the parking requirements based on use type and an associated ratio per the square footage for each use type. Within the Creekside Town Center site, parking is shared among all tenants per a reciprocal parking agreement. Therefore, not all of the required parking per use must be located on the site. Twenty parking spaces are proposed to be removed with the project to allow

space for the drive-through lanes as well as new trash enclosure locations. Despite losing twenty spaces on-site, the overall parking shortfall on-site will be reduced in comparison to the On the Border restaurant because of the reduced building footprint. Table 1 compares the parking shortfall for each use. The overall parking table for the Creekside Town Center is included as Attachment 1. When the Creekside Town Center Major Project Permit was approved, the project was planned with a large excess of parking over the amount required by code. There remains a 519 parking space surplus for the shopping center over what is required by the Zoning Ordinance. Therefore, there is adequate parking to serve the proposed restaurant.

Table 1. Required Parking Comparison

Use	Area	Ratio	Required Parking	Provided Parking	Shortfall
On the Border	8,100 sf	1 space/100 sf	81 spaces	56 spaces	25 spaces
Raising Cane's	4,136 sf	1 space/100 sf	41 spaces	29 spaces	12 spaces

Drive-Through Lane: CDG Policy CC-30 requires a minimum of 180 feet of stacking space from the entrance of a drive-through lane to the pick-up window to prevent conflict with other vehicle circulation on the project site. The proposed project includes a new double drive-through with two lanes. Each drive-through lanes provides approximately 263 feet of stacking, which complies with Policy CC-30. The applicant also provided a queuing memo to further alleviate concerns about vehicle queing and circulation on site, which is included as Attachment 2. The memo describes the double drive-through operation. At peak hours during lunch and dinner there will be a staff member standing in the median between the drive aisle to take orders and a staff member will bring the completed order to cars in the outer lane. During off-peak hours the lanes will merge into a single lane at the order and pickup locations. The memo also includes queuing analyses from three other Raising Cane's locations. Development Services - Engineering staff reviewed the memo and site plan and do not have concerns with queuing and circulation on site.

Menu Boards: The Creekside Town Planned Sign Permit Program (PSPP) allows one menu board sign for single-tenant pad buildings. The applicant proposes two menu boards, one for each drive-through lane. The applicant is currently in discussion with the ownership of the shopping center to allow a modification to the PSPP to allow a second menu board. As these discussions are ongoing, a modification to the PSPP is not proposed with this project. The menu board locations are shown on the site plans for planning purposes. Condition 60 is a standard condition of approval for MPP and Design Review permits that states signs shown on the permits are not approved as part of the Major Project Permit. A Sign Permit is required for all project signs. The applicant is required to receive approval of a minor modification to the PSPP by the Planning Manager before approval of a second menu board.

Trash Enclosures: The current trash enclosure location on site is proposed to be demolished to allow space for the double drive-through. Current state and local codes updated in 2020 require that restaurants utilize three separate refuse bins for trash, recycling, and organic material. The City Environmental Utilities Department reviewed the proposed location of the three bins and found the proposed turning radius leading to the organics bin to be insufficient for City vehicle access. A suitable alternative was identified, but the plan set was not able to be updated by all consultants before staff report publication. Condition 5 was added to the Major Project Permit Stage 1 Modification to require the site plan to be modified for building and improvement plans to accommodate an organics bin subject to approval by Environmental Utilities.

MPP Stage 2

Stage 2 of the MPP process includes the review of the architectural design and landscape treatment for the proposed restaurant. The project has been evaluated based on the applicable design standards of the NCRSP Design Guidelines, the Creekside Town Center Design Guidelines, and the City's CDG. The proposed building is one story in height, and is designed to be architecturally consistent with the surrounding buildings in the center while retaining elements of the corporate brand where possible.

Architecture: The architecture of is consistent with that of the surrounding buildings in the Creekside Town Center. The building is roughly square in shape with some projections, one story in height, and has a flat roof that varies in elevation. The architectural style is contemporary modern. The building façade has articulated wall projections with varied color and materials to provide visual interest. Dunn Edwards Shortbread is a neutral paint color found throughout the center and is used on each elevation to provide a cohesive design. Dunn Edwards Whole Wheat is also an approved color in the center and is used throughout for contrast. Stacked stone veneer is used on vertical elements throughout the center and is used prominently on the proposed entrance elevation to provide visual interest and added texture. The design also includes glass window openings with anodized aluminum to enhance all sides of the building, including the rear elevation which faces the drive-through lane and Galleria Blvd. (Figure 3). Condition 4 was added to the Major Project Permit Stage 2 to require the elevations shall be modified to eliminate or screen the guardrail above the west elevation subject to approval by the Planning Division. A satisfactory alternative was not reached before publication of the staff report.

Figure 2. Proposed Elevations

Landscaping: The landscape plan includes a variety of trees, shrubs, perennials, succulents, and grasses that require low water usage. This is consistent with the Water Efficient Landscape Ordinance as well as the latest landscape update for the Creekside Town Center approved I 2017. The proposed landscaping will provide ample screening and parking lot shade per the NCRSP and the CDG. Extensive landscaping is proposed at the western property line adjacent to Galleria Blvd. These plantings will help create attractive views from the public way. In addition to the planting proposed by the applicant, the existing double row of London Plane trees along Galleria Blvd. will help soften the view toward the drive-through lane. A mix of London Plane trees, Coast Live Oaks, and Chinese Pistache trees are also proposed throughout the interior of the site.

PUBLIC OUTREACH

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

Approval, as appropriate. Notice of the application was also distributed to the Roseville Coalition of Neighborhood Associations. No comments were received. A public notice of the Planning Commission hearing was published on November 27, 2020, and was distributed to all property owners within 300 feet of the project site. To date, no comments have been received.

CONCLUSION

The proposed project is consistent with the City of Roseville General Plan, NCRSP, Zoning Ordinance, CDG, and the Creekside Town Center Design Guidelines. Therefore, staff recommends that the Planning Commission approve the proposed MPP Stage 1 Modification and the MPP Stage 2 for Raising Cane's.

ENVIRONMENTAL DETERMINATION

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

The project meets these criteria for the following reasons and is therefore exempt. (a) The general plan designation of Regional Commercial allows for Fast Food with Drive-Through uses. (b) The total project site encompasses 1.33 acres. (c) The project site has been previously developed and does not contain habitat for endangered, rare or threatened species. (d) The proposed use is consistent with the existing use of the site and will not have significant effects on traffic, noise, air quality, or water quality. (e) The site can be adequately served by a required utilities and public services allocated to the site.

RECOMMENDATION

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

A. Adopt the two (2) findings of fact as stated below and approve the **MAJOR PROJECT PERMIT STAGE 1 MODIFICATION – 1220 GALLERIA BOULEVARD – NCRSP PCL 36 – RAISING CANE'S – FILE# PL20-0173** subject to five (5) conditions of approval; and

B. Adopt the two (2) findings of fact as stated below and approve the **MPP STAGE 2 – 1220 GALLERIA BOULEVARD – NCRSP PCL 36 – RAISING CANE'S – FILE# PL20-0173** subject to seventy (70) conditions of approval.

CONDITIONS OF APPROVAL FOR MPP STAGE 1 MODIFICATION (FILE # PL20-0173)

1. This Major Project Permit Stage 1 Modification approval shall be effectuated within a period of two (2) years form this date and if not effectuated shall expire on **December 10, 2022**. Prior to said expiration date, the applicant may apply for an extension of time, provided, however, this approval does not extend the expiration date beyond **December 10, 2023**.

2. The project is approved as shown in **Exhibit A** and as conditioned below. (Planning)

3. The project is subject to the previously approved conditions of approval for the Creekside Town Center Major Project Permit Stage 1 except as conditioned or modified below. (Planning)

4. The project shall comply with all required environmental mitigation identified in *Creekside Center Project Mitigated Negative Declaration*, and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)

5. The site plan shall be modified to accommodate an organics bin subject to approval by the Environmental Utilities Department. (Environmental Utilities, Planning)

CONDITIONS OF APPROVAL FOR MPP STAGE 2 (FILE # PL20-0173)

1. This Major Project Permit approval shall be effectuated within a period of two (2) years from **December 10, 2020** and if not effectuated shall expire on **December 10, 2022**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **December 10, 2023**. (Planning)

2. The project is approved as shown in **Exhibit A** and as conditioned or modified below. (Planning)

3. The project shall comply with all required environmental mitigation identified in *Creekside Center Project Mitigated Negative Declaration*, and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)

4. The elevations shall be modified to eliminate or screen the guardrail above the west elevation subject to approval by the Planning Division. (Planning)

5. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. Project billing may occur up to two (2) months after the end of warranty or the Notice of Termination date for the SWPPP, whichever occurs later. (Engineering, Environmental Utilities, Electric, Finance)

6. The design and construction of all improvements shall conform to the Design and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)

7. The applicant shall not commence with any on-site improvements or improvements within the right-of-way until such time as grading and/or improvement plans have been submitted for review and are approved with grading and/or encroachment permits issued by the Department of Development Services – Engineering Division. (Engineering)

8. The approval of this project does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. The Developer shall submit civil drawings to the Department of Development Services – Engineering Division for review and approval. (Engineering)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

9. Parking lot design shall conform to the City's design standards, including the following minimum standards for parking stalls:

    a. All parking stalls shall be double-striped. Parking stalls adjacent to sidewalks, landscaped areas or light fixtures, and all Accessible stalls shall abut a 6-inch raised curb or concrete bumper. (Planning)

b. Standard – 9 feet x 18 feet; Compact – 9 feet x 16 feet; Accessible – 14 feet x 18 feet (a 9-foot-wide parking area plus a 5-foot-wide loading area) and a minimum of one (1) parking space shall be Accessible van accessible – 17 feet x 18 feet (9-foot-wide parking area plus an 8-foot-wide loading area). (Planning)

c. An 'exterior routes of travel' site accessibility plan incorporating slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signage, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to City for review, prior to building plan check approvals. This site accessibility plan shall also include:

i. Accessible parking stalls shall be dispersed and located closest to accessible entrances. The total number of accessible parking spaces shall be established by Table 11B-208.2 of the CBC.

ii. Accessible Parking spaces and crosswalks shall be signed, marked and maintained as required by Chapter 11 of the CBC.

iii. Accessible parking and exterior route of travel shall comply with CBC, Sections 11B-206 and 11B-208. (Building)

10. Signs and/or striping shall be provided on-site as required by the Development Services Department – Planning Division to control on-site traffic movements. Parking lot striping and signage shall be maintained in a visible and legible manner. (Planning)

11. The plans submitted to the Building Division for permits shall indicate all approved revisions/alterations as approved by the Commission including all conditions of approval. (Planning)

12. The project Landscape Plans shall comply with the following:

a. The Landscape Plan shall indicate the location of, and be designed to avoid conflicts with, all pole-mounted light fixtures and utility equipment including (but not limited to) electric transformers, switchgear, and overhead lines; backflow preventers; fire department connections; and public water, sewer, and storm drain facilities. (Planning, Fire, Environmental Utilities, Electric, Public Works)

b. The tree plantings in the parking lot shall be designed to provide a minimum of 50% shade coverage after 15 years. (Planning)

c. At a minimum, landscaped areas not covered with live material shall be covered with a rock, (3") bark (no shredded bark) or (3") mulch covering. (Planning)

d. The landscape plan shall comply with the Landscape Guidelines for North Central Roseville Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning, Environmental Utilities)

e. Landscaping adjacent to preserve areas shall consist of California native, drought-tolerant groundcover, shrubs, plants, and trees. (Open Space, Planning)

f. All landscaping in areas containing electrical service equipment shall conform to the Electric Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Departments "Specification for Commercial Construction." (Electric)

g. Slopes within landscape planters shall be no more than 3:1. A two-foot flat bench located at back-of-walk shall be included in the landscape area to slow or allow absorption of nuisance run-off from the planters. (Parks, Recreation, and Libraries)

h. All landscaping shall conform to the standards of crime prevention through environmental design with the intent to create natural surveillance, controlling access, and territorial reinforcement to property boundaries. (Police)

13. Any roof-mounted equipment and satellite dishes proposed shall be shown on the building plans. The equipment shall be fully screened from public streets and the surrounding properties. (Planning)

14. A separate Architectural Site Accessibility Plan which details the project's site accessibility information as required by California Title 24, Part 2 shall be submitted as part of the project Building Permit Plans. (Building)

15. Building permit plans shall comply with all applicable code requirements (California Building Code – CBC – based on the International Building Code, California Green Building Standards Code–CGBSC, California Mechanical Code – CMC – based on the Uniform Mechanical Code, California Plumbing Code – CPC – based on the Uniform Plumbing Code, California Fire Code – CFC – based on the International Fire Code – with City of Roseville Amendments – RFC, California Electrical Code – CEC – based on the National Electrical Code, and California Energy Standards – CEC T-24 Part 6), California Title 24 and the American with Disabilities Act - ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Division for applicable Code editions). (Building)

16. For restaurants, other food services, or commercial swimming pools: The developer shall obtain all required approvals and permits from the Placer County Health Department and the City of Roseville Industrial Waste Division. (Building, Environmental Utilities)

17. Maintenance of copy of building plans: Health and Safety Code section 19850 requires the building department of every city or county to maintain an official copy of the building plans for the life of the building. As such, each individual building shall be submitted as a separate submittal package. Building plan review, permit issuance and archiving is based on each individual building address. (Building)

18. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Development Services-Engineering prior to approval of any plans. (Engineering)

19. The Improvement Plans shall include a complete set of Landscape Plans. The Landscape Plans shall be approved with the Improvement Plans. (Planning, Engineering, Fire, Environmental Utilities, Electric)

20. A note shall be added to the grading plans that states:

    "Prior to the commencement of grading operations, the contractor shall identify the site where the ***excess/borrow*** *earthen material shall be imported/deposited. If the* ***borrow/deposit*** *site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified."* (Engineering)

21. Bike parking and clean air vehicle spaces shall be provided per the California Green Building Standards. Clean Air spaces shall be marked "CLEAN AIR/CARPOOL/EV". Bike rack/locker design and location shall be approved by Alternative Transportation. (Alternative Transportation, Building).

22. All storm drainage, including roof drains, shall be collected on site and treated with Best Management Practices (BMP's) per the City's Stormwater Quality Design Manual. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. Drain outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. The grading/improvement plans for the site shall be accompanied with a shed map that defines that area tributary to this site and all drainage facilities shall be designed to accommodate the tributary flow. The storm drain system and proposed BMP's shall be privately owned and maintained by the property owner. Prior to the issuance of any permits, the owner shall provide a plan for the maintenance of the proposed BMP's. (Engineering)

23. Prior to the approval of the Improvement Plans, the project proponent shall provide proof of preparation and submittal of a Storm Water Pollution Prevention Plan (SWPPP) to the Regional Water Quality Control Board (RWQCB). Proof shall be in the form of the Waste Discharge Identification Number (WDID#), provided to the applicant from RWQCB, placed on the coversheet of the improvement plans. Upon approval of the improvement plans, a copy of the SWPPP shall be required onsite and available for viewing by City inspection staff upon request. (Engineering)

24. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)

25. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)

26. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During plan check of the improvement plans and/or during inspection, Public Works will designate the exact areas to be reconstructed. Any existing public facilities damaged during the course of construction shall be repaired by the property owner and at the property owner's expense, to the satisfaction of the City. (Engineering)

27. Prior to the approval of the improvement plans, it will be the project proponent's responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)

28. Prior to the issuance of building permits, the property owner shall pay into the following fee programs: Citywide Drainage Fee, Citywide Traffic Mitigation Fee (TMF), Highway 65 Joint Partners Association (JPA), South Placer Regional Transportation Authority (SPRTA), and City/County Fee. (Engineering)

29. The applicant/developer shall update the Transportation Systems Management (TSM) Plan for Creekside Town Center to be reviewed and approved by the Transportation Commission. (Alternative Transportation)

30. Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water, sewer and recycled water utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan-view and in profile-view where grading activities will modify existing site elevations over top of or within 15 feet of the utility. Any utilities that could potentially be impacted by the project shall be clearly identified along

with the proposed protection measures. The developer shall be responsible for taking measures and incurring costs associated with protecting the existing water, sewer and recycled water utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)

31. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

32. Water and sewer infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards and shall include:

    a. Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12 feet unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.

    b. Water, sewer and recycled mains shall not exceed a depth of 12 feet below finished grade, unless authorized in these conditions of approval.

    c. All sewer manholes shall have all-weather, 10-ton vehicle access unless otherwise authorized by these conditions of approval. (Environmental Utilities)

33. Trash enclosures, recycling areas, and enclosure approaches shall be designed to current Refuse Division specifications, the materials and colors shall match the building, and the location of such facilities shall be reviewed and approved by the Refuse Division, Planning and the Fire Department. The enclosure must have inside dimensions of 12 feet wide and 9 feet deep and be built to the specifications of the Solid Waste Department's Enclosure Description. (Refuse, Planning, Fire)

34. Access to trash enclosures shall have an inside turning radius of 25 feet and an outside turning radius of 45 feet must be maintained to allow the refuse truck access to and from the enclosure. Enclosures must have a clear approach of 65 feet in front of the enclosure to allow servicing bins. (Refuse)

35. A trash enclosure and recycling enclosure is required for each building and each tenant, otherwise, the building owner is responsible for the trash service. (Refuse)

36. The design and installation of all fire protection equipment shall conform to the California Fire Code and the amendments adopted by the City of Roseville, along with all standards and policies implemented by the Roseville Fire Department. (Fire)

37. The applicable codes and standards adopted by the City shall be enforced at the time construction plans have been submitted to the City for permitting. (Fire)

38. The Electric Department requires the submittal of the following information in order to complete the final electric design for the project:

    a. one (1) set of improvement plans

    b. load calculations

    c. electrical panel one-line drawings

39. All on-site external lighting shall be installed and directed to have no off-site glare. Lighting within the parking areas and pedestrian walkways shall provide a maintained minimum of one (1) foot-candle, and 0.5 foot-candle of light, respectively. All exterior light fixtures shall be vandal resistant. (Planning, Police)

40. The parking lot shall have properly posted signs that state the use of the parking area is for the exclusive use of employees and customers of this project. (See California Vehicle Code Sections 22507.8, 22511.5, 22511.8, 22658(a), and the City of Roseville Municipal Code Section 11.20.110). The location of the signs shall be shown on the approved site plan. (Planning, Police)

41. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

DURING CONSTRUCTION & PRIOR TO ISSUANCE OF OCCUPANCY PERMITS:

42. Any backflow preventers visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventers shall be screened with landscaping and shall comply with the following criteria:

    a. There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventer to the landscaping.

    b. For maintenance purposes, the landscaping shall only be installed on three sides and the plant material shall not have thorns.

    c. The control valves and the water meter shall be physically unobstructed.

    d. The backflow preventer shall be covered with a green cover that will provide insulation. (Planning, Environmental Utilities)

43. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:

    a. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)

44. Easement widths shall comply with the City's Improvement Standards and Construction Standards. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed land Surveyor. All existing public utility, electric, water, sewer and reclaimed water easements shall be maintained unless otherwise authorized by these conditions of approval. (Public Works, Environmental Utilities, Electric)

45. Inspection of the potable water supply system on new commercial/industrial/office projects shall be as follows:

    a. The Environmental Utilities Inspector will inspect all potable water supply up to the downstream side of the backflow preventer.

    b. The property owner/applicant shall be responsible for that portion of the water supply system from the backflow preventer to the building. The builder/contractor shall engage a qualified inspector to approve the installation of this portion of the water supply. The Building Division will require from the builder/contractor, a written document certifying that this portion of the potable water supply has been installed per improvement plans and in accordance with the Uniform Plumbing Code. This certificate of compliance shall be submitted to the Building Division before a temporary occupancy or a building final is approved.

c. The building inspectors will exclusively inspect all potable water supply systems for the building from the shutoff valve at the building and downstream within the building. (Building, Environmental Utilities)

46. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)

47. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Engineering)

48. The applicant/developer shall update the Transportation Systems Management (TSM) Agreement for Creekside Town Center to be reviewed and approved by the City Manager. (Engineering, Alternative Transportation)

49. Water, sewer and reclaimed water shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)

50. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)

51. **Restaurants or other Food Service Establishment (FSE).** The applicant shall design for installation and/or install an exterior grease interceptor if the proposed business could potentially discharge substances containing fats, oils and grease (FOG) into the sewer system. The grease interceptor shall be adequate to separate and remove FOG contained in the wastewater from FSE's prior to discharge to the public sewer. (Environmental Utilities)

52. In the event an exterior grease interceptor cannot be installed due to space limitation, the developer shall install a grease trap, per City Standards, that will mechanically separate the FOG contained in the wastewater from the FSE prior to discharge to the public sewer. (Environmental Utilities)

53. Pursuant to the Municipal Code, the applicant shall apply for and obtain a FOG waste discharge permit (FOG WDP) from the Environmental Utilities Industrial Waste Division prior to occupancy or prior to discharging waste to the public sewer. The applicant shall submit information required by the Environmental Utilities Department for evaluation, including but not limited to: site plans, floor plans, mechanical and plumbing plans, and details to show all sewers, FOG control device, grease interceptor or other pretreatment equipment and appurtenances by size, location and elevation. Additional information related to the applicant's business operations and potential discharge may be requested to properly evaluate the FOG WDP application. (Environmental Utilities)

54. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)

55. The City of Roseville Electric Department has electrical construction charges which are to be paid by the developer and which are explained in the City of Roseville "Specification for Commercial Construction." These charges will be determined upon completion of the final electrical design. (Electric)

56. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)

57. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes,

but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)

58. All electric metering shall be directly outside accessible. This can be accomplished in any of the following ways:

    a. Locate the metered service panel on the outside of the building.

    b. Locate the metered service panel in a service room with a door that opens directly to the outside. The developer will be required to provide a key to the door for placement in a lock box to be installed on the outside of the door. Any doors leading from the service room to other areas of the building shall be secured to prohibit unauthorized entry. (Electric)

59. One ¾-inch conduit with a 2-pair phone line shall be installed from the building's telephone service panel to the meter section of the customer's electrical switchgear or panel. (Electric)

60. It is the responsibility of the developer to ensure that all existing electric facilities remain free and clear of any obstruction during construction and when the project is complete. (Electric)

OTHER CONDITIONS OF APPROVAL:

61. Signs shown on the elevations are not approved as part of the Major Project Permit. A Sign Permit is required for all project signs. (Planning)

62. Following the installation of the landscaping, all landscape material shall be maintained in a healthy and weed-free condition; dead plant material shall be replaced immediately. All trees shall be maintained and pruned in accordance with the accepted practices of the International Society of Arboriculture (ISA). (Planning)

63. The City reserves the right to restrict vehicle turning movements within the public right-of-way in the future if deemed necessary by the City Engineer. (Engineering)

64. The required width of fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Minimum required widths and vertical clearances established by the Fire Code shall be maintained at all times during construction. Closure of accesses for fire apparatus by gates, barricades and other devices shall be prohibited unless approved by the Fire Chief. (Fire)

65. Temporary aboveground storage tanks may be used at construction sites for diesel fuel only and shall not exceed 1,000 gallon capacity. Tanks shall comply with all provisions found within the Fire Code. A Fire Department Permit shall be obtained prior to tank installation. The permit shall expire after 90 days from the date of issuance, unless extended by the Fire Chief. (Fire)

66. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor or person responsible for the building permit must notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable of not and if site remediation is required. (Fire)

67. The location and design of the gas service shall be determined by PG&E. The design of the gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)

68. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance, project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday, provided that all construction equipment shall be fitted with factory installed muffling devices and be maintained in good working order. (Building)

69. The developer (or designated consultant) shall certify that the building foundation location has been placed according to all approved setback requirements shown on the approved site plan. The developer shall prepare a written statement confirming building placement and provide an original copy to the City Building Division Field Inspector at the time of or prior to the foundation inspection. (Building)

70. Prior to Certificate of Occupancy, the applicant may apply for a Temporary Certificate of Occupancy (TCO) of the building. If a TCO is desired, the applicant must submit a written request to the Building Division a minimum of thirty (30) days prior to the expected temporary occupancy date and shall include a schedule for occupancy and a description of the purpose for the Temporary Certificate of Occupancy. (Building)

Attachments

1. Creekside Town Center Parking Table
2. Raising Cane's Queuing Memo

Exhibits

A. Plans

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

Attachment 1

Creekside Town Center Parking

Address	Store	Area	Ratio	Required
1236 Galleria Blvd.	Best Buy	46,005	300	153
1256 Galleria Blvd.	Barnes and Noble	22,500	300	75
1200 Galleria Blvd.	Marshall's	30,709	300	102
1196 Galleria Blvd.	Nordstrom Rack	32,794	300	109
1192 Galleria Blvd.	Michael's	24,336	300	81
1252 Galleria Blvd.	Saks OFF 5th	34,456	300	115
1248 Galleria Blvd.	Burlington	37,212	300	124
1244 Galleria Blvd.	Old Navy	25,020	300	83
1240 Galleria Blvd. #100	Five Below	10,500	300	35
1240 Galleria Blvd. #130	Bath and Bodyworks	2,798	300	9
1240 Galleria Blvd. #140	Big Dog Sportswear	2,487	300	8
1240 Galleria Blvd. #150	Famous Footwear	5,360	300	18
1240 Galleria Blvd. #170	Dress Barn	3,493	300	12
1232 Galleria Blvd. #100	Ulta	10,795	300	36
1232 Galleria Blvd. #130	Santillan Jewelers	2,573	300	9
1232 Galleria Blvd. #150	Justice	4,800	300	16
1204 Galleria Blvd. #100	Nails 19	4,930	300	16
1204 Galleria Blvd. #120	Carter's	3,995	300	13
1180 Galleria Blvd.	PF Changs	7,000	100	70
1216 Galleria Blvd.	Shell Oil	3,300	300	11
1220 Galleria Blvd.	**Raising Cane's**	**4,136**	**100**	**41**
1224 Galleria Blvd.	Men's Warehouse	7,000	300	23
1212 Galleria Bvd.	Buca di Beppo	8,239	100	82
1184 Galleria Blvd.	Red Robin	6,137	100	61
1228 Galleria Blvd., Suite #100	Starbucks	2,000	100	20
1228 Galleria Blvd., Suite #120	Jimboy's	1,500	100	15
1228 Galleria Blvd. Suite #130	Garden of Eat'n	1,250	100	13
1228 Galleria Blvd., Suite #140	Cold Stone Creamery	1,140	100	11
1228 Galleria Blvd., Suite #150	Jamba Juice	1,110	100	11
1208 Galleria Blvd., Suite #100	Loft	5,500	300	18
1208 Galleria Blvd., Suite #130	Verizon	2,500	300	8
1208 Galleria Blvd., Suite #150	Verizon	3,000	300	10
1208 Galleria Blvd., Suite #160	Paschane	2,500	300	8
1208 Galleria Blvd., Suite #170	Alfred Bridal	2,500	300	8
1188 Galleria Blvd.	Bank of America	4,801	250	19

Required	1,448
Provided	1,967
Surplus	519

as of November 2020

Kimley»Horn

MEMORANDUM

To: Adam Caracci

From: Kimley-Horn and Associates, Inc.

Date: November 4, 2020

Subject: *Drive-through Queuing Analysis at the Proposed Raising Cane's Project Located in the City of Roseville, California*

INTRODUCTION

This memorandum has been prepared to evaluate the drive-through queuing capacity of the proposed Raising Cane's restaurant located on the northeast corner of Galleria Boulevard and Creekside Road in the City of Roseville, California. The location of the proposed project is shown in Figure 1.

Figure 1: Project Location in Roseville, California

PROJECT DESCRIPTION

The project site is located on the northeast corner of Galleria Boulevard and Creekside Road in the City of Roseville, California. The site is bounded by Galleria Boulevard to the west, Creekside Road to the south, and commercial uses to the north and east. Raising Cane's proposes to redevelop the existing sit-down restaurant and parking lot into a 3,620-square-foot Raising Cane's drive-through restaurant building. Access to the Raising Cane's site will be provided via an existing full-movement driveway on Creekside Road and a right-in-right-out (RIRO) only driveway on Galleria Boulevard.

Proposed Drive-Through Operation

The opening to the drive-through lane is located at the northeast corner of the building and wraps around the building in a counter-clockwise direction. The drive-through provides two entry lanes and two order boards, which allows Raising Cane's to take orders from two customers at the same time. During off-peak periods the two lanes can merge into a single lane prior to the pay and pick-up window. During peak periods, an employee will be stationed at the outer lane to take orders and payment. Vehicles in the outer lane are then directed to queue in the outer lane and wait for their order, which is brought to their car by staff.

Assuming 22 to 25 feet per vehicle, the total queuing capacity is approximately:

- Outer lane from the entrance of drive-through to the order board: 140 feet (5 to 6 vehicles)
- Inner lane from the entrance of drive-through to the order board: 110 feet (4 to 5 vehicles)
- Outer lane between order board and pick-up area: 180 feet (7 to 8 vehicles)
- Inner lane between order board and pick-up window: 165 feet (6 to 7 vehicles)

The site provides a total drive-through queue length of approximately 595 feet (22 to 26 vehicles). The proposed site plan is included in Attachment A.

DRIVE-THROUGH QUEUING ANALYSIS

A drive-through queuing analysis was conducted to determine if the anticipated drive-through queue exceeds the available storage length and affect traffic operations of near-by land uses. The queuing analysis evaluated empirical data collected at three existing Raising Cane's sites and calculations based on Institute of Transportation Engineers (ITE) queuing methodology.

Pre-COVID-19 Empirical Queuing Data Collection and Observations

Drive-through queuing observations and counts were collected at the following existing Raising Cane's sites:

- Laguna Hills: Northeast corner of El Toro Road and Avenida De LaCarlota
- Orange: 2249 North Tustin Street
- Riverside: 11066 Magnolia Avenue

These sites were selected for queuing data collection because of site characteristics similar to the proposed project, such as being located adjacent to development or within a larger commercial center. It should be noted that these locations have single order board, which is less efficient compared to the proposed project which has dual order boards.

Data was collected prior to disruption by the novel coronavirus (COVID-19). The drive-through activity was observed during the following times on a weekday and Saturday:

- Laguna Hills & Riverside Sites:
  - 11:00 AM – 2:00 PM (lunch-time)
  - 4:00 PM – 7:00 PM (commute peak hour / dinner-time)
- Orange Site:
  - 12:00 PM – 2:30 PM (lunch-time)
  - 7:00 PM – 9:30 PM (dinner-time)

Weekday lunch-time and dinner-time peak operations are summarized in Table 1. Saturday lunch-time and dinner-time peak operation are summarized in Table 2. Supplemental data collection summary tables, as well as the data collection worksheets are provided in *Attachment B*. During the peak periods, average queue length ranged from 7 to 15 vehicles and the maximum queue ranged from 11 to 17 vehicles, which can be accommodated by the proposed 22-26 vehicle queuing capacity.

Table 1: Weekday Lunch-Time and Dinner-Time Peak Queuing Summary (Pre-COVID)

Site Location	Weekday Lunch-Time Peak			Weekday Dinner-Time Peak		
	Peak Period	Average Queue (vehicle)	Maximum Queue (vehicle)	Peak Period	Average Queue (vehicle)	Maximum Queue (vehicle)
Laguna Hills	12:15 PM-12:30 PM	**9**	15	6:45 PM-7:00PM	13	14
Orange	12:45 PM-1:00 PM	10	16	7:15 PM-7:30 PM	12	14
Riverside	12:30 PM-12:45 PM	8	12	6:00PM 6:15 PM	7	11

All site locations have a single order board which is less efficient compared to sites with dual order boards, like the proposed project.
Queues that exceed drive-through queuing capacity are bolded. Queuing capacity at each location are:
Laguna Hills = 170 feet (7-8 vehicles)
Orange = 180 feet (7-8 vehicles)
Riverside= 325 feet (13-14 vehicles)

Table 2: Saturday Lunch-Time and Dinner-Time Peak Queuing Summary (Pre-COVID)

Site Location	Saturday Lunch-Time Peak			Saturday Dinner-Time Peak		
	Peak Period	Average Queue (vehicle)	Maximum Queue (vehicle)	Peak Period	Average Queue (vehicle)	Maximum Queue (vehicle)
Laguna Hills	1:00 PM-1:15 PM	8	14	6:15 PM-6:30 PM	**9**	13
Orange	1:00 PM-1:15 PM	11	13	8:45 PM-9:00 PM	15	17
Riverside	1:30 PM-1:45 PM	10	12	6:45 PM-7:00 PM	8	11
All site locations have a single order board which is less efficient compared to sites with dual order boards, like the proposed project. Queues that exceed drive-through queuing capacity are bolded. Queuing capacity at each location are: Laguna Hills = 170 feet (7-8 vehicles) Orange = 180 feet (7-8 vehicles) Riverside= 325 feet (13-14 vehicles)						

During-COVID Empirical Queuing Data Collection and Observations

Drive-through queuing observations and counts were collected at the following existing Raising Cane's sites:

- Huntington Beach: 101142 Adams Avenue
- Orange: 2249 North Tustin Street
- Foothill Ranch: 26782 Portola Parkway

These sites were selected for queuing data collection because of site characteristics similar to the proposed project, such as being located adjacent to development or within a larger commercial center. It should be noted that Orange site has a single order board, which is less efficient compared to sites with dual order boards like Huntington Beach, Foothill Ranch, and the proposed project.

Data was collected during disruption caused by COVID-19. The drive-through activity was observed during the following times on a weekday and Saturday:

- 11:00 AM – 2:00 PM (lunch-time)
- 4:00 PM – 7:00 PM (commute peak hour/dinner-time)

Weekday lunch-time and dinner-time peak operations are summarized in Table 3. Saturday lunch-time and dinner-time peak operation are summarized in Table 4. Supplemental data collection summary tables, as well as the data collection worksheets are provided in *Attachment C.* During the peak periods, average queue length ranged from 8 to 23 vehicles and the maximum queue ranged from 11 to 25 vehicles, which can be accommodated by the proposed 22-26 vehicle queuing capacity. Outside of the drive-through lane, the project site would be able to accommodate an additional 265 feet (10-12 vehicles) vehicles from the internal drive aisle on-site for additional drive-through queuing capacity before spilling onto Creekside Road.

While the COVID-19 pandemic has caused increases in drive-through queuing demand with the restriction of indoor dining, it should be noted that the current operations are not typical for drive-through operations, outside of COVID-19 pandemic restrictions. Under typical conditions, if there is

a back-up of vehicles in the drive-through lane, some customers are observed to park and go into the building, rather than join the existing drive-through queue. It is recommended that Raising Cane's coordinate with City staff to monitor to the peak operating conditions.

Table 3: Weekday Lunch-Time and Dinner-Time Peak Queuing Summary (During-COVID-19)

Site Location	Weekday Lunch-Time Peak			Weekday Dinner-Time Peak		
	Peak Period	Average Queue (vehicle)	Maximum Queue (vehicle)	Peak Period	Average Queue (vehicle)	Maximum Queue (vehicle)
Huntington Beach	12:15 PM-12:30 PM	9	14	5:30 PM-5:45PM	14	18
Orange	12:45 PM-1:00 PM	10	12	6:45 PM-7:45 PM	15	16
Foothill Ranch	1:30 PM-1:45 PM	8	11	6:30PM 6:45 PM	15	21

Orange site location has a single order board, which is less efficient compared to sites with dual order boards, like Huntington Beach, Foothill Ranch or the proposed project.
Queues that exceed drive-through queuing capacity are bolded. Queuing capacity at each location are:
Huntington Beach = 505 feet (20-23 vehicles)
Orange = 180 feet (7-8 vehicles)
Foothill Ranch = 385 feet (15-16 vehicles)

Table 4: Saturday Lunch-Time and Dinner-Time Peak Queuing Summary (During-COVID-19)

Site Location	Saturday Lunch-Time Peak			Saturday Dinner-Time Peak		
	Peak Period	Average Queue (vehicle)	Maximum Queue (vehicle)	Peak Period	Average Queue (vehicle)	Maximum Queue (vehicle)
Huntington Beach	12:45 PM-1:00 PM	14	18	6:45 PM-7:00 PM	15	19
Orange	1:45 PM-2:00 PM	16	19	6:00 PM-6:15 PM	23	25
Foothill Ranch	1:15 PM-1:30 PM	20	23	5:15 PM-5:30 PM	20	23

Orange site location has a single order board, which is less efficient compared to sites with dual order boards, like Huntington Beach, Foothill Ranch or the proposed project.
Queues that exceed drive-through queuing capacity are bolded. Queuing capacity at each location are:
Huntington Beach = 505 feet (20 to 23 vehicles)
Orange = 180 feet (7-8 vehicles)
Foothill Ranch = 385 feet (15-16 vehicles)

Drive-through Queue Length Calculation

To supplement the empirical data collected at the existing Raising Cane's restaurants in Laguna Hills, Orange, and Riverside, the drive-through queuing capacity was also analyzed using queuing analysis formulas published in the ITE *Transportation Planning Handbook, 3rd Edition*.

Raising Cane's typical service time in the drive-through is 2.5 minutes from the order board to the

pick-up window, with a vehicle being processed through the order board, pay window, and pick-up window every 35 to 40 seconds during the peak drive-through periods. Assuming the more conservative processing time of 40 seconds, and applying the ITE queuing formulas, the analysis indicated that the average queue length is estimated to be 9 vehicles, and the probability that the queue would be exactly 22 vehicles would be 1.00%. The probability of exceeding 22 vehicles during peak drive-through conditions is estimated to be 10.88%. The queuing calculation worksheet and formulas are provided as *Attachment D* of this report.

The ITE queuing analysis assumes a single-lane drive-through for a more conservative approach. The occurrence of the drive-through queue extending beyond the opening of the drive-through lane is expected to be an infrequent occurrence, and of short duration. The use of dual side-by-side drive-through lanes with dual order boards will improve the service rate and lower the number of vehicles queuing in the drive-through, as described in the following section.

Side-by-Side Operational Features

While regular customers who are familiar with the menu choices typically would complete the order part of the process is less that the average time, infrequent or new customers are more likely to dwell at the order board before making their choices, slowing down the process for everyone behind them. As a result, the order board is the most significant bottleneck in the drive-through process.

The side-by-side ordering configuration, as proposed by Raising Cane's, would provide two lanes with a separate order board for each lane. This will increase the number of customers processed through the order board portion of the drive-through, and "keep the line moving" even if one customer takes longer than average to order, allowing the restaurant to continue to take and complete orders from the other order lane. The newest customer to arrive at the drive-through entrance will naturally choose the empty lane or the shorter line, so that one customer who takes a longer time to order at one order board can be by-passed, thereby not holding up the entire drive-through line.

With the added efficiency of having two order boards and the ability to by-pass customers taking longer than average to order at the other order board, the service rate increases, compared to a single drive-through lane, as more orders can be processed. The cooks receive the orders at a more efficient rate, which allows them to continue cooking the food, rather than waiting for a slower customer to finish ordering. Because of added efficiency in the cooking area, the efficiency at the pick-up window increase, compared to a single drive-through lane, because the food is processed by the cooking area at a more efficient rate. The proposed dual pay and pick-up stations also improve the service rate under peak drive-through conditions as they service more drive-through vehicles than a single pick-up area of the drive-through.

The Roseville site will include additional features that will improve efficiency. The site will have enhanced kitchen features and additional fryers compared to the Laguna Hills, Orange and Riverside sites. These kitchen features are designed to increase cooking efficiency and decrease time needed to prepare orders. As mentioned previously, during peak periods staff will be deployed to take orders and payment on mobile tablets. This will allow Raising Cane's to take more orders and payments since staff can walk along the queue line.

CONCLUSION

The proposed Raising Cane's drive-through lane would provide a total queue length of approximately 595 feet, for a queuing capacity for 22 to 26 vehicles, assuming 22 to 25 feet per vehicle, from the beginning of the drive-through lanes to the pick-up window. Based on the drive-through queuing data collection and analysis presented in this memorandum, the overall average number of queued vehicles is estimated to be 9 (calculated at 8.97 and rounded up to 9) during the peak drive-through operations. The peak queue based on empirical data is 17 vehicles during the peak 15-minute time period.

The proposed two drive-through lane configuration will help address potential bottleneck issues at the order board, as well as reduce the service time at the drive-through as orders can be processed at a more efficient rate. The additional pay and pick-up lane will provide additional queue capacity and improve the service rate during peak drive-through conditions.

Attachments:

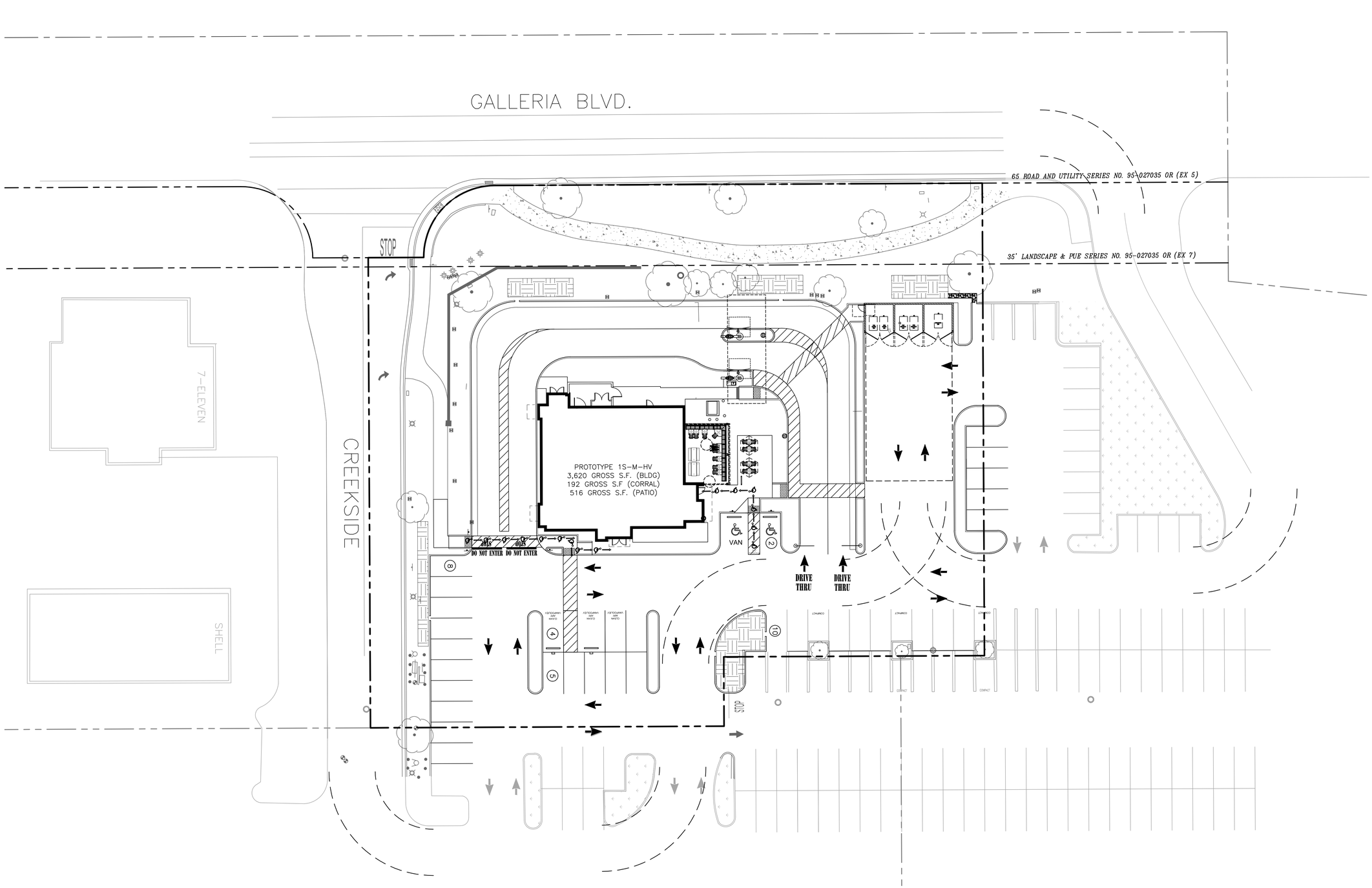
Attachment A – Proposed Site Plan
Attachment B – Supplemental Data (Pre-COVID-19)
Attachment C – Supplemental Data (During COVID-19)
Attachment D – Queuing Calculation

Kimley»Horn

ATTACHMENT A

PROPOSED SITE PLAN

\\orafp01\CA_ORA\ORA_LDEV\Raising Cane's\094797083 - Roseville (Galleria & Creekside) 569\CADD\References\xOnSite-094797083.dwg Layout1 Sep 23, 2020 8:39am by: Gregg.McMillon



NORTH

GRAPHIC SCALE IN FEET
0 10 20 40
WHEN PRINTED AT 24" x 36"

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6160 WARREN PARKWAY, STE 210 - FRISCO, TX 75034
PHONE: (972) 335-3580 | www.kimley-horn.com
STATE OF TEXAS REGISTRATION NO. F-928

TITLE:	SITE BASE EXHIBIT
PROJECT:	RC0569 - ROSEVILLE
LOCATION:	GALLERIA & CREEKSIDE
JOB NUMBER:	0569
SCALE:	1" = 20'
DATE:	9/22/2020
SHEET:	1 OF 1

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ATTACHMENT B

SUPPLIMENTAL DATA (PRE-COVID)

ATTACHMENT B.1

SUMMARY OF DRIVE-THROUGH QUEUING DATA COLLECTION
RAISING CANE'S - TYPICAL WEEKDAY
AVERAGE, 85TH PERCENTILE, AND PEAK QUEUES

Time Period	Number of Drive-through Vehicles in the Queue								
	Average Queue			85th %-ile [1] Queue			Peak Queue		
	Laguna Hills	Orange	Riverside	Laguna Hills	Orange	Riverside	Laguna Hills	Orange	Riverside
Lunch									
11:00-11:15 AM	1.5		1.7	2.7		3.0	3		4
11:15-11:30 AM	1.7		3.1	2.0		5.0	3		6
11:30-11:45 AM	2.6		1.1	4.0		2.0	5		2
11:45-12:00 PM	4.1		3.0	7.2		4.0	11		5
12:00-12:15 PM	3.9	5.6	5.4	7.0	7.0	7.0	9	14	8
12:15-12:30 PM	9.0	6.6	4.9	13.0	8.0	7.9	15	13	9
12:30-12:45 PM	10.6	7.0	7.8	12.8	9.0	9.9	13	10	12
12:45-1:00 PM	7.0	9.7	5.6	9.0	13.0	6.9	9	16	7
1:00-1:15 PM	5.2	9.0	5.2	7.0	11.0	7.0	8	13	8
1:15-1:30 PM	5.8	6.6	6.6	8.0	9.0	9.0	10	11	10
1:30-1:45 PM	2.8	3.9	4.5	5.0	5.0	7.0	6	7	9
1:45-2:00 PM	3.5	3.6	5.0	4.5	5.0	6.0	6	6	7
2:00-2:15 PM		3.6			5.0			5	
2:15-2:30 PM		2.9			5.0			6	
Highest Value	10.6	9.7	7.8	13.0	13.0	9.9	15	16	12
Dinner									
4:00-4:15 PM	5.6		3.5	7.0		5.0	8		6
4:15-4:30 PM	6.2		2.0	8.0		3.0	9		4
4:30-4:45 PM	5.9		3.8	7.0		6.0	9		7
4:45-5:00 PM	5.5		6.2	7.0		9.0	9		10
5:00-5:15 PM	5.4		2.2	7.0		4.9	8		6
5:15-5:30 PM	5.8		3.6	7.0		6.0	9		8
5:30-5:45 PM	7.1		5.3	8.0		8.9	10		10
5:45-6:00 PM	10.9		2.7	12.0		4.0	13		6
6:00-6:15 PM	8.6		6.7	10.4		9.0	11		11
6:15-6:30 PM	10.8		6.3	12.0		7.9	13		9
6:30-6:45 PM	11.1		4.5	12.5		6.9	14		8
6:45-7:00 PM	12.8		3.1	14.0		4.0	14		5
7:00-7:15 PM		11.0			12.0			14	
7:15-7:30 PM		11.5			13.0			14	
7:30-7:45 PM		8.6			10.0			12	
7:45-8:00 PM		8.3			10.0			12	
8:00-8:15 PM		9.4			11.0			13	
8:15-8:30 PM		8.5			11.0			12	
8:30-8:45 PM		6.4			9.0			10	
8:45-9:00 PM		5.2			7.0			8	
9:00-9:15 PM		6.4			8.1			10	
9:15-9:30 PM		7.5			9.3			12	
Highest Value	12.8	11.5	6.7	14.0	13.0	9.0	14	14	11

Notes: [1] 85th percentile = The queue will be less than the queue shown 85% of the time.

ATTACHMENT B.2

SUMMARY OF DRIVE-THROUGH QUEUING DATA COLLECTION
RAISING CANE'S - SATURDAY
AVERAGE, 85TH PERCENTILE, AND PEAK QUEUES

Time Period	Number of Drive-through Vehicles in the Queue								
	Average Queue			85th %-ile [1] Queue			Peak Queue		
	Laguna Hills	Orange	Riverside	Laguna Hills	Orange	Riverside	Laguna Hills	Orange	Riverside
Lunch									
11:00-11:15 AM	3.0		2.3	4.3		5.8	5		6
11:15-11:30 AM	1.8		2.3	3.0		5.8	4		6
11:30-11:45 AM	5.3		4.9	8.0		6.0	12		9
11:45-12:00 PM	7.5		1.9	10.0		3.9	12		5
12:00-12:15 PM	4.7	5.5	8.0	5.0	8.0	10.0	6	9	11
12:15-12:30 PM	4.1	6.8	4.9	5.0	8.7	6.9	6	10	8
12:30-12:45 PM	8.2	5.8	6.7	12.0	7.1	7.9	13	9	9
12:45-1:00 PM	9.3	6.8	7.9	11.0	8.0	9.0	12	9	12
1:00-1:15 PM	7.2	10.4	8.6	9.0	12.0	9.9	14	13	11
1:15-1:30 PM	7.3	9.4	8.1	9.0	12.0	9.9	10	13	12
1:30-1:45 PM	6.9	8.5	9.5	9.0	11.0	10.0	10	13	12
1:45-2:00 PM	7.3	3.9	8.0	8.8	5.4	9.0	10	6	10
2:00-2:15 PM		5.0			7.0			8	
2:15-2:30 PM		6.4			8.0			10	
Highest Value	9.3	10.4	9.5	12.0	12.0	10.0	14	13	12
Dinner									
4:00-4:15 PM	6.2		5.8	8.5		8.9	11		10
4:15-4:30 PM	4.5		7.1	5.1		8.9	6		11
4:30-4:45 PM	2.0		4.9	3.0		6.0	4		9
4:45-5:00 PM	5.2		3.9	6.0		6.0	8		7
5:00-5:15 PM	5.6		4.7	7.0		7.0	9		8
5:15-5:30 PM	10.0		4.2	12.0		5.0	12		6
5:30-5:45 PM	6.1		3.7	7.3		5.0	11		6
5:45-6:00 PM	7.3		2.1	11.3		3.0	13		4
6:00-6:15 PM	8.7		2.9	11.0		6.0	12		7
6:15-6:30 PM	8.6		2.8	11.0		4.8	13		6
6:30-6:45 PM	6.0		7.2	7.3		9.0	10		10
6:45-7:00 PM	4.7		7.8	7.0		9.0	8		11
7:00-7:15 PM		9.2			10.5			13	
7:15-7:30 PM		11.6			13.0			13	
7:30-7:45 PM		10.8			13.0			16	
7:45-8:00 PM		4.2			6.0			11	
8:00-8:15 PM		5.4			8.0			10	
8:15-8:30 PM		8.9			11.0			12	
8:30-8:45 PM		8.8			11.0			13	
8:45-9:00 PM		15.0			17.0			17	
9:00-9:15 PM		12.4			16.0			17	
9:15-9:30 PM		9.3			11.4			15	
Highest Value	10.0	15.0	7.8	12.0	17.0	9.0	13	17	11

Notes: [1] 85th percentile = The queue will be less than the queue shown 85% of the time.

ATTACHMENT C

SUPPLIMENTAL DATA (DURING COVID-19)

TABLE 1

SUMMARY OF DRIVE-THROUGH QUEUING DATA COLLECTION
RAISING CANE'S - TYPICAL WEEKDAY
AVERAGE, 85TH PERCENTILE, AND PEAK QUEUES

Time Period	Number of Drive-through Vehicles in the Queue								
	Average Queue			85th %-ile [1] Queue			Peak Queue		
	Orange	Huntington Beach	Foothill Ranch	Orange	Huntington Beach	Foothill Ranch	Orange	Huntington Beach	Foothill Ranch
Lunch									
11:00-11:15 AM	3.3	1.7	1.1	4.0	3.0	2.0	8	3	3
11:15-11:30 AM	6.6	3.8	2.3	8.0	5.0	4.0	9	6	5
11:30-11:45 AM	5.0	3.4	4.0	5.5	4.2	4.0	7	7	6
11:45-12:00 PM	2.6	4.4	6.5	4.0	6.0	9.0	4	7	10
12:00-12:15 PM	6.4	5.0	4.3	7.5	7.0	6.0	8	8	7
12:15-12:30 PM	6.5	8.5	7.0	8.0	12.0	8.0	9	14	9
12:30-12:45 PM	4.8	4.9	7.3	8.2	7.2	9.0	9	9	10
12:45-1:00 PM	10.1	3.4	5.3	11.0	5.0	6.0	12	6	7
1:00-1:15 PM	7.0	7.9	4.2	9.0	10.0	10.0	9	11	7
1:15-1:30 PM	2.5	4.1	6.9	5.0	6.0	10.0	5	6	11
1:30-1:45 PM	4.4	5.1	8.3	6.7	7.0	10.0	7	9	11
1:45-2:00 PM	4.8	3.6	2.9	6.0	5.0	4.0	8	6	4
Highest Value	10.1	8.5	8.3	11.0	12.0	10.0	12	14	11
Dinner									
4:00-4:15 PM	1.5	4.8	2.5	2.3	6.0	3.0	3	7	5
4:15-4:30 PM	6.1	2.2	1.8	8.0	3.5	2.0	8	5	3
4:30-4:45 PM	8.0	2.6	2.5	9.3	5.0	4.0	10	6	5
4:45-5:00 PM	7.0	6.7	2.8	9.3	8.0	4.0	10	10	5
5:00-5:15 PM	6.0	4.7	3.5	7.0	6.2	5.0	8	7	5
5:15-5:30 PM	10.3	7.9	5.0	11.1	11.3	6.9	12	14	8
5:30-5:45 PM	9.4	14.1	10.7	11.0	16.2	14.9	11	18	16
5:45-6:00 PM	2.0	8.9	15.1	3.3	11.0	16.9	4	12	17
6:00-6:15 PM	7.8	8.0	15.8	10.8	11.0	17.0	12	12	19
6:15-6:30 PM	9.9	7.8	15.7	11.4	10.2	17.0	15	13	17
6:30-6:45 PM	13.2	10.5	15.5	14.3	12.0	18.0	15	14	21
6:45-7:00 PM	14.5	10.9	6.9	15.3	13.0	8.9	16	14	11
Highest Value	14.5	14.1	15.8	15.3	16.2	18.0	16	18	21

Notes: [1] 85th percentile = The queue will be less than the queue shown 85% of the time.

TABLE 2

SUMMARY OF DRIVE-THROUGH QUEUING DATA COLLECTION
RAISING CANE'S - SATURDAY
AVERAGE, 85TH PERCENTILE, AND PEAK QUEUES

Time Period	Number of Drive-through Vehicles in the Queue								
	Average Queue			85th %-ile [1] Queue			Peak Queue		
	Orange	Huntington Beach	Foothill Ranch	Orange	Huntington Beach	Foothill Ranch	Orange	Huntington Beach	Foothill Ranch
Lunch									
11:00-11:15 AM	3.3	0.9	2.3	4.0	1.1	3.9	4	2	4
11:15-11:30 AM	5.0	2.6	4.9	7.0	3.0	8.0	7	4	8
11:30-11:45 AM	2.1	1.8	8.7	3.0	3.6	11.0	4	4	12
11:45-12:00 PM	4.6	5.1	7.7	5.2	8.0	8.0	7	9	10
12:00-12:15 PM	7.7	9.2	11.5	9.0	10.0	14.0	10	10	15
12:15-12:30 PM	8.3	8.5	12.4	9.0	10.0	14.9	11	11	16
12:30-12:45 PM	6.9	5.4	12.8	8.0	6.6	14.0	8	9	15
12:45-1:00 PM	9.4	13.6	14.8	11.3	16.8	16.9	14	18	18
1:00-1:15 PM	13.8	13.7	16.1	16.7	16.0	20.0	18	16	19
1:15-1:30 PM	17.5	9.7	19.6	18.0	11.0	22.0	18	12	23
1:30-1:45 PM	15.3	7.2	15.5	17.1	8.0	16.9	18	9	19
1:45-2:00 PM	16.3	7.7	16.1	19.0	10.0	18.0	19	11	19
Highest Value	17.5	13.7	19.6	19.0	16.8	22.0	19	18	23
Dinner									
4:00-4:15 PM	14.7	7.3	2.7	17.8	10.0	4.0	20	11	6
4:15-4:30 PM	20.5	3.3	6.1	20.9	4.0	7.0	21	5	8
4:30-4:45 PM	18.7	2.6	7.5	19.0	4.0	9.0	19	7	10
4:45-5:00 PM	21.3	4.1	9.6	21.7	5.0	11.0	22	6	12
5:00-5:15 PM	21.0	6.4	14.3	22.8	9.3	17.0	24	10	18
5:15-5:30 PM	23.3	6.5	20.3	24.1	9.0	21.9	25	10	23
5:30-5:45 PM	23.0	10.6	16.4	23.7	13.0	19.9	24	15	20
5:45-6:00 PM	20.8	6.3	15.9	22.1	8.5	17.0	23	11	19
6:00-6:15 PM	23.3	7.5	15.1	24.4	11.0	17.9	25	12	19
6:15-6:30 PM	21.5	9.8	16.5	21.9	12.2	17.9	22	15	18
6:30-6:45 PM	21.3	14.4	16.5	21.7	16.0	18.0	22	18	18
6:45-7:00 PM	21.8	15.3	17.0	22.6	17.0	18.0	23	19	18
Highest Value	23.3	15.3	20.3	24.4	17.0	21.9	25	19	23

Notes: [1] 85th percentile = The queue will be less than the queue shown 85% of the time.

ATTACHMENT D

QUEUING CALCULATIONS

DRIVE-THROUGH QUEUING ANALYSIS

Project: Raising Cane's Restaurant
Location: Northeast corner of Galleria Boulevard and Creekside Roade, Roseville

INPUT VALUES

Variable	Description	Value
A =	average number of vehicle arrivals per hour [1]	79
S =	service rate, number of vehicles per hour	87
I =	traffic intensity, utilization factor = A/S	0.91
Q =	queue capacity (vehicles)	22

FORMULAS

Average Length of Queue

$$\text{Avg } Q = A^2 / S(S-A) = I^2 / 1-I$$ 8.97

Probability of Q Number of Vehicles in Queue

$$P(Q) = (I)^Q (1-I)$$ 1.10%

Probability of Queue Exceeding Q Vehicles

$$\sum_{Q=0}^{Q=a} P(Q) \geq 0.95$$ 10.88%

[1] For a worst-case analysis, the peak arrival rate observed at the Orange Raising Cane's site is used here.

Source: Institute of Transportation Engineers (ITE) Transportation Planning Handbook, 3rd Edition

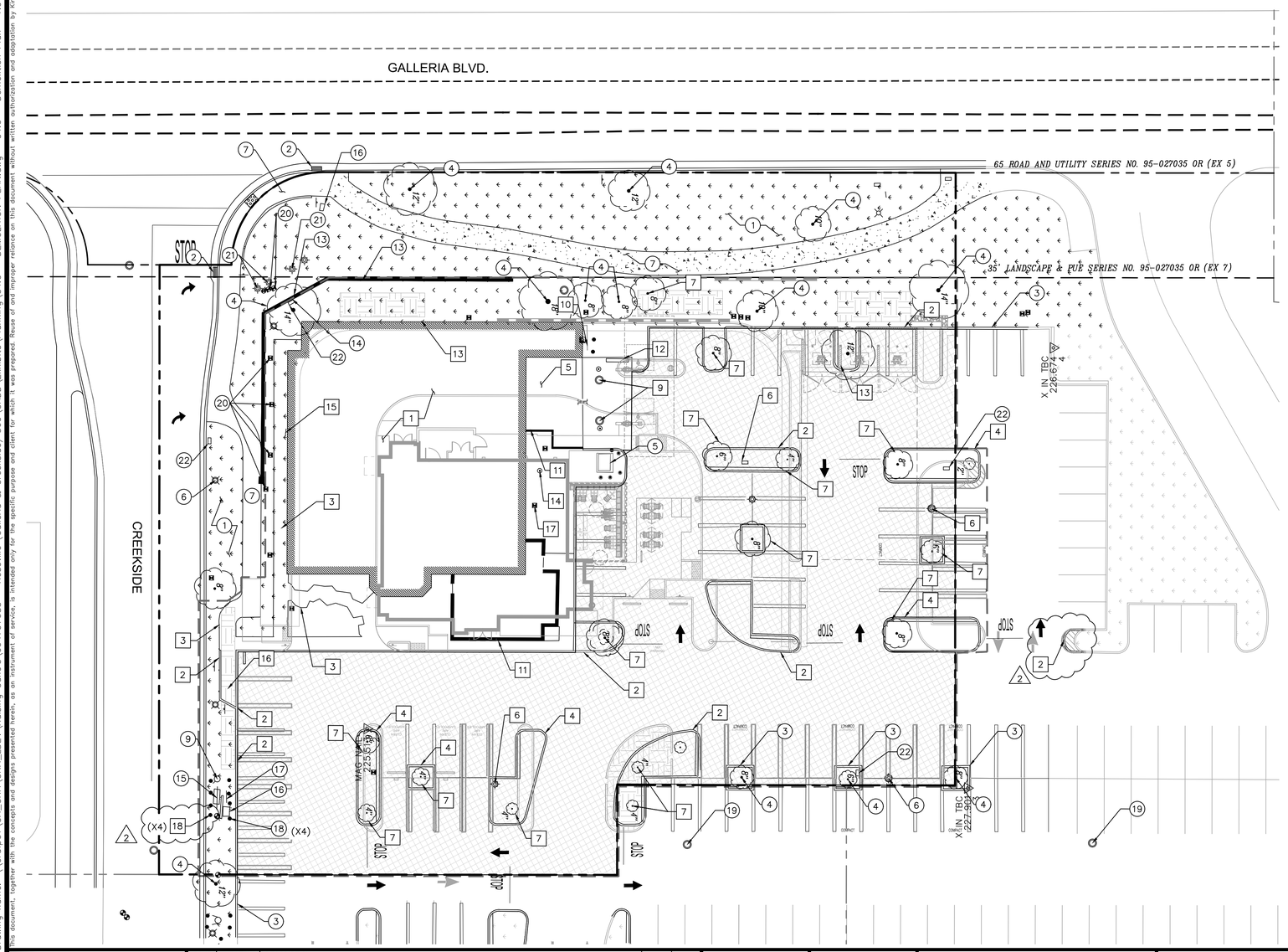
Exhibit A

GENERAL DEMOLITION NOTES

1. THE CONTRACTOR SHALL CLEAR THE PROJECT SITE AREA WITHIN THE CONFINES OF THE DEMOLITION LIMIT LINE. THE CONTRACTOR SHALL CAP IN PLACE ALL EXISTING UTILITIES AT THE DEMOLITION LIMIT LINE, UNLESS NOTED ON THE PLAN. THE CONTRACTOR SHALL DEMOLISH AND REMOVE FROM THE SITE ALL EXISTING UTILITY STRUCTURES, PLANTERS, TREES, AND ALL OTHER SITE FEATURES, UNLESS OTHERWISE NOTED ON THE PLAN.
2. DEMOLITION AND REMOVAL OF PAVEMENT INCLUDES PAVEMENT THICKNESS AS WELL AS BASE COURSE THICKNESS.
3. REMOVAL OF LANDSCAPING SHALL INCLUDE ROOTS AND ORGANIC MATERIAL.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY AND ALL PERMITS AND SHALL PAY ALL FEES NECESSARY FOR ENCROACHMENT, GRADING, DEMOLITION, AND DISPOSAL OF SAID MATERIALS AS REQUIRED BY PRIVATE, LOCAL AND STATE JURISDICTIONS.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR A SITE INSPECTION TO FULLY ACKNOWLEDGE THE EXTENT OF DEMOLITION WORK.
6. THE CONTRACTOR SHALL VERIFY AND LOCATE ALL EXISTING ABOVE AND UNDERGROUND UTILITIES. LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND ARE SHOWN FOR GENERAL INFORMATION ONLY.
7. DAMAGE TO ANY EXISTING UTILITIES AND SERVICES TO REMAIN SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL REPAIR AND/OR REPLACE IN KIND.
8. EROSION CONTROL MEASURES SHALL BE IMPLEMENTED TO PREVENT DEBRIS AND UNSUITABLE MATERIALS FROM ENTERING STORM DRAINS, SANITARY SEWERS AND STREETS.
9. DUST CONTROL MEASURES SHALL BE IMPLEMENTED DURING DEMOLITION.
10. DEMOLITION IS LIMITED TO WITHIN THE DEMOLITION LIMIT LINE UNLESS OTHERWISE NOTED.
11. CONTRACTOR SHALL REMOVE DEMOLISHED MATERIALS FROM THE SITE AS WORK PROGRESSES.
13. ALL DEMOLITION SHALL COMPLY WITH CHAPTER 24 AND ARTICLE 87 OF THE CALIFORNIA FIRE CODE.
14. CONTRACTOR TO USE CARE IN HANDLING DEBRIS FROM SITE TO ENSURE THE SAFETY OF THE PUBLIC. HAUL ROUTE TO BE CLOSELY MONITORED FOR DEBRIS OR MATERIALS TRACKED ONTO ADJOINING ROADWAYS, SIDEWALKS, ETC. ROADWAYS AND WALKWAYS TO BE CLEARED DAILY OR AS NECESSARY TO MAINTAIN PUBLIC SAFETY.
15. CONTRACTOR TO INSTALL CHAIN LINK FENCE WITH MESH SCREEN TO PROTECT PUBLIC FROM ENTERING CONSTRUCTION AREA.
16. CONTINUOUS ACCESS SHALL BE MAINTAINED FOR SURROUNDING PROPERTIES AT ALL TIMES DURING DEMOLITION OF EXISTING FACILITIES.
17. ALL MATERIAL REMOVED FROM THIS SITE BY THE CONTRACTOR SHALL BE DISPOSED OF BY THE CONTRACTOR IN A LEGAL MANNER.
18. REFER TO THE TOPOGRAPHIC SURVEY FOR ADDITIONAL DETAILS OF EXISTING STRUCTURES, ETC., LOCATED WITHIN THE PROJECT SITE. UNLESS OTHERWISE NOTED, ALL EXISTING BUILDINGS, STRUCTURES, SLABS, CONCRETE, ASPHALT, DEBRIS PILES, SIGNS, AND ALL APPURTENANCES ARE TO BE REMOVED FROM THE SITE BY THE CONTRACTOR AND PROPERLY DISPOSED OF IN A LEGAL MANNER AS PART OF THIS CONTRACT. SOME ITEMS TO BE REMOVED MAY NOT BE DEPICTED ON THE TOPOGRAPHIC SURVEY. REFER TO THIS PLAN FOR THE LIMITS OF ASPHALT REMOVAL. IF ANY ITEMS ARE IN QUESTION, THE CONTRACTOR SHALL CONTACT THE OWNER PRIOR TO REMOVAL OF SAID ITEMS.
19. THE CONTRACTOR SHALL REFER TO THIS PLAN AND LANDSCAPE PLAN FOR DEMOLITION/PRESERVATION OF EXISTING TREES. ALL TREES NOT SPECIFICALLY SHOWN TO BE PRESERVED OR RELOCATED SHALL BE REMOVED AS A PART OF THIS CONTRACT. TREE PROTECTION FENCING SHALL BE INSTALLED AS NECESSARY PRIOR TO ANY DEMOLITION.
20. CONTRACTOR SHALL ADJUST GRADE OF ANY RIMS/COVERS TO THE FINISHED ELEVATIONS OF EXISTING UTILITIES TO REMAIN.

LEGEND

- CENTER LINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE / LEASE LINE
- EASEMENT LINE / SETBACK LINE
- APPROXIMATE DEMOLITION LIMIT LINE ON-SITE
- SD — EXISTING STORM DRAIN LINE
- SS — EXISTING SEWER LINE
- W — EXISTING DOMESTIC WATER LINE
- EXISTING ASPHALT PAVEMENT TO BE REMOVED



DEMOLITION NOTES

1. REMOVE EXISTING BUILDING AND SURROUNDING FEATURES. UTILITIES TO BE CAPPED FOR FUTURE CONNECTION.
2. REMOVE EXISTING CURB / CURB & GUTTER.
3. REMOVE EXISTING SIDEWALK.
4. REMOVE EXISTING ISLAND PLANTER.
5. REMOVE EXISTING TRASH ENCLOSURE AND SURROUNDING FEATURES. UTILITIES TO BE CAPPED FOR FUTURE CONNECTION.
6. REMOVE EXISTING LIGHT POLE.
7. REMOVE EXISTING TREE.
9. REMOVE EXISTING GREASE INTERCEPTOR, SAMPLE BOX AND CLEANOUT. INSTALL WATER TIGHT PLUG ON EXISTING LATERAL FOR FUTURE CONNECTION. PRIOR TO INSTALLING PLUG CONTRACTOR SHALL FLUSH EXISTING LINE AND REMOVE DEBRIS / BLOCKAGE FOR FUTURE CONNECTION.
10. REMOVE GAS LINE, METER, AND APPURTENANCES.
11. REMOVE EXISTING WALL.
12. REMOVE EXISTING BIKE RACK.
13. REMOVE EXISTING DRAIN INLET.
14. REMOVE EXISTING SEWER CLEAN OUT AND APPURTENANCES.
15. REMOVE EXISTING WATER RISER.
16. REMOVE EXISTING RAMP.
17. REMOVE EXISTING SPRINKLER VALVE.
18. REMOVE EXISTING BOLLARD.

PROTECTION NOTES

1. PROTECT-IN-PLACE EXISTING LANDSCAPE.
2. PROTECT-IN-PLACE EXISTING STORM DRAIN INLET.
3. PROTECT-IN-PLACE EXISTING CURB.
4. PROTECT-IN-PLACE EXISTING TREE.
5. PROTECT-IN-PLACE EXISTING TRANSFORMER AND ELECTRICAL APPURTENANCES.
6. PROTECT-IN-PLACE EXISTING LIGHT POLE.
7. PROTECT-IN-PLACE EXISTING SIDEWALK.
9. PROTECT-IN-PLACE EXISTING FDC.
13. PROTECT-IN-PLACE WALL.
14. PROTECT-IN-PLACE SIGN.
15. PROTECT-IN-PLACE BACK FLOW PREVENTOR.
16. PROTECT-IN-PLACE EXISTING WATER VAULT.
17. PROTECT-IN-PLACE EXISTING WATER RISER.
18. PROTECT-IN-PLACE EXISTING BOLLARDS.
19. PROTECT-IN-PLACE EXISTING MANHOLE.
20. PROTECT-IN-PLACE EXISTING SPRINKLER VALVE.
21. PROTECT-IN-PLACE EXISTING YARD LIGHT.
22. PROTECT-IN-PLACE EXISTING SITE LIGHT POLE BOX.

EXISTING UTILITY NOTE

THE EXISTING UTILITIES SHOWN ON THE PLAN ARE BASED ON AVAILABLE RECORDS. THE CONTRACTOR MUST FIELD DETERMINE THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO ANY CONSTRUCTION. REPORT DISCREPANCIES AND POTENTIAL CONFLICTS WITH PROPOSED UTILITIES TO ENGINEER PRIOR TO INSTALLATION OF ANY PIPING.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40
1" = 20'
WHEN PRINTED AT FULL SIZE (24" X 36")

CITY OF ROSEVILLE APPROVAL

DIGALERT
DIAL BEFORE YOU DIG — TWO WORKING DAYS BEFORE YOU DIG
TOLL FREE 1-800-227-2600
A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

ISSUE	DATE	DESCRIPTION
	07/31/20	INITIAL SUBMITTAL
	10/16/20	ENTITLEMENT RESUBMITTAL
	11/18/20	2ND ENTITLEMENT RESUBMITTAL

DRAWN BY: GM
CHECKED BY: JP
RECOMMENDED: TH

ENGINEERS SEAL: REGISTERED PROFESSIONAL ENGINEER JOHN K. POLLOCK NO. 86160 CIVIL STATE OF CALIFORNIA — NOT FOR CONSTRUCTION

Kimley»Horn
765 THE CITY DRIVE, SUITE 200
ORANGE, CA 92868
(714) 939-1030

PREPARED UNDER THE DIRECT SUPERVISION OF:
JOHN POLLOCK, R.C.E. NO. 86160 — DATE: 11/18/2020 — EXP. 12/31/20

CITY OF ROSEVILLE
APPROVED BY:
CITY ENGINEER — DATE
RCE # _____ EXP _____

Raising Cane's Chicken Fingers
1220 GALLERIA BLVD
ROSEVILLE, CA 95678

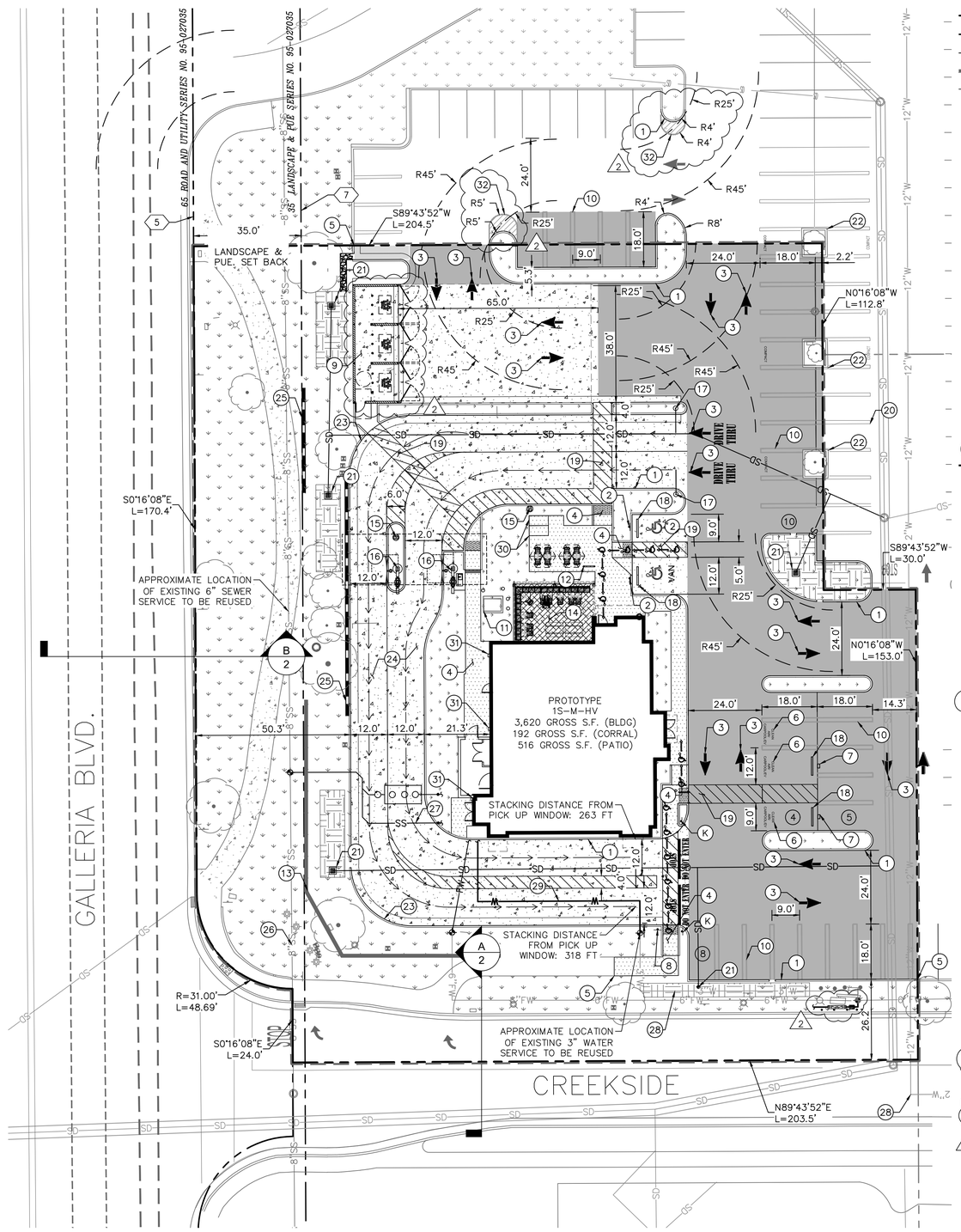
CITY OF ROSEVILLE

DEMOLITION PLAN

C4.0

Drawing name: \\orafp01\CA_ORA\ORA_LDEV\Raising Cane's\094797083 – Roseville (Galleria & Creekside) 569\CADD\Exhibits\Planning\C4.0 – DEMOLITION PLAN.dwg C4.0 – Demolition Plan Nov 18, 2020 2:38pm by: Gregg McMillion
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Exhibit A



LEGEND:

- CENTER LINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE / LEASE LINE
- EASEMENT LINE / SETBACK LINE
- APPROXIMATE LIMIT OF WORK LINE
- STACKING LENGTH MEASUREMENT
- STANDARD DUTY CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- LANDSCAPE/PLANTER AREA
- HEAVY DUTY ASPHALT PAVEMENT
- DETECTABLE WARNING SYSTEM
- COLORED CONCRETE/ENHANCED PAVING
- ACCESSIBLE ROUTE (LOCATION PURPOSES ONLY, DO NOT PAINT)
- SIGN POST
- ACCESSIBLE PARKING SPACE
- NUMBER OF PARKING SPACES

CONSTRUCTION NOTES:

1. CONCRETE CURB.
2. ACCESSIBLE PARKING STALL SIGN.
3. DIRECTIONAL MARKING PER PLAN.
4. ACCESSIBLE RAMP WITH DETECTABLE WARNING (TRUNCATED DOMES).
5. JOIN EXISTING CURB, CURB & GUTTER, SIDEWALK.
6. "CLEAN AIR/CAR POOL/EV" IN 12" HIGH WHITE LETTERS AT THE END OF PARKING STALL.
7. FUTURE E/V CHARGING STATION. CONDUIT TO BE RAN TO STALL FOR FUTURE CONNECTION.
8. ADA PATH OF TRAVEL SIGN.
9. TRASH ENCLOSURE PER CITY OF ROSEVILLE STANDARD DETAIL SW-1.
10. STANDARD 90° PARKING STALL, DOUBLE STRIPING.
11. EXISTING TRANSFORMER TO REMAIN.
12. SHORT TERM BIKE RACK, PER CALIFORNIA GREEN CODE SECTION 5.106.4.1.1 △2
13. EXISTING WALL TO REMAIN.
14. OUTDOOR COVERED PATIO TO BE STAINED STANDARD DUTY CONCRETE PAVEMENT.
15. PREVIEW BOARD.
16. ORDER BOARD.
17. HEIGHT DETECTOR BAR.
18. INSTALL CONCRETE WHEEL STOP.
19. ACCESSIBLE PATH OF TRAVEL STRIPING. ACCESSIBLE PATHS SHALL BE ENHANCED PAVING.
20. STANDARD 90° PARKING STALL TO REMAIN.
21. 24" X 24" JENSEN PRECAST DROP INLET WITH CATCH BASIN FILTER INSERT FOR TRASH CAPTURE.
22. EXISTING PLANTER TO REMAIN.
23. CONCRETE CURB AND GUTTER.
24. DRIVE THRU TO BE BLACK STAINED COLORED CONCRETE.
25. PROPOSED SCREEN WALL, ADDITIONAL INFORMATION TO BE PROVIDED DURING CONSTRUCTION DOCUMENT PHASE.
26. EXISTING SEWER LINE.
27. PROPOSED SEWER LINE.
28. EXISTING WATER LINE.
29. PROPOSED WATER LINE.
30. LONG TERM BIKE RACK, PER CALIFORNIA GREEN CODE SECTION 5.106.4.1.2. △2
31. ROOF LEADER LOCATION
31. STRIPING TO BE INSTALLED AT THE END OF THE CURB ISLAND TO ALLOW FOR ADEQUATE TRASH TRUCK TURNING RADII. △2

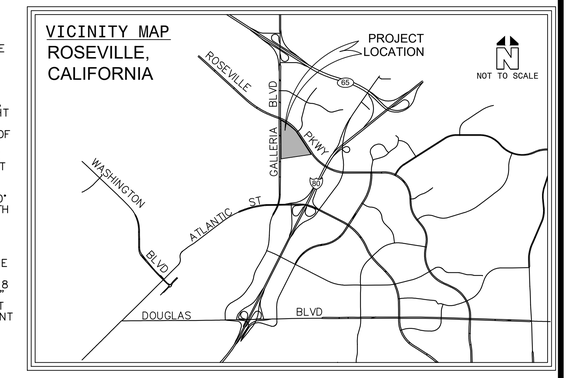
LEGAL DESCRIPTION

ALL OF LOT 8 AND A PORTION OF LOT 9 AS SAID LOTS ARE SHOWN AND SO DESIGNATED ON THE PLAT OF "CREEKSIDE CENTER" FILED IN BOOK V OF MAPS, PAGE 17, PLACER COUNTY RECORDS, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWESTERLY CORNER OF SAID LOT 8, SAID CORNER ALSO BEING A POINT ON THE EASTERLY RIGHT OF-WAY LINE OF HARDING BOULEVARD; THENCE FROM SAID POINT OF BEGINNING, ALONG SAID EASTERLY OF-WAY LINE OF HARDING BOULEVARD; THENCE FROM SAID POINT OF BEGINNING, ALONG SAID EASTERLY RIGHT-OF-WAY LINE THE FOLLOWING FOUR (4) COURSES: (1) NORTH 00° 16' 08" WEST 24.00 FEET; (2) NORTHWESTERLY ALONG THE ARC OF A CURVE TO THE RIGHT, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 31.00 FEET, THROUGH A CENTRAL ANGLE OF 90° 00' 00" AND BEING SUBTENDED BY A CHORD BEARING NORTH 45° 16' 08" WEST 43.84 FEET; (3) NORTH 00° 16'08" WEST 170.38 FEET AND (4) NORTH 00° 16' 37" WEST 40.44 FEET; THENCE NORTH 89° 43' 52" EAST 204.51 FEET TO THE EASTERLY LINE OF SAID LOT 9; THENCE ALONG SAID EASTERLY LINE SOUTH 00° 16' 08" EAST 112.82 FEET TO THE NORTHERLY LINE OF SAID LOT 8; THENCE ALONG THE NORTHERLY, EASTERLY AND SOUTHERLY LINES OF SAID LOT 8 THE FOLLOWING THREE (3) COURSES; (1) NORTH 89° 43' 52" EAST 30.00 FEET; (2) SOUTH 00° 16' 08" EAST 153.00 FEET AND (3) SOUTH 89° 43' 52" WEST 203.50 FEET TO THE POINT OF BEGINNING.

SIGN INFORMATION

(K) CMUTCD SIGN R5-1 – "DO NOT ENTER"



SITE DATA

PROJECT DESCRIPTION:	DEMOLITION OF EXISTING PARKING LOT AND BUILDING. NEW CONSTRUCTION OF A RAISING CANE'S DRIVE THRU RESTAURANT AND PARKING LOT.
ADDRESS:	1220 GALLERIA BLVD., ROSEVILLE, CA 95678
APN:	015-166-051
ZONING DISTRICT:	RC/SA-NC – REGIONAL COMMERCIAL/SPECIAL AREA-NORTH CENTRAL
ADJACENT ZONING DISTRICTS:	N: RC/SA-NC – REGIONAL COMMERCIAL/SPECIAL AREA-NORTH CENTRAL S: RC/SA-NC – REGIONAL COMMERCIAL/SPECIAL AREA-NORTH CENTRAL E: RC/SA-NC – REGIONAL COMMERCIAL/SPECIAL AREA-NORTH CENTRAL
LAND USE:	COMMERCIAL – RESTAURANT
ADJACENT LAND USE:	N: COMMERCIAL – SHOPPING CENTER S: COMMERCIAL – AUTOMOTIVE E: COMMERCIAL – SHOPPING CENTER
GENERAL PLAN DISTRICT:	RC – REGIONAL COMMERCIAL
SPECIFIC PLAN:	NORTH CENTRAL ROSEVILLE
FLOOD ZONE:	ZONE X – AREAS WITH REDUCED FLOOD RISK.

TOTAL DISTURBED AREA:	38,772 S.F.	(0.89 AC)	
TOTAL PAD AREA:	3,620 S.F.	(0.08 AC)	
TOTAL LOT AREA:	58,001 S.F.	(1.33 AC)	
LOT COVERAGE			
TOTAL SITE AREA:	58,001 S.F.	(1.33 AC)	100%
BUILDING AREA:	3,620 S.F.	(0.08 AC)	6.2%
IMPERVIOUS AREA:	34,649 S.F.	(0.79 AC)	59.3%
LANDSCAPE AREA:	19,732 S.F.	(0.45 AC)	34.0%

PARKING/LANDSCAPE BUFFER
FRONT: 35.0'
REAR: 0.0'
SIDE (N): 0.0'
SIDE (S): 0.0'

PARKING SUMMARY: RAISING CANE'S: 3,620 S.F. (1 STALL/100 S.F.) = 37 STALLS REQUIRED PER CITY OF ROSEVILLE CITY CODE 19.26.030

- 3,620 S.F. (BUILDING) + 192 S.F. (CORRAL) + 516 S.F. (PATIO) = 4,328 S.F. TOTAL
- ADA PARKING FOR 26-50 PARKING STALLS = 2 ADA PARKING STALLS REQUIRED, PER 2019 CBC.
- FUTURE EV FOR 26-50 PARKING STALLS = 2 FUTURE EV STALLS REQUIRED PER 2019 CALGREEN
  1 FUTURE EV STALL MUST BE VAN ACCESSIBLE.
- NUMBER OF REQUIRED DESIGNATED STALLS FOR LOW-EMITTING, FUEL-EFFICIENT, CARPOOL/VANPOOL, AND ELECTRIC VEHICLES (PER 2019 CALIFORNIA GREEN BUILDING STANDARDS) = 3.

TOTAL NUMBER OF PARKING SPACES PROVIDED = 27

△2 TOTAL NUMBER OF SHORT TERM BICYCLE PARKING SPACES REQUIRED (5% OF MOTORIZED PARKING SPACES PROVIDED) = 2 PER CALIFORNIA GREEN CODE SECTION 5.106.4.1.1
TOTAL NUMBER OF SHORT TERM BICYCLE PARKING SPACES PROVIDED = 2

TOTAL NUMBER OF LONG TERM BICYCLE PARKING SPACES REQUIRED (5% OF MOTORIZED PARKING SPACES PROVIDED) = 2 PER CALIFORNIA GREEN CODE SECTION 5.106.4.1.2
TOTAL NUMBER OF SHORT TERM BICYCLE PARKING SPACES PROVIDED = 2

PARKING TABLE:	RAISING CANE'S REQUIRED	PROVIDED	
STANDARD	32	22	
COMPACT (C)	–	2	
MOTORCYCLE	–	–	
DESIGNATED	3	3	
EV CHARGING	2	3	(EV STALLS ARE ALSO DESIGNATED FOR VANPOOL) (REQUIREMENTS FOR EV/DESIGNATED STALLS ARE BASED ON PROPOSED RAISING CANE'S PARKING)
ACCESSIBLE	2	2	
TOTAL:	37	27	

TITLE REPORT EXCEPTIONS

5. AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED IN THE FOLLOWING
   GRANTED TO: CITY OF ROSEVILLE
   FOR: ROAD, PUBLIC UTILITIES, LANDSCAPING, BIKE PATHS, PEDESTRIAN TRAFFIC
   RECORDED: MAY 26, 1995 IN OFFICIAL RECORDS UNDER RECORDER'S SERIAL NUMBER 95-027035
   AFFECTS: THE WESTERLY 35 FEET *PLOTTED ON SURVEY*

7. AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS SHOWN ON THE FILED MAP (V BM 17).
   FOR: LANDSCAPE
   AFFECTS: THE WESTERLY 35 FEET
   FOR: PUBLIC UTILITIES (P.U.E.)
   AFFECTS: THE WESTERLY 35 FEET *PLOTTED ON SURVEY*

CITY OF ROSEVILLE APPROVAL

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

SCALE
1" = 20'
WHEN PRINTED AT FULL SIZE (24"X36")

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TOLL FREE 1-800-227-2600
A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

ISSUE	DATE	DESCRIPTION
	07/31/20	INITIAL SUBMITTAL
	10/16/20	ENTITLEMENT RESUBMITTAL
	11/18/20	2ND ENTITLEMENT RESUBMITTAL

GM
DRAWN BY
JP
CHECKED BY
TH
RECOMMENDED

ENGINEERS SEAL
REGISTERED PROFESSIONAL ENGINEER JOHN K. POLLOCK NO. 86160 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

Kimley»Horn
765 THE CITY DRIVE, SUITE 200
ORANGE, CA 92868
(714) 939-1030
PREPARED UNDER THE DIRECT SUPERVISION OF:
JOHN POLLOCK, R.C.E. NO. 86160
DATE: 11/18/2020
EXP. 12/31/20

CITY OF ROSEVILLE
APPROVED BY:
CITY ENGINEER
RCE # _____ EXP _____
DATE

Raising Cane's Chicken Fingers
1220 GALLERIA BLVD
ROSEVILLE, CA 95678

CITY OF ROSEVILLE
PRELIMINARY SITE PLAN

Drawing name: \\corfp01\CA_ORA\ORA_LDEV\Raising Cane's\094797083 Roseville (Galleria & Creekside) 569\CADD\Exhibits\Planning\C1.0 – Preliminary Site Plan.dwg C1.0 – Preliminary Site Plan Nov 18, 2020 2:45pm by: Gregg.McMillan
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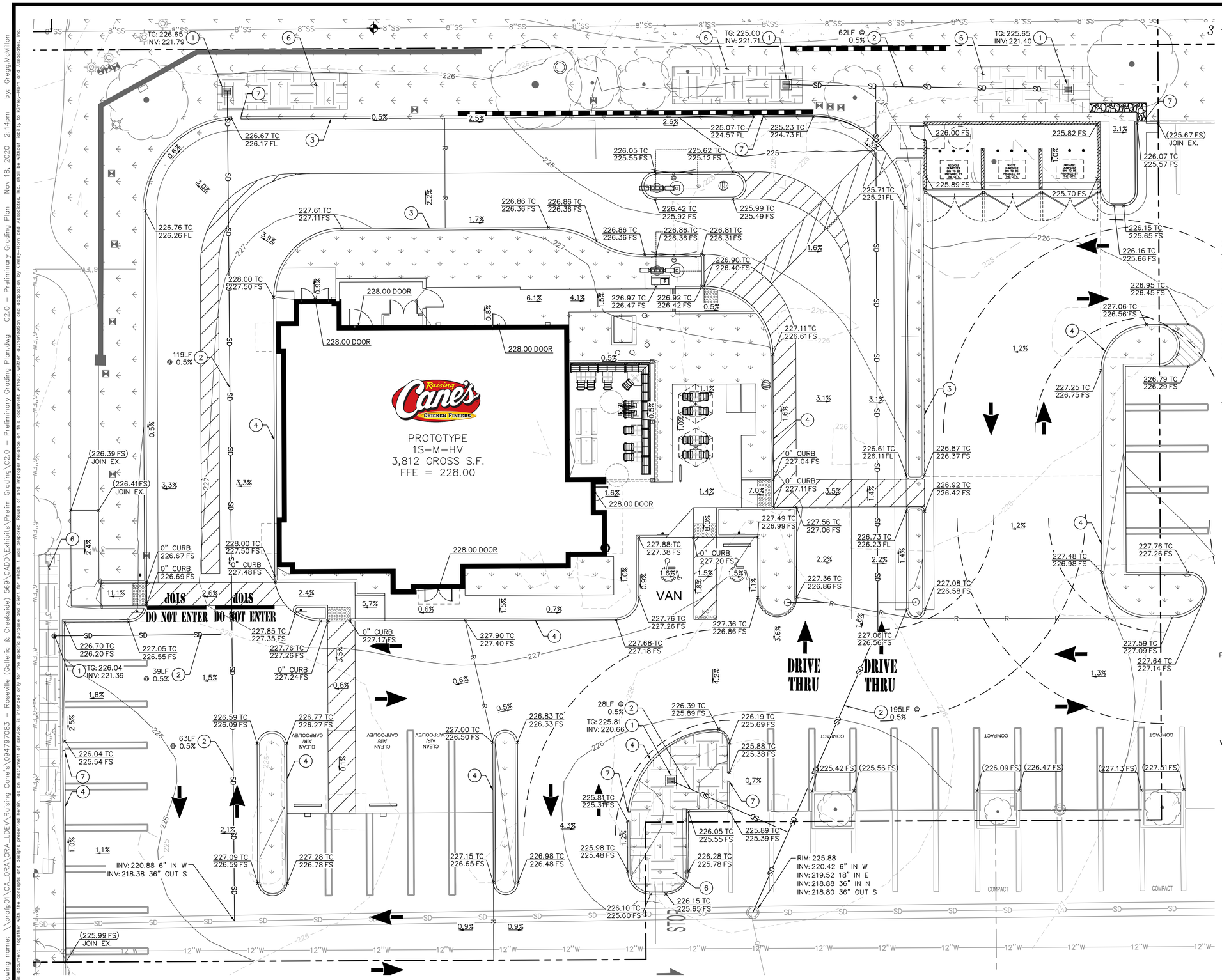
Exhibit A



LEGEND

- CENTER LINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE / LEASE LINE
- EASEMENT LINE / SETBACK LINE
- APPROXIMATE LIMITS OF DISTURBANCE
- R — PROPOSED RIDGE LINE
- GB — PROPOSED GRADE BREAK LINE
- 899.00 TC / 898.50 FS — PROPOSED SPOT ELEVATION
- (898.75 TC) / (898.25 FS) — EXISTING SPOT ELEVATION
- PROPOSED FLOW LINE
- SD — EXISTING STORM DRAIN LINE
- EXISTING FLOW DIRECTION

GRADING AND DRAINAGE NOTES

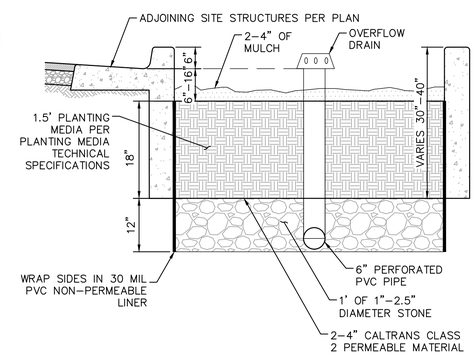
1. 24" X 24" JENSEN PRECAST DROP INLET WITH CATCH BASIN FILTER INSERT FOR TRASH CAPTURE.
2. 6" SDR-35 PVC STORM DRAIN PIPE SLOPED AT 0.5% MIN.
3. CONCRETE CURB AND GUTTER.
4. CONCRETE CURB.
5. TRASH ENCLOSURE DRAIN WITH ACCESSIBLE GRATE. DRAIN TO SEWER.
6. BIORETENTION AREA PER DETAIL A.
7. 2.0' WIDE CURB CUT WITH COBBLE/RIP RAP FOR ENERGY DISSIPATION.

ESTIMATED EARTHWORK QUANTITIES

CUT:	77 CY
FILL:	621 CY
NET:	544 CY (IMPORT)

NOTE: THE ABOVE QUANTITIES ARE APPROXIMATE IN PLACE VOLUMES CALCULATED FROM THE EXISTING GROUND TO THE PROPOSED FINISHED GRADE. EXISTING GROUND IS DEFINED BY THE CONTOURS AND SPOT GRADES ON THE BASE SURVEY. PROPOSED FINISHED GRADE IS DEFINED AS THE FINAL GRADE AS INDICATED ON THE GRADING PLAN(S).

THE EARTHWORK QUANTITIES ABOVE ARE FOR PERMIT PURPOSES ONLY. THEY HAVE NOT BEEN FACTORED TO ACCOUNT FOR CHANGES IN VOLUME DUE TO BULKING, CLEARING AND GRUBBING, SHRINKAGE, OVER- EXCAVATION AND RE-COMPACTION, AND CONSTRUCTION METHODS. NOR DO THEY ACCOUNT FOR THE THICKNESS OF PAVEMENT SECTIONS, FOOTINGS, SLABS, REUSE OF PULVERIZED MATERIALS THAT WILL UNDERLIE NEW PAVEMENTS, ETC. THE CONTRACTOR SHALL RELY ON THEIR OWN EARTHWORK ESTIMATES FOR BIDDING PURPOSES.



BIORETENTION SYSTEM (A)
N.T.S.

NORTH

GRAPHIC SCALE IN FEET
0 5 10 20

SCALE
1" = 10'
WHEN PRINTED AT FULL SIZE (24"X36")

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	10/16/20	ENTITLEMENT RESUBMITTAL
	11/18/20	2ND ENTITLEMENT RESUBMITTAL

GM — DRAWN BY
JP — CHECKED BY
TH — RECOMMENDED

Kimley»Horn
765 THE CITY DRIVE, SUITE 200
ORANGE, CA 92868
(714) 939-1030
PREPARED UNDER THE DIRECT SUPERVISION OF:
JOHN POLLOCK, R.C.E. NO. 86160 — DATE: EXP. 12/31/20

CITY OF ROSEVILLE
APPROVED BY:
CITY ENGINEER — DATE
RCE # _____ EXP _____

Raising Cane's Chicken Fingers
1220 GALLERIA BLVD
ROSEVILLE, CA 95678

CITY OF ROSEVILLE
PRELIMINARY GRADING PLAN

1 OF 1

Drawing name: \\orafp01\CA_ORA\ORA_LDEV\Raising Cane's\0947970083 - Roseville (Galleria & Creekside) 569\CADD\Exhibits\Prelim Grading\C2.0 - Preliminary Grading Plan.dwg C2.0 - Preliminary Grading Plan Nov 18, 2020 2:14pm by: Greg.McMillan
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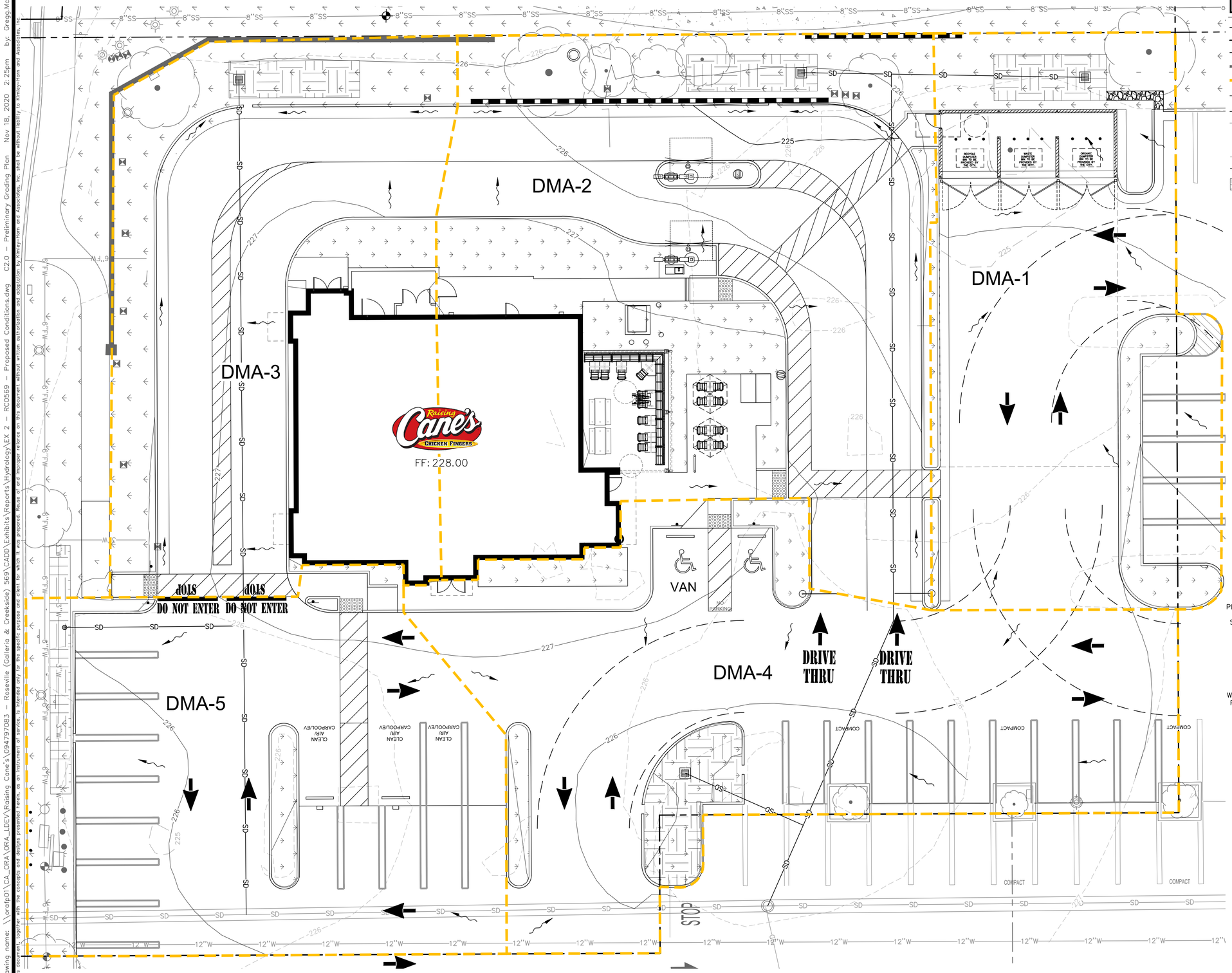
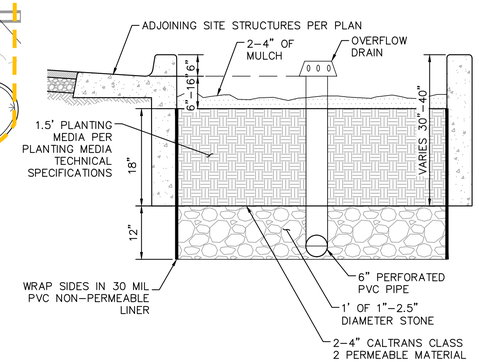


LEGEND

- CENTER LINE
- PROPERTY LINE
- EASEMENT LINE
- APPROXIMATE LIMITS OF DISTURBANCE
- DMA LIMITS
- GB — PROPOSED GRADE BREAK LINE
- SD — PROPOSED STORM DRAIN LINE
- SD — EXISTING STORM DRAIN LINE
- FLOW DIRECTION
- 41 — EXISTING CONTOUR
- 41 — PROPOSED CONTOUR
- PROPOSED BIORETENTION. SEE DETAIL A BELOW.

DMA INFO TABLE

SHED NAME	TOTAL AREA	IMPERVIOUS AREA	PERVIOUS AREA	TREATMENT METHOD	TREATMENT REQUIRED	TREATMENT PROVIDED
DMA-1	7,251 SF	5,836 SF	1,415 SF	BIORETENTION	300 CF	304 CF
DMA-2	11,841 SF	3,946 SF	3,305 SF	BIORETENTION	288 CF	240 CF
DMA-3	8,384 SF	4,975 SF	2,276 SF	BIORETENTION	267 CF	270 CF
DMA-4	9,434 SF	6,328 SF	923 SF	BIORETENTION	319 CF	339 CF
DMA-5	7,888 SF	6,328 SF	1,023 SF	BIORETENTION	315 CF	324 CF



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N.T.S.

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JOHN POLLOCK, R.C.E. NO. 86160 DATE: EXP. 12/31/20

CITY OF ROSEVILLE
APPROVED BY:
CITY ENGINEER DATE
RCE # _____ EXP _____

Raising Cane's CHICKEN FINGERS
1220 GALLERIA BLVD
ROSEVILLE, CA 95678

CITY OF ROSEVILLE

PRELIMINARY STORMWATER PLAN

Drawing name: \\crafp01\CA_ORA\ORA_LDEV\Raising Cane's\094797083 – Roseville (Galleria & Creekside) 569\CADD\Exhibits\Reports\Hydrology\EX 2 – RC0569 – Proposed Conditions.dwg C2.0 – Preliminary Grading Plan Nov 18, 2020 2:25pm by: Greg McMillan
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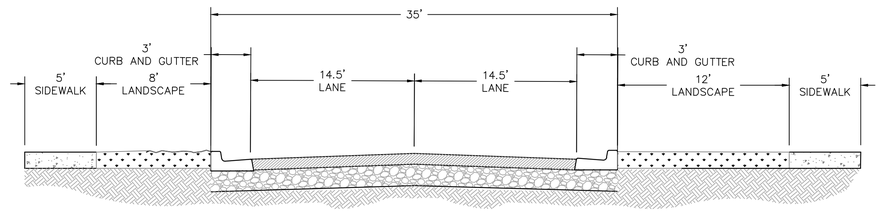
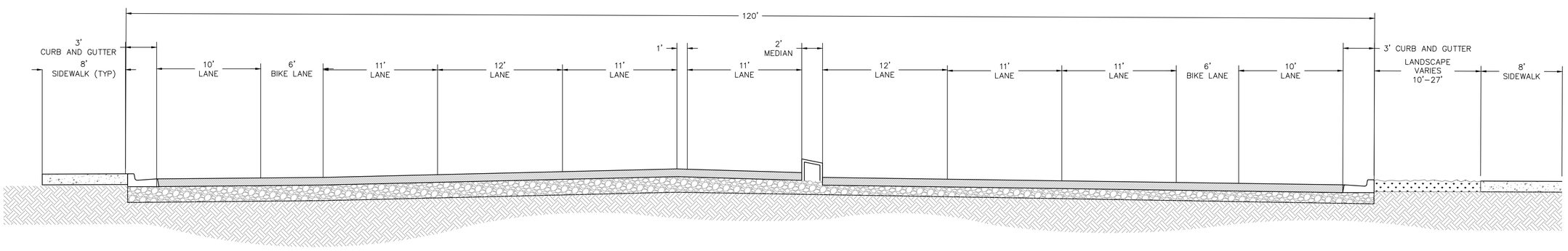


A CREEKSIDE CROSS SECTION
N.T.S



B GALLERIA BLVD CROSS SECTION
N.T.S

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ENGINEERS SEAL
REGISTERED PROFESSIONAL ENGINEER JOHN A. POLLOCK No. 86160 CIVIL STATE OF CALIFORNIA
NOT FOR CONSTRUCTION

Kimley»Horn
765 THE CITY DRIVE, SUITE 200
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(714) 939-1030
PREPARED UNDER THE DIRECT SUPERVISION OF:
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JOHN POLLOCK, R.C.E. NO. 86160 EXP. 12/31/20

CITY OF ROSEVILLE
APPROVED BY:
CITY ENGINEER
RCE # _____ EXP _____
DATE

Raising Cane's Chicken Fingers
1220 GALLERIA BLVD
ROSEVILLE, CA 95678

CITY OF ROSEVILLE
TYPICAL CROSS SECTIONS

1 OF 2

Drawing name: \\orafp01\CA_ORA\ORA_LDEV\Raising Cane's\094797083 - Roseville (Galleria & Creekside) 569\CADD\Exhibits\Planning\C1.0 - Preliminary Site Plan.dwg Preliminary Cross Sections Nov 18, 2020 2:21pm by: Gregg.McMillon
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Proposed Notes

1. (P) patio furniture per architect
2. (P) garbage enclosure per architect
3. (P) order board per architect
4. (P) pre-order board per architect
5. (P) headache bar per architect
6. (P) bike rack per architect
7. (P) bioretebtion basin
8. (P) decorative wall
9. (P) long term bike rack

Existing Notes

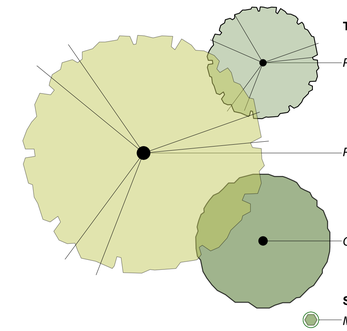
- A (E) platanus acerifolia to remain
- B (E) transformer to remain
- C (E) decorative wall to remain
- D (E) lawn

Existing Tree Protection & Removal Notes

All existing plant material to remain and be protected unless otherwise noted.

(E) tree symbol

Plant List



Symbols	Botanical Name	Common Name	Size	Qty	Mature Height	Size Width	WUCOLS
	Trees						
	Pistacia chinensis	Chinese Pistache	36" box	6	25 - 35 ft	25 -35 ft	Low
	Platanus acerifolia	London Plane Tree	36" box	6	80 - 100 ft	60 ft	Med
	Quercus agrifolia	Coast Live Oak	36" box	6	15	> 35 ft	Low
	Shrubs						
	Myrsine africana	African Boxwood	15 gal	64	3 - 4'	3 - 4'	Low
	Nandina 'Seika'	Obsession Nandina	15 gal	155	3 - 5 ft	2 - 3 ft	Med
	Rhaphiolepis umbellata 'Minor'	Dwarf Yedda Hawthorn	15 gal	140	3 - 5 ft.	3 - 4 ft.	Low
	Rosa x 'Iceberg' Floribunda Rose	Iceberg Rose	5 gal	56	2 - 3 ft	4 - 5 ft	Med
	Salvia greggii 'Furman's Red'	Furman's Red Autumn Sage	5 gal	26	2 - 3 ft	2 - 3 ft	Low
	Westringia Blue Gem	Blue Gem Coast Rosemary	15 gal	178	3-5 ft	3-4 ft	Low
	Perennials						
	Achillea 'Moonshine' si	Fern Leaf Yarrows	1 gal	272	2'	3'	Low
	Chondropetalum tectorum	Small Cape Rush	15 gal	183	3 ft	3 - 4 ft	Low
	Dianella revoluta 'Little Rev'	Little Rev Flax Lily	1 gal	34	2 -3 ft	1 - 2 ft	Low
	Libertia 'Goldfinger'	New Zealand Iris	1 gal	9	1 to 2 ft	2 to 3 ft	Med
	Succulents						
	Agave weberi 'Arizona Star'	Variegated Weber Agave	15 gal	5	4 - 5 ft.	6 - 8 ft.	Low
	Hesperaloe parviflora Brakelights	Red Yucca	1 gal	126	2 - 3 ft.	2 - 3 ft.	Low
	Grasses						
	Festuca glauca 'Elijah Blue'	Elijah Blue Fescue	1 gal	41	<= 12 in	<= 12 in	Low
	Lomandra 'Platinum Beauty'	Variegated Dwarf Mat Rush	5 gal	297	2-3 ft	2-3 ft	Low
	Total			1624			

Materials Legend

Material	Size	Area
Crushed gravel	3/8"	1,738 SF
Local river cobble	2-3" DIA	2,254 SF
Direct Colors® integral colored concrete W/ double bladed saw cut joints. Finish: Kahlua® #649 or equal	N/A	485 SF
Natural colored concrete W/ double bladed saw cut joints. Finish: TOPCAST ® #05	N/A	1,675 SF

***Integral Colored Concrete Supplier: Direct Colors https://www.directcolors.com/**

Bio retention basin

Tree Requirement Calculations per Predevelopment Findings

1. Trees should shade at least 50% of the paved parking areas as measured at 15 year maturity based on the tree species and mid summer sun angle conditions.

Shade Requirements
50% shade required
Parking lot = 31,859 s.f.
(15) years canopy will shade = 16,734 s.f
16,734 / 31,859 = **53% shade with (15) year canopy growth**

City of Roseville Approval

Exhibit A

Project No. **20-31**

KIESEL • DESIGN

Kiesel Landscape Architecture Inc.

422 E Main Street
Ventura, CA 93001
(p) 805.947.0730
Jack@kieseldesign.com
CL# 5206

Raising Cane's Roseville RC569

1220 Galleria Blvd
Roseville, CA 95678

Submittals:

#	DATE	NAME
	07.31.20	Entitlement Submittal
	10.16.20	Entitlement Resubmittal
	11.18.20	2nd Entitlement Resubmittal

LICENSED LANDSCAPE ARCHITECT
Jack Kiesel #5206
Signature
12.31.20
Renewal date
11.18.20
Date
STATE OF CALIFORNIA

Type: 2nd Entitlement Submittal

Initial Setup Date:
July 29, 2020

Drawn By:

#	NAME	DATE
	Y. Zhang	11/2020

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Title:

Conceptual Landscape Plan

Sheet Number:

L0.1

Trees

Pistacia chinensis

Platanus acerifolia

Quercus agrifolia

Shrubs

Myrsine africana

Nandina seika

Rhaphiolepis umbellata 'Minor'

Rosa Iceberg Floribunda

Salvia greggii 'Furman's Red'

Westringia fruticosa 'Blue Gem'

Perennials

Achillea Moonshine

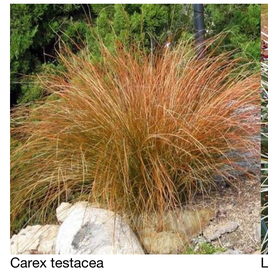
Dianella 'Little Rev'

Succulents

Agave weberi 'Arizona Star'

Hesperaloe parviflora

Grasses


Carex testacea

Lomandra 'Platinum Beauty'

City of Roseville Approval

Exhibit A

Project No. **20-31**

KIESEL • DESIGN

Kiesel Landscape Architecture Inc.

422 E Main Street
Ventura, CA 93001
(p) 805.947.0730
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Raising Cane's Roseville RC569

1220 Galleria Blvd
Roseville, CA 95678

Submittals:

#	DATE	NAME
	07.31.20	Entitlement Submittal
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LICENSED LANDSCAPE ARCHITECT
Jack Kiesel #5206
Signature
12.31.20
Renewal Date
10.16.20
Date
STATE OF CALIFORNIA

Type: Conceptual Design

Initial Setup Date:
July 29, 2020

Drawn By:

#	NAME	DATE
	T. Slininger	07/2020

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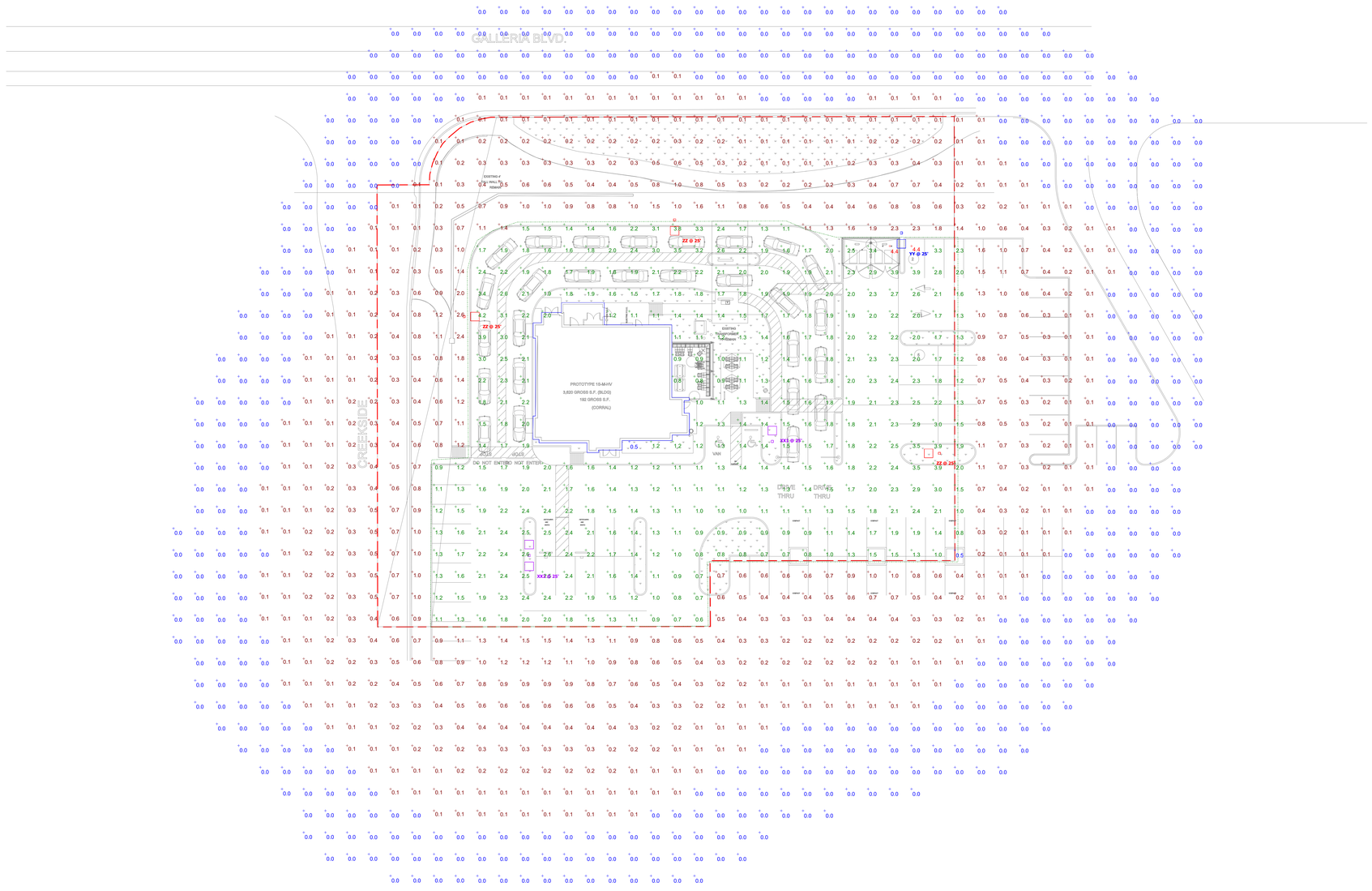
Title:

Conceptual Planting Images

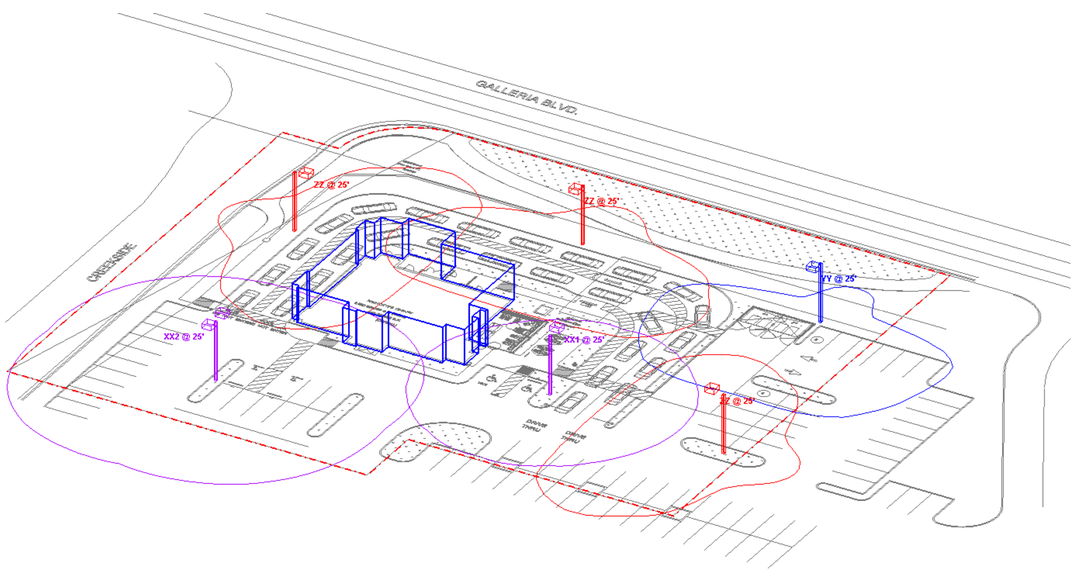
Sheet Number:

L0.2

Exhibit A



Plan View
Scale - 1" = 20ft



View #2

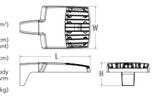
RSX1 LED
Area Luminaire

Catalog Number
Notes
Type

*For more information on this product's use of photometric measurements, see www.lithonia.com/RSX1LED

Specifications

EPA (ft²@0°): 0.57 ft² (0.05 m²)
Length: 21.8" (55.4 cm) (SPA mount)
Width: 13.3" (33.8 cm)
Height: 3.0" (7.6 cm) Main Body 7.2" (18.4 cm) Arm
Weight (max): 31.0 lbs (14.1 kg)



Introduction

The new RSX LED Area family delivers maximum value by providing significant energy savings, long life and outstanding photometric performance at an affordable price. The RSX1 delivers 7,000 to 17,000 lumens allowing it to replace 70W to 400W HID luminaires.

The RSX features an integral universal mounting mechanism that allows the luminaire to be mounted on most existing drill hole patterns. This "no-drill" solution provides significant labor savings. An easy-access door on the bottom of mounting arm allows for wiring without opening the electrical compartment. A mast arm adaptor, adjustable integral slipfitter and other mounting configurations are available.

Ordering Information

EXAMPLE: RSX1 LED P4 40K R3 MVOLT SPA DDBXD

RSX1 LED

Series	Performance Package	Color Temperature	Distribution	Voltage	Mounting
RSX1 LED	P1 P2 P3 P4	30K 3000K 40K 4000K 50K 5000K	R2 Type 2 Wide R3 Type 3 Wide R5 Type 5 Short R4 Type 4 Wide R4G Type 4 Quad R5 Type 5 Wide [1] R5S Type 5 Short [1] AFR Automotive Front Row AFRRHO Automotive Front Row Right Rotated AFRLHO Automotive Front Row Left Rotated	MVOLT (120V-277V) [1] HVOLT (347V-480V) [1] **(see specific voltage for options as noted)** 120 [1] 277 [1] 208 [1] 347 [1] 240 [1] 480 [1]	SPA Square pole mounting (3.0" min. SQ pole for 1 at 90°, 3.5" min. SQ pole for 2, 3, 4 at 90°) RPA Round pole mounting (3.2" min. dia. RND pole for 1 at 90°, 3.6" min. dia. RND pole for 2 at 90°, 3 at 180°, 4 at 120°) MA Mast arm adapter (fits 2-3.5⅝" OD horizontal tenons) IS Adjustable slipfitter (fits 2-3.⅝" OD tenons) [2] WBA Wall bracket [2] WBAGC Wall bracket with surface conduit box AASP Adjustable tilt arm square pole mounting [2] AARP Adjustable tilt arm round pole mounting [2] AAWB Adjustable tilt arm with wall bracket [2] AAWSC Adjustable tilt arm wall bracket and surface conduit box [2]

Options

Shipped Installed
PS Photocell, Stabilized [1]
PCE Photocontrol external threaded, adjustable [1]
PIRH1 Sensor-wet/damp/wet-lock receptacle only (no controls) [1,3,4,5,6]
CE34 Conduit entry 3/4"NPT (Qty 2)
SF Single fuse (120, 277, 347) [1]
DF Double fuse (208, 240, 480) [1]
SPD20KV 20KV Surge pack (10KV standard)
FAO Field adjustable output [1,7]
DMG 0-10V dimming extend out back of housing for external control (control ordered separately) [1]

Shipped Installed
***Standalone and Networked Sensors/Controls (factory default settings, see table page 9)**
NLTAIRG2 nLight AIR generation 2 [1,3,4,5]
PIRHN Networked, Bi-level motion/ambient sensor (for use with NLTAIRG2) [1,4,5]

***Note: PIRHN with nLight Air can be used as a standalone or networked solution. Sensor coverage pattern is affected when luminaire is tilted.**

Shipped Separately (requires some field assembly)
BSS External glare shield [8]
EGFV External glare full-visor (360° around light aperture) [8]
BS Bird spikes [8]

Finish

DDBXD Dark Bronze
DBLXD Black
DNAXD Natural Aluminum
DWHXD White
DDBTXD Textured Dark Bronze
DBLBXD Textured Black
DNATXD Textured Natural Aluminum
DWHGXD Textured White

LITHONIA LIGHTING
COMMERCIAL OUTDOOR

One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.acuitybrands.com
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Lithonia RSX1 Area LED
Rev. (01/11/20)
Page 1 of 9

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Parking - Driveway	+	1.8 fc	4.4 fc	0.5 fc	8.8:1	3.6:1
Spill Light Summary	+	0.6 fc	4.4 fc	0.0 fc	N/A	N/A

Luminaire Locations

No.	Label	Location X	Y	Z	MH	Orientation	Tilt
1	XX1	3964.00	563.50	25.00	25.00	0.00	0.00
1	XX2	3852.00	511.00	25.00	25.00	0.00	0.00
1	YY	4023.50	659.50	25.00	25.00	180.00	0.00
1	ZZ	4041.00	558.00	25.00	25.00	270.00	0.00
2	ZZ	3822.00	621.00	25.00	25.00	90.00	0.00
3	ZZ	3919.00	665.50	25.00	25.00	180.00	0.00

Note
1. Readings shown are based on a total LLF of as shown at grade.
Data references the extrapolated performance projections in a 25c ambient
based on 10,000 hrs of LED testing (per IESNA LM-80-08 and projected per IESNA TM-21-11).
2. Please refer to the "luminaire locations" for mounting heights.
3. Product information can be obtained at www.Lithonia.com or
through your local agency.

Schedule

Symbol	Label	Image	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens per Lamp	LLF	Wattage	Efficiency	Distribution	Polar Plot	Notes
	XX2		1	Lithonia Lighting	RSX1 LED P3 50K R5	RSX Area Fixture Size 1 P3 Lumen Package 5000K CCT Type R5 Distribution		1	RSX1_LED_P3_50K_R5.ies	14396	0.97	218.88	100%	TYPE VS, BUG RATING: B4 - U0 - G2	Max: 9500cd	
	YY		1	Lithonia Lighting	RSX1 LED P3 50K R4	RSX Area Fixture Size 1 P3 Lumen Package 5000K CCT Type R4 Distribution		1	RSX1_LED_P3_50K_R4.ies	14206	0.97	109.44	100%	TYPE IV, SHORT, BUG RATING: B2 - U0 - G2	Max: 8378cd	
	ZZ		3	Lithonia Lighting	RSX1 LED P3 50K R3	RSX Area Fixture Size 1 P3 Lumen Package 5000K CCT Type R3 Distribution		1	RSX1_LED_P3_50K_R3.ies	14022	0.97	109.44	100%	TYPE III, SHORT, BUG RATING: B2 - U0 - G2	Max: 10109cd	
	XX1		1	Lithonia Lighting	RSX1 LED P3 50K R5	RSX Area Fixture Size 1 P3 Lumen Package 5000K CCT Type R5 Distribution		1	RSX1_LED_P3_50K_R5.ies	14396	0.97	109.44	100%	TYPE VS, BUG RATING: B4 - U0 - G2	Max: 9500cd	

City of Roseville Approval

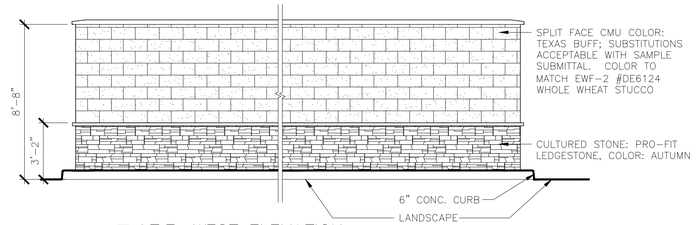
Note
This architectural lighting submittal is provided only for informational purposes and to the help the customer or end-user (as applicable) understand how various sections of linear fixtures connect to each other and how they mount to the ceiling. This lighting submittal is strictly based on the information provided to Acuity Brands, and is provided without warranty as to accuracy, completeness, reliability or otherwise. If the information (including but not limited to floor-plans, reflected ceiling plans, electrical plans and specifications) provided to Acuity Brands is incomplete or not current (i.e., newer versions exist), the accuracy of proposed design may be adversely affected. Once this lighting submittal is received by the customer or end-user (as applicable), it is the obligation of the customer or end-user (as applicable) to consult with a professional engineering advisor to determine whether the proposed design meets the applicable project requirements for lighting system performance, code compliance, safety, suitability and effectiveness for use in a particular application. In no event will Acuity Brands be responsible for any loss resulting from any use of any information contained in this lighting submittal.

ACUITY BRANDS DESIGN SERVICES

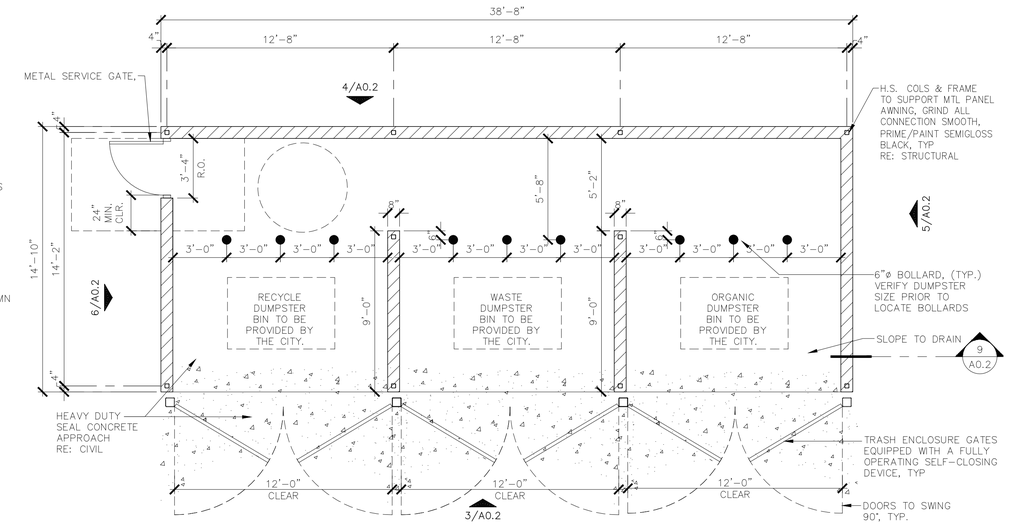
RAISING CANE'S #569 ROSEVILLE CA

Designer
L Jorge
Date
7/28/2020
Scale
As Shown
Drawing No.
145224-0 A1
Summary

Exhibit A

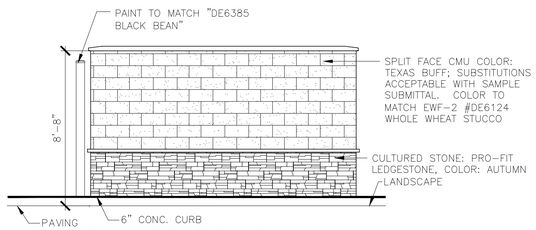


4 T.E. WEST ELEVATION
1/4" = 1'-0"

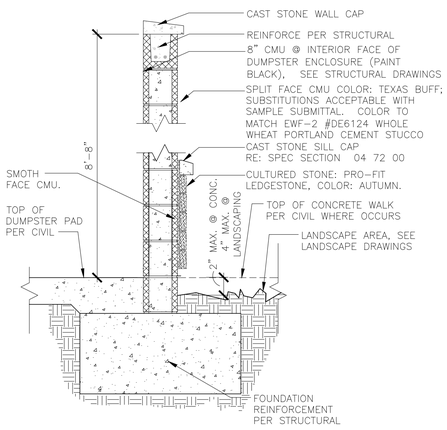


1 DUMPSTER ENCLOSURE – PLAN
1/4" = 1'-0"

8 NOT USED (DUMPSTER ENCLOSURE ROOF)
3/4" = 1'-0"



5 T.E. NORTH ELEVATION
1/4" = 1'-0"



9 MASONRY WALL ENCLOSURE
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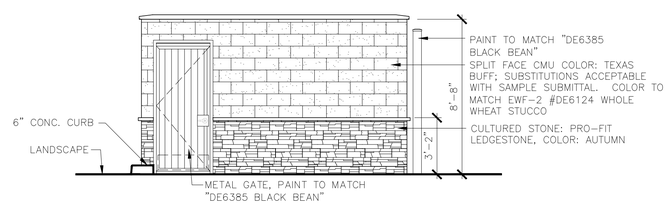
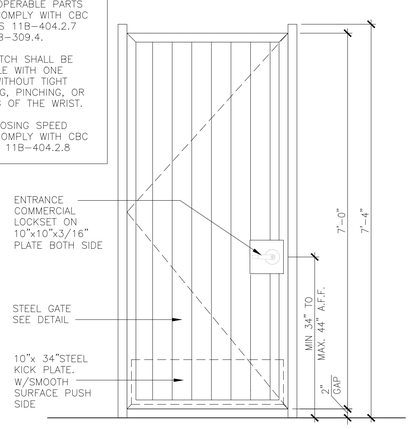


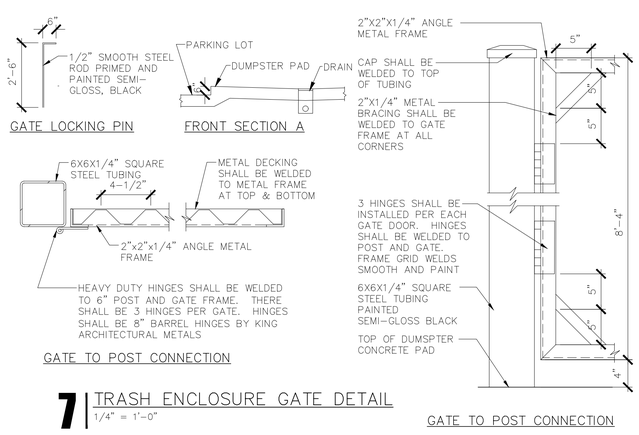
6 T.E. SOUTH ELEVATION
1/4" = 1'-0"

2 NOT USED (DUMPSTER ENCLOSURE – ROOF PLAN)
1/4" = 1'-0"

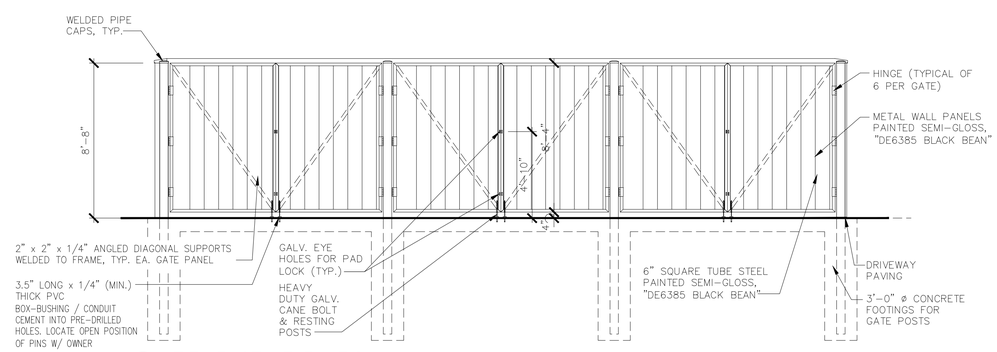
- GATE HARDWARE AND OTHER OPERABLE PARTS SHALL COMPLY WITH CBC SECTIONS 11B-404.2.7 AND 11B-309.4.
- GATE LATCH SHALL BE OPERABLE WITH ONE HAND, WITHOUT TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST.
- GATE CLOSING SPEED SHALL COMPLY WITH CBC SECTION 11B-404.2.8



10 METAL GATE ELEVATION
3/4" = 1'-0"



7 TRASH ENCLOSURE GATE DETAIL
1/4" = 1'-0"



3 T.E. EAST ELEVATION
1/4" = 1'-0"

City of Roseville Approval

Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Store:
GALLERIA & CREEKSIDE
ROSEVILLE, CA 95678
Restaurant #RC569

Professional of Record: NAME

P/M DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK, SUITE 310
IRVINE, CA 92614

REGISTERED ARCHITECT
JEFFREY S. WALDERMAN
No. C-29534
APR. 30, 2021
RENEWAL DATE

Prototype :	1-M-HV / ERD-A
Prototype Issue Date:	9.05.2019
Design Bulletin Updates:	INLCUDED
Date Issued:	Bulletin Number:
NOV. 2018	1 & 2

CONCEPTUAL DESIGN

REVISIONS:

#	Date	Description
	07-31-2020	Entitlement Submittal
	10-16-2020	Entitlement Resubmittal
	11-18-2020	2ND Entitlement Resubmittal

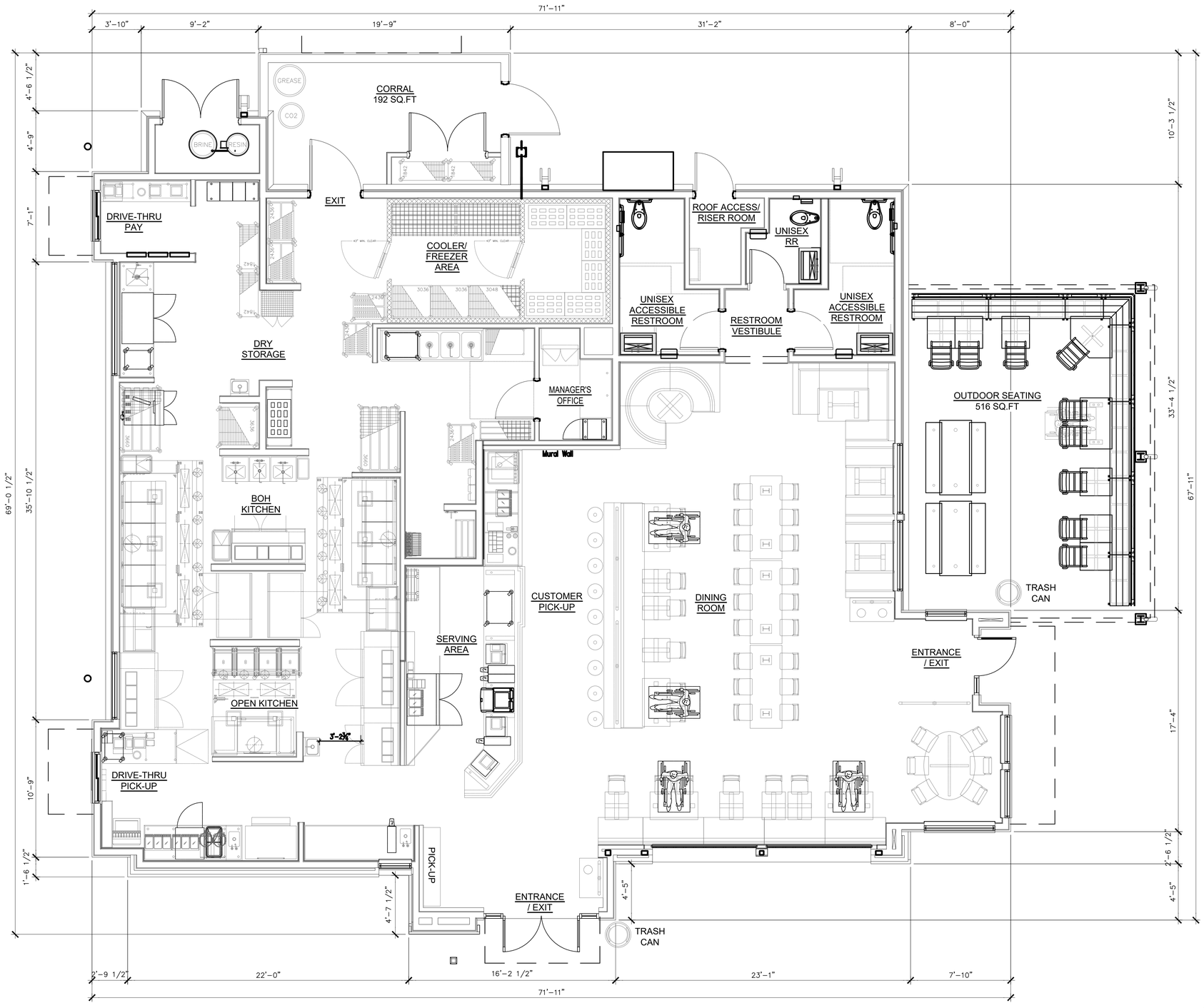
Sheet Title:
TRASH ENCLOSURE PLAN & DETAILS

Date:	07.16.2020
Project Number:	RAC19045.0
Drawn By:	JM/WC

Sheet Number:
A0.20

SUBMITTALS

Exhibit A



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

BUILDING AREA: 3,620 S.F.
CORRAL AREA: 192 S.F.

City of Roseville Approval

Raising Cane's CHICKEN FINGERS

Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tel: 972-769-3100 Fax: 972-769-3101

Store:

GALLERIA & CREEKSIDE
ROSEVILLE, CA 95678
Restaurant #RC569

Professional of Record: NAME

P/M DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK,
SUITE 310
IRVINE, CA 92614

ARCHITECT
JEFFREY S. FEDERMAN
No. C-29534
APR. 30, 2021
RENEWAL DATE
STATE OF CALIFORNIA

Prototype :	1-M-HV / ERD-A
Prototype Issue Date:	9.05.2019
Design Bulletin Updates:	INLCUDED
Date Issued:	Bulletin Number:
NOV. 2018	1 & 2

CONCEPTUAL DESIGN

REVISIONS:

#	Date	Description
	07-31-2020	Entitlement Submittal

Sheet Title:

CONCEPTUAL FLOOR PLAN

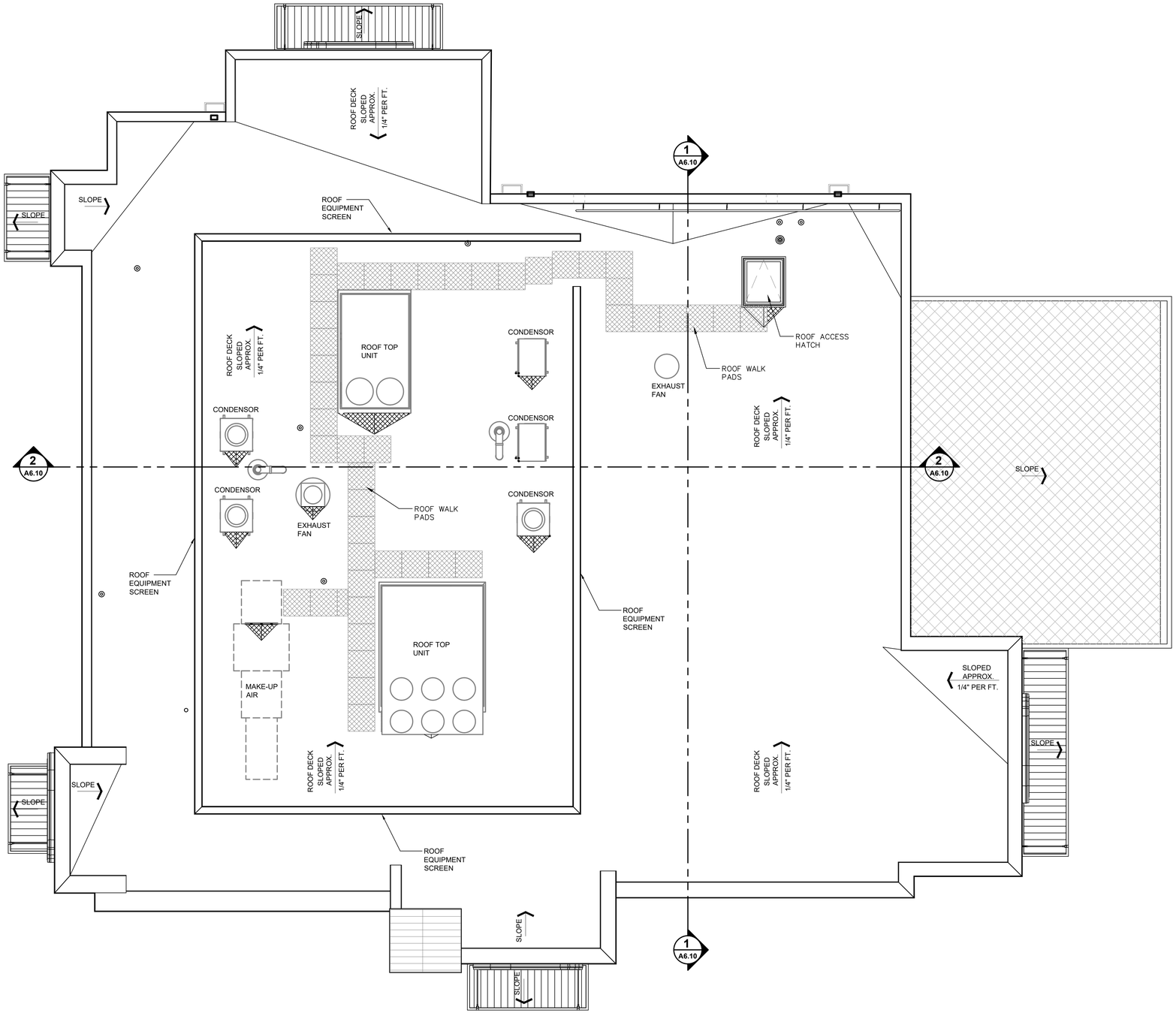
Date:	07.16.2020
Project Number:	RAC19045.0
Drawn By:	JM/WC

Sheet Number:

A1.10

SUBMITTALS

Exhibit A



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

City of Roseville Approval

Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Store:
GALLERIA & CREEKSIDE
ROSEVILLE, CA 95678
Restaurant #RC569

Professional of Record: NAME

P/M DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK,
SUITE 310
IRVINE, CA 92614

JEFFREY S. FEDERMAN No. C-29534 APR. 30, 2021 RENEWAL DATE STATE OF CALIFORNIA ARCHITECT

Prototype :	1-M-HV / ERD-A
Prototype Issue Date:	9.05.2019
Design Bulletin Updates:	INLCUDED
Date Issued:	Bulletin Number:
NOV. 2018	1 & 2

CONCEPTUAL DESIGN

REVISIONS:

#	Date	Description
	07-31-2020	Entitlement Submittal

Sheet Title:
CONCEPTUAL ROOF PLAN

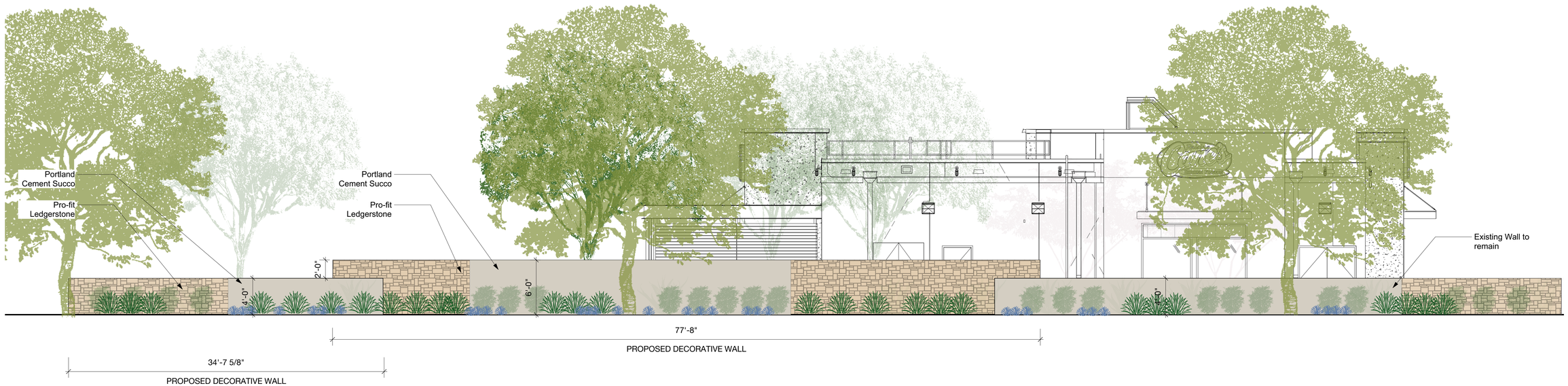
Date:	07.16.2020
Project Number:	RAC19045.0
Drawn By:	JM/WC

Sheet Number:
A1.50

SUBMITTALS

Exhibit A

Project No. **20-31**



1 Elevation 1
Scale: 3/16" = 1'-0"

Materials Legend

Material

Pro-fit Ledgestone by Cultured Stone "Autumn"

DE6134 RL#503 Shortbread Portland Cement Stucco

KIESEL • DESIGN

Kiesel Landscape Architecture Inc.

422 E Main Street
Ventura, CA 93001
(p) 805.947.0730
Jack@kieseldesign.com
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LICENSED LANDSCAPE ARCHITECT
Jack Kiesel #5206
Signature
12.31.20
Renewal Date
10.16.20
Date
STATE OF CALIFORNIA

Type: Conceptual Design

Initial Setup Date:
July 29, 2020

Drawn By:

#	NAME	DATE
	T. Slininger	07/2020

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Title:

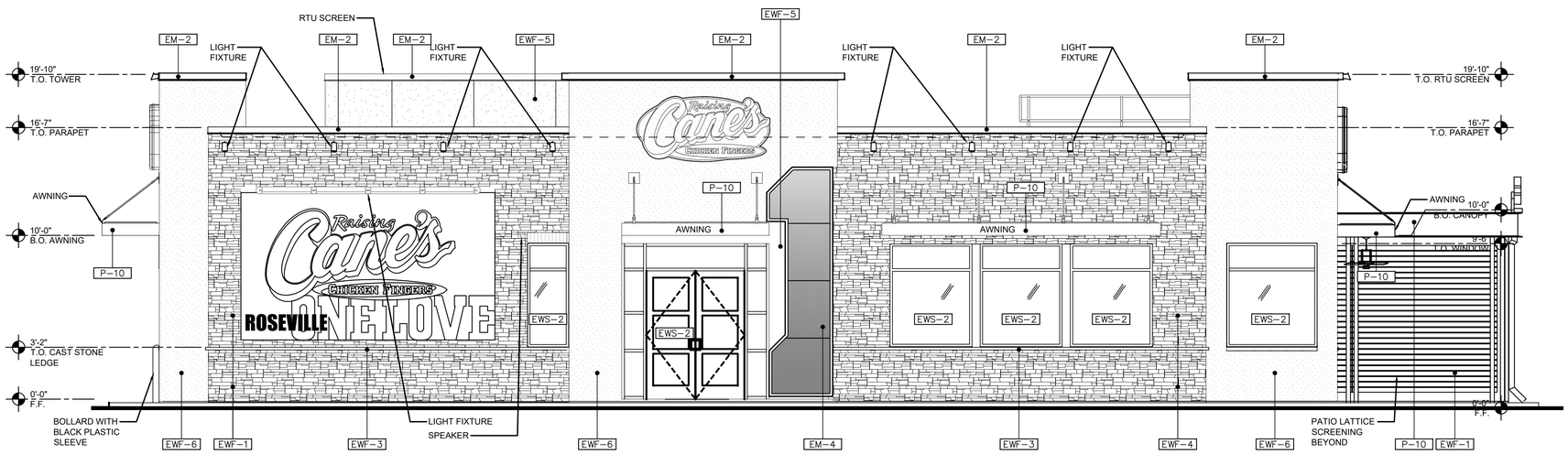
Conceptual Elevation

City of Roseville Approval

Sheet Number:

L0.3

Exhibit A



1 EAST ELEVATION

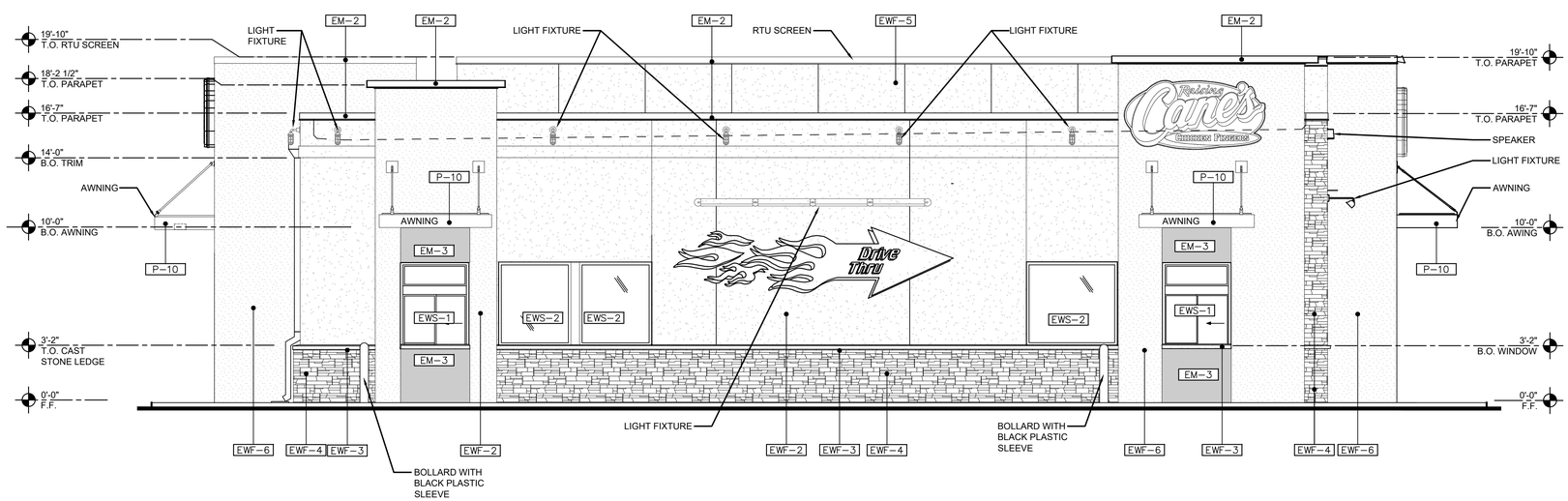
1/4"= 1'-0"

-

SCHEDULE OF EXTERIOR FINISHES

KEY	MATERIAL	USE	DESCRIPTION
EXTERIOR METALS			
EM-1	EXTERIOR METALS	METAL ROOF STANDING SEAM 1IN	STANDING SEAM METAL ROOF GALVANIZED STEEL SHEET W/ KYNAR FINISH (24 GA.) COLOR: DE6385 "BLACK BEAN"
EM-2	EXTERIOR METALS	METAL BLACK MATTE	METAL GALVANIZED STEEL SHEET W/ KYNAR FINISH (24 GA.) COLOR: DE6385 "BLACK BEAN"
EM-3	EXTERIOR METALS	RAW STEEL	HOT ROLLED STEEL WITH CLEAR COAT FINISH, COLOR: DE6385 "BLACK BEAN"
EM-4	EXTERIOR METALS	RECLAIMED CAR HOODS	STEEL WITH CLEAR COAT FINISH BY OWNER
EXTERIOR WALL FINISHES			
EWF-1	EXTERIOR WALL FINISHES	WOOD LATTICE	KLIMA SEAL CLEAR SATIN EXTERIOR POLY.
EWF-2	EXTERIOR WALL FINISHES	EXTERIOR STUCCO COLOR	7/8" STUCCO, DE6124 RL#557 WHOLE WHEAT, SAND PEBBLE FINISH ON SELF FURRING GALV. METAL LATH W/ FRY REGLET CORNERS, MOLDING & TRIM AS REQUIRED
EWF-3	EXTERIOR WALL FINISHES	CAST STONE LEDGE	MARCSTONE 6443- ARCHITECT'S GREY
EWF-4	EXTERIOR WALL FINISHES	MASONRY LEDGESTONE	MANUFACTURER: CULTURED STONE: PRO-FIT LEDGESTONE COLOR: AUTUMN,
EWF-5	EXTERIOR WALL FINISHES	EXTERIOR STUCCO* COLOR	7/8" STUCCO, DE6374 RL#537 SILVER POLISH, SAND PEBBLE FINISH ON SELF FURRING GALV. METAL LATH W/ FRY REGLET CORNERS, MOLDING & TRIM AS REQUIRED
EWF-6	EXTERIOR WALL FINISHES	EXTERIOR STUCCO COLOR	7/8" STUCCO, DE6134 RL#503 SHORTBREAD, SAND PEBBLE FINISH ON SELF FURRING GALV. METAL LATH W/ FRY REGLET CORNERS, MOLDING & TRIM AS REQUIRED
EXTERIOR WINDOW SYSTEMS			
EWS-1	EXTERIOR WINDOW SYSTEMS	DRIVE THRU WINDOW	ANODIZED ALUMINUM STOREFRONT
EWS-2	EXTERIOR WINDOW SYSTEMS	STOREFRONT	ANODIZED ALUMINUM STOREFRONT 2" SIGHT LINE
EWS-3	NOT USED		
PAINT			
P-5	EXTERIOR PIPE AND CONDUIT	SUPER SPEC (P24)	PAINT TO MATCH WALL MATERIAL
P-10	PATIO STEEL	SUPER SPEC (P23)	DE6385 "BLACK BEAN"

** SIGNAGE TO BE UNDER A SEPARATE PERMIT.



2 SOUTH ELEVATION

1/4"= 1'-0"

-

City of Roseville Approval

Restaurant Support Office
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IRVINE, CA 92614

JEFFREY S. FEDERMAN
No. C-29534
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Sheet Title:

Exterior Elevations

Date:	07.16.2020
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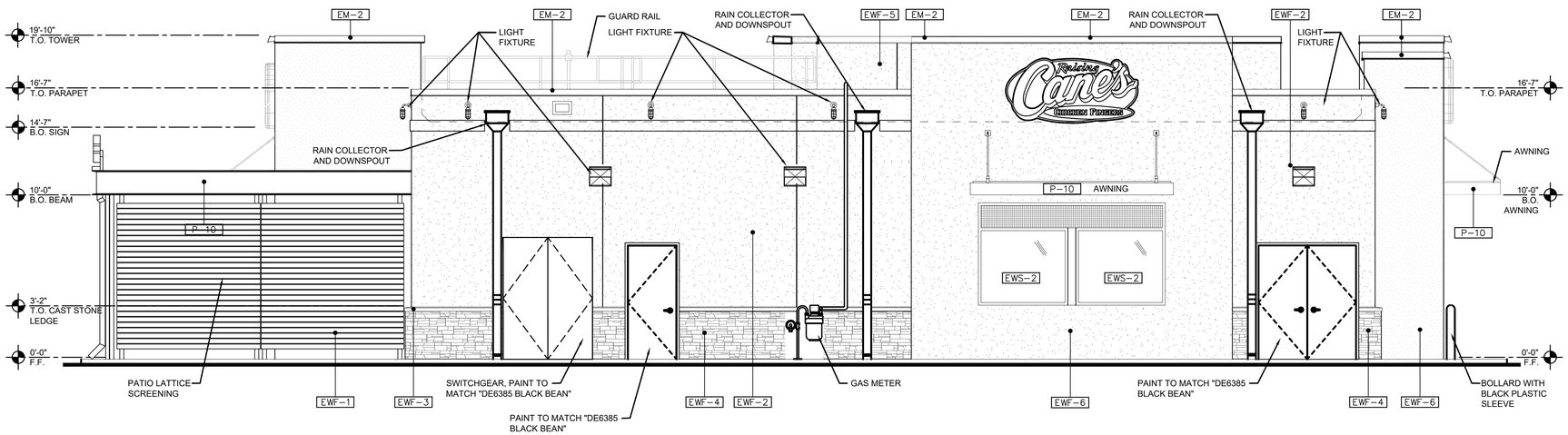
Drawn By:	JM/WC

Sheet Number:

A4.10

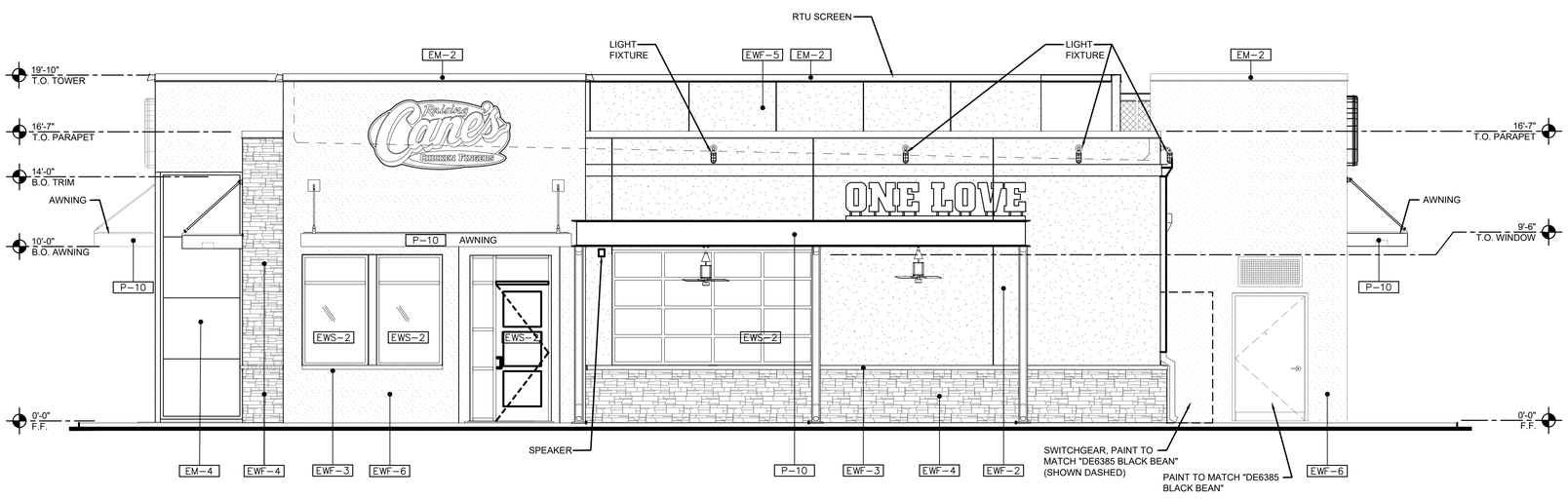
SUBMITTALS



1 | WEST ELEVATION

1/4"= 1'-0"

-



2 | NORTH ELEVATION

1/4"= 1'-0"

-

SCHEDULE OF EXTERIOR FINISHES

KEY	MATERIAL	USE	DESCRIPTION
EXTERIOR METALS			
EM-1	EXTERIOR METALS	METAL ROOF STANDING SEAM 1IN	STANDING SEAM METAL ROOF GALVANIZED STEEL SHEET W/ KYNAR FINISH (24 GA.) COLOR: DE6385 "BLACK BEAN"
EM-2	EXTERIOR METALS	METAL BLACK MATTE	METAL GALVANIZED STEEL SHEET W/ KYNAR FINISH (24 GA.) COLOR: DE6385 "BLACK BEAN"
EM-3	EXTERIOR METALS	RAW STEEL	HOT ROLLED STEEL WITH CLEAR COAT FINISH, COLOR: DE6385 "BLACK BEAN"
EM-4	EXTERIOR METALS	RECLAIMED CAR HOODS	STEEL WITH CLEAR COAT FINISH BY OWNER
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EWF-1	EXTERIOR WALL FINISHES	WOOD LATTICE	KLIMA SEAL CLEAR SATIN EXTERIOR POLY.
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EWF-3	EXTERIOR WALL FINISHES	CAST STONE LEDGE	MARCSTONE 6443- ARCHITECT'S GREY
EWF-4	EXTERIOR WALL FINISHES	MASONRY LEDGESTONE	MANUFACTURER: CULTURED STONE; PRO-FIT LEDGESTONE COLOR: AUTUMN,
EWF-5	EXTERIOR WALL FINISHES	EXTERIOR STUCCO* COLOR	7/8" STUCCO, DE6374 RL#537 SILVER POLISH, SAND PEBBLE FINISH ON SELF FURRING GALV. METAL LATH W/ FRY REGLET CORNERS, MOLDING & TRIM AS REQUIRED
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EXTERIOR WINDOW SYSTEMS			
EWS-1	EXTERIOR WINDOW SYSTEMS	DRIVE THRU WINDOW	ANODIZED ALUMINUM STOREFRONT
EWS-2	EXTERIOR WINDOW SYSTEMS	STOREFRONT	ANODIZED ALUMINUM STOREFRONT 2" SIGHT LINE
EWS-3	NOT USED		
PAINT			
P-5	EXTERIOR PIPE AND CONDUIT	SUPER SPEC (P24)	PAINT TO MATCH WALL MATERIAL
P-10	PATIO STEEL	SUPER SPEC (P23)	DE6385 "BLACK BEAN"

** SIGNAGE TO BE UNDER A SEPARATE PERMIT.

City of Roseville Approval

Exhibit A

Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Store:

GALLERIA & CREEKSIDE
ROSEVILLE, CA 95678
Restaurant #RC569

Professional of Record: NAME

P/M DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK, SUITE 310
IRVINE, CA 92614

STATE OF CALIFORNIA ARCHITECT JEFFREY S. FEDERMAN No. C-29534 APR. 30, 2021 RENEWAL DATE

Prototype :	1-M-HV / ERD-A
Prototype Issue Date:	9.05.2019
Design Bulletin Updates:	INLCUDED
Date Issued:	Bulletin Number:
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Sheet Title:

Exterior Elevations

Date:	07.16.2020
Project Number:	RAC19045.0
Drawn By:	JM/WC

Sheet Number:

A4.20

SUBMITTALS

Exhibit A

1 | EAST ELEVATION (FRONT)
1/4"= 1'-0"
1/A1.10

2 | SOUTH ELEVATION (DRIVE-THRU)
1/4"= 1'-0"
1/A1.10

MATERIAL FINISHES

EM-1	EM-2	EM-3	EM-4	P-10	EWF-1	EWF-2	EWF-3	EWF-4	EWF-5	EWF-6	EWS-1	EWS-2
DUNN-EDWARDS "DE6385 BLACK BEAN"	DUNN-EDWARDS "DE6385 BLACK BEAN"	DUNN-EDWARDS "DE6385 BLACK BEAN"	RECLAIMED METAL PANEL: VINTAGE CAR HOOD OCCURS AT FACE OF "1" ELEMMENT	PATIO STEEL DUNN-EDWARDS "DE6385 BLACK BEAN"	WOOD LATTICE 1X6 KLIMA SEAL CLEAR SATIN	"DE6124 RL#557" WHOLE WHEAT PORTLAND CEMENT STUCCO	MARCSTONE 6443 - ARCHI-TECT'S GREY	PRO-FIT LEDGESTONE BY CULTURED STONE "AUTUMN"	"DE6374 RL#537" SILVER POLISH PORTLAND CEMENT STUCCO	"DE6134 RL#503" SHORTBREAD PORTLAND CEMENT STUCCO	MODEL 275 (M.O.R.E.R) DARK BRONZE ANODIZED ALUMINUM STOREFRONT	ALUMINUM STOREFRONT SYSTEM FINISH: ANODIZED BLACK

City of Roseville Approval

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JAMES JEFFREY S. FEDERMAN ARCHITECT No. C-29534 APR. 30, 2021 RENEWAL DATE

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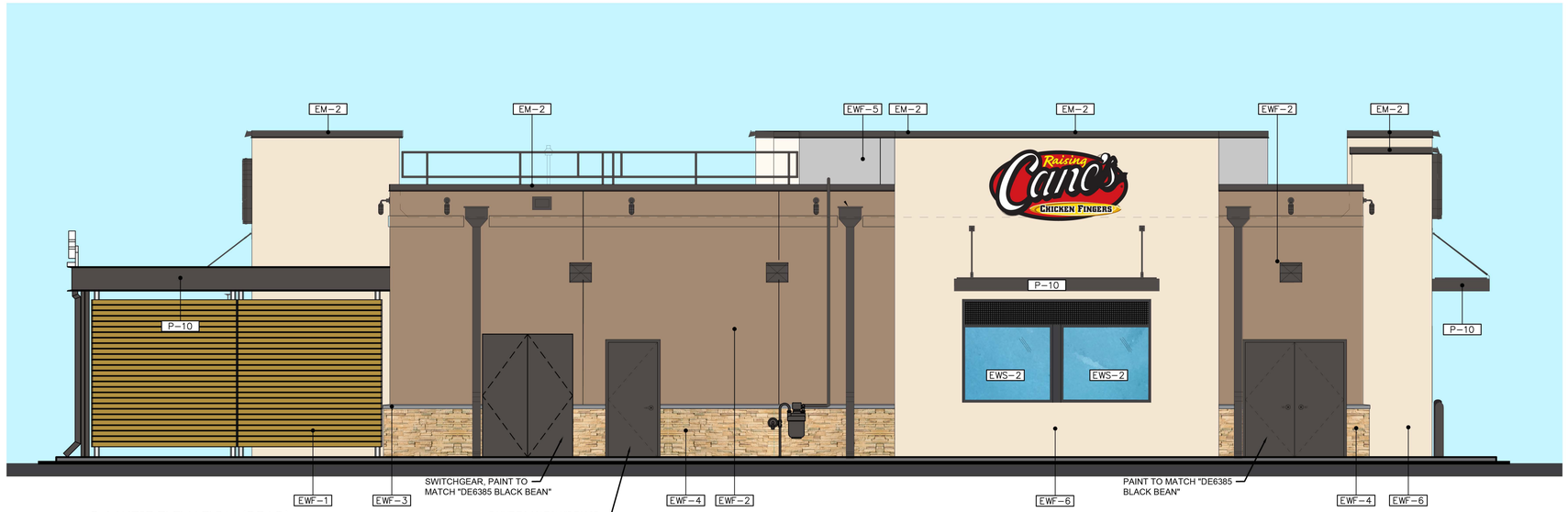
Sheet Title:
EXTERIOR COLOR ELEVATIONS

Date:	07.16.2020
Project Number:	RAC19045.0
Drawn By:	JM/WC

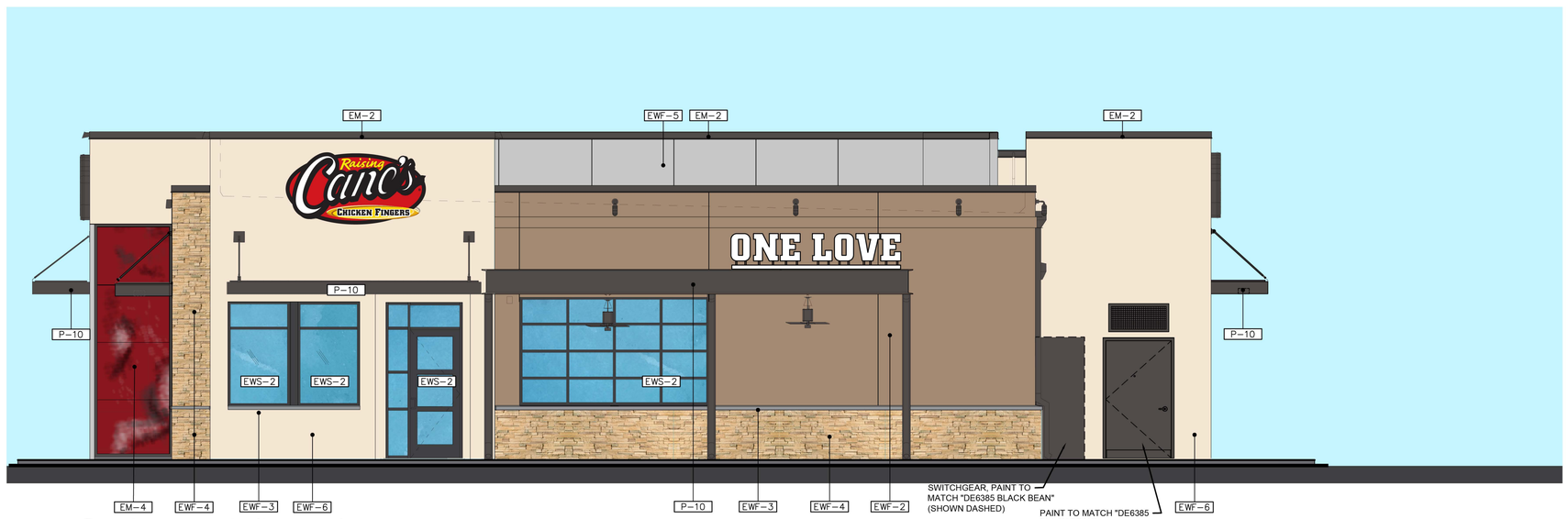
Sheet Number:
A4.10

SUBMITTALS

Exhibit A



1 | WEST ELEVATION (REAR)
1/4"= 1'-0"
1/A1.10



2 | NORTH ELEVATION (SIDE ENTRY)
1/4"= 1'-0"
1/A1.10

MATERIAL FINISHES

EM-1	EM-2	EM-3	EM-4	P-10	EWF-1	EWF-2	EWF-3	EWF-4	EWF-5	EWF-6	EWS-1	EWS-2
DUNN-EDWARDS "DE6385 BLACK BEAN"	DUNN-EDWARDS "DE6385 BLACK BEAN"	DUNN-EDWARDS "DE6385 BLACK BEAN"	RECLAIMED METAL PANEL: VINTAGE CAR HOOD OCCURS AT FACE OF "1" ELEMMENT	PATIO STEEL DUNN-EDWARDS "DE6385 BLACK BEAN"	WOOD LATTICE 1X6 KLIMA SEAL CLEAR SATIN	"DE6124 RL#557" WHOLE WHEAT PORTLAND CEMENT STUCCO	MARCSTONE 6443 - ARCHI-TECT'S GREY	PRO-FIT LEDGESTONE BY CULTURED STONE "AUTUMN"	"DE6374 RL#537" SILVER POLISH PORTLAND CEMENT STUCCO	"DE6134 RL#503" SHORTBREAD PORTLAND CEMENT STUCCO	MODEL 275 (M.O.RE.R) DARK BRONZE ANODIZED ALUMINUM STOREFRONT	ALUMINUM STOREFRONT SYSTEM FINISH: ANODIZED BLACK

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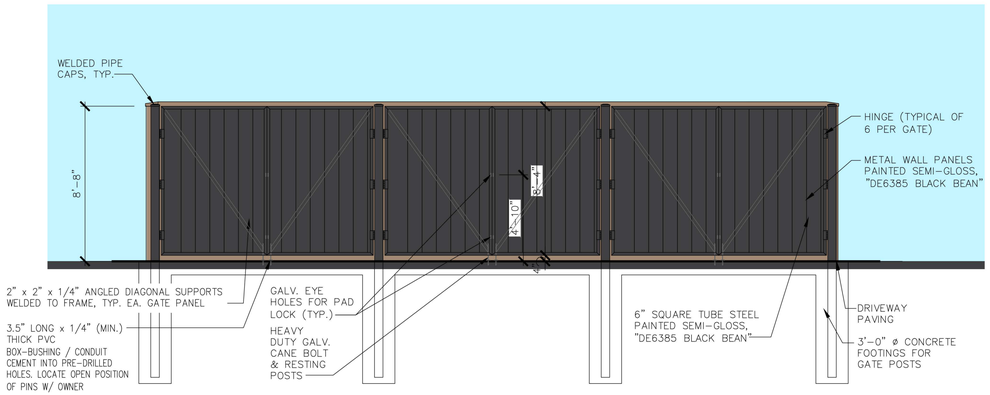
Sheet Title:
EXTERIOR COLOR ELEVATIONS

Date:	07.16.2020
Project Number:	RAC19045.0
Drawn By:	JM/WC

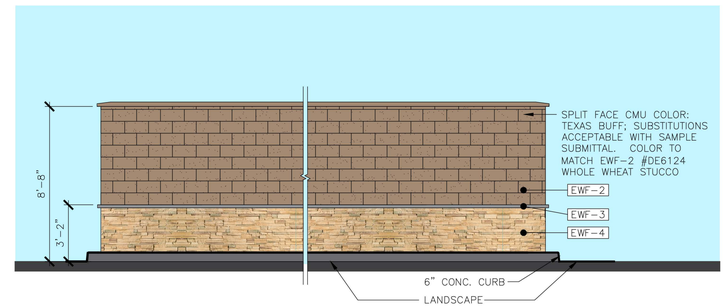
Sheet Number:
A4.20

SUBMITTALS

Exhibit A



1 | T.E. EAST ELEVATION
1/4"= 1'-0"



2 | T.E. WEST ELEVATION
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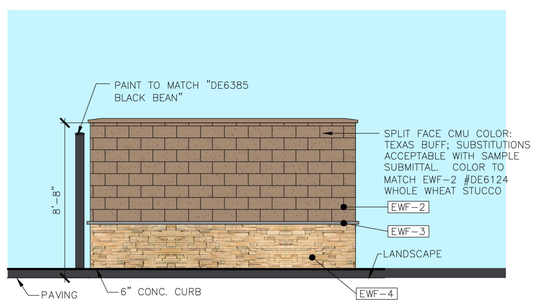
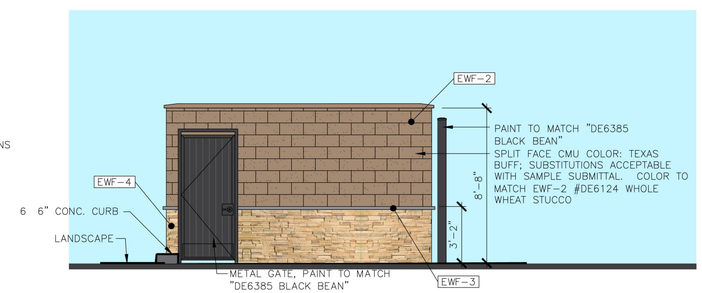


3 | T.E. NORTH ELEVATION
1/4"= 1'-0"



4 | T.E. SOUTH ELEVATION
1/4"= 1'-0"

MATERIAL FINISHES

EWF-2	EWF-3	EWF-4	
"DE6124 RL#557" WHOLE WHEAT PORTLAND CEMENT STUCCO	MARCSTONE 6443 - ARCHITECT'S GREY	PRO-FIT LEDGESTONE BY CULTURED STONE "AUTUMN"	DUNN-EDWARDS "DE6385 BLACK BEAN"

City of Roseville Approval

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ARCHITECT JEFFREY S. FEDERMAN No. C-29534 APR. 30, 2021 RENEWAL DATE

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3	11-18-2020	2ND Entitlement Resubmittal
4		
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6		
7		
8		
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Sheet Title:
T.E. COLOR ELEVATIONS

Date:	07.16.2020
Project Number:	RAC19045.0
Drawn By:	JM/WC

Sheet Number:
A4.30

SUBMITTALS

PLANNING COMMISSION COMMUNICATION

Title:	SVSP PCL JM-40 – Sierra Vista JM-40 Subdivision, 1690 Vista Grande Bl, File # PL20-0103
Contact:	Kinarik Shallow, kshallow@roseville.ca.us, 916-746-1309

Meeting Date: 12/10/2020
Item #: 6.2.

ATTACHMENTS:

Description

Staff Report

Attachment 1 Non-residential Conversion Policy

Attachment 2 Addendum

Attachment 3 Fiscal Impact Analysis

Attachment 4 DA Development Standards

Exhibit A General Plan Amendment

Exhibit B General Plan Land Use Map

Exhibit C Specific Plan Amendment

Exhibit D SVSP Change Pages

Exhibit E Rezone

Exhibit F Mourier & Bagley 2nd DAA

Exhibit G Mourier & Computer Deductions 2nd DAA

Exhibit H Tentative Subdivision Map

Exhibit I Development Standards

Exhibit J DRRS Package

PLANNING DIVISION STAFF REPORT
PLANNING COMMISSION MEETING December 10, 2020

Prepared by: Kinarik Shallow, Associate Planner

ITEM 6.2: General Plan Amendment, Specific Plan Amendment, Rezone, Development Agreement Amendments, Tentative Subdivision Map, and Design Review for Residential Subdivision – 1690 Vista Grande Boulevard – SVSP PCL JM-40 – Sierra Vista JM-40 Subdivision – File # PL20-0103

REQUEST

The applicant requests approval of a General Plan Amendment, Specific Plan Amendment and Rezone to change the land use and zoning designation of Parcel JM-40 in the Sierra Vista Specific Plan (SVSP) area to facilitate construction of a 35-unit single-family residential subdivision. The land use designation for Parcel JM-40 will be modified from Community Commercial/Commercial Mixed Use (CC/CMU) to Medium Density Residential (MDR), and the zoning designation will be modified from Commercial Mixed Use/Special Area (CMU/SA) to Small Lot Residential/Development Standards (RS/DS). The Specific Plan Amendment will allow the transfer of five (5) units from Parcel JM-40 to Parcel JM-30. A Tentative Subdivision Map is requested for Parcel JM-40 to create 35 single-family residential lots and one landscape lot, and a Design Review for Residential Subdivision is requested to establish unit designs for the homes and allow modified development standards. Lastly, the project includes a request to amend two Development Agreements that cover the subject parcels to reflect the unit transfers and revise development obligations related to water facilities.

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

SUMMARY RECOMMENDATION

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

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

SUMMARY OF OUTSTANDING ISSUES

There are no outstanding issues associated with this request.

BACKGROUND

The 5.65-acre project site is located on Parcel JM-40 within the Sierra Vista Specific Plan (SVSP), at the northeast corner of Market Street and Vista Grande Boulevard (see Figure 1). The SVSP was adopted on May 5, 2010 and includes 2,064 acres west of Fiddyment Road, north of Baseline Road. An Environmental Impact Report (EIR) was certified and a Mitigation Monitoring Program was adopted with the SVSP. Additionally, Development Agreements with the property owners of the SVSP parcels and the City were entered into to outline development obligations within the SVSP.

Parcel JM-40 is currently undeveloped and has a zoning designation of Commercial Mixed Use/Special Area (CMU/SA) and a General Plan land use designation of Community Commercial (CC-7). The SVSP identifies Parcel JM-40 and the undeveloped Parcel FD-41 to the west (across Market Street) as part of the "Village Node District". The Village Node District is intended to support a mixture of commercial and high-density residential uses. As such, the Specific Plan land use designation of the site is Community Commercial/Commercial Mixed Use (CC/CMU). Parcel JM-40 is currently allocated 40 residential units based on a density of 7 units per acre and was anticipated for approximately 60,000 square feet of commercial/office uses.

Figure 1: Project Location (Parcel JM-40)

PROJECT DESCRIPTION

The proposed project will allow the construction of a 35-unit single-family residential subdivision on Parcel JM-40 and includes the following entitlements:

General Plan Amendment (GPA) – The project includes a GPA to amend the land use designation of Parcel JM-40 from Community Commercial (CC-7) to Medium Density Residential (MDR-7.6). The proposed changes will add MDR acreage and decrease CC acreage, but will not change the overall number of residential units designated for the project area or extend beyond the development area of the SVSP. Exhibit A includes the land use amendment plan and Exhibit B includes the proposed amended General Plan land use map.

Specific Plan Amendment (SPA) – The SVSP designates Parcel JM-40 as a Commercial Mixed Use (CC/CMU) parcel. The project includes an Amendment to the SVSP, which includes land use changes consistent with those described in the General Plan Amendment. In addition, the project includes a transfer of five (5) units from Parcel JM-40 to SVSP Parcel JM-30. Parcel JM-30 is a High Density Residential (HDR) parcel with a density of 21 units per acre and is designated as an affordable housing site in the SVSP. The location of JM-30 is identified in Figure 1. With the unit transfer, JM-30 will have a new allocation of 164 units and JM-40 will have a new allocation of 35 units. The unit transfer does not change the HDR land use designation of JM-30 nor does it change the overall number of residential units anticipated for the SVSP. The SPA includes changes to the text, tables, and figures to reflect the land use changes and unit transfers. Exhibit C includes the Specific Plan land use amendment plan and Exhibit D includes the SVSP change pages.

An Administrative Permit for a Unit Transfer is currently being processed separately under file #PL20-0191, which will transfer an additional 12 units to Parcel JM-30 from SVSP Parcel JM-21. With approval of the unit transfers, the total allocation for Parcel JM-30 will be 176 units. All 176 units will be designated as affordable; Table 5-3 of the SVSP Affordable Housing Plan will be amended to reflect this (included with Exhibit D).

Rezone – The project includes a Rezone to change the zoning designation of Parcel JM-40 from Commercial Mixed Use/Special Area (CMU/SA) to Small Lot Residential with Modified Development Standards (RS/DS). The RS/DS zoning designation is consistent with the proposed MDR land use, and will facilitate development of the proposed residential subdivision. The Rezone exhibit is included as Exhibit E.

Development Agreement (DA) Amendments – The project includes the amendment of two development agreements within the SVSP: 1.) Mourier & Bagley (Exhibit F) and 2.) Mourier & Computer Deductions (Exhibit G). The amendments reflect the proposed land use changes and the change in the number of units within the affected development agreements. Both amendments include updates to the parties' obligations with respect to groundwater production wells and recycled water facilities, and updates to the parties' evaluation of water conservation goals. The Mourier & Computer Deductions DA, which covers Parcel JM-30, will also be amended to reflect the updated affordable housing allocation.

Tentative Subdivision Map – The applicant proposes a new subdivision on Parcel JM-40 that will consist of 35 lots and one (1) landscape lot. The Tentative Subdivision Map is included as Exhibit H and includes a preliminary grading plan.

Design Review for Residential Subdivision – The project includes elevations and modified development standards for the proposed subdivision. The modified development standards are included as Exhibit I. The design review package, which includes floor plans, elevations, and typical landscape plans, is included as Exhibit J.

SITE INFORMATION

Location: 1690 Vista Grande Boulevard (APN 498-010-034-000)

Total Size: 5.65 acres

Topography and Setting: The project site is undeveloped and is dominated by relatively flat topography. The site is vegetated with non-native grassland and does not contain any native oak trees. Aerial photography shows evidence of previous ground disturbance on the site due to construction of the adjacent roadways. There are no wetlands or designated open space areas on the site. The site is adjacent to single-family residential subdivisions to the north and east that are currently under construction, an undeveloped CMU parcel to the west across Market St., and an undeveloped Medium Density Residential parcel to the south across Vista Grande Blvd.

EVALUATION: GENERAL PLAN AMENDMENT AND SPECIFIC PLAN AMENDMENT

Proposed amendments to the General Plan and Specific Plan are analyzed for consistency with the goals and policies of the respective plans. The City has adopted Guidelines for Conversion of Non-Residential Land Uses (see Attachment 1), to guide proposed land use changes from non-residential to residential uses. The guidelines state:

1. Balance of the City includes properties within all specific plans and the North Industrial Plan area.

2. A region wide employment and land inventory study shall be required of each project that is equal to or greater than 50 acres.

3. Land use changes will not have a negative fiscal impact to the City. Each project shall be modeled individually for citywide impacts utilizing the City's fiscal model.

4. Projects that are 50 acres or greater in size shall maintain employment options and a favorable jobs housing balance.

5. New housing development shall meet the City's 10% goal consistent with the Housing Element (4% affordable to very low, 4% affordable to low, and 2% affordable to middle income).

6. Projects shall provide a specific public benefit that may be in the form of a community benefit fee.

7. Increases in general fund service demands shall be mitigated by establishment of or annexation into a Community Facilities Mello Roos Assessment District to offset the costs of the project. The assessment may be utilized to offset the cost of the following: public safety; parks and open space maintenance; storm water management; and other costs identified by the City.

8. Parks obligation to include payment of citywide and neighborhood park fees. Active park needs shall be provided by the project. An in-lieu parkland dedication fee may be negotiated in lieu of land based on the project. For each acre of parkland dedication mitigated by an in-lieu fee a corresponding in-lieu fee shall be paid for park improvements. The in-lieu fees shall provide improvements of local benefit.

9. Place emphasis on the dedication of parklands within specific plan areas rather than acceptance of an in-lieu fee for land dedication.

10. Utilities (e.g. water, sewer, electric) shall not be impacted as to conveyance or capacity.

11. School impacts shall be mitigated through new impact agreements executed with the school districts to ensure that the projects student generation is accommodated.

12. Residential units not utilized within a specific plan area shall be reallocated within that plan area and school district. Otherwise, requests for units shall be considered as additive to the City's existing unit allocation.

13. Encourage higher density residential mixed-use projects with consideration to the relaxing of any one guideline or multiple guidelines to promote and provide incentives for innovative higher density residential mixed-use projects.

The project site is under 50 acres, therefore guidelines #2 and #4 listed above are not applicable to the evaluation of the project. The City's building permit process includes the assessment of all applicable and appropriate fees, which will ensure the project conforms to the guidelines addressing impact fees (#6-8).

Traffic and Utilities: As part of the change in land use, impacts to traffic and utilities (water, recycled water, wastewater and solid waste) were evaluated. The City's Engineering Division staff determined that a long-term traffic study was not required given the project does not generate more than 50 p.m. peak hour trips or exceed the number of trips anticipated in the General Plan. In fact, given the project will remove commercial land use from the property, the vehicle trips generated from the site will be reduced significantly from the trips assumed in the City's traffic model.

The City's Environmental Utilities staff determined the City has sufficient water supply and wastewater capacity to adequately serve the project. This evaluation is discussed in detail in the applicable sections of the Addendum to the SVSP EIR that was prepared to support this project (see Attachment 2).

Unit Transfer and Affordable Housing: The SVSP allows for residential units to be transferred between lots within the plan area. Table 1, below, identifies the proposed unit transfer between Parcel JM-40 and Parcel JM-30. The unit transfer will allocate an additional five (5) units to Parcel JM-30, but will not affect the existing HDR land use designation. The General Plan and SVSP will be amended to reflect the unit transfers, as shown in the change pages included as Exhibits B and D.

Table 1: Proposed Unit Transfers

Parcel	Existing Land Use	Proposed Land Use	Existing Units	Proposed Units	Difference	% Change	Transfer from
JM-40	CC/CMU	MDR	40	35	-5	-12.5%	5 units from JM-30
JM-30	HDR	Unchanged	159	164	+5	+3.1%	N/A
TOTAL			**199**	**199**			

The SVSP designates Parcel JM-30 as an affordable housing site with a current obligation of 146 affordable units. As mentioned, an additional 12 units are proposed to be transferred to Parcel JM-30 from Parcel JM-21. With the 5 units transferred as part of this project, the resulting unit allocation for Parcel JM-30 will be 176 units. The applicant is proposing to designate all 176 units on Parcel JM-30 as affordable rental units (88 Very Low and 88 Low). The City's Housing Division reviewed the project and determined the proposed affordable unit transfer is acceptable and is consistent with City policy, and that no affordable units are required for Parcel JM-40. Table 5-3 of the SVSP, which identifies the affordable housing allocation by parcel, will be updated to reflect the proposed transfer (included with Exhibit D).

Fiscal Impact Analysis: Consistent with guideline #3 above, the project was modeled utilizing the City's fiscal impact model to ensure the proposed land use change will not have a negative fiscal impact on the City. The Fiscal Impact Analysis (FIA) is included as Attachment 3. The FIA concluded that the proposed land use change will result in a net positive fiscal impact to the City. Although the project will reduce the sales tax revenue due to the reduction in commercial land uses, the project mitigates this with the fees generated by the Community Facilities District (CFD) No. 3, which will offset the costs of the project and will not negatively affect the General Fund. The City's Finance Department reviewed the FIA and confirmed the project would not result in a negative fiscal impact.

Because Parcel JM-40 has an existing housing allocation of 40 units and the entitlements associated with this project do not increase the overall number of units within the SVSP, an additional Community Benefit fee is not warranted with this project.

Based on the evaluation above, staff finds the project is consistent with the Non-Residential Conversion Guidelines and is also consistent with the goals and polices of the General Plan and SVSP.

EVALUATION: REZONE

Zoning Ordinance Section 19.86.050 specifies that recommendations for approval or denial of a rezone shall include consideration of the proposed amendment's consistency with:

1. ***The public interest, health, safety, or welfare of the City, and***

2. ***The General Plan and any applicable Specific Plan.***

The project would rezone Parcel JM-40 from Commercial Mixed Use/Special Area (CMU/SA) to Small Lot Residential with a Development Standards overly (RS/DS). The project includes modified development standards for the RS/DS zoning designation, which are later discussed in the Tentative Subdivision Map and Design Review for Residential Subdivision evaluation sections of this report.

The City of Roseville General Plan provides a list of compatible "Implementing Zones" for each land use designation (General Plan Table II-10), which establishes what zoning designations are considered compatible with the applicable General Plan land use designation. The proposed General Plan land use designation for the project site is Medium Density Residential (MDR). The proposed Small Lot Residential (RS) zone is listed as an implementing zone. According to both the General Plan and SVSP, the MDR land use designation applies to land characterized by small-lot single-family detached dwelling units and attached patio homes, halfplexes, duplexes, townhouses, condominiums, and mobile home parks. Detached single-family is listed as one of the primary uses and the applicable development guidelines include a density of 7.0 to 12.9 dwelling units per gross developable acre. The proposed project is a 35-unit detached single-family subdivision with a density of 7.6 units per gross developable acre (excluding the landscape corridor), which is consistent with the MDR land use designation.

Table II-9 of the General Plan contains a table addressing the compatibility of adjacent land uses. For purposes of the table, "adjacent" includes land uses separated by collectors (e.g., Market St.) and local streets but does not include land uses separated by major arterials (e.g., Vista Grande Blvd.). The proposed MDR land use is considered to be compatible with the adjacent MDR land uses to the north and east of the project site, and conditionally compatible with the adjacent Community Commercial (CC) land use to the west across Market St. In conclusion, staff finds the proposed rezone is consistent with the requirements of the General Plan and SVSP for the MDR land use, and the project will not adversely affect the public interest, safety, or welfare of the City.

EVALUATION: DEVELOPMENT AGREEMENT AMENDMENTS

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

1. ***Consistency with the objectives, policies, general land uses and programs specified in the General Plan and the Sierra Vista Specific Plan;***

2. ***Consistency with the provisions of the City of Roseville Zoning Ordinance;***

3. ***Conformity with the public health, safety and general welfare;***

4. ***The effect on the orderly development of the property or the preservation of property values; and***

5. ***Whether the provisions of the Agreement shall provide sufficient benefit to the City to justify entering into the Agreement.***

Development Agreements (DAs) are binding contracts that set the terms, rules, conditions, regulations, entitlements, responsibilities, and other provisions relating to the development of the covered properties. The project includes a second amendment of the Mourier & Bagley DA and a second amendment of the Mourier & Computer Deductions DA. The DAs will be amended to reflect the proposed unit transfers and land use change. In addition, the key items addressed in the proposed DA amendments include groundwater wells, water conservation goals, recycled water facilities, and affordable housing unit obligations. Each item is listed and discussed below. Items that are not addressed in this amendment are subject to the terms of the original DAs and prior 1st Amendments.

Groundwater Wells: Section 3.7.2 of the original DAs requires the Landowner to dedicate to the City Parcels JM-60 and FD-63 for two groundwater wells. The City is responsible for the construction of monitoring wells for determining water production and quality and the topside improvements. The Landowner is responsible for drilling and completing the production wells, but not the above ground well improvements such as pumping and treatment facilities. The requested DAAs maintain this language but adds that if the City adopts a revised water connection fee which is uniformly applied on a City-wide basis and encompasses the costs of the well construction requirements, the Landowner shall be relieved of the well construction requirements as long as the Landowner pays the applicable water connection fee.

Water Conservation Goals: The proposed DAAs include an amendment to Section 3.7.4, which pertains to the City's periodic evaluation of available water supply and water conservation goals. The original DAs require the review of water demands, the achievement of water conservation goals and sources of water once construction of the dwelling units in the Plan area cumulatively utilize 25% of the projected potable water usage at buildout of the SVSP, and then every three years thereafter during the term of the DA. The DAAs will replace this language and clarify the City has the ability to monitor potable water consumption on a near real term basis with the implementation of the City's Advanced Metering Infrastructure ("AMI") system.

Recycled Water Facilities: The DAAs will amend Section 3.9 of the original DAs regarding development obligations for construction of recycled water facilities. Similar to Section 3.2.2 discussed above, the DAAs add language that if the City adopts a revised water connection fee that is uniformly applied on a City-wide basis and encompasses the estimated cost for construction of the recycled water facilities, the Landowner shall not be responsible for the payment of the pro-rata share of the cost of the recycled water facilities, as long as the Landowner pays the applicable recycled water connection fee or revised water connection fee, or any special benefit fees as may be applicable to fund the recycled water facilities.

Affordable Unit Allocation: The amendment to the Mourier & Computer Deductions DA includes a revision to the affordable housing obligation for Parcel JM-30. Of the 159 units currently allocated to Parcel JM-30, 146 of these units are designated as affordable in the SVSP and in the Mourier & Computer Deductions DA. The project will transfer five (5) units from Parcel JM-40 to Parcel JM-30, as well as twelve (12) units from Parcel JM-21 (currently being processed under file #PL20-0191). As a result, Parcel JM-30 will be allocated a total of 176 units. The applicant is proposing to designate all 176 units on Parcel JM-30 as affordable rental units (88 Very Low and 88 Low). Section 2.6.1.1 of the DA will be amended to reflect this new allocation. As mentioned, the City's Housing Division reviewed the project and determined the proposed affordable unit transfer is acceptable and is consistent with City policy.

In summary, City staff has found the proposed DAAs to be consistent with the General Plan, SVSP, and the Zoning Ordinance. The DAAs are in conformance with the public health, safety, and welfare, and will not adversely affect the orderly development of the property or the preservation of property values. Therefore, the proposed DAAs are consistent with items 1-5 above.

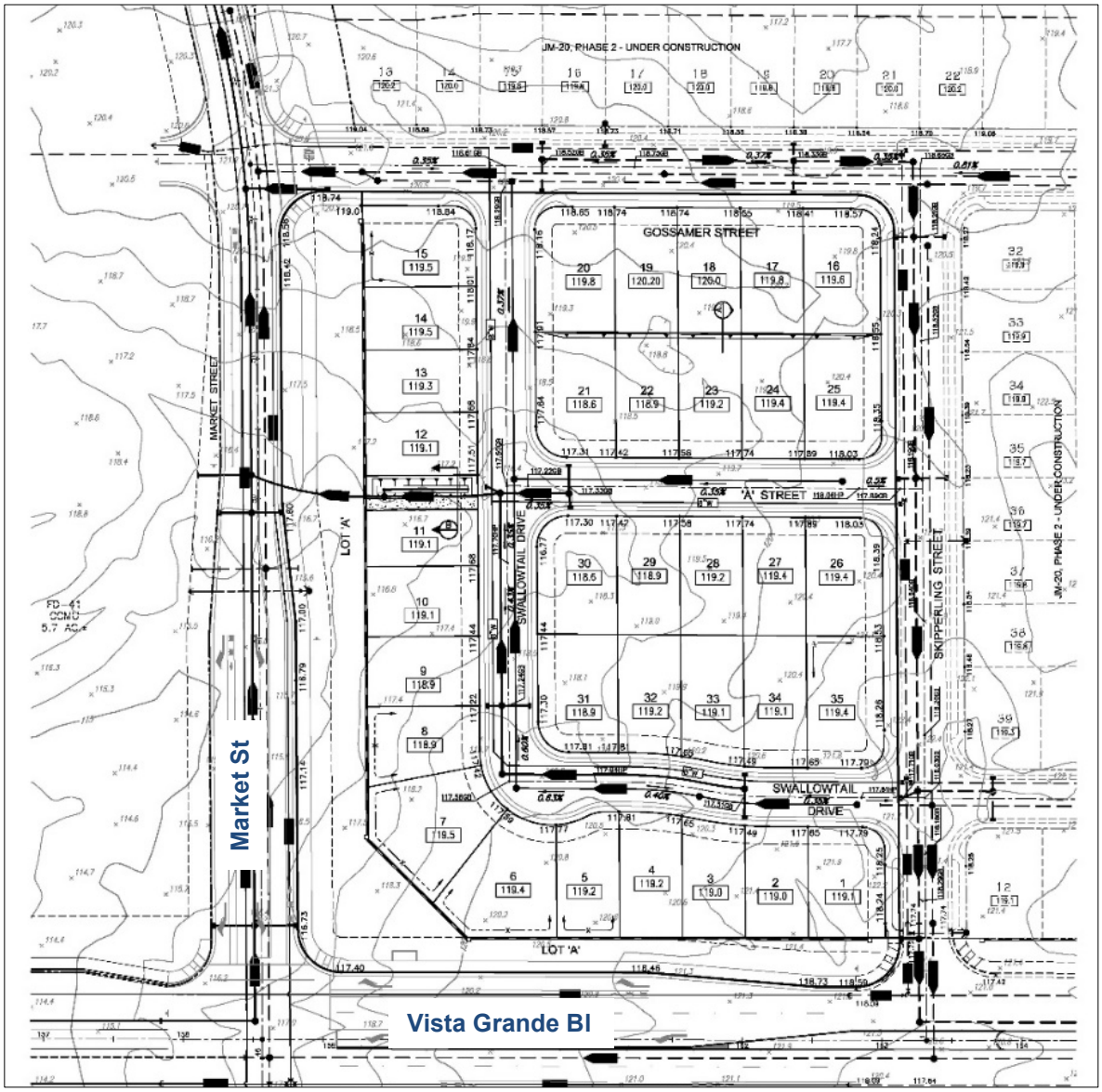
EVALUATION: TENTATIVE SUBDIVISION MAP

Section 18.06.180 of the City of Roseville Subdivision Ordinance requires that three findings be made in order to approve or conditionally approve a Tentative Subdivision Map. The three findings are listed below in ***bold, italics*** and are followed by an evaluation of the map in relation to each finding.

1. ***The size, design, character, grading, location, orientation, and configuration of lots, roads and all improvements for the tentative subdivision map are consistent with the density, uses, circulation and open space systems, applicable policies and standards of the General Plan and the Community Design Guidelines, and the design standards of Title 18 (Subdivision Ordinance) of the Roseville Municipal Code.***

The applicant is proposing to subdivide Parcel JM-40 into 35 single-family residential lots and one (1) landscape lot ("Lot A") (see Figure 2 below and attached Exhibit H). The Map Act and Subdivision Ordinance do not contain any maximum or minimum lot sizes. Instead these standards are contained within the Zoning Ordinance and SVSP. The design of the proposed improvements have been reviewed by relevant City departments and divisions and have been found to conform to City standards. An evaluation of the design elements of the subdivision is included below.

Figure 2: Proposed Tentative Subdivision Map



Access and Circulation: Consistent with the SVSP, the proposed subdivision configuration will create practical lots for the development of residential uses. Vehicle access for the subdivision will be provided from both Market St. and Vista Grande Blvd. The layout and street design was reviewed by Development Services Engineering and Fire Department staff to ensure that the street design meets standards for vehicular circulation and emergency response.

Paseo: Figures B-5 and B-11 of the SVSP identify a collector street paseo along Market St. adjacent to Parcel JM-40. The proposed subdivision map includes a 60-foot wide paseo consisting of a 15-foot landscape strip along Market Street, a 10-foot walk, and then a 35-foot landscape street between the walk and the masonry wall adjacent to the proposed lots; this design is consistent with the paseo guidelines for the residential parcels along Market St. Section B.6 of the SVSP Design Guidelines states that pedestrian connections should occur every 600 feet along a collector paseo. As the entire length of Parcel JM-40 adjacent to the paseo is less than 600 feet long, the only pedestrian connection along the collector paseo will be located at the entrance to the subdivision along Market St. In addition, the homes adjacent to the paseo will back on to the paseo, consistent with Section B.6. The interface with the pedestrian circulation system is consistent with the requirements of the SVSP.

2. ***The subdivision will result in lots which can be used or built upon. The subdivision will not create lots which are impractical for improvement or use due to: the steepness of terrain or location of watercourses in the area; the size or shape of the lots or inadequate building area; inadequate frontage or access; or, some other physical condition of the area.***

The proposed parcels are of sufficient size and shape to accommodate development that is consistent with the applicable zoning and design requirements. As mentioned above, the lots are consistent with the proposed development standards included as Exhibit I. These standards are consistent with other development standards that have been approved in the SVSP area. The modified RS/DS standards have been determined to be of adequate size and shape to support development consistent with the SVSP guidelines.

The subdivision is located on relatively flat land. A master drainage plan has been approved for the SVSP area. The project has been reviewed by the Engineering Division and no conflicts with the master drainage plan have been identified.

3. ***The design and density of the subdivision will not violate the existing requirements prescribed by the Regional Water Quality Control Board for the discharge of waste into the sewage system, Pursuant to Division 7 of the Water Code.***

As part of the adoption of the SVSP, an assessment of wastewater demands was completed for the entire plan area. The proposed subdivision map is consistent with the total number of units anticipated within the Specific Plan, and therefore will not increase planned demands on sewage services; there will be no impacts to the existing requirements established by the Regional Water Quality Control Board.

EVALUATION: DESIGN REVIEW FOR RESIDENTIAL SUBDIVISION

Section 19.10.045 of the Zoning Ordinance specifies that a Design Review Permit is required for all compact residential development (attached or detached single-family units on land with a General Plan land use designation of Medium Density Residential or higher) or for any residential projects of any density on a parcel or parcels zoned Small Lot Residential (RS) where modifications to the RS supplemental design standards are requested. Design Review gives staff the opportunity to examine the proposed design to determine compatibility with the surrounding community, and compliance with the intent of the Community Design Guidelines and other applicable design standards. Pursuant to Zoning Ordinance Section 19.78.060, the required Findings for a Design Review Permit for a Residential Subdivision are as follows:

1. ***The residential design, including the height, bulk, size, and arrangement of buildings is harmonious with other buildings in the vicinity.***

2. ***The residential design is consistent with the applicable design guidelines.***

This project is subject to the development standards of the City's Zoning Ordinance, the City's Community Design Guidelines (CDG), and the SVSP. However, the Mourier & Bagley DA (which covers Parcel JM-40) includes a provision allowing MDR parcels to use either the RS/DS standards set forth in the SVSP or to use the modified RS/DS standards outlined in the DA (see Attachment 4). The RS/DS development standards within the DA allow for a smaller lot size, reduced front yard setback, and removes the minimum usable open space requirement. The applicant is proposing to apply the RS/DS standards in the DA (Single Family with Attached Sidewalk), with modifications to the front and interior side yard setbacks. The front yard setback will be reduced from 14 feet to 12.5 feet and the interior side yard setback will be reduced from 5 feet to 4 feet. The proposed standards are included as Exhibit I, and the conceptual elevations showing architectural treatment, floor plans, and color schemes are included as Exhibit J.

Plan Types: The project includes eight plan types, three one-story and five two-story, ranging in size from approximately 1,300 square feet to approximately 2,300 square feet. The units will be single-family, detached, front-loaded product types with two-car garages, similar in height, bulk, and arrangement to other planned homes in the vicinity. Table 2 identifies the square footage, number of bedrooms, and number of floors for each plan type.

Table 2: Plan Types

Plan Type	Square Footage	Bedrooms	Floors
Plan 1343	1,343	3	1
Plan 1412	1,412	3	1
Plan 1435	1,435	3	1
Plan 1570	1,570	3	2
Plan 1790	1,790	4	2
Plan 1964	1,964	4	2
Plan 2184	2,184	5	2
Plan 2341	2,341	5	2

Streetscape: Each of the eight floor plans will be offered in one of four architectural styles—Spanish, Craftsman, Cape Cod, and French. Building projections and varying roof forms are used to provide visual interest in the streetscape. For the sides and rear of the homes, each elevation includes both a standard and an enhanced set of plans. The enhanced elevations will be used on lots adjacent to the roadways (Market St. and Vista Grande Bl.) and all street-facing elevations on corner lots. Enhancement includes the addition of window fittings such as shutters, window trims, and the use of additional materials on the façade. Figure 3 below includes an example of the streetscape.

Colors and Materials: Visual interest on the homes' façades are provided by the variation in materials and architecture. The homes will be offered in seven color schemes consisting of natural or neutral tones. The designs incorporate a mix of materials, such as stucco, lap siding, and stone, and decorative embellishments (i.e., shutters and decorative woodwork) which help further emphasize façade articulation in the streetscape.

Figure 3: Example Streetscape

Landscaping: The applicant has included typical landscaping plans showing the proposed plant palette and layout. The plans include a mix of trees, shrubs, and groundcover, using a palette that will create seasonal visual interest consistent with the SVSP Landscape Guidelines. The project is conditioned to comply with the City's Water Efficient Landscape Ordinance (WELO).

Development Standards: The project request includes modified development standards to deviate from the RS/DS standards outlined in the Mourier & Bagley DA. The front yard setback will be reduced from 14 feet to 12.5 feet and the interior side yard setback will be reduced from 5 feet to 4 feet. These reduced setbacks will help to facilitate the single story units planned for the subdivision. Staff is supportive of the setback reductions as single story units help to vary the streetscape views and massing for the residential units. In addition, the setback reductions are consistent with other DRRS approvals in the SVSP area, including the adjacent JM-20A and JM-20B subdivisions to the north and east, and the massing and varying wall planes of the building design will reduce the visual impact of the reduced setbacks.

The size and overall design of the project is compatible with the other approved subdivisions in the nearby area. The project is also consistent with the applicable design guidelines, as the design has included architectural treatments and details which will create street presence and character.

PUBLIC OUTREACH

The proposed project was distributed to all internal and external agencies and departments who have requested such notice, and all comments or recommended conditions of approval have been incorporated into the project, as appropriate. A notice of the public hearing was published in the Sacramento Bee on November 27, 2020 and a notice of the hearing was also distributed to all property owners within 300 feet of the site, and to the Roseville Coalition of Neighborhood Associations. To date, no comments have been received.

ENVIRONMENTAL DETERMINATION

Consistent with CEQA Guidelines Section 15164, regarding previously certified and adopted Environmental Impact Reports (EIR), an Addendum to the Sierra Vista Specific Plan EIR (SCH #2008032115, certified May 5, 2010) has been prepared to cover the minor technical changes and additions necessary to describe the impacts of the proposed project (Attachment 2). The Addendum did not identify any new environmental impacts from the project. As such, staff recommends the Planning Commission consider the Addendum prior to taking action on this project.

RECOMMENDATION

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

A. Consider the **3rd Addendum to the Sierra Vista Specific Plan EIR**;

B. Recommend the City Council approve the **GENERAL PLAN AMENDMENT (LAND USE MAP) – 1690 VISTA GRANDE BOULEVARD – SVSP PCL JM-40 – SIERRA VISTA JM-40 SUBDIVISION – FILE #PL20-0103**;

C. Recommend the City Council approve the **SPECIFIC PLAN AMENDMENT (TEXT AND LAND USE MAP) – 1690 VISTA GRANDE BOULEVARD – SVSP PCL JM-40 – SIERRA VISTA JM-40 SUBDIVISION – FILE #PL20-0103**;

D. Recommend the City Council adopt the two (2) findings of fact and approve the **REZONE – 1690 VISTA GRANDE BOULEVARD – SVSP PCL JM-40 – SIERRA VISTA JM-40 SUBDIVISION – FILE #PL20-0103**;

E. Recommend the City Council approve the **DEVELOPMENT AGREEMENT AMENDMENT (MOURIER & BAGLEY) – 1690 VISTA GRANDE BOULEVARD – SVSP PCL JM-40 – SIERRA VISTA JM-40 SUBDIVISION – FILE #PL20-0103**;

F. Recommend the City Council approve the **DEVELOPMENT AGREEMENT AMENDMENT (MOURIER & COMPUTER DEDUCTIONS) – 1690 VISTA GRANDE BOULEVARD – SVSP PCL JM-40 – SIERRA VISTA JM-40 SUBDIVISION – FILE #PL20-0103**;

G. Adopt the three (3) findings of fact and approve the **TENTATIVE SUBDIVISION MAP – 1690 VISTA GRANDE BOULEVARD – SVSP PCL JM-40 – SIERRA VISTA JM-40 SUBDIVISION – FILE #PL20-0103** subject to sixty-two (62) conditions of approval; and

H. Adopt the two (2) findings of fact and approve the **DESIGN REVIEW FOR RESIDENTIAL SUBDIVISION – 1690 VISTA GRANDE BOULEVARD – SVSP PCL JM-40 – SIERRA VISTA JM-40 SUBDIVISION – FILE #PL20-0103** subject to twenty-five (25) conditions of approval.

CONDITIONS OF APPROVAL FOR THE TENTATIVE SUBDIVISION MAP – FILE #PL20-0103

1. The Tentative Subdivision Map shall not be deemed approved until the actions on the General Plan Amendment, Specific Plan Amendment, Rezone, and Development Agreement Amendment are approved and become effective. (Planning)

2. The approval of a Tentative Map and/or tentative site plan does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. The Developer shall submit civil drawings to the Department of Development Services – Engineering Division for review and approval. (Engineering)

3. The design and construction of all improvements shall conform to the Design and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)

4. The developer shall not commence with any on-site improvements until such time as grading and/or improvement plans have been submitted for review and are approved and grading and/or encroachment permits are issued by the Department of Development Services – Engineering Division. (Engineering)

5. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. Project billing may occur up to two (2) months after the end of warranty or the Notice of Termination date for the SWPPP, whichever occurs later. (Engineering, Environmental Utilities, Finance)

6. The project shall comply with all required environmental mitigation identified in the Sierra Vista Specific Plan EIR (State Clearinghouse #2008032115, certified May 5, 2010) and subsequent Addendum prepared for the project, and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)

PRIOR TO ISSUANCE OF A GRADING PERMIT AND/OR IMPROVEMENT PLANS:

7. Landscape Plans for all landscape corridors and all landscaped common areas shall be approved with the improvement plans. Landscaping shall be installed for Substantial Completion of the subdivision improvements. Landscape corridors shall also successfully complete the required establishment period. The landscape plan shall comply with the Sierra Vista Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning, Engineering, Parks, Fire, Environmental Utilities)

8. The grading and improvement plans shall be designed in accordance with the City's Improvement Standards and Construction Standards and shall reflect the following:

    a. Street improvements including, but not limited to, curb, gutter, sidewalk, pavement, drainage systems, traffic striping, signing, medians and markings, etc. along all existing and proposed City streets, as required by Engineering.

    b. Grading shall comply with the City grading ordinance. Erosion control devices (sediment traps, ditches, straw bales, etc.) shall be shown on the grading plans. All erosion control shall be installed prior to the onset of wet weather. Erosion control is installed to minimize silt discharge from the project site. It is incumbent upon the applicant to ensure that necessary measures are taken to minimize silt discharge from the site. Therefore modification of the erosion control plan may be warranted during wet weather conditions.

    c. A rough grading permit may be approved by the Engineering Department prior to approval of the improvement plans.

    d. Access to the floodplain as required by Engineering and the Streets Department.

    e. Standard Accessible ramps shall be installed at all curb returns per City Standards. (Engineering)

9. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to the Engineering Division prior to approval of any plans. (Engineering)

10. The applicant shall apply for and obtain an encroachment permit from the Engineering Department prior to any work conducted within the City right-of-way. (Engineering)

11. The Subdivision or Infrastructure improvement plans shall include a complete set of Landscape Plans. The frontage landscaping improvements shall be completed and accepted by the city prior to or concurrent with City acceptance of the subdivision improvement plans. (Planning, Engineering, Fire, Environmental Utilities, Electric)

12. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During site inspection Engineering will designate the exact areas to be reconstructed. (Engineering)

13. All Lots/Parcels shall conform to Class 1 drainage, pursuant to the adopted City of Roseville Improvement Standards, except as shown on the tentative map or as approved in these conditions. (Engineering)

14. The following note shall be added to the Grading and/or Improvement Plans:

To minimize dust/grading impacts during construction the applicant shall:

a. *Spray water on all exposed earth surfaces during clearing, grading, earth moving and other site preparation activities throughout the day.*

b. *Use tarpaulins or other affective covers on all stockpiled earth material and on all haul trucks.*

c. *Sweep the adjacent streets frontages at least once a day or as needed to remove silt and other dirt which is evident from construction activities.*

d. *Ensure that construction vehicles are cleaned prior to leaving the construction site to prevent dust and dirt from being tracked off site.*

e. *The City shall have the authority to stop all grading operations, if in the opinion of city staff, inadequate dust control measures are being practiced or excessive wind conditions contribute to fugitive dust emissions. (Engineering)*

15. Prior to the approval of the improvement plans, it will be the project proponent's responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)

16. Market Street shall be designed in conformance with the approved tentative map and the Sierra Vista Specific Plan. The west half of the street section will include 14'-23' of pavement improvements along with curb and gutter. The eastern half will include a 60' wide paseo, a 15' (5' min) wide planter between the back of curb and the sidewalk, a 10' wide sidewalk and approximately 35' of landscaping between the back of sidewalk and the masonry wall. (Engineering)

17. The typical minor private residential street shall be designed in conformance of the approved tentative map and Sierra Vista Specific Plan. The street will consist of 42' of right of way with a typical ½ section of 14' pavement, 4' sidewalk and 12.5' PUE. The PUE will be placed over these private roads for access and maintenance of the water and sewer.(Engineering)

18. A note shall be added to the grading plans that states:

    "Prior to the commencement of grading operations, the contractor shall identify the site where the ***excess/borrow*** *earthen material shall be imported/deposited. If the* ***borrow/deposit*** *site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified."* (Engineering)

19. The applicant shall dedicate all necessary rights-of-way for the widening of any streets required with this entitlement. A separate document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorder's Office. (Engineering)

20. The applicant shall dedicate a separate drainage easement to the City of Roseville for the storm drain facility required to transfer public storm waters through the site. The easement document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorder's Office. (Engineering)

21. The grading plans for the site shall be accompanied with a shed map that defines that area tributary to this site. All drainage facilities shall be designed to accommodate the tributary flow. All on-site storm drainage shall be collected on site and shall be routed to the nearest existing storm drain stub of natural drainage coarse. (Engineering)

22. All storm drainage, including roof drains, shall be collected on site and shall be routed to the nearest storm drain system or natural drainage facility. Prior to discharge from the site, the storm water shall be treated with appropriate storm water pollution treatment device(s). Any drainage outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. (Engineering)

23. The grading plans shall be accompanied with engineered structural calculations for all retaining walls greater than 4 feet in height. All retaining walls shall be of either split faced masonry units, keystone type construction, or cast in place concrete with fascia treatment. (Engineering)

24. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)

25. To ensure that the design for any necessary widening, construction, or modifications of Public Streets does not conflict with existing dry utilities generally located behind the curb and gutter, and prior to the submittal of design drawings for those frontage improvements, the project proponent shall have the existing dry utilities pot holed for verification of location and depth. (Engineering)

26. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)

27. Project infrastructure improvements maybe subject to reimbursements under the Citywide TMF, the TMF Set-Aside or the Sierra Vista Specific Plan (SVSP) fee program as identified in the Development Agreement. (Engineering)

28. **Prior to the approval of the Improvement Plans**, the project proponent shall provide proof of preparation and submittal of a Storm Water Pollution Prevention Plan (SWPPP) to the Regional Water Quality Control Board (RWQCB). Proof shall be in the form of the Waste Discharge Identification Number (WDID#), provided to the applicant from RWQCB, placed on the coversheet of the improvement plans. Upon approval of the improvement plans, a copy of the SWPPP shall be required onsite and available for viewing by City inspection staff upon request. (Engineering)

29. Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water, sewer and recycled water utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan-view and in profile-view where grading activities will modify existing site elevations over top of or within 15 feet of the utility. Any utilities that could potentially be impacted by the project shall be clearly identified along with the proposed protection measures. The developer shall be responsible for taking measures and incurring costs associated with protecting the existing water, sewer and recycled water utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)

30. Water and sewer infrastructure shall be designed and constructed pursuant to the adopted City of Roseville Improvement Standards and Construction Standards and shall reflect the following:

    a. Sewer and water service laterals shall not be allowed off of water and sewer mains larger than 12 inches in diameter.

    b. Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12 feet unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.

c. Water and sewer mains shall not exceed a depth of 12 feet below finished grade, unless authorized in these conditions.

d. All sewer manholes shall have all-weather 10-ton vehicular access unless authorized by these conditions. (Environmental Utilities)

31. Recycled water infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. The applicant shall pay all applicable recycled water fees. Easements shall be provided as necessary for recycled water infrastructure. (Environmental Utilities)

32. Any backflow preventers visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventers shall be screened with landscaping and shall comply with the following criteria:

    a. There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventer to the landscaping.

    b. For maintenance purposes, the landscaping shall be installed on a maximum of three sides and the plant material shall not have thorns.

    c. The control valves and the water meter shall be physically unobstructed.

    d. The backflow preventer shall be covered with a green cover that will provide insulation. (Environmental Utilities)

33. A note shall be added to the Improvement Plans stating that all water backflow devices shall be tested and approved by the Environmental Utilities Department prior to the Notice of Completion for the improvements. (Environmental Utilities)

34. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 500' on center. (Fire)

35. Minimum fire flow is 1,500 gallons per minute with 20 pounds of residual pressure. The fire flow and residual pressure may be increased, as determined by the Fire Marshall, where the project utility lines will serve non-residential uses. (Fire)

36. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)

37. All Electrical Department facilities, including street lights where applicable, shall be designed and built to the “City of Roseville Specifications for Residential Trenching”. (Electric)

38. The design for electrical service for this project will begin when the Electric Department has received a full set of improvement plans for the project. (Electric)

39. All landscaping in areas containing electrical service equipment shall conform to the “Electric Department Landscape Design Requirements” as outlined in Section 7.00 of the Electric Department’s “Specifications for Residential Trenching.” (Electric)

40. The location and design of the gas service shall be determined by PG&E. The design of gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)

41. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

PRIOR TO OR UPON RECORDATION OF FINAL/PARCEL MAP:

42. The following easements shall be provided and shown on the Final Map or by separate instrument, unless otherwise provided for in these conditions:

    a. Refer to the Tentative Map for all public utilities easement along all road frontages; and

    b. Water and sewer easements. (Environmental Utilities, Engineering)

43. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)

44. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed land Surveyor. (Alternative Transportation, Environmental Utilities, Electric, Engineering)

45. A declaration of Conditions, Covenants and Restrictions (CC&Rs), in a form approved by the City Attorney, shall be recorded on the entire property concurrently with the Final/Parcel Map. The CC&Rs shall include the following items: (Attorney, Planning)

    a. A clause prohibiting the amendment, revision or deletion of any sections in the CC&Rs required by these conditions of approval without the prior written consent of the City Attorney.

    b. A clause excluding any property owned by the City from the terms of the CC&Rs.

46. The City shall not approve the Final Map for recordation until either:

    a. A subdivision agreement is entered into along with the necessary bonds and insurance as required by the City. Said agreement shall be in a form acceptable to the City Attorney.

    OR

    b. The improvement plans are approved, and the improvements are constructed and accepted as complete. In this case, the subdivider shall enter into a one-year maintenance agreement concurrent with the recordation of the Final Map. (Engineering)

47. Any structures crossing Lot/Parcel lines created by the Final/Parcel map shall be removed. (Engineering)

48. Street names shall be approved by the City of Roseville. (Engineering)

49. The Final/Parcel Map shall include an irrevocable offer to dedicate public rights-of-way and public and/or private easements as required by the City. Lettered Lot//Parcel along major roads shall be dedicated as landscape/pedestrian/public utility easements and in fee to the City as open space. (Engineering)

50. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Engineering)

51. The Final/Lot/Parcel/Parcel Map shall be submitted per, "The Digital Submittal of Cadastral Surveys". Submittal shall occur after Engineering approval but prior to Council approval. (Engineering)

52. Electric construction costs incurred by the City of Roseville Electric Department for this project shall be paid for by the developer per the applicable policy. (Electric)

53. The Environmental Utilities Department shall make a determination that there is adequate conveyance and treatment capacity in the City sewer system to handle the newly created Lot/Parcels. (Environmental Utilities)

54. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL:

55. The applicant shall pay City's actual costs for providing plan check, installation and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Environmental Utilities, Engineering)

56. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)

57. It is the responsibility of the developer to insure that all existing electric facilities remain free and clear of any obstructions during construction and when the project is complete. (Electric)

58. All residential units must install a Seasonal Energy Efficiency Rating ("SEER") of 2 points above the minimum, as defined by the State of California in the current Title 24 of the Code of California regulations, up to a total maximum of 16 points including the 2 point premium, an Energy Efficiency Ratio ("EER") of 12 or greater, and a thermal expansion valve "TXV"). The SEER rating of 2 points above the minimum, as defined by the current Title 24, up to a maximum of 16 points, and an EER rating of 12 or greater along with a TXV will be specified on building plans and Title 24 compliance certificates at the time building permits are requested. If Title 24 of the Code of California Regulations in effect at the time of request for building permits requires higher SEER or EER ratings, residential units in the Plan Area shall comply with such State requirements. The SEER and EER ratings will be verified with appropriate documentation. These requirements shall be utilized in the overall energy compliance calculations required for issuance of a building permit for any residential unit. Any variances must be approved by the Electric Department's Retail Energy Services Department. (Building, Electric)

59. Existing public facilities damaged during the course of construction shall be repaired by the applicant, at the applicant's expense, to the satisfaction of the City. (Engineering)

60. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday. Provided, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order. (Engineering)

61. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor shall notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. Non-emergency releases or notifications about the presence of containers found shall be reported to the Fire Department. (Fire)

62. All plant material shall be maintained under a 30 calendar day establishment period after initial planting. Upon completion of the establishment period, all plant material shall remain under warrantee for an additional 9 months minimum. Any plant material which does not survive during the establishment period shall be immediately replaced. Any trees or shrubs which do not survive during the warrantee period shall be replaced one month prior to the end of the warrantee period. Tree or shrub replacement made necessary due to acts of God, neglect or vandalism shall be exempt from the warrantee. (Parks, Recreation, and Libraries)

CONDITIONS OF APPROVAL FOR THE DESIGN REVIEW FOR RESIDENTIAL SUBDIVISION – FILE #PL20-0103

1. The development standards, unit designs and landscape plans for **SVSP PCL JM-40 – JM-40 Subdivision** are approved as described in Exhibits I–J, except as modified by these conditions of approval. (Planning)

2. This permit shall expire on the same date as the Tentative Map for **SVSP PCL JM-40 – JM-40 Subdivision** (**File #PL20-0103), which is December 10, 2022**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **December 10, 2023**. Effectuation of this DRRS shall occur with the first residential Building Permit. (Planning)

3. The landscape plan shall comply with the Landscape Guidelines for the Sierra Vista Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning)

4. The project shall comply with all required environmental mitigation identified in the Sierra Vista Specific Plan EIR (State Clearinghouse #2008032115, certified May 5, 2010) and subsequent Addendum prepared for the project, and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)

5. To provide variation along the streetscape, no two identical unit designs shall be located adjacent to one another. (Planning)

6. Lots with street-facing rear and side elevations shall be constructed with enhanced architectural details. (Planning)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

7. The project Landscape Plans shall comply with the following:

   a) The Landscape Plan shall indicate the location of, and be designed to avoid conflicts with, all pole-mounted light fixtures and utility equipment including (but not limited to) electric transformers, switchgear, and overhead lines, backflow preventers, fire department connections, and public water, sewer, and storm drain facilities. (Planning, Fire, EUD, Electric, Public Works)

   b) At a minimum, landscaped areas not covered with live material shall be covered with a rock, (3") bark (no shredded bark) or (3") mulch covering. (Planning)

8. All on-site external lighting shall be installed and directed to have no off-site glare. (Planning)

9. Building permit plans shall comply with all applicable code requirements (California Residential Code-CRC- based on the International Residential Code, California Building Code – CBC – based on the International Building Code, California Green Building Standards Code-CGBSC, California Mechanical Code – CMC – based on the Uniform Mechanical Code, California Plumbing Code – CPC – based on the Uniform Plumbing Code, California Fire Code – CFC – based on the International Fire Code – with City of Roseville Amendments – RFC, California Electrical Code – CEC – based on the National Electrical Code, and California Energy Standards – CEC T-24 Part 6), California Title 24 and the American with Disabilities Act - ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Division for applicable Code editions). (Building)

10. Prior to the issuance of building permits, the property owner shall pay into the following fee programs: Citywide Drainage Fee, Citywide Traffic Mitigation Fee (TMF), Highway 65 Joint Partners Association (JPA), South Placer Regional Transportation Authority (SPRTA), and City/County Fee. (Engineering)

11. The design and installation of all fire protection equipment shall conform to the California Fire Code and the amendments adopted by the City of Roseville, along with all standards and policies implemented by the Roseville Fire Department. (Fire)

12. The applicable codes and standards adopted by the City shall be enforced at the time construction plans have been submitted to the City for permitting. (Fire)

13. Testing of all fire systems shall be performed prior to opening the sales office for business. (Fire)

14. Framing construction cannot commerce until access roads and public fire hydrants are approved by the Fire Department. (Fire)

15. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

DURING CONSTRUCTION AND PRIOR TO ISSUANCE OF OCCUPANCY PERMITS:

16. All electric metering shall be directly outside accessible. (Electric)

17. It is the responsibility of the developer to ensure that all existing electric facilities remain free and clear of any obstruction during construction and when the project is complete. (Electric)

OTHER CONDITIONS OF APPROVAL:

18. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday. Provided, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order. (Building)

19. The required width of fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Minimum required widths and vertical clearances established by the Fire Code shall be maintained at all times during construction. Closure of accesses for fire apparatus by gates, barricades and other devices shall be prohibited unless approved by the Fire Chief. (Fire)

20. Temporary aboveground storage tanks may be used at construction sites for diesel fuel only and shall not exceed 1,000 gallon capacity. Tanks shall comply with all provisions found within the Fire Code. A Fire Department Permit shall be obtained prior to tank installation. The permit shall expire after 90 days from the date of issuance, unless extended by the Fire Chief. (Fire)

21. Signs are not approved as part of the Design Review Permit. A Sign Permit is required for all project signs. (Planning)

22. Following the installation of the landscaping, all landscape material shall be maintained in a healthy and weed free condition; dead plant material shall be replaced immediately. All trees shall be maintained and pruned in accordance with the accepted practices of the International Society of Arboriculture (ISA). (Planning)

23. Fences and walls shall be consistent with the locations and treatments specified in the Sierra Vista Specific Plan Design Guidelines. (Planning)

24. The location and design of the gas service shall be determined by PG&E. The design of the gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)

25. Any relocation or modification to the existing utility facilities or other existing improvements required for the development of this subdivision shall be at the developer's expense. (Electric, Environmental Utilities, Engineering, Fire)

ATTACHMENTS

1. Guidelines for Conversion of Non-Residential Land Uses
2. 3rd Addendum to the SVSP EIR
3. Fiscal Impact Analysis
4. Mourier & Bagley DA RS/DS Standards

EXHIBITS

A. GPA Exhibit
B. General Plan Land Use Map
C. SPA Exhibit
D. SVSP Change Pages
E. Rezone Exhibit
F. Second Amendment of the Mourier & Bagley DA
G. Second Amendment of the Mourier & Computer Deductions DA
H. Tentative Subdivision Map (4 sheets)
I. Modified RS/DS Standards
J. DRRS Package

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

PLANNING DEPARTMENT

311 Vernon Street, Roseville, CA 95678 (916) 774-5276

Guidelines for Conversion of Non-Residential Land Uses

August 4, 2004

Intent:

In response to pressures to convert portions of the City's non-residential land use inventory the City has developed the following guidelines for the consideration of land use changes. The intent of the guidelines is to articulate the City's expectations relating to land use change proposals. These guidelines are to be applied as performance measures in the preparation and review of any such proposals. The guidelines are not intended to be inclusive of all City development requirements, but rather supplement those requirements by identifying or emphasizing concepts particularly important or unique to potential land use changes. It is expected that the City's emphasis on certain concepts or requirements will change overtime. Therefore, the guidelines are to be a fluid document to be revisited every two years and updated to reflect the City's present need.

In consideration of the unique attributes and constraints of various areas of the City, the guidelines have been divided in two areas those guidelines that are applicable to the infill area and those that are applicable to the balance of the City. A map depicting these areas is attached.

Infill

The overarching goal to be applied to land use changes within the infill portion of the City is to encourage and emphasize reinvestment and revitalization without creating undue burdens and barriers to development while preserving neighborhood compatibility.

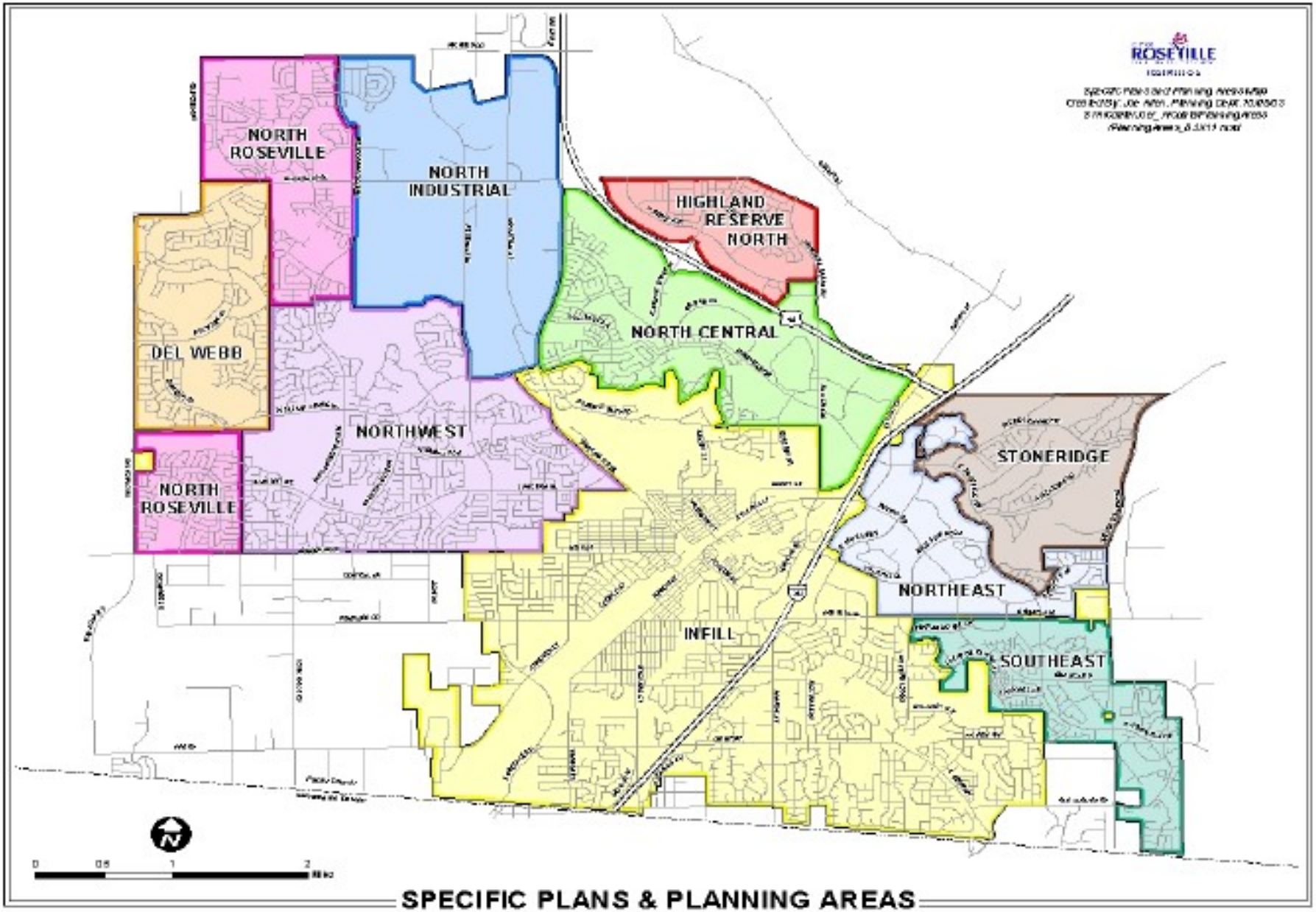
1. Infill properties are identified as those properties located within the City's infill planning area as designated on the City's Zoning Map.
2. Parks obligation to include payment of citywide and neighborhood park fees. Neighborhood Park fees are to be applied to infill neighborhood park improvements as identified on an infill park CIP projects list. Where the Parks Department demonstrates a park need a Parkland dedication or in-lieu park fee for land dedication may be negotiated and evaluated on a project by project basis, based on the nature of the project and the benefit to the City.
3. Encourage the use of private passive open space in-lieu of land dedication for infill projects.
4. Off site utilities (e.g. water, sewer, electric) that serve more than the specific project are not the sole responsibility of the project. Over-sizing of improvements or upgrading to City standards may be available for City reimbursement. The City may develop a CIP for off site improvements for which a project may pay an impact fee in lieu of constructing the improvement. Each project shall be reviewed on a case-by-case basis and shall be conditioned accordingly.
5. School impacts shall be mitigated through new impact agreements executed to reflect the payment of the City's existing infill school impact fees.
6. New housing development shall meet the City's 10% goal (4% affordable to very low, 4% affordable to low, and 2% affordable to middle income) except redevelopment areas shall provide 15%. (Of those 40% affordable to very low income and the balance affordable to low/middle income).
7. A land use change on the Placer County Fair Grounds shall require a master plan.

8. Encourage higher density residential mixed-use projects with consideration to the relaxing of any one guideline or multiple guidelines to promote and provide incentives for innovative higher density residential mixed-use projects.

<u>Balance of the City</u>

The overarching goal to be applied to land use changes for the balance of the City is to maintain the City's fiscal balance and prevent the loss of jobs and existing job centers while maintaining a balanced community.

1. Balance of the City includes properties within all specific plans and the North Industrial Plan area.
2. A region wide employment and land inventory study shall be required of each project that is equal to or greater than 50 acres.
3. Land use changes will not have a negative fiscal impact to the City. Each project shall be modeled individually for citywide impacts utilizing the City's fiscal model.
4. Projects that are 50 acres or greater in size shall maintain employment options and a favorable jobs housing balance.
5. New housing development shall meet the City's 10% goal consistent with the Housing Element (4% affordable to very low, 4% affordable to low, and 2% affordable to middle income).
6. Projects shall provide a specific public benefit that may be in the form of a community benefit fee.
7. Increases in general fund service demands shall be mitigated by establishment of or annexation into a Community Facilities Mello Roos Assessment District to offset the costs of the project. The assessment may be utilized to offset the cost of the following: public safety; parks and open space maintenance; storm water management; and other costs identified by the City.
8. Parks obligation to include payment of citywide and neighborhood park fees. Active park needs shall be provided by the project. An in-lieu parkland dedication fee may be negotiated in lieu of land based on the project. For each acre of parkland dedication mitigated by an in-lieu fee a corresponding in-lieu fee shall be paid for park improvements. The in-lieu fees shall provide improvements of local benefit.
9. Place emphasis on the dedication of parklands within specific plan areas rather than acceptance of and in-lieu fee for land dedication.
10. Utilities (e.g. water, sewer, electric) shall not be impacted as to conveyance or capacity.
11. School impacts shall be mitigated through new impact agreements executed with the school districts to ensure that the projects student generation is accommodated.
12. Residential units not utilized within a specific plan area shall be reallocated within that plan area and school district. Otherwise, requests for units shall be considered as additive to the City's existing unit allocation.
13. Encourage higher density residential mixed-use projects with consideration to the relaxing of any one guideline or multiple guidelines to promote and provide incentives for innovative higher density residential mixed-use projects.



SPECIFIC PLANS & PLANNING AREAS

CITY OF ROSEVILLE CALIFORNIA

DEVELOPMENT SERVICES DEPARTMENT–PLANNING DIVISION

311 Vernon St, Roseville, CA 95678 (916) 774-5276

3rd ADDENDUM TO THE SIERRA VISTA SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT (SCH #2008032115, ADOPTED ON MAY 5, 2010)

Project Title/File Number:	SVSP PCL JM-40 – Sierra Vista JM-40 Subdivision; File #PL20-0103
Project Location:	1690 Vista Grande Boulevard, Roseville, Placer County, CA; APN 498-010-034-000
Project Description:	The proposed project is a 35-unit single-family residential subdivision on Parcel JM-40. The project includes a General Plan Amendment for Parcel JM-40 from Community Commercial (CC-7) to Medium Density Residential (MDR-7.8), a Specific Plan Amendment from Community Commercial/Commercial Mixed Use (CC/CMU) to MDR, a Rezone from Commercial Mixed Use/Special Area (CMU/SA) to Small Lot Residential with Modified Development Standards (RS/DS), and a Design Review for Residential Subdivision and a Tentative Subdivision Map. A Specific Plan Amendment (SPA) is also requested to transfer five (5) units from JM-40 to JM-30. A Development Agreement Amendment (DAA) is included to reflect the unit transfers.
Project Applicant:	David Cobbs, Baker Williams Engineering Group
Property Owner:	Steve Schnable, Mourier Investments LLC
Lead Agency Contact:	Kinarik Shallow, Associate Planner; Phone (916) 746-1309

An Addendum to a previously certified environmental impact report (EIR) may be prepared for a project if only minor technical changes or additions are necessary or none of the conditions calling for the preparation of a subsequent EIR or negative declaration have occurred (California Environmental Quality Act Guidelines [CEQA] Section 15164). Consistent with CEQA Guidelines Section 15164, the below analysis has been prepared in order to demonstrate that none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent EIR have occurred and that only minor technical changes or additions are necessary in order to deem the adopted EIR adequate to describe the impacts of the proposed project. CEQA Guidelines Section 15164 also states that an addendum need not be circulated for public review, but can be included in or attached to the final EIR for consideration by the hearing body. This Addendum focuses only on those aspects of the project or its impacts which require additional discussion.

Table of Contents

Project Description ……. **3**

Purpose and Scope of Addendum ……. **5**

Initial Study Checklist

I.	Aesthetics …….	**10**
II.	Agricultural & Forestry Resources ……..	**11**
III.	Air Quality …….	**12**
IV.	Biological Resources …….	**14**
V.	Cultural Resources ……..	**16**
VI.	Energy …….	**17**
VII.	Geology and Soils ……...	**17**
VIII.	Greenhouse Gases ……...	**19**
IX.	Hazards and Hazardous Materials ……..	**21**
X.	Hydrology and Water Quality …….	**24**
XI.	Land Use and Planning …….	**26**
XII.	Mineral Resources ……..	**28**
XIII.	Noise …….	**28**
XIV.	Population and Housing ……...	**30**
XV.	Public Services ……..	**32**
XVI.	Recreation ……	**33**
XVII.	Transportation / Traffic ……..	**34**
XVIII.	Tribal Cultural Resources ……..	**37**
XIX.	Utilities and Service Systems …….	**39**
XX.	Mandatory Findings of Significance ……..	**41**

Environmental Determination …….. **42**

Attachments …….. **42**

PROJECT DESCRIPTION

Project Location

The 5.65-acre project site is located on Parcel JM-40 of the Sierra Vista Specific Plan (SVSP), at the northeast corner of Market Street and Vista Grande Boulevard (Figure 1). The address of the project site is 1690 Vista Grande Boulevard. The proposed unit transfer is between Parcel JM-30 of the SVSP, which is located at 4950 Upland Drive (also shown in Figure 1 for reference); no development is being proposed on Parcel JM-30 with this project.

Figure 1: Project Location (Parcel JM-40)

Background

The SVSP was approved by the City Council on May 5, 2010 (file #2007PL-044). An Environmental Impact Report (EIR) was certified on May 5, 2010 (SCH #2008032115) and a Mitigation Monitoring Program was adopted with the SVSP. The plan area includes 2,064 acres west of Fiddyment Road, north of Baseline Road. The SVSP at a program level anticipated development of the plan area with a mix of residential, commercial, parks and open space land uses. Additionally, Development Agreements with the property owners of the SVSP parcels and the City were entered into to outline development obligations within the SVSP.

The SVSP identifies Parcel JM-40 as part of the “Village Node District”, which is intended to support a mixture of commercial and high-density residential uses. As such, the Specific Plan land use designation of the site is Community Commercial/Commercial Mixed Use (CC/CMU). Parcel JM-40 is allocated residential units based on a density of 7 units per acre, which amounts to 40 units based on the 5.65-acre size of the parcel. Parcel

JM-30 is identified as a High Density Residential (HDR) parcel at a density of 21 units per acre and is a designated affordable housing site.

Environmental Setting

The project site is undeveloped and is dominated by relatively flat topography. The site is vegetated with non-native grassland and does not contain any native oak trees. Aerial photography shows evidence of previous ground disturbance on the site due to construction of the adjacent roadways. There is no evidence of wetlands or designated open space areas on the site. The site is adjacent to single-family residential subdivisions to the north and east that are currently under construction, an undeveloped Commercial Mixed Use parcel to the west across Market Street, and an undeveloped Medium Density Residential parcel to the south across Vista Grande Boulevard.

Table 1: Adjacent Zoning and Land Use

Location	Zoning	General Plan Land Use	Actual Use of Property
Site	Commercial Mixed Use/Special Area (CMU/SA)	Community Commercial (CC-7)	Vacant
North	Small Lot Residential/Development Standards (RS/DS)	Medium Density Residential (MDR-8.1)	Vacant, approved single-family residential
South	Vista Grande Boulevard with RS/DS beyond	MDR-7.9	Vacant
East	RS/DS	MDR-8.1	Vacant, approved single-family residential
West	Market Street with CMU/SA beyond	CC-7	Vacant

Proposed Project

The proposed project is a 35-unit single-family residential subdivision on Parcel JM-40. No development is being proposed on Parcel JM-30 at this time. Approval of the project would reduce the commercial mixed use acreage in the SVSP from 35.33 acres to 29.68 acres, while increasing the medium density residential acreage from 309.05 acres to 314.7 acres. The project would replace 40 commercial mixed use residential units intended to be located on the commercial mixed use parcel with 35 medium density residential uses on Parcel JM-40.

The project includes the following entitlements:

A. General Plan Amendment (GPA) – The project includes a GPA to amend the land use designation of Parcel JM-40 from Community Commercial (CC-7) to Medium Density Residential (MDR-7.8). The proposed changes will add Medium Density Residential acreage and decrease Community Commercial acreage, but will not change the overall number of residential units designated for the project area or extend beyond the development area of the SVSP.

B. Specific Plan Amendment (SPA) – As mentioned, the SVSP designates Parcel JM-40 as a Commercial Mixed Use (CC/CMU) parcel. The project includes an Amendment to the SVSP, which includes land use changes consistent with those described in the General Plan Amendment. In addition, the project includes a transfer of five (5) units from parcel JM-40 to JM-30; JM-30 will have a new allocation of 164 units and JM-40 will have a new allocation of 35 units. The unit transfer does not change the HDR land

use designation of JM-30. The Specific Plan Amendment includes changes to the text, tables, and figures to reflect the land use changes and unit transfers.

C. Rezone – The project includes a Rezone to change the zoning designation of Parcel JM-40 from Commercial Mixed Use/Special Area (CMU/SA) to Small Lot Residential with Modified Development Standards (RS/DS). The RS/DS zoning designation is consistent with the proposed MDR land use, and will facilitate development of the proposed residential subdivision.

D. Development Agreement (DA) Amendments – The project includes the amendment of two development agreements within the SVSP: 1.) Mourier & Bagley and 2.) Mourier & Computer Deductions. The amendments reflect the proposed land use changes and the change in the number of units within the affected development agreements. Both amendments include updates to the parties' obligations with respect to groundwater production wells and recycled water facilities, and updates to the parties' evaluation of water conservation goals.

E. Tentative Subdivision Map – The applicant proposes a new subdivision on Parcel JM-40 that will consist of 35 lots. The Tentative Subdivision Map is included as Attachment 2.

F. Design Review for Residential Subdivision – The project includes elevations and modified development standards for the proposed subdivision. The design review package, which includes floor plans, elevations, and typical landscape plans, is included as Attachment 3. The modified development standards are included as Attachment 4.

PURPOSE AND SCOPE OF ADDENDUM

This Addendum has been prepared to identify and assess the anticipated environmental impacts of the above-described project. The document relies on previous environmental documents and site-specific studies prepared to address in detail the effects or impacts associated with the project as well as updated technical analyses, prepared by qualified consultants. This document has been prepared to satisfy the California Environmental Quality Act (CEQA), (Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (14 CCR 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

Where, as here, an EIR addressing an earlier version of the project has been previously prepared and certified, the lead agency considers the relevance of that prior EIR in light of the current modified version of the project and changed circumstances since the time of the preparation of the prior EIR. Pursuant to CEQA Guidelines §15162-15163, if the lead agency determines, based on substantial evidence, that new information of substantial importance, or changes to the project or surrounding circumstances will require major revisions to the previous EIR due either to a new significant effect or a substantial increase in the severity of a previously identified significant effect on the environment, the lead agency is required to prepare a Subsequent EIR or an EIR Supplement to analyze the project at hand. Pursuant to CEQA Guidelines §15164, if the agency finds no basis for requiring the preparation of either a Subsequent EIR or an EIR Supplement, but some changes or additions are necessary, an Addendum shall be prepared.

The Sierra Vista Specific Plan EIR was adopted by City Council on May 5, 2010. The document analyzed the impacts that would occur as a result of development of the SVSP area. A copy of the SVSP EIR is available for review online at www.roseville.ca.us/planning under Specific Plans and then the Sierra Vista Specific Plan page. The City Council adopted a Statement of Overriding Considerations when it certified the SVSP EIR. The EIR identified the following impacts associated with development of the SVSP area, including the buildout of the project area, as significant and unavoidable:

- Conversion of agricultural land to developed uses

- Inducement of substantial population growth
- Increased traffic on City of Roseville roadways
- Increased traffic on State Highways, including Interstate 80
- Increased traffic on Placer County roadways
- Increased emissions of fugitive dust and PM10 from grading and trenching activities (short term)
- Increased emissions of ozone precursors during construction (short-term)
- Increased emissions of air pollutants during operation
- Loss of oak trees of greater than 6 inches diameter breast height (dbh) (short-term)
- Removal of historically significant properties and/or loss of historic integrity of such resources
- Increased demand for solid waste services at the Western Regional Sanitary Landfill
- Increased demand for solid waste services at the Materials Recovery Facility (MRF)
- Construction debris demand for solid waste services
- Alteration of the visual character of the site and vicinity
- New sources of light and glare

For build out of the SVSP project area, the SVSP EIR also identified the following cumulative impacts as significant and unavoidable:

- Agricultural land conversion
- Air pollutant emissions from construction
- Air pollutant emissions from operation
- Contribution to greenhouse gas emissions/global warming
- On-site noise levels that exceed City standards
- Off-site noise levels that exceed City standards
- Traffic impacts to Roseville, Placer County, Sacramento County, Sutter County and State facilities
- Increased demand for water
- Increased demand for recycled water distribution system
- Increased generation of solid waste
- Change in visual character

The analyses below rely on the EIR analysis with minor supplements or technical updates where appropriate. Most of the project impacts remain identical to the impacts of the SVSP EIR, because the proposed project changes the balance of land uses, but requires the same grading and development as the existing approved land uses. Impacts to physical resources (such as agricultural land, biological resources, etc.) are based on the grading and development of an area, not on the land use designation of the property. For other types of impacts which are affected by land use type, the project uses reduce or maintain the same level of potential impacts.

ENVIRONMENTAL CHECKLIST FOR ADDENDUM ENVIRONMENTAL REVIEW

The purpose of this checklist is to evaluate the categories in terms of any “changed condition” (i.e. changed circumstances, project changes, or new information of substantial importance) that may result in a changed environmental result. A “no” answer does not necessarily mean there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed in prior environmental documents.

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

Where Impact was Analyzed
This column provides a cross-reference to the pages of the prior environmental documents where information and analysis may be found relative to the environmental issue listed under each topic.

Do Proposed Changes Involve New Significant Impacts?
Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the current project will result in new significant impacts that have not already been considered and mitigated by the prior environmental review documents and related approvals, or will result in a substantial increase in the severity of a previously identified impact.

Any new Circumstances Involving New Impacts?
Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) which have occurred subsequent to the certification or adoption of prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impact.

Any new Information Requiring New Analysis or Verification?
Pursuant to Section 15162(a)(3)(A–D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified or adopted is available requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. Either “yes” or “no” will be answered to indicate whether there is new information showing that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. If “no,” then no additional environmental documentation (supplemental or subsequent EIR) is required.

Mitigation Measures Implemented or Addressing Impacts
Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether the prior environmental documents provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A “yes” response will be provided in any instance where mitigation was included, regardless of whether the mitigation has been completed at this time. If “none” is indicated, this environmental analysis concludes a significant impact does not occur with this project, no mitigation was previously included, and no mitigation is needed.

DISCUSSION AND MITIGATION SECTIONS

Discussion
A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue and the status of any mitigation that may be required or has already been implemented.

Mitigation Measures
Applicable mitigation measures from the prior environmental review that apply to the project are listed under each environmental category.

Conclusions
A discussion of the conclusion relating to the analysis contained in each section.

OTHER CONSIDERATIONS

Since the publication of the SVSP EIR, the Office of Planning and Research (OPR) has updated CEQA Guidelines Appendix G (Environmental Checklist Form). These updates address legislative changes to CEQA, clarify language, and update language consistent with case law. None of the changes to the checklist require new analysis related to impacts which were not known or which could not have been known at the time the SVSP EIR was prepared. The majority of the checklist changes clarify language, reorganize existing language, or eliminate analysis requirements. For analysis requirements which have been eliminated, this is in response to case law affirming that analysis must focus on impacts caused by the project, not impacts to the project. An example of each of these types of changes is included below:

- Cultural Resources (a): Cause a substantial adverse change in the significance of an historic resource ~~as defined in~~ pursuant to Section 15064.5?

  The replacement of "as defined in" with "pursuant to" is a phrasing change which has no impact on required analysis.

- Cultural Resources (c) has been moved to Geology and Soils (f).

  Moving the topical section of this analysis requirement (which is related to paleontological resources) from Cultural Resources to Geology and Soils has no impact on required analysis.

- Noise (b): ~~Exposure of persons to or~~ Generation of excessive ground borne vibration of ground borne noise levels?

  The above changes redirect the analysis from considering overall exposure of persons to ground borne vibration, and focus the analysis on any ground borne vibration generated by a project. This same change is reflected in all other checklist questions related to noise. Therefore, the EIR included more analysis than is currently required, because they included analysis related to exposing neighboring areas to noise, but also analyzed the effect of noise on the proposed uses; the latter analysis is no longer required.

The updated CEQA Guidelines Appendix G also includes three new sections (Tribal Cultural Resources, Energy, and Wildfire) and includes new and modified requirements as part of the Transportation/Traffic section. Although the Tribal Cultural Resources section is new, the analysis of this impact area was included in the SVSP EIR as part of the Cultural Resources section. The new Energy section was formerly included in CEQA Guidelines Appendix F, but has been moved into the Appendix G, so while it is new to the checklist it is not new to the CEQA Guidelines. In regards to Wildfire, the California Department of Forestry and Fire Protection (CAL FIRE) is the state agency responsible for wildland fire protection and management. As part of that task, CAL FIRE maintains maps designating Wildland Fire Hazard Severity zones. The City is not located within a Very High Fire Hazard Severity Zone, and is not in a CAL FIRE responsibility area; fire suppression is entirely within local responsibility. Therefore, the Wildfire section does not apply because the project site is not within a Very High Fire Hazard Severity Zone and is not in a CAL FIRE responsibility area.

The changes to the Transportation/Traffic section—which is now called simply Transportation—refocuses the analysis on vehicle miles traveled (VMT). The General Plan Update (GPU) EIR[1] used the Roseville travel forecasting model to estimate VMT for the City. The VMT data was then normalized to residents as a "per capita" rate. As described in the GPU EIR, and consistent with the VMT reductions in OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA*, the City has adopted a VMT significance threshold of 12.8 VMT/capita. This threshold represents a 15 percent reduction to baseline per capita VMT. The GPU EIR

[1] General Plan Update EIR: www.roseville.ca.us/GeneralPlan

concluded that buildout of the remaining undeveloped areas of the City, consistent with existing land use designations and existing development agreements, would exceed the City's adopted threshold resulting in a Significant Impact in both the constrained and unconstrained buildout scenarios; and that mitigation requiring land use changes was not feasible because of existing development agreements in place for the undeveloped areas of the City.

As stated in the GPU EIR and pursuant to the tiering provisions of CEQA, projects that are consistent with the General Plan do not require further VMT analysis. Quantitative analyses are not required if it can be demonstrated that a project would generate VMT which is equivalent to or less than what was assumed in the GPU EIR. The proposed development requires a land use amendment from Commercial Mixed Use (CMU) to Medium Density Residential (MDR) to facilitate a 35-unit single-family residential subdivision on Parcel JM-40. As mentioned previously, the SVSP has 40 residential units currently allocated to Parcel JM-40. The project proposes to transfer five (5) of these units to Parcel JM-30; therefore, the overall number of allocated units in the SVSP remain unchanged. The GPU EIR assumed a rate of 2.7 persons per unit when calculating VMT per capita. The proposed project does not change the total number of units anticipated for buildout of the SVSP and analyzed in the GPU EIR; therefore, it can be concluded that the project is consistent with GPU EIR analysis as it relates to VMT, and the project does not require further VMT analysis.

Based on the foregoing, none of the modifications to CEQA Guidelines Appendix G require new analysis related to impacts which were not known or which could not have been known at the time the SVSP EIR was prepared. Therefore, an Addendum is the appropriate environmental document to describe the impacts of the proposed project.

CHECKLIST

I. Aesthetics

	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a. Have a substantial adverse effect on a scenic vista?	SVSP EIR Section 4.14	No	No	No	None
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Same	No	No	No	None
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	Same	No	No	No	None
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Same	No	No	No	SVSP EIR MM 4.13-1

Discussion: Impacts to visual and aesthetic resources were adequately addressed in the SVSP EIR as it relates to the proposed project, and were previously identified as significant and unavoidable. There is no significant change in the proposed project that would change the environmental impact for this section. The proposed land use change and subdivision map do not introduce development to properties not already planned for development.

The project has been evaluated for compliance with the City's Community Design Guidelines and the design guidelines established in the SVSP. As it relates to aesthetics, these standards ensure the high quality design and architectural character of any buildings developed as well as minimum landscaping standards. As it relates to light and glare, MM 4.13-1 requires all light fixtures for commercial and office uses to have glare shields and all new buildings to be constructed with low-glare materials. However, MM 4.13-1 is inapplicable to the proposed project given that it is a residential subdivision. In any case, lighting is conditioned to comply with City standards (i.e., CDG) to limit the height of light standards and also require cut-off lenses and glare shields to minimize light and glare impacts. Based on the reasons listed in this section, there would be no new significant impacts not previously identified in the SVSP EIR. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred" relative to aesthetic resources.

Mitigation Measures: None required.

II. Agricultural & Forestry Resources

	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	SVSP EIR Section 4.1	No	No	No	SVSP EIR MM 4.1-2
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Same	No	No	No	None
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Same	No	No	No	None
d) Result in the loss of forest land or conversion of forest land to non-forest use?	Same	No	No	No	None
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Same	No	No	No	None

Discussion: Agricultural resources were adequately addressed in the SVSP EIR as it relates to the proposed project. There is no significant change in the proposed project that would change the environmental impact for this section. The SVSP EIR concluded development of the project area would convert fallow grazing land to urbanized development. The proposed project will result in the same impact, as it falls within the planned development footprint of the SVSP. The project site is not used for agricultural purposes, does not include agricultural zoning, is not within or adjacent to one of the areas of the City designated as a protected farmland category on the Placer County Important Farmland map, is not within

or adjacent to land within a Williamson Act Contract, and is not considered forest land. For these reasons, no subsequent or supplemental EIR is required for the project with respect to agricultural and forestry resources.

Mitigation Measures: SVSP EIR Mitigation Measure MM 4.1-2 required preservation of open space within Placer County in order to mitigate for the loss of open space in the SVSP. Though this measure remains applicable to the project, the measure has been completed via an established fee program that directs funds to the Placer Land Trust, which then sets aside land.

III. Air Quality

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Conflict with or obstruct implementation of the applicable air quality plan?	SVSP EIR Section 4.4	No	No	No	None
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Same	No	No	No	SVSP EIR MM 4.4-1, MM 4.5-1, and MM 4.5-2
c) Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	Same	No	No	No	SVSP EIR MM 4.4-1, MM 4.5-1, and MM 4.5-2
d) Expose sensitive receptors to substantial pollutant concentrations?	Same	No	No	No	None
e) Create objectionable odors affecting a substantial number of people?	Same	No	No	No	None

Discussion: As noted previously, the SVSP EIR found the following air quality impacts to be significant and unavoidable:

- Increased emissions of fugitive dust and PM10 from grading and trenching activities (short term)

- Increased emissions of ozone precursors during construction (short-term)
- Increased emissions of air pollutants during operation
- Air pollutant emissions from construction
- Air pollutant emissions from operation
- Contribution to greenhouse gas emissions/global warming

The SVSP EIR concluded that standard dust control and other construction measures would be sufficient to avoid particulate matter and ozone precursor construction impacts, but that reactive organic gases would remain significant. Construction activity associated with the proposed project remains consistent with the scale of activity and resulting scope of impacts anticipated in the SVSP EIR.

The following discussion focuses on emissions of ROG**,** NO_x, or PM. A project-level analysis has been prepared to determine whether the project will, on a singular level, exceed the thresholds established by the Placer County Air Pollution Control District (PCAPCD). The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to model the construction emissions of the project (see Attachment 4). The CalEEMod was run using the model defaults as well as project specific information such as land use and lot acreage. According to the model results, the project will result in maximum daily emissions of 39.64 lb/day of ROG and 40.54 lb/day of NO_x during construction; these emissions fall below the 82-lb/day thresholds for these constituents. Therefore, construction air quality impacts are less than significant.

The PCAPCD maintains screening thresholds to determine when modeling is required to evaluate impacts from project operation. The screening thresholds indicate that residential projects with less than 617 single family units will not result in NO_x emissions that exceed 55 lbs/day, and therefore modeling is not required. Typically, NO_x emissions are substantially higher than ROG and PM_{10}; therefore, it can be assumed that projects that do not exceed the NO_x threshold will not exceed the ROG and PM_{10} thresholds, and will not result in a significant impact related to operational emissions. The project consists of the construction of 35 single family units, which is well below PCAPCD's modeled example. Thus, the project is not expected to result in operational emissions that would exceed the district's thresholds for significance. In addition, as described in the Transportation section of this Addendum, the change in land use for Parcel JM-40 from Commercial/Commercial Mixed Use to Medium Density Residential will result in an overall decrease in trip generation on both a peak hour and daily trip basis. For operational impacts, a reduction in emissions will be commensurate with the reduction in trip generation.

The project must also comply with all applicable PCAPCD rules and regulations. The project would not substantially contribute to the region's nonattainment status for ozone or particulate matter, and implementation of the project will not violate an air quality standard or contribute to an existing or projected air quality violation. In addition, because the proposed project would not produce substantial emissions of criteria air pollutants, adjacent residents or businesses would not be exposed to significant levels of pollutant concentrations during construction or operation. Based on the reasons listed in this section, there would be no new significant impacts not previously identified in the SVSP EIR. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred" relative to air quality impacts.

Mitigation Measures: Mitigation Measures 4.4-1 (construction emissions), 4.5-1 (operational emissions), 4.5-2 (greenhouse gas emissions) from the SVSP EIR remain applicable to the proposed project, and have been incorporated into the design of the project as appropriate. These mitigation measures can be found in the table of applicable mitigation measures included with this Addendum (see Attachment 1).

IV. Biological Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	SVSP EIR Section 4.8	No	No	No	SVSP EIR MM 4.8-1 to 4.8-7
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Same	No	No	No	SVSP EIR MM 4.8-4 to 4.8-7
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Same	No	No	No	SVSP EIR MM 4.8-1 to 4.8-7

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Same	No	No	No	SVSP EIR MM 4.8-4 to 4.8-7
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Same	No	No	No	None
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Same	No	No	No	None

Discussion: Biological Resources were adequately addressed in the SVSP EIR as it relates to the proposed project. Mitigation measures were adopted to reduce impacts to wetlands, vernal pool species, Swainson's hawk, burrowing owl, and other protected raptors nesting and foraging habitat to less-than-significant levels. There is no significant change in the proposed project that would change the environmental impact for this section and the proposed project is located on properties already anticipated for development.

The proposed project would not result in any new or modified impacts to biological resources beyond what was previously analyzed in the SVSP EIR. In addition, it should be noted that there are no natural features present onsite. The project site is devoid of trees, vernal pools, and other water features. The site is primarily populated by non-native annual grasses and aerial photography shows evidence of previous ground disturbance on the site due to construction of the adjacent roadways. The mitigation measures adopted with certification of the SVSP EIR remain applicable and no additional impacts will occur. Impacts remain less than significant upon compliance with the applicable mitigation measures.

Mitigation Measures: Mitigation Measure MM 4.8-1 (wetland permits and no net loss), 4.8-2 (relocate western spadefoot), 4.8-3 (protection for nesting birds), 4.8-4 (preservation of grassland habitat), 4.8-5 (wildlife movement protection), 4.8-6 (habitat restoration), 4.8-7 (off-site surveys for infrastructure), and 4.14-3 (avoid light spill into Curry Creek open space) were identified to reduce the impacts to biological resources to less than significant. Not all of these measures are applicable to the currently proposed project, as the proposed development covers a smaller area within the SVSP project area. The Curry Creek open space is not within or adjacent to the proposed project, so none of the measures specific to the Curry Creek area apply to the current project. This includes portions of MM 4.8-3 dealing with bird species which nest in Curry Creek marsh habitat, and MM 4.14-3 to avoid light spillage into Curry Creek. The remaining adopted measures are applicable to the proposed project.

V. Cultural, Archeological, or Paleontological Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Cause a substantial adverse change in the significance of an historic resource as defined in Section 15064.5?	SVSP EIR Section 4.9	No	No	No	None
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Same	No	No	No	SVSP EIR MM 4.9-1 to 4.9-2
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Same	No	No	No	SVSP EIR MM 4.9-1 to 4.9-2
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	Same	No	No	No	SVSP EIR MM 4.9-1 to 4.9-2

Discussion: The SVSP EIR discussed the potential for subsurface remains or deposits to be found on the site, and included a mitigation measure requiring a cessation of work should any item of cultural interest be found. The mitigation was found to render potential impacts less than significant. The project will result in the same impact, and the mitigation remains applicable to the proposed project. Consistent with state law, notice of the proposed project was mailed on July 1, 2020 to tribes which had requested such notice pursuant to Assembly Bill 32 (AB32) and Senate Bill 18 (SB18). A request for consultation was received from the United Auburn Indian Community (UAIC) on July 15, 2020. The UAIC requested a standard mitigation measure (TCR-1) be made a requirement of the project to reduce impacts to resources, should any be found on-site. The measure requires an immediate cessation of work, and contact with the appropriate agencies to address the resource before work can resume. This measure is already required by the prior EIR, but the standard language has been updated since the original EIR was published, and therefore the most current version of this measure is included below as mitigation measure TCR-1.

Mitigation Measures: Mitigation Measure 4.9-1 (cease work and consult with archeologist) and 4.9-2 (cease work and consult with paleontologist) remain applicable to the proposed project.

TCR-1: **Inadvertent Discoveries** – If any TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find. The appropriate tribal representatives from culturally affiliated tribes shall be immediately notified. Work at the discovery location cannot resume until it is determined, in consultation with culturally affiliated tribes, that the find is not a TCR, or that the find is a TCR and all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB 52, has been satisfied. Preservation in

place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in place, including through project redesign. The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary.

VI. Energy

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	SVSP EIR Section 4.12.5	No	No	No	None
b) Conflict with or obstruct a state or local plan for renewable energy or energy inefficiency?	SVSP EIR Section 4.12.5	No	No	No	None

Discussion: The SVSP EIR concluded that development and implementation of the SVSP would add land uses that would increase the demand for electrical services. However, Roseville Electric determined there were no constraints to providing a reliable energy source to serve the development proposed in the SVSP area. Electricity in the area is provided by Roseville Electric and natural gas is provided by Pacific Gas & Electric (PG&E). Impacts 4.12-5.1 and 4.12-5-2 in the SVSP EIR evaluated the potential for development of the SVSP to increase demands for electricity and natural gas and found these impacts to be less than significant.

The project proposes development of a 35-unit subdivision. The project would consume energy both during project construction and during project operation. During construction, fossil fuels, electricity, and natural gas would be used by construction vehicles and equipment. However, the energy consumed during construction would be temporary, and would not represent a significant demand on available resources. There are no unusual project characteristics that would necessitate the use of construction equipment or methods that would be less energy-efficient or which would be wasteful.

The completed project would consume energy related to building operation, exterior lighting, landscape irrigation and maintenance, and vehicle trips to and from the use. In accordance with California Energy Code Title 24, the project would be required to meet the Building Energy Efficiency Standards. This includes standards for water and space heating and cooling equipment; insulation for doors, pipes, walls, and ceilings; and

appliances, to name a few. The project would also be eligible for rebates and other financial incentives from both the electric and gas providers for the purchase of energy-efficient appliances and systems, which would further reduce the operational energy demand of the project. The project was distributed to both PG&E and Roseville Electric for comments, and was found to conform to the standards of both providers; energy supplies are available to serve the project.

The proposed project will not result in inefficient, wasteful, or unnecessary consumption of energy, nor would it conflict with or obstruct State or local plans for renewable energy or energy efficiency. Based on the reasons listed in this section, there would be no new significant impacts not previously identified in the SVSP EIR. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred" relative to energy impacts.

Mitigation Measures: No mitigation measures are required for this Project.

VII. Geology and Soils

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	SVSP EIR Section 4.7	No	No	No	None
i) Ruptures of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	Same	No	No	No	None
ii) Strong seismic ground shaking?	Same	No	No	No	None
iii) Seismic-related ground failure, including liquefaction?	Same	No	No	No	None
iv) Landslides?	Same	No	No	No	None

b) Result in substantial soil erosion or the loss of topsoil?	Same	No	No	No	None
c) Be located in a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Same	No	No	No	None
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Same	No	No	No	None
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Same	No	No	No	None

Discussion: The project is not expected to expose people or structures to potential substantial adverse effects involving seismic shaking, ground failure or landslides. The project site is located in Roseville, which is in Placer County. The California Department of Mines and Geology classifies the South Placer area as a low severity earthquake zone. No active faults are known to exist within the County. The project site is considered to have low seismic risk with respect to faulting, ground shaking, seismically related ground failure and liquefaction.

The SVSP EIR indicated that compliance with existing regulations and permit requirements would be sufficient to avoid impacts related to these issues. This conclusion remains appropriate for this Project because there is no new information indicating that geologic conditions are different than previously understood.

Mitigation Measures: None required for this project.

VIII. Greenhouse Gases

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	SVSP EIR Section 4.4	No	No	No	SVSP EIR MM 4.4-1, 4.5-1 and 4.5-2

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Same	No	No	No	None

Discussion: The SVSP EIR concluded that buildout of the project area would cause significant and unavoidable impacts with respect to greenhouse gases (GHG) emissions and mitigation measures were adopted to reduce the project's GHG emissions and resultant impacts. Greenhouse gas emissions, from both the construction and operational phases, will result in impacts consistent with those analyzed in the SVSP EIR.

As detailed in Attachment 4, CalEEMod (version 2016.3.2) was used to model the project's construction related and operations related GHG emissions (CO_2e). Construction-related GHG emissions occur at one point in time and are therefore not typically expected to significantly contribute to climate change. Climate change is a cumulative effect that occurs over time, as emissions increase on a year-to-year basis due to increases in developed area and other factors; construction emissions are a one-time emission source, which end once the project is built. The CalEEMod results indicate the project would result in annual construction emissions of 294.54 CO_2e in the most active construction year, which is below the PCAPCD de minimis threshold of 1,100 MT CO_2e/yr. Thus, the project-generated GHG emissions would not conflict with, and are consistent with, the State goals listed in AB32 and other policies and regulations adopted by the California Air Resources Board pursuant to AB32. This impact is considered less than significant.

The PCAPCD's CEQA Air Quality Handbook contains a screening table used to determine if a residential project will exceed the long-term operational GHG emissions significance threshold (Table 2-6: Corresponding Size of a Project for De Minimis Level of 1,100 MT CO2e/yr). According to the screening table, projects that consist of 71 single-family homes or less are considered to have a less-than-significant impact related to long-term operational GHG emissions. The project proposes 35 single-family units, which is well below the published threshold of significance. Thus, project-generated GHG emissions would not conflict with, and are consistent with, the State goals listed in AB32 and policies and regulation adopted by the California Air Resources Board pursuant to AB32. This impact is considered less than significant.

The project will comply with the required mitigation in the SVSP EIR. Thus, pursuant to CEQA Guidelines Section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred" relative to GHG emissions.

Mitigation Measures: Mitigation Measures 4.4-1 (construction emissions), 4.5-1 (operational emissions), 4.5-2 (greenhouse gas emissions) from the SVSP EIR remain applicable to the proposed project, and have been incorporated into the design of the project as appropriate.

IX. Hazards and Hazardous Materials

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	SVSP EIR Section 4.10	No	No	No	None
b) Create a significant hazard to the public or the environment though reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Same	No	No	No	SVSP EIR MM 4.10-1
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within on-quarter mile of an existing or proposed school?	Same	No	No	No	None
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Same	No	No	No	None
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Same	No	No	No	None
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing in the project area?	Same	No	No	No	None

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Same	No	No	No	None
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Same	No	No	No	None

Discussion: The SVSP EIR includes a brief overview for each impact topic, concluding that compliance with existing federal, state, and local regulations regarding the use, transport and disposal of hazardous materials would ensure most impacts will be less than significant. The exception was for unknown soil contamination, as land which was used for agricultural purposes may include undiscovered, underground storage tanks or other contamination issues; mitigation for this was included. The project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The SVSP EIR analysis also found that there would be sufficient emergency services and facilities and that the area was not located within an airport land use plan or other aviation hazard area. These conclusions still fit for the proposed project, which is within the same development footprint.

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

The California Department of Forestry and Fire Protection (CAL FIRE) is the state agency responsible for wildland fire protection and management. As part of that task, CAL FIRE maintains maps designating Wildland Fire Hazard Severity zones. The City is not located within a Very High Fire Hazard Severity Zone, and is not in a CAL FIRE responsibility area; fire suppression is entirely within local responsibility. The project site is in an urban area, and therefore would not expose people to any risk from wildland fire.

The proposed uses are substantially consistent with the build out assumptions and would not increase the severity of already identified significant impacts; therefore, there would be no new significant impacts not previously identified in the SVSP EIR regarding hazardous materials. Thus, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that “none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred” relative to hazards and hazardous materials.

Mitigation Measures: The SVSP EIR included a mitigation measure to address the low possibility that some contamination of soils still lingered due to past use of the land for agricultural purposes. The measure, Mitigation Measure 4.10-1, indicates that if evidence of contamination is observed (stained soils, unearthing of a tank, etc.) then proper testing and remediation is required, in coordination with the appropriate City Departments. This measure remains applicable to the project.

X. Hydrology and Water Quality

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Violate any water quality standards or waste discharge requirements?	SVSP EIR Section 4.13	No	No	No	None
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Same	No	No	No	None
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?	Same	No	No	No	None
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site?	Same	No	No	No	None
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted water?	Same	No	No	No	None

f) Otherwise substantially degrade water quality?	Same	No	No	No	SVSP EIR MM 4.13-1
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Same	No	No	No	None
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	Same	No	No	No	None
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Same	No	No	No	None
j) Inundation by seiche, tsunami, or mudflow?	Same	No	No	No	None

Discussion: A Drainage and Storm water Master Plan was prepared and approved by the City as part of the SVSP EIR. As noted in the EIR, the Drainage and Storm water Master Plan demonstrated that the increases in impervious surfaces being caused by buildout of the SVSP would be offset by proposed drainage facilities and storm water improvements. The project would offset increases in peak flow, no development would occur within the 100-year floodplain area, and consistency with existing City regulations would ensure that all homes would be elevated at least two feet above the 100-year water surface elevation. With regard to storm water quality, the EIR notes that there are existing programs, regulations, and permits in place to ensure that the project would not have significant effects related to water pollution from construction or operation, though a mitigation measure is included to require compliance with this regulations.

The project is in an area of flat topography and is not near any large water bodies or dams/levees, so would not be subject to losses due to dam/levee failure, seiche, tsunami, or mudflow. The project falls within the development footprint of the SVSP, and does not result in any changes to the scope or scale of impacts, and the prior conclusions remain appropriate.

Mitigation Measures: Mitigation Measure 4.13-1 was included to require compliance with the City's stormwater quality standards, including preparation of a Storm Water Pollution Prevention Plan (SWPPP). This measure remains applicable to the proposed project.

XI. Land Use and Planning

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Physically divide an established community?	SVSP EIR Section 4.1	No	No	No	None
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Same	No	No	No	SVSP EIR MM 4.1-3, 4.6-1 and 4.6-2
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	Same	No	No	No	None

Discussion: The SVSP EIR concluded that there were some potential land use incompatibilities, but that these could be addressed by a mix of mitigation and compliance with the City Noise Ordinance and Grading Ordinance. Land use issues discussed and addressed included noise from McClellan overflights, agricultural uses in Placer County next to urban uses in the SVSP, construction noise, and commercial land use noise. The overflight noise is a potential nuisance discussion requiring disclosure to future purchasers within the Project area; noise volumes do not exceed standards. It was concluded that the project would not physically divide an established community and that the project did not conflict with any land use policies or regulations, or with a Habitat Conservation Plan (or similar). The EIR concluded that all impacts of the SVSP could be reduced to less than significant levels with mitigation.

The project area has been planned for development, including adequate roads, pedestrian paths, and bicycle paths to provide connections within the community. The project involves frontage improvements including new driveways, sidewalks, and pedestrian connections. As such, the project will not physically divide an established community.

The project includes a request to amend the General Plan and Specific Plan land use designation and rezone the 5.65-acre site to facilitate medium density residential development. The site is currently designated as Community Commercial/Commercial Mixed Use (CC/CMU) with a density of 7.1 units per acre, which amounts to 40 units. The project includes the transfer of five (5) units from Parcel JM-40 to Parcel JM-30, resulting in a total of 35 units for Parcel JM-40. Although the number of units allocated to the site will be reduced, the SVSP specifies that landscape corridors are excluded from the gross developable acreage when adjacent to MDR uses; therefore, the proposed density is 7.8 units per acre. The proposed density is consistent with the medium density residential development immediately adjacent to and within the vicinity of the project. The project plans include a tentative subdivision map (Attachment 2), a design review package with home elevations (Attachment 3), and a preliminary grading plan (Attachment 5), which have been reviewed by City staff and have been demonstrated to be consistent with the City's standards and policies. The City's Design Review standards, as well as City-required Conditions of Approval would ensure that the proposed project would be developed in conformance with all applicable land use plans and ordinances, and would not conflict with any agency's plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

As described above, changes introduced by the Project and/or new circumstances relevant to the project would not, as compared to the SVSP EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Mitigation Measures: Mitigation Measure 4.1-3 (McClellan overflight disclosure), 4.6-1 (construction noise) and 4.6-2 (commercial noise controls). The measure regarding disclosure ensure that people purchasing property within the project area which could be affected by overflight noise are aware of this potential affects. The disclosure measure is implemented by including a Condition of Approval requiring that the deed disclosures are a component of the Covenants, Conditions, and Restrictions for all affected properties. The condition has been addressed in the

Development Agreement for the project area, so the measures are already complete. The construction noise and commercial noise control measures are applied during construction, so remain applicable to the proposed project.

XII. Mineral Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	SVSP EIR Section 4.7	No	No	No	None
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Same	No	No	No	None

Discussion: The SVSP EIR indicated that there were no significant mineral resources in the area. Therefore, the project is not considered to have any impacts on mineral resources. Thus, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds *that "none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred"* relative to mineral resources.

Mitigation Measures: None required for this project.

XIII. Noise

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	SVSP EIR Section 4.6	No	No	No	SVSP EIR MM 4.1-3, 4.6-1 and 4.6-4
b) Exposure of persons to or generation of excessive ground borne vibration of ground borne noise levels?	Same	No	No	No	SVSP EIR MM 4.6-1 and 4.6-4
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Same	No	No	No	None
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Same	No	No	No	SVSP EIR MM 4.6-1 and 4.6-4
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Same	No	No	No	None
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Same	No	No	No	None

Discussion: The SVSP EIR addressed construction noise, roadway noise, noise from non-residential land uses, and aircraft overflight noise. Overflight noise has already been addressed in the Land Use section of this Addendum. Construction noise in general was discussed, and addressed via mitigation. Noise was determined to be an issue for all of the major roadways in the SVSP area. Mitigation was found to reduce noise volumes to levels within General Plan standards, and so impacts were found to be less than significant.

An environmental noise assessment was prepared by Bollard Acoustical Consultants, Inc. to evaluate noise levels associated with traffic on Market Drive and Vista Grande Boulevard (Attachment 6). It was concluded that implementation of the mitigation measures would reduce noise volumes to levels within General Plan standards. Consistent with the mitigation measures, the project proposes six-foot masonry sound walls adjacent to the lots located along major roadways, which will ensure that noise on the residential properties is consistent with City standards. The project would not result in new or more severe impacts than described in the SVSP EIR, and the impact conclusions of the EIR are unchanged. Thus, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred" relative to noise.

Mitigation Measures: Mitigation Measures 4.1-3 (McClellan overflight disclosure), 4.6-1 (construction noise), and 4.6-4 (traffic noise attenuation) were applied in the SVSP EIR. Construction noise controls in the mitigation includes located fixed equipment away from noise sensitive uses and having a construction disturbance coordinator to address noise concerns. Traffic noise attenuation also calls for the use of masonry walls along major roadways. These mitigation measures remain applicable to the proposed project.

XIV. Population and Housing

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	SVSP EIR Section 4.2	No	No	No	None
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Same	No	No	No	None

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Same	No	No	No	None

Discussion: The SVSP EIR indicated the SVSP would increase the number of housing units above those which had been anticipated in the General Plan, and analyzed the effect on supporting services, infrastructure, and other issues related to environmental impacts. It was concluded that impacts would be significant and unavoidable. The proposed project involves the same number of housing units as analyzed in the SVSP EIR.

The CEQA Guidelines identify several ways in which a project could have growth-inducing impacts (Public Resources Code Section 15126.2), either directly or indirectly. Growth-inducement may be the result of fostering economic growth, fostering population growth, providing new housing, or removing barriers to growth. Growth inducement may be detrimental, beneficial, or of no impact or significance under CEQA. An impact is only deemed to occur when it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be shown that the growth will significantly affect the environment in some other way. The project site (Parcel JM-40) is currently a Community Commercial/Commercial Mixed Use (CC/CMU) parcel that has 40 dwelling units allocated as well as commercial square footage allocated. The proposed project will be converting the parcel into a Medium Density Residential (MDR) parcel with 35 dwelling units. The remaining five (5) units will be transferred to High Density Residential parcel JM-30, which will result in a total of 164 dwelling units. The transfer of units will not exceed the total number of units anticipated for buildout of the SVSP area and contemplated in the City's General Plan. Therefore, the project will not result in additional infrastructure that will lead to additional growth and the project will not negatively affect the City's ability to provide public services.

For purpose of population estimates, the SVSP EIR assumes the CMU and HDR population rate is the same at 1.8 residents per housing unit while the MDR population rate is 2.54 residents per housing unit. Based on these population rates, the project would increase the SVSP population by 26 people. This is not considered significant given the size of the overall plan area. No existing buildings or residents are present on the project site; therefore, no residences or communities would be displaced.

Mitigation Measures: None required for this project.

XV. Public Services

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any the public services:					
a) Fire protection?	SVSP EIR Section 4.11	No	No	No	None
b) Police protection?	Same	No	No	No	None
c) Schools?	Same	No	No	No	SVSP EIR MM 4.11-3
d) Parks?	Same	No	No	No	None
e) Other public facilities?	Same	No	No	No	None

Discussion: The SVSP EIR concluded that fire and police protection services, and other public services would not be negatively affected by the project. Existing City codes and regulations require adequate water pressure in the water lines, and construction must comply with the Uniform Fire and Building Codes used by the City of Roseville. Additionally, the applicant is required to pay a fire service construction tax, which is used for purchasing capital facilities for the Fire Department. Sales taxes and property taxes resulting from development will add revenue to the General Fund, which provides funding for police services. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.

An analysis of impacts to schools was included in the SVSP EIR, which concluded that two new elementary schools and one new intermediate school would be required in the project area. The high school students generated from the SVSP were assumed in the nearby high schools located outside the plan area. A portion of the SVSP is located within the Center School District and a portion is located within the Roseville City School District, though the current project area is entirely within the Center School District. The project will not change the overall number of

housing units in the SVSP. However, the student generate rate for the existing and proposed land uses differ. Based on the student generation rates identified in Table 4.11.3-4 of the SVSP EIR, the project would increase the student population in the Center Unified School District by three (3) elementary school students, four (4) middle school students and eight (8) high school students. The project was routed to the School District for review, and no issues were identified. The project will be required to pay per-unit school fees to mitigate any impacts. Under state law, such payments are deemed to constitute "*full and complete mitigation*" of impacts to school facilities (Gov. Code, § 65995, subd. (h)). In addition, the developer is required to work with the School District to identify a Safe Routes to School program. Impacts to public services were determined to be less than significant, with mitigation.

The developer will be required to pay fees into a Community Facilities District, which provides funding for park services. Future park and recreation sites and facilities have already been identified as part of the Specific Plan process. The City charges fees for end-users for other services, such as garbage and greenwaste collection, in order to fund those services. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.

Mitigation Measures: Mitigation Measure 4.11-3 requires a Safe Routes to School program, which would be implemented at the time of school construction, and remains applicable to the proposed project.

XVI. Recreation

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated?	SVSP EIR Section 4.11	No	No	No	None
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Same	No	No	No	None

Discussion: The SVSP EIR addressed the level of park services—including new construction, maintenance, and operations—which would need to be provided in order to serve planned growth in the community. The project has the potential to increase the use of existing neighborhood and recreational facilities, but the increase is not anticipated to be substantial or result in accelerated physical deterioration of existing recreational facilities. Existing codes, regulations, funding agreements, and facilities plans are sufficient to ensure less than significant impacts.

The SVSP indicates that the required parkland dedication was met by dedication of parkland and through payment of park dedication in-lieu fees. As noted in the EIR, the payment of Citywide and neighborhood park fees will be required, and the payment of fees combined with the dedication of parkland will ensure that impacts to park services are less than significant. The project does not include recreational facilities nor will it require additional recreational facilities; therefore, this conclusion remains applicable to the proposed project.

Mitigation Measures: None required for this project.

XVII. Transportation/Traffic

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	SVSP EIR Section 4.3	No	No	No	SVSP EIR MM 4.3-1 to 4.3-5

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Same	No	No	No	SVSP EIR MM 4.3-1 to 4.3-5
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Same	No	No	No	None
d) Substantially increase hazards due to a design feature(s) (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Same	No	No	No	None
e) Result in inadequate emergency access?	Same	No	No	No	None
f) Conflict with adopted policies, plans, or programs supporting public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Same	No	No	No	None

Discussion: The SVSP EIR evaluated the traffic impacts to existing and future roadways from traffic being generated by the anticipated uses within the plan area. The EIR concluded that with mitigation, impacts to City roadways would be less than significant. Impacts to adjacent agency roadways was identified as a significant and unavoidable impact, and mitigation to lessen the impact was accepted. For the proposed project, the City's Engineering Division reviewed the scope of changes and concluded that an updated traffic study was not required. A trip generation estimate was prepared by the City's Engineering Division in order to compare the project's anticipated p.m. peak hour trips to the City's modeled trips. Table 2, below, represents the anticipated trip generation for buildout of Traffic Analysis Zone (TAZ) 1359 with and without implementation of the project.

Table 2: Project Trip Generation Estimate
Traffic Analysis Zone 1359

Use	Units / Square Feet (sf)	Model Trip Rate	PM Peak Trips
2035 Build Out			
Single-Family Dwelling Unit (SFDU)	455	0.69	314
Multi-Family Dwelling Unit (MFDU)	40	0.52	21

Retail	27,000 sf	2.46	66
Office	14,000 sf	1.44	20
Existing			
SFDU	406	0.69	280
Proposed			
SFDU	35	0.69	24
2035 Build Out			*421*
Existing Plus Project			*304*
Remaining Capacity			**117**

It was concluded that the project would result in 24 p.m. peak hour trips, which is 84 fewer trips than anticipated for buildout of the site in the 2035 General Plan. With the addition of the project's p.m. peak hour trips to the existing condition, the resulting trip generation of 304 peak trips is 117 trips less than what was anticipated for the overall TAZ. Therefore, a long-term traffic study was not required given the project does generate more than 50 p.m. peak hour trips or exceed the number of trips anticipated in the General Plan. As such, the project would not cause new or more severe impacts than already described in the SVSP EIR.

The proposed project has no impact on air traffic patterns, and does not present substantial safety risks. The project design does not introduce hazards such as sharp curves or dangerous intersections. The project has been reviewed by the City Engineering Division and City Fire Department staff, and has been found to be consistent with the City's Design Standards. Furthermore, standard conditions of approval added to all City project require compliance with Fire Codes and other design standards. Compliance with existing regulations ensure that impacts are less than significant.

The proposed uses are substantially consistent with the build out assumptions and would not increase the severity of already identified significant impacts; therefore, there would be no new significant impacts not previously identified in the SVSP EIR relative to transportation/traffic. Thus, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred" relative to transportation/traffic.

Mitigation Measures: Mitigation was included for each impacted facility (see SVSP EIR MM 4.3-1 to 4.3-5), but these measures have already been incorporated into the City's Capital Improvement Program and fee programs. The measures are no longer necessary to impose on individual projects, as a mechanism for their funding and construction is already implemented.

XVIII. Tribal Cultural Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	SVSP EIR Section 4.9	No	No	No	None
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 the lead agency shall consider the significance of the resource to a California Native American tribe.	Same	No	No	No	None

Discussion: In addition to archeological resources, tribal cultural resources are also given particular treatment. Tribal cultural resources are defined in Public Resources Code Section 21074, as either 1) a site, feature, place, geographically-defined cultural landscape, sacred place, or object with cultural value to a California Native American Tribe, that is listed or eligible for listing on the California Register or Historical Resources, or on a local register of historical resources or as 2) a resource determined by the lead agency, supported by substantial evidence, to be significant according to the historical register criteria in Public Resources Code section 5024.1(c), and considering the significance of the resource to a California Native American Tribe.

This section was added to the CEQA Guidelines after the publication of the prior environmental document to which this Addendum is attached, but cultural resources were addressed in that document. While the original SVSP EIR addressed cultural resources, no Tribal Cultural Resources were identified and the City of Roseville as CEQA Lead Agency is not aware of any Tribal Cultural Resources associated with project site. Previously applied mitigation should be adequate to address potential impacts of the project, which require cessation of work should any item of cultural interest be found, to ensure the project will have a less than significant impact on cultural resources.

Notice of the proposed project was mailed to tribes which had requested such notice pursuant to Assembly Bill 52 (AB 52) and Senate Bill (SB 18) on July 1, 2020. A request for consultation was received from the United Auburn Indian Community (UAIC) on July 15, 2020. The UAIC requested that a standard mitigation measure (TCR-1) be made a requirement of the project to reduce impacts to resources, should any be found on-site. The measure requires an immediate cessation of work, and contact with the appropriate agencies to address the resource before work can resume. This measure is already required by the prior EIR, but the standard language has been updated since the original EIR was published, and therefore the most current version of this measure is included below as mitigation measure TCR-1.

Mitigation Measures: Mitigation Measure 4.9-1 (cease work and consult with archeologist) and 4.9-2 (cease work and consult with paleontologist) remain applicable to the proposed project.

TCR-1: **Inadvertent Discoveries** – If any TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find. The appropriate tribal representatives from culturally affiliated tribes shall be immediately notified. Work at the discovery location cannot resume until it is determined, in consultation with culturally affiliated tribes, that the find is not a TCR, or that the find is a TCR and all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB 52, has been satisfied. Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in place, including through project redesign. The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary.

XIX. Utilities and Service Systems

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	SVSP EIR Section 4.12	No	No	No	None
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	SVS EIR Section 4.12.1 & 4.12.3	No	No	No	None
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	SVSP EIR Section 4.12.3	No	No	No	None
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	SVSP EIR Section 4.12.1	No	No	No	None
e) Result in a determination by the wastewater treatment provider which serves the project that it has adequate capacity to serve the project's projected demand in addition of the provider's existing commitments?	SVSP EIR Section 4.12.3	No	No	No	None
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	SVSP EIR Section 4.12.4	No	No	No	SVSP EIR MM 4.12.4-1 to 4.12.4-2
g) Comply with federal, state, and local statutes and regulations related to solid waste?	Same	No	No	No	None

Discussion: The SVSP EIR addressed water demand for the plan area and determined there was adequate supply to meet the anticipated water demands from development of the plan area. The City's Environmental Utilities staff reviewed the proposed land use change and determined that the City has sufficient water supply to adequately serve the project. Therefore, the impact conclusions of the SVSP EIR with respect to water supply are still applicable to this project.

Development of the project area will require the construction of water lines and sewer lines and facilities, but these were previously identified through the infrastructure master plans developed for the SVSP. The proposed project does not require any major changes or need for expanded facilities. Additionally, the project will have no effect on wastewater generation beyond that previously analyzed in the SVSP EIR. Environmental Utilities determined that the proposed project changes fell within the scope of the prior assessment. The SVSP EIR concluded that the Pleasant Grove Wastewater Treatment Plan was sized to accommodate flow from the plan area and that impacts would be less than significant. This conclusion remains applicable to the proposed project.

The SVSP EIR indicated that the Western Placer Waste Management Authority facilities would be used to dispose of solid waste, and that there was sufficient capacity to accept solid waste from the SVSP. All residences and business in the City pay fees for solid waste collection, a portion of which is collected to fund eventual solid waste disposal expansion. The project will not result in any new impacts associated with major infrastructure. Environmental Utilities staff has reviewed the project for consistency with policies, codes, and regulations related to waste disposal and waste reduction regulations and policies and has found that the project design is in compliance. The project falls within the scope of the prior analysis, and does not result in any new or expanded impacts to this previously-identified significant and unavoidable impact.

Mitigation Measures: Mitigation Measures 4.12.4-1 (expand the landfill) and 4.12.4-2 (diversion of construction debris) were included to require payment of fees to be used for landfill expansion and to require a 50% reduction in the construction waste stream. The landfill expansion measure has already been implemented, as fees are already in place that will apply to the proposed project. The remaining measure regarding diversion of construction debris remains applicable, as it is a project-level measure that applies during construction.

XX. Mandatory Findings of Significance

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, threatened or rare species, or eliminate important examples of the major periods of California history or prehistory?	SVSP EIR	No	No	No	None
b) Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	SVSP EIR	No	No	No	None
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	SVSP EIR	No	No	No	None

Discussion: Long term environmental goals are not impacted by the proposed project. The cumulative impacts do not deviate beyond what was contemplated in the SVSP EIR, and mitigation measures have already been incorporated. With implementation of the City's Mitigating Ordinances, Guidelines, and Standards and best management practices, mitigation measures described in this chapter, and permit conditions, the proposed project will not have a significant impact on the habitat of any plant or animal species. Based on the foregoing, the proposed project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of any wildlife species, or create adverse effects on human beings. Thus, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred" relative to the mandatory findings of significance.

ENVIRONMENTAL DETERMINATION:

In reviewing the site specific information provided for this project and acting as Lead Agency, the City of Roseville, Development Services Department, Planning Division has analyzed the potential environmental impacts created by this project and determined that the findings of CEQA Section 15162 concerning the decision not to prepare a subsequent EIR or negative declaration and the findings of CEQA Section 15164 concerning the decision to prepare an Addendum can be made. As supported by substantial evidence within the Addendum to the Sierra Vista Specific Plan Environmental Impact Report (SCH # 2008032115, adopted on May 5, 2010), the Lead Agency makes the following findings:

[**X**] No substantial changes are proposed in the project which would require major revisions of the previous EIR.

[**X**] No substantial changes have occurred with respect to the circumstances under which the project is undertaken.

[**X**] There is no new information of substantial importance which was not known and could not have been known with the exercise of due diligence at the time the previous EIR was certified as complete.

[**X**] Only minor technical changes or additions are necessary in order to deem the adopted environmental document adequate.

Addendum Prepared by:

Kinarik Shallow

Kinarik Shallow, Associate Planner
City of Roseville, Development Services–Planning Division

Attachments:

1. Applicable SVSP Mitigation Measures
2. Tentative Subdivision Map
3. Design Review Package
4. CalEEMod Outputs (Annual, Winter, Summer)
5. Preliminary Grading Plan
6. Environmental Noise Assessment

NOTE: Attachments 2-3 and 5 are not included as part of this Addendum as they are already included as exhibits to the Planning Commission Staff Report.

TABLE OF APPLICABLE MITIGATION MEASURES

Mitigation Measure	Implementation	Timing	Reviewing Party	Documents to be Submitted to City	Staff Use Only
MM 4.4-1 Dust and Construction Control Measures In accordance with the PCAPCD, the applicant shall comply with all applicable rules and regulations as listed above (e.g., Rule 202, 218 and 228). In addition, at the time of tentative map the applicant(s) shall implement a minimum of five (5) of the following measures unless superseded by state or other more stringent standards: The following mitigation measures shall be implemented to reduce short-term construction-related air quality impacts. In addition, dust control measures are required to be implemented by all projects in accordance with the City of Roseville Grading Ordinance, and the PCAPCD Fugitive Dust Rule 228. • Applicant shall submit to PCAPCD a Construction Emission / Dust Control Plan within 30 days prior to groundbreaking. If the PCAPCD does not respond within 20 days, the plan shall be considered approved. The plan must address the minimum requirements found in section 300 and 400 of District Rule 228, Fugitive Dust (www.placer.ca.gov/airpollution/airpolut.htm). The applicant shall keep a hard or electronic copy of Rule 228, Fugitive Dust on-site for reference. • The Construction Emission/Dust Control Plan shall include a comprehensive inventory (i.e. make, model, year, emission rating) of all heavy-duty off-road equipment (50 horsepower (HP) of greater) that will be used an aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall the prime contractor shall contact the APCD prior to the new equipment being utilized. The project representative shall provide PCAPCD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. The plan shall demonstrate that the heavy-duty (> 50 HP) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20% NO_X reduction and 45% particulate reduction compared to the most recent ARB fleet average. PCAPCD shall be contacted for average fleet emission data. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. Contractors can access the Sacramento Metropolitan Air Quality Management District's web site to determine if their off-road fleet meets the requirements listed in this measure (http://www.airquality.org/ceqa/Construction_Mitigation_Calculator.xls). The following measures are also included to reduce construction-related ROG, NOx, PM10 and PM2.5 emissions: • All construction equipment shall be maintained in good operating condition. Contractor shall ensure that all construction equipment is being properly serviced and maintained as per the manufacturer's specifications. Maintenance records shall be available at the construction site for verification. This measure will reduce combustion emissions of all criteria air pollutants. • Prior to the issuance of any grading permits, all applicants shall submit construction plans denoting the proposed schedule and projected equipment use. Construction contractors shall provide evidence that low emission mobile construction will be used, or that their use was investigated and found to be infeasible for the project. Low emission equipment is defined as meeting the California Air Resources Board's Tier III standards. Contractors shall also conform to any construction measures imposed by the PCAPCD as well as City Planning Staff. This measure will primarily reduce ROG, NOx, PM10, and PM2.5 exhaust emissions. • Paints and coating shall be applied either by hand or by high volume, low-pressure spray. This measure will reduce evaporative ROG emissions. • All construction shall comply with the following measures to reduce fugitive dust related emissions of PM10 and PM2.5: o Maintain a minimum 24-inch freeboard on soil haul trucks or cover payloads using tarps or other suitable means. o Suspend grading operations during high winds (greater than 15 mph). o Sweep streets as necessary if silt is carried off-site to adjacent public thoroughfares or occurs as a result of hauling.	The applicants shall submit construction management plans as part of the Grading Permit application. Engineering will review plans for inclusion of these measures prior to issuance of permits or approval of plans.	*Pre-Construction*: Prior to issuance of Grading Permits or Improvement Plans. Add as note on Improvement Plans.	Engineering	Dust Control Plan and proof of submittal to PCAPCD	

o Dispose of surplus excavated material in accordance with local ordinances and use sound engineering practices. o Schedule activities to minimize the amounts of exposed excavated soil during and after the end of work periods. o Phase grading into smaller areas to prevent the susceptibility of larger areas to erosion over extended periods of time. o Pave or apply gravel to any on-site haul roads. o Reestablish ground cover on the construction site through seeding and water. o Clean earth moving construction equipment with water or sweep clean, once per day, or as necessary (e.g., when moving onsite), consistent with National Pollutant Discharge Elimination System Best Management Practices and the Roseville Grading Ordinance. Water shall be applied to control dust as needed to prevent dust impacts offsite. Operational water truck(s), shall be on-site, as required, to control fugitive dust. Construction vehicles leaving the site shall be cleaned, as needed, to prevent dust, silt, mud, and dirt from being released or tracked off-site. o Spread soil binders on unpaved roads and employee/equipment parking areas. Soil binders shall be non-toxic in accordance with state and local regulations. Apply approved chemical soil stabilizers, or vegetated mats, etc. according to manufacturers' specifications, to all-inactive construction areas (previously graded areas which remain inactive for 96 hours). o Minimize diesel idling time to a maximum of five minutes. o Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary diesel power generators, if feasible. o An applicant representative, ARB-certified to perform Visible Emissions Evaluations (VEE), shall routinely (i.e., once per week) evaluate project related off-road and heavy-duty on-road equipment emissions for compliance with this requirement for projects grading more than 20 acres in size, regardless of how many acres are to be disturbed daily. o Construction equipment exhaust emissions shall not exceed the PCAPCD Visible Emissions Rule 202. Fugitive dust is not to exceed 40% opacity and not go beyond property boundary at any time. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified and the equipment must be repaired within 72 hours. The following measures will be required: 1. Include the following standard note on the Improvement/Grading Plan: *If required by the Public Works Department, the contractor shall hold a pre-construction meeting prior to grading activities. The contractor shall invite the Placer County APCD to the pre-construction meeting in order to discuss the construction emission/dust control plan with employees and/or contractors.* 2. Prior to building permit approval, the applicant shall show, on the plans submitted to the Building Department, that electrical outlets shall be installed on the exterior walls of both the front and back of all residences or all commercial buildings to promote the use of electric landscape maintenance equipment. 3. Prior to building permit approval, the applicant shall show, on the plans submitted to the Building Department, provisions for construction of new residences, and where natural gas is available, the installation of a gas outlet for use with outdoor cooking appliances, such as a gas barbecue or outdoor recreational fire pits. 4. Prior to building permit approval, in accordance with District Rule 225, only U.S. EPA Phase II certified wood burning devices shall be allowed in single-family residences. The emission potential from each residence shall not exceed a cumulative total of 7.5 grams per hour for all devices. Masonry fireplaces shall have either an EPA certified Phase II wood burning device or shall be a U.L. Listed Decorative Gas Appliance. (Rule 225) 5. Wood burning or Pellet appliances shall not be permitted in multi-family developments. Only natural gas or propane fired fireplace appliances are permitted. These appliances shall be clearly delineated on the Floor Plans submitted in conjunction with the Building Permit application. (Rule 225 / section 302.2) 6. Prior to the issuance of a Building Permit, the applicant shall show that all flat roofs with parapets shall include a white or silver cap sheet to reduce energy demands. 7. Diesel trucks shall be prohibited from idling more than five minutes. Prior to the issuance of a Building Permit, the applicant shall show that all truck loading and unloading docks shall be					

equipped with one 110/208 volt power outlet for every two dock doors. Diesel Trucks idling for more than five minutes shall be required to connect to the 110/208 volt power to run any auxiliary equipment. 2'x3' signage which indicates "Diesel engine Idling Limited to a Maximum of 5 Minutes" shall be shown on the building elevations and shall be submitted to the Placer County APCD prior to the issuance of Building Permits for the project. 8. Prior to approval of Improvement Plans, an enforcement plan shall be established, and submitted to the APCD for review, in order to evaluate project-related on-and-off- road heavy-duty vehicle engine emission opacities on a weekly basis, using standards as defined in California Code of Regulations, Title 13, Sections 2180 – 2194. An Environmental Coordinator, hired by the prime contractor or property owner, and who is CARB-certified to perform Visible Emissions Evaluations (VEE), shall routinely evaluate project related off-road and heavy duty on-road equipment emissions for compliance with this requirement. Operators of vehicles and equipment found to exceed opacity limits will be notified by APCD and the equipment must be repaired within 72 hours. (California Code of Regulations, Title 13, Sections 2180 – 2194) *The project shall comply with all applicable Placer County Air Pollution Control District rules and regulations, and shall obtain applicable permits and/or clearances from the District prior to the start of construction.* • The contractor shall use CARB ultra-low sulfur diesel fuel for all diesel–powered equipment. In addition, low sulfur fuel shall be utilized for all stationary equipment. (California Standards for Motor Vehicle Diesel Fuel, title 13, article 4.8, chapter 9, California Code of Regulations). • Processes that discharge 2 pounds per day or more of air contaminants, as defined by Health and Safety Code Section 39013, to the atmosphere may require a permit. Permits are required for both construction and operation. Developers/contractors should contact the District prior to construction and obtain any necessary permits prior to the issuance of a Building Permit. (Rule 501) • Pursuant to the Placer County Air Pollution Control District Rule 501, General Permit Requirements, the proposed project may need a permit from the District prior to construction. In general, any engine greater than 50 brake horsepower or any boiler with heat greater than 1,000,000 Btu per hour shall require a permit issued by the District. (Rule 501) • All on-site stationary equipment which is classified as 50 hp or greater shall either obtain a state issued portable equipment permit or a Placer County APCD issued portable equipment permit. (California Portable Equipment Registration Program, Section 2452). • The contractor shall utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary diesel power generators if feasible. • During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment. • During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less. **(**Rule 228 / section 401.2)					
MM 4.6-2 & 4.4-1 Commercial Noise Controls For all commercial uses within 150 feet of residential uses, the developer shall implement the following or equally effective measures: • In general, where commercial land uses adjoin residential property lines, the following measures should be included in the design of the commercial use. If the primary noise sources are parking lot noise, HVAC equipment and light truck deliveries, then 6-7 foot tall masonry walls shall be constructed to provide adequate isolation of parking lot and delivery truck activities. HVAC equipment shall be located either at ground level, or when located on roof-tops the building facades shall include parapets for shielding. • Where commercial uses adjoin common residential property lines, and loading docks or truck circulation routes face the residential areas, the following mitigation measures shall be included in the project design: o Loading docks and truck delivery areas shall maintain a minimum distance of 30 feet from residential property lines; o Property line barriers shall be 6 to 8 feet in height. Circulation routes for trucks should be located a minimum of 30-feet from residential property lines;	Project plans will be reviewed for compliance.	*Pre-Construction:* Prior to issuance of Improvement Plans and/or Building Permits Add as note on Improvement Plans and Building Plans	Engineering will review Improvement Plans for compliance with wall requirements. Building will review Building Plans for compliance with HVAC requirements.	Acoustical Study if loading docks or truck delivery routes are less than 100 feet from residential property lines	

o All heating, cooling and ventilation equipment shall be located within mechanical rooms where possible; o All heating, cooling and ventilation equipment shall be shielded from view with solid barriers; o Emergency generators shall comply with the local noise criteria at the nearest noise-sensitive receivers; In cases where loading docks or truck delivery circulation routes are located less than 100 feet from residential property lines, an acoustical evaluation shall be submitted to verify compliance with the City of Roseville Noise Level Performance Standards.					
MM 4.6- 4: Traffic Noise Attenuation **MM 4.6-4(a):** Masonry walls and/or landscaped berms shall be constructed along the major project-area roadways adjacent to proposed residential uses if acoustical studies warrant sound attenuation, otherwise standard wood fencing is acceptable. Draft EIR Table 4.6-10 data shall be consulted to determine appropriate barrier heights. If the assumptions shown in Table 4.6-10 vary considerably, a detailed analysis of exterior and interior mitigation measures should be conducted when tentative maps become available. **MM 4.6-4(b):** In areas requiring sound attenuation, noise barrier walls shall be constructed of concrete panels, concrete masonry units, earthen berms, or any combination of these materials. Wood is not recommended for construction due to eventual warping and degradation of acoustical performance. **MM 4.6-4c:** Tentative map applications for residential uses located along Fiddyment Road would be required to include an analysis of interior noise levels. The report shall be conducted by a qualified acoustical engineer and shall specify the measures required to achieve compliance with the City of Roseville 45 dB Ldn interior noise level standard.	The developer shall construct walls in locations consistent with the walls exhibit of the Specific Plan, which shall be a minimum of six feet tall per the Draft EIR. The developer shall include wall and/or landscaped berm details as part of Improvement Plans which demonstrate consistency with the design requirements of the measure.	*Pre-Construction:* Prior to issuance of Improvement Plans. Add as note on Improvement Plans and Building Plans	Engineering to review plans for consistency with measure.	An acoustical Study, if conditions or plans deviate from Specific Plan or EIR.	
WMM 4.7-13 Riparian Habitat Policies To protect riparian vegetation within the SOI Amendment Area SVSP and Urban Reserve areas, the following policies shall be implemented: a) The project applicant shall provide for temporary fencing along the top of the bank during construction of those areas of the proposed project adjacent to riparian habitat to discourage access to the riparian habitat by humans and pets. b) The project applicant shall provide for permanent fencing and/or a landscape barrier to discourage access to the riparian habitat by humans and pets. The fencing and/or landscape barrier shall be placed at the top of the bank of the creeks along those portions of the site adjacent to riparian habitat. The proposed recreation trail shall be on the project site side of the fence/landscape barrier. The fencing and/or landscape barrier shall be constructed of wood or other natural materials and shall allow for the viewing of the riparian habitat while discouraging access. c) Interpretive signs and displays shall be posted along the border of the riparian area to educate the public and route access away from sensitive areas. These informative signs will be posted at intervals determined appropriate by the City of Roseville Parks and Recreation Director along the border with information regarding the objectives of creek and riparian habitat protection. Signs should also include information regarding the importance of restricting access to the riparian area by household pets. Such signs will be made of wood or similar natural material, and be maintained by the Applicant. d) Lighting adjacent to riparian buffers should be shielded away from the riparian areas.	The applicants shall design the project to avoid and preserve riparian vegetation.	*Pre-Construction*: Temporary fencing shall be installed prior to construction. Permanent measures shall be shown on Improvement Plans. Add as note on Improvement Plans.	Engineering and Parks	None	
Use Low-Glare Materials for New Development In order to reduce the effects of daytime glare from development of commercial or office uses within the SVSP Area, building developers should make use, when feasible, of low-glare materials. **MM 4.14-3 Avoid Light Spill Over into Curry Creek and Open Space Areas** Outdoor lighting shall be placed, designed and directed so as to avoid light spillover into the habitat of Curry Creek and the Open Space Preserve areas located immediately adjacent to the open space, as shown on the Land Use Map as parcels KT-1, KT-40, KT-30, KT-41, DF-1, DF-2, DF-40, CG-1, CG-82m JM-21, JM-3, and JM-4.	Comply with the measure	*Pre-Construction:* Ensure fixtures shown on Improvement Plans and Building Plans comply with the measure. Add as note on Improvement Plans and Building Plans	Engineering and Building	None	

MM 4.6-1 Construction Noise Reduction **MM 4.6-1(a):** Construction activities shall comply with the requirements of the City of Roseville Noise Ordinance. **MM4.6-1(b):** Locate fixed construction equipment such as compressors and generators as far as possible from sensitive receptors. Shroud or shield all impact tools, and muffle or shield all in-take and exhaust ports on power construction equipment. **MM 4.6-1(c):** Designate a construction disturbance coordinator and conspicuously post the Coordinator's contact information around the project site and in adjacent public spaces. The disturbance coordinator will receive all public complaints about construction noise disturbances, and will be responsible for determining the cause of the complaint, and implementing any feasible measures to be taken to alleviate the problem. **MM 4.6-1(d):** Well drilling shall occur prior to construction of the adjacent subdivision, to the extent feasible. If construction timing for the wells occurs after subdivision construction, then measures to reduce noise shall include; hanging flexible sound control curtains around the drilling apparatus, and the drill rig, to the degree feasible, as determined by the Environmental Utilities Director, if located within 1,000-feet of an occupied residence.	Discuss during pre-construction meeting and comply with the measure.	*Pre-Construction and Construction*: During construction for MM 4.6-1(d), and prior to issuance of Improvement Plans and/or Building Permits for all others. Add as note on Improvement Plans and Building Plans	Engineering staff to discuss this measure during pre-construction meeting and ensure posting has occurred. Environmental Utilities to address well drilling.	None	
MM 4.8-3 Avoid Nesting Sites To ensure that fully protected bird and raptor species are not injured or disturbed by construction in the vicinity of nesting habitat, the project applicant shall implement the following measures: *Raptors* a) When feasible, all tree removal shall occur between August 30th and February 15th to avoid the breeding season of any raptor species that could be using the area, and to discourage hawks from nesting in the vicinity of an upcoming construction area. b) For Swainson's hawk, if avoidance of tree removal outside the breeding season is not feasible, and a nest is present, the applicants would be required to obtain a 2081 permit from CDFG to mitigate for potential "take" under CESA. If no nesting is occurring, a take permit would not be required. c) Prior to the beginning of mass grading, including grading for major infrastructure improvements, during the period between February 15th and August 30th, all trees and potential burrowing owl habitat within 350 feet of any grading or earthmoving activity shall be surveyed for active raptor nests or burrows by a qualified biologist no more than 30-days prior to disturbance. If active raptor nests or burrows are found, and the site is within 350-feet of potential construction activity, a highly visible temporary fence shall be erected around the tree or burrow(s) at a distance of up to 350-feet, depending on the species, from the edge of the canopy to prevent construction disturbance and intrusions on the nest area. d) Preconstruction and non-breeding season exclusion measures shall be developed in consultation with CDFG, and shall preclude burrowing owl occupation of the portions of the project site subject to disturbance such as grading. Burrowing owls may be passively excluded from burrows in construction areas by placing one-way doors in the burrows according to CDFG protocol. The one-way doors must be in place for a minimum of three days. All burrows that may be occupied by burrowing owls regardless of whether they exhibit signs of occupation must be cleared with the one way doors. Burrows that have been cleared through the use of the one-way doors shall then be closed or backfilled to prevent owls from entering the burrow. e) No construction vehicles shall be permitted within restricted areas (i.e., raptor protection zones) unless directly related to the management or protection of the legally protected species. f) If a legally protected species nest is located in a tree designated for removal, the removal shall be deferred until after August 30th or until the adults and young of the year are no longer dependent on the nest site as determined by a qualified biologist. *Black Rails and Tri-colored Blackbirds* Prior to earth moving that would disturb marsh habitat, a qualified biologist shall conduct surveys to determine the presence of the California black rail. If either of these species is found, all earth moving within 250 feet shall stop and measures, including establishing nest protection buffers along both sides of Curry Creek during the nesting season (generally February 1 through August 31st) shall be implemented. *Rookeries* No heron rookeries are present within the plan area. Prior to earthmoving that would disturb marsh habitat or tree removal of the eucalyptus grove, pre-construction surveys should be conducted to verify	Results of preconstruction surveys shall be submitted prior to the issuance of a grading permit or Improvement Plans. Applicable construction restrictions shall be reflected within plans. The applicants shall prepare annual reports on the status and success of mitigation and shall submit these reports to USFWS and CDFG. The applicants shall coordinate with USFWS and CDFG to modify as necessary any mitigation plans in an effort to attain mitigation success.	*Pre-Construction and Construction*: Surveys required prior to construction. If surveys are positive for birds, then remainder of mitigation steps are required prior to construction. Add as note on Improvement Plans.	Engineering	Nesting bird surveys	

that no rookeries have been established. If rookeries are present all earth moving within 250-feet shall stop, during the breeding season.					
MM 4.13-1 Implementation of construction activity stormwater protection standards Prior to the issuance of a City grading permit and the commencement of construction activities, compliance with the State's General Construction permit, the City of Roseville's Construction Standards, and the City's Stormwater BMP Guidance Manual will be met. This includes the creation of a Storm Water Pollution Prevention Plan (SWPPP) that will identify the site, the location of sensitive habitats or watercourses, drainage areas, discharge locations, soil disturbance areas, and the locations of all runoff, erosion control, and sediment control Best Management Practices (BMPs). On-going monitoring and adjustments to the SWPPP will occur when needed to address changes in the field as construction activities evolve.	The developer shall create a SWPPP, submit it to the City, and comply with its provisions.	*Pre-Construction and Construction*: Submit SWPPP and ensure that BMPs remain in place during construction. Add as note on Improvement Plans and Building Plans.	Engineering	SWPPP	
MM 4.9-1 Cease Work and Consult with Qualified Archaeologist Should any cultural resources, such as structural features, any amount of bone or shell, artifacts, human remains, or architectural remains, be encountered during any subsurface development activities, work shall be suspended within 100-feet of the find. The City of Roseville Planning and Public Works Staff shall be immediately notified. At that time, the City of Roseville shall coordinate any necessary investigation of the site with qualified archaeologists as needed, to assess the resource (i.e., whether it is an "historical resource" or a "unique archaeological resource") and provide proper management recommendations should potential impacts to the resources be found to be significant. Possible management recommendations for important resources could include resource avoidance or, where avoidance is infeasible in light of project design or layout or is unnecessary to avoid significant effects, data recovery excavations. The contractor shall implement any measures deemed feasible and necessary by City staff, in consultation with the archaeologists, to be to avoid or minimize significant effects to the cultural resources. In addition, pursuant to Section 5097.98 or the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.	This condition shall be reflected in all construction and building plans, and construction site workers shall be advised by the site manager of this measure.	*Construction*: Measure applies if resources are discovered during construction. Add as note on Improvement Plans and Building Plans.	Engineering and Building	None	
MM 4.9-3 Cease Work and Consult with Qualified Paleontologist Should any evidence of paleontological resources (e.g. fossils) be encountered during grading or excavation, work shall be suspended within 100 feet of the find, and the City of Roseville shall be immediately notified. At that time, the City shall coordinate any necessary investigation of the site with a qualified paleontologist to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance, if feasible in light of project design or layout, or data recovery excavations. The contractor shall implement any measures deemed feasible and necessary by City staff in consultation with the paleontologist for the protection of the paleontological resources.	This condition shall be reflected in all construction and building plans, and construction site workers shall be advised by the site manager of this measure.	*Construction*: Measure applies if resources are discovered during construction. Add as note on Improvement Plans and Building Plans.	Engineering and Building	None	
MM 4.10-1 Identify Potential Hazardous Materials (soil contamination, tank or well sites, lead based paint and/or asbestos) Prior to site development in the SVSP, recommended testing and remediation, if needed shall occur. Groundwater wells shall be properly closed. If evidence of soil contamination, septic tanks, or other underground storage tanks are encountered in previously unidentified locations in the SVSP area, work shall cease until the area can be tested, and if necessary remediated and/or properly removed or closed. Remediation activities could include removal of contaminated soil, and/or onsite treatment. As part of the process, the City shall ensure that any necessary investigation and/or remediation activities are coordinated with the Roseville Fire Department, Placer County Division of Environmental Health, and if needed, other appropriate federal, state and local agencies. Once a site is remediated, construction can continue.	The applicants shall be responsible for conducting soil testing and/or recommendation of the Phase I environmental site assessments, if conditions are encountered which warrant such studies.	*Construction*: Applies if conditions found which warrant assessment (e.g. stained soils, underground tanks). Add as note on Improvement Plans.	Engineering and Fire	Phase I environmental assessment, if conditions warrant	
MM 4.12.4-2 Divert Construction Debris The applicants shall ensure a 50% reduction in the construction waste stream generated from development within the SVSP. In Developer contracts with construction contractors and their sub-contractors, the Developer shall require that construction waste be reduced by 50%. The Developer shall further require that contractors and sub-contractors submit records of diversion and disposal to the City's Environmental Utilities Department in order to verify compliance with this requirement.	Comply with the measure	*Construction:* Contractor to ensure diversion occurs during construction. Add as note on Improvement Plans and Building Plans.	Environmental Utilities	Records of diversion	
TCR-1: **Inadvertent Discoveries** If any TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find. The appropriate tribal representatives from culturally affiliated tribes shall	This condition shall be reflected in all construction and building plans, and construction site workers shall	*Construction*: Measure applies if resources are discovered during construction.	Engineering and Building	None	

be immediately notified. Work at the discovery location cannot resume until it is determined, in consultation with culturally affiliated tribes, that the find is not a TCR, or that the find is a TCR and all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB 52, has been satisfied. Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in place, including through project redesign. The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary.	be advised by the site manager of this measure.	Add as note on Improvement Plans and Building Plans.			

NOTE: This table is provided as a courtesy to the developer, to highlight the text of measures which are required to be placed on Improvement Plans and/or Building Plans. Refer to the applicable environmental document (e.g. Environmental Impact Report) for a full list of measures, and for context. Other measures may be applicable, but are not included here because they have already been completed or they are addressed via other mechanisms (e.g. development fees).

Sierra Vista JM-40 Subdivision

Placer-Sacramento County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	35.00	Dwelling Unit	5.70	63,000.00	100

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2022
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Start of construction and operational year are estimated.

Land Use - Lot acreage based on proposed site plan.

Energy Use -

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	11.36	5.70

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2414	2.2864	1.9315	3.3700e-003	0.1698	0.1190	0.2888	0.0871	0.1113	0.1983	0.0000	292.7512	292.7512	0.0716	0.0000	294.5403
2022	0.4605	0.6073	0.6696	1.1400e-003	5.2600e-003	0.0308	0.0361	1.4200e-003	0.0289	0.0304	0.0000	98.9485	98.9485	0.0235	0.0000	99.5365
Maximum	**0.4605**	**2.2864**	**1.9315**	**3.3700e-003**	**0.1698**	**0.1190**	**0.2888**	**0.0871**	**0.1113**	**0.1983**	**0.0000**	**292.7512**	**292.7512**	**0.0716**	**0.0000**	**294.5403**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2414	2.2864	1.9315	3.3700e-003	0.1698	0.1190	0.2888	0.0871	0.1113	0.1983	0.0000	292.7509	292.7509	0.0716	0.0000	294.5400
2022	0.4605	0.6073	0.6696	1.1400e-003	5.2600e-003	0.0308	0.0361	1.4200e-003	0.0289	0.0304	0.0000	98.9484	98.9484	0.0235	0.0000	99.5364
Maximum	**0.4605**	**2.2864**	**1.9315**	**3.3700e-003**	**0.1698**	**0.1190**	**0.2888**	**0.0871**	**0.1113**	**0.1983**	**0.0000**	**292.7509**	**292.7509**	**0.0716**	**0.0000**	**294.5400**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**3-1-2021**	**5-31-2021**	0.9858	0.9858
2	**6-1-2021**	**8-31-2021**	0.6521	0.6521
3	**9-1-2021**	**11-30-2021**	0.6452	0.6452
4	**12-1-2021**	**2-28-2022**	0.5953	0.5953
5	**3-1-2022**	**5-31-2022**	0.6926	0.6926
		Highest	0.9858	0.9858

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.4894	0.0459	2.9710	4.9300e-003		0.3815	0.3815		0.3815	0.3815	36.1535	15.5868	51.7403	0.0338	2.8400e-003	53.4321
Energy	4.8800e-003	0.0417	0.0177	2.7000e-004		3.3700e-003	3.3700e-003		3.3700e-003	3.3700e-003	0.0000	154.6622	154.6622	4.8100e-003	1.6900e-003	155.2858
Mobile	0.0991	0.7168	1.1572	4.6400e-003	0.3522	3.9300e-003	0.3561	0.0947	3.6900e-003	0.0984	0.0000	427.5317	427.5317	0.0161	0.0000	427.9337
Waste						0.0000	0.0000		0.0000	0.0000	7.3077	0.0000	7.3077	0.4319	0.0000	18.1045
Water						0.0000	0.0000		0.0000	0.0000	0.7235	6.2546	6.9781	0.0745	1.8000e-003	9.3784
Total	**2.5934**	**0.8044**	**4.1460**	**9.8400e-003**	**0.3522**	**0.3888**	**0.7410**	**0.0947**	**0.3886**	**0.4833**	**44.1847**	**604.0352**	**648.2199**	**0.5611**	**6.3300e-003**	**664.1343**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.4894	0.0459	2.9710	4.9300e-003		0.3815	0.3815		0.3815	0.3815	36.1535	15.5868	51.7403	0.0338	2.8400e-003	53.4321
Energy	4.8800e-003	0.0417	0.0177	2.7000e-004		3.3700e-003	3.3700e-003		3.3700e-003	3.3700e-003	0.0000	154.6622	154.6622	4.8100e-003	1.6900e-003	155.2858
Mobile	0.0991	0.7168	1.1572	4.6400e-003	0.3522	3.9300e-003	0.3561	0.0947	3.6900e-003	0.0984	0.0000	427.5317	427.5317	0.0161	0.0000	427.9337
Waste						0.0000	0.0000		0.0000	0.0000	7.3077	0.0000	7.3077	0.4319	0.0000	18.1045
Water						0.0000	0.0000		0.0000	0.0000	0.7235	6.2546	6.9781	0.0745	1.8000e-003	9.3784
Total	**2.5934**	**0.8044**	**4.1460**	**9.8400e-003**	**0.3522**	**0.3888**	**0.7410**	**0.0947**	**0.3886**	**0.4833**	**44.1847**	**604.0352**	**648.2199**	**0.5611**	**6.3300e-003**	**664.1343**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/1/2021	3/26/2021	5	20	
2	Site Preparation	Site Preparation	3/27/2021	4/9/2021	5	10	
3	Grading	Grading	4/10/2021	5/7/2021	5	20	
4	Building Construction	Building Construction	5/8/2021	3/25/2022	5	230	
5	Paving	Paving	3/26/2022	4/22/2022	5	20	
6	Architectural Coating	Architectural Coating	4/23/2022	5/20/2022	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 127,575; Residential Outdoor: 42,525; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

<u>OffRoad Equipment</u>

Sierra Vista JM-40 Subdivision - Placer-Sacramento County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	13.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0317	0.3144	0.2157	3.9000e-004		0.0155	0.0155		0.0144	0.0144	0.0000	34.0008	34.0008	9.5700e-003	0.0000	34.2400
Total	**0.0317**	**0.3144**	**0.2157**	**3.9000e-004**		**0.0155**	**0.0155**		**0.0144**	**0.0144**	**0.0000**	**34.0008**	**34.0008**	**9.5700e-003**	**0.0000**	**34.2400**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.3000e-004	3.5600e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9809	0.9809	2.0000e-005	0.0000	0.9815
Total	**4.8000e-004**	**3.3000e-004**	**3.5600e-003**	**1.0000e-005**	**1.1800e-003**	**1.0000e-005**	**1.1900e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9809**	**0.9809**	**2.0000e-005**	**0.0000**	**0.9815**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0317	0.3144	0.2157	3.9000e-004		0.0155	0.0155		0.0144	0.0144	0.0000	34.0007	34.0007	9.5700e-003	0.0000	34.2400
Total	**0.0317**	**0.3144**	**0.2157**	**3.9000e-004**		**0.0155**	**0.0155**		**0.0144**	**0.0144**	**0.0000**	**34.0007**	**34.0007**	**9.5700e-003**	**0.0000**	**34.2400**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.3000e-004	3.5600e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9809	0.9809	2.0000e-005	0.0000	0.9815
Total	**4.8000e-004**	**3.3000e-004**	**3.5600e-003**	**1.0000e-005**	**1.1800e-003**	**1.0000e-005**	**1.1900e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9809**	**0.9809**	**2.0000e-005**	**0.0000**	**0.9815**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7179	16.7179	5.4100e-003	0.0000	16.8530
Total	**0.0194**	**0.2025**	**0.1058**	**1.9000e-004**	**0.0903**	**0.0102**	**0.1006**	**0.0497**	**9.4000e-003**	**0.0591**	**0.0000**	**16.7179**	**16.7179**	**5.4100e-003**	**0.0000**	**16.8530**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.0000e-004	2.1400e-003	1.0000e-005	7.1000e-004	0.0000	7.1000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5886	0.5886	1.0000e-005	0.0000	0.5889
Total	**2.9000e-004**	**2.0000e-004**	**2.1400e-003**	**1.0000e-005**	**7.1000e-004**	**0.0000**	**7.1000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5886**	**0.5886**	**1.0000e-005**	**0.0000**	**0.5889**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7178	16.7178	5.4100e-003	0.0000	16.8530
Total	**0.0194**	**0.2025**	**0.1058**	**1.9000e-004**	**0.0903**	**0.0102**	**0.1006**	**0.0497**	**9.4000e-003**	**0.0591**	**0.0000**	**16.7178**	**16.7178**	**5.4100e-003**	**0.0000**	**16.8530**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.0000e-004	2.1400e-003	1.0000e-005	7.1000e-004	0.0000	7.1000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5886	0.5886	1.0000e-005	0.0000	0.5889
Total	**2.9000e-004**	**2.0000e-004**	**2.1400e-003**	**1.0000e-005**	**7.1000e-004**	**0.0000**	**7.1000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5886**	**0.5886**	**1.0000e-005**	**0.0000**	**0.5889**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2474	0.1586	3.0000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2644
Total	**0.0229**	**0.2474**	**0.1586**	**3.0000e-004**	**0.0655**	**0.0116**	**0.0771**	**0.0337**	**0.0107**	**0.0443**	**0.0000**	**26.0537**	**26.0537**	**8.4300e-003**	**0.0000**	**26.2644**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.3000e-004	3.5600e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9809	0.9809	2.0000e-005	0.0000	0.9815
Total	**4.8000e-004**	**3.3000e-004**	**3.5600e-003**	**1.0000e-005**	**1.1800e-003**	**1.0000e-005**	**1.1900e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9809**	**0.9809**	**2.0000e-005**	**0.0000**	**0.9815**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2474	0.1586	3.0000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2643
Total	**0.0229**	**0.2474**	**0.1586**	**3.0000e-004**	**0.0655**	**0.0116**	**0.0771**	**0.0337**	**0.0107**	**0.0443**	**0.0000**	**26.0537**	**26.0537**	**8.4300e-003**	**0.0000**	**26.2643**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.3000e-004	3.5600e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9809	0.9809	2.0000e-005	0.0000	0.9815
Total	**4.8000e-004**	**3.3000e-004**	**3.5600e-003**	**1.0000e-005**	**1.1800e-003**	**1.0000e-005**	**1.1900e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9809**	**0.9809**	**2.0000e-005**	**0.0000**	**0.9815**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1616	1.4817	1.4089	2.2900e-003		0.0815	0.0815		0.0766	0.0766	0.0000	196.8917	196.8917	0.0475	0.0000	198.0792
Total	**0.1616**	**1.4817**	**1.4089**	**2.2900e-003**		**0.0815**	**0.0815**		**0.0766**	**0.0766**	**0.0000**	**196.8917**	**196.8917**	**0.0475**	**0.0000**	**198.0792**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0500e-003	0.0371	7.0900e-003	1.0000e-004	2.2200e-003	8.0000e-005	2.3000e-003	6.4000e-004	8.0000e-005	7.2000e-004	0.0000	9.3108	9.3108	4.3000e-004	0.0000	9.3216
Worker	3.5600e-003	2.4000e-003	0.0262	8.0000e-005	8.6800e-003	6.0000e-005	8.7300e-003	2.3100e-003	5.0000e-005	2.3600e-003	0.0000	7.2261	7.2261	1.7000e-004	0.0000	7.2302
Total	**4.6100e-003**	**0.0395**	**0.0333**	**1.8000e-004**	**0.0109**	**1.4000e-004**	**0.0110**	**2.9500e-003**	**1.3000e-004**	**3.0800e-003**	**0.0000**	**16.5368**	**16.5368**	**6.0000e-004**	**0.0000**	**16.5518**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1616	1.4817	1.4089	2.2900e-003		0.0815	0.0815		0.0766	0.0766	0.0000	196.8915	196.8915	0.0475	0.0000	198.0790
Total	**0.1616**	**1.4817**	**1.4089**	**2.2900e-003**		**0.0815**	**0.0815**		**0.0766**	**0.0766**	**0.0000**	**196.8915**	**196.8915**	**0.0475**	**0.0000**	**198.0790**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0500e-003	0.0371	7.0900e-003	1.0000e-004	2.2200e-003	8.0000e-005	2.3000e-003	6.4000e-004	8.0000e-005	7.2000e-004	0.0000	9.3108	9.3108	4.3000e-004	0.0000	9.3216
Worker	3.5600e-003	2.4000e-003	0.0262	8.0000e-005	8.6800e-003	6.0000e-005	8.7300e-003	2.3100e-003	5.0000e-005	2.3600e-003	0.0000	7.2261	7.2261	1.7000e-004	0.0000	7.2302
Total	**4.6100e-003**	**0.0395**	**0.0333**	**1.8000e-004**	**0.0109**	**1.4000e-004**	**0.0110**	**2.9500e-003**	**1.3000e-004**	**3.0800e-003**	**0.0000**	**16.5368**	**16.5368**	**6.0000e-004**	**0.0000**	**16.5518**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0512	0.4685	0.4909	8.1000e-004		0.0243	0.0243		0.0228	0.0228	0.0000	69.5176	69.5176	0.0167	0.0000	69.9339
Total	**0.0512**	**0.4685**	**0.4909**	**8.1000e-004**		**0.0243**	**0.0243**		**0.0228**	**0.0228**	**0.0000**	**69.5176**	**69.5176**	**0.0167**	**0.0000**	**69.9339**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.4000e-004	0.0124	2.3200e-003	3.0000e-005	7.8000e-004	3.0000e-005	8.1000e-004	2.3000e-004	2.0000e-005	2.5000e-004	0.0000	3.2591	3.2591	1.4000e-004	0.0000	3.2627
Worker	1.1800e-003	7.6000e-004	8.5200e-003	3.0000e-005	3.0600e-003	2.0000e-005	3.0800e-003	8.2000e-004	2.0000e-005	8.3000e-004	0.0000	2.4570	2.4570	5.0000e-005	0.0000	2.4583
Total	**1.5200e-003**	**0.0132**	**0.0108**	**6.0000e-005**	**3.8400e-003**	**5.0000e-005**	**3.8900e-003**	**1.0500e-003**	**4.0000e-005**	**1.0800e-003**	**0.0000**	**5.7161**	**5.7161**	**1.9000e-004**	**0.0000**	**5.7210**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0512	0.4685	0.4909	8.1000e-004		0.0243	0.0243		0.0228	0.0228	0.0000	69.5175	69.5175	0.0167	0.0000	69.9339
Total	**0.0512**	**0.4685**	**0.4909**	**8.1000e-004**		**0.0243**	**0.0243**		**0.0228**	**0.0228**	**0.0000**	**69.5175**	**69.5175**	**0.0167**	**0.0000**	**69.9339**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.4000e-004	0.0124	2.3200e-003	3.0000e-005	7.8000e-004	3.0000e-005	8.1000e-004	2.3000e-004	2.0000e-005	2.5000e-004	0.0000	3.2591	3.2591	1.4000e-004	0.0000	3.2627
Worker	1.1800e-003	7.6000e-004	8.5200e-003	3.0000e-005	3.0600e-003	2.0000e-005	3.0800e-003	8.2000e-004	2.0000e-005	8.3000e-004	0.0000	2.4570	2.4570	5.0000e-005	0.0000	2.4583
Total	**1.5200e-003**	**0.0132**	**0.0108**	**6.0000e-005**	**3.8400e-003**	**5.0000e-005**	**3.8900e-003**	**1.0500e-003**	**4.0000e-005**	**1.0800e-003**	**0.0000**	**5.7161**	**5.7161**	**1.9000e-004**	**0.0000**	**5.7210**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0276	20.0276	6.4800e-003	0.0000	20.1895
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0110**	**0.1113**	**0.1458**	**2.3000e-004**		**5.6800e-003**	**5.6800e-003**		**5.2200e-003**	**5.2200e-003**	**0.0000**	**20.0276**	**20.0276**	**6.4800e-003**	**0.0000**	**20.1895**

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	2.9000e-004	3.2800e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9450	0.9450	2.0000e-005	0.0000	0.9455
Total	**4.5000e-004**	**2.9000e-004**	**3.2800e-003**	**1.0000e-005**	**1.1800e-003**	**1.0000e-005**	**1.1900e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9450**	**0.9450**	**2.0000e-005**	**0.0000**	**0.9455**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0275	20.0275	6.4800e-003	0.0000	20.1895
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0110**	**0.1113**	**0.1458**	**2.3000e-004**		**5.6800e-003**	**5.6800e-003**		**5.2200e-003**	**5.2200e-003**	**0.0000**	**20.0275**	**20.0275**	**6.4800e-003**	**0.0000**	**20.1895**

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	2.9000e-004	3.2800e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9450	0.9450	2.0000e-005	0.0000	0.9455
Total	**4.5000e-004**	**2.9000e-004**	**3.2800e-003**	**1.0000e-005**	**1.1800e-003**	**1.0000e-005**	**1.1900e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9450**	**0.9450**	**2.0000e-005**	**0.0000**	**0.9455**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3942					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e-003	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574
Total	**0.3963**	**0.0141**	**0.0181**	**3.0000e-005**		**8.2000e-004**	**8.2000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.7000e-004**	**0.0000**	**2.5574**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	6.0000e-005	6.6000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1890	0.1890	0.0000	0.0000	0.1891
Total	**9.0000e-005**	**6.0000e-005**	**6.6000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1890**	**0.1890**	**0.0000**	**0.0000**	**0.1891**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3942					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e-003	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574
Total	**0.3963**	**0.0141**	**0.0181**	**3.0000e-005**		**8.2000e-004**	**8.2000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.7000e-004**	**0.0000**	**2.5574**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	6.0000e-005	6.6000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1890	0.1890	0.0000	0.0000	0.1891
Total	**9.0000e-005**	**6.0000e-005**	**6.6000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1890**	**0.1890**	**0.0000**	**0.0000**	**0.1891**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0991	0.7168	1.1572	4.6400e-003	0.3522	3.9300e-003	0.3561	0.0947	3.6900e-003	0.0984	0.0000	427.5317	427.5317	0.0161	0.0000	427.9337
Unmitigated	0.0991	0.7168	1.1572	4.6400e-003	0.3522	3.9300e-003	0.3561	0.0947	3.6900e-003	0.0984	0.0000	427.5317	427.5317	0.0161	0.0000	427.9337

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	333.20	346.85	301.70	947,161	947,161
Total	333.20	346.85	301.70	947,161	947,161

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.499712	0.039404	0.220288	0.124864	0.021993	0.006021	0.030614	0.046741	0.001428	0.001188	0.005840	0.000765	0.001142

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	106.4098	106.4098	3.8900e-003	8.0000e-004	106.7467
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	106.4098	106.4098	3.8900e-003	8.0000e-004	106.7467
NaturalGas Mitigated	4.8800e-003	0.0417	0.0177	2.7000e-004		3.3700e-003	3.3700e-003		3.3700e-003	3.3700e-003	0.0000	48.2523	48.2523	9.2000e-004	8.8000e-004	48.5391
NaturalGas Unmitigated	4.8800e-003	0.0417	0.0177	2.7000e-004		3.3700e-003	3.3700e-003		3.3700e-003	3.3700e-003	0.0000	48.2523	48.2523	9.2000e-004	8.8000e-004	48.5391

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	904214	4.8800e-003	0.0417	0.0177	2.7000e-004		3.3700e-003	3.3700e-003		3.3700e-003	3.3700e-003	0.0000	48.2523	48.2523	9.2000e-004	8.8000e-004	48.5391
Total		**4.8800e-003**	**0.0417**	**0.0177**	**2.7000e-004**		**3.3700e-003**	**3.3700e-003**		**3.3700e-003**	**3.3700e-003**	**0.0000**	**48.2523**	**48.2523**	**9.2000e-004**	**8.8000e-004**	**48.5391**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	904214	4.8800e-003	0.0417	0.0177	2.7000e-004		3.3700e-003	3.3700e-003		3.3700e-003	3.3700e-003	0.0000	48.2523	48.2523	9.2000e-004	8.8000e-004	48.5391
Total		**4.8800e-003**	**0.0417**	**0.0177**	**2.7000e-004**		**3.3700e-003**	**3.3700e-003**		**3.3700e-003**	**3.3700e-003**	**0.0000**	**48.2523**	**48.2523**	**9.2000e-004**	**8.8000e-004**	**48.5391**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	295532	106.4098	3.8900e-003	8.0000e-004	106.7467
Total		**106.4098**	**3.8900e-003**	**8.0000e-004**	**106.7467**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	295532	106.4098	3.8900e-003	8.0000e-004	106.7467
Total		**106.4098**	**3.8900e-003**	**8.0000e-004**	**106.7467**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.4894	0.0459	2.9710	4.9300e-003		0.3815	0.3815		0.3815	0.3815	36.1535	15.5868	51.7403	0.0338	2.8400e-003	53.4321
Unmitigated	2.4894	0.0459	2.9710	4.9300e-003		0.3815	0.3815		0.3815	0.3815	36.1535	15.5868	51.7403	0.0338	2.8400e-003	53.4321

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0394					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2461					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.1961	0.0429	2.7109	4.9100e-003		0.3801	0.3801		0.3801	0.3801	36.1535	15.1623	51.3158	0.0334	2.8400e-003	52.9973
Landscaping	7.8600e-003	3.0000e-003	0.2602	1.0000e-005		1.4400e-003	1.4400e-003		1.4400e-003	1.4400e-003	0.0000	0.4245	0.4245	4.1000e-004	0.0000	0.4348
Total	**2.4895**	**0.0459**	**2.9710**	**4.9200e-003**		**0.3815**	**0.3815**		**0.3815**	**0.3815**	**36.1535**	**15.5868**	**51.7403**	**0.0338**	**2.8400e-003**	**53.4321**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0394					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2461					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.1961	0.0429	2.7109	4.9100e-003		0.3801	0.3801		0.3801	0.3801	36.1535	15.1623	51.3158	0.0334	2.8400e-003	52.9973
Landscaping	7.8600e-003	3.0000e-003	0.2602	1.0000e-005		1.4400e-003	1.4400e-003		1.4400e-003	1.4400e-003	0.0000	0.4245	0.4245	4.1000e-004	0.0000	0.4348
Total	**2.4895**	**0.0459**	**2.9710**	**4.9200e-003**		**0.3815**	**0.3815**		**0.3815**	**0.3815**	**36.1535**	**15.5868**	**51.7403**	**0.0338**	**2.8400e-003**	**53.4321**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	6.9781	0.0745	1.8000e-003	9.3784
Unmitigated	6.9781	0.0745	1.8000e-003	9.3784

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	2.28039 / 1.43764	6.9781	0.0745	1.8000e-003	9.3784
Total		**6.9781**	**0.0745**	**1.8000e-003**	**9.3784**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	2.28039 / 1.43764	6.9781	0.0745	1.8000e-003	9.3784
Total		**6.9781**	**0.0745**	**1.8000e-003**	**9.3784**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	7.3077	0.4319	0.0000	18.1045
Unmitigated	7.3077	0.4319	0.0000	18.1045

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	36	7.3077	0.4319	0.0000	18.1045
Total		**7.3077**	**0.4319**	**0.0000**	**18.1045**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	36	7.3077	0.4319	0.0000	18.1045
Total		**7.3077**	**0.4319**	**0.0000**	**18.1045**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Sierra Vista JM-40 Subdivision

Placer-Sacramento County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	35.00	Dwelling Unit	5.70	63,000.00	100

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2022
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Start of construction and operational year are estimated.

Land Use - Lot acreage based on proposed site plan.

Energy Use -

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	11.36	5.70

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.9511	40.5402	21.9249	0.0399	18.2141	2.0454	20.2595	9.9699	1.8818	11.8516	0.0000	3,853.4233	3,853.4233	1.1950	0.0000	3,879.8569
2022	39.6351	16.0554	16.7357	0.0289	0.1339	0.8105	0.9444	0.0361	0.7626	0.7987	0.0000	2,759.7496	2,759.7496	0.7162	0.0000	2,775.2380
Maximum	**39.6351**	**40.5402**	**21.9249**	**0.0399**	**18.2141**	**2.0454**	**20.2595**	**9.9699**	**1.8818**	**11.8516**	**0.0000**	**3,853.4233**	**3,853.4233**	**1.1950**	**0.0000**	**3,879.8569**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.9511	40.5402	21.9249	0.0399	18.2141	2.0454	20.2595	9.9699	1.8818	11.8516	0.0000	3,853.4233	3,853.4233	1.1950	0.0000	3,879.8569
2022	39.6351	16.0554	16.7357	0.0289	0.1339	0.8105	0.9444	0.0361	0.7626	0.7987	0.0000	2,759.7496	2,759.7496	0.7162	0.0000	2,775.2380
Maximum	**39.6351**	**40.5402**	**21.9249**	**0.0399**	**18.2141**	**2.0454**	**20.2595**	**9.9699**	**1.8818**	**11.8516**	**0.0000**	**3,853.4233**	**3,853.4233**	**1.1950**	**0.0000**	**3,879.8569**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	55.2153	1.0794	69.0094	0.1199		9.2865	9.2865		9.2865	9.2865	972.0106	412.8464	1,384.8570	0.9020	0.0765	1,430.1914
Energy	0.0267	0.2283	0.0972	1.4600e-003		0.0185	0.0185		0.0185	0.0185		291.4470	291.4470	5.5900e-003	5.3400e-003	293.1789
Mobile	0.5537	4.1766	6.9182	0.0262	2.1212	0.0229	2.1441	0.5685	0.0215	0.5900		2,659.9222	2,659.9222	0.1059		2,662.5705
Total	**55.7958**	**5.4842**	**76.0248**	**0.1476**	**2.1212**	**9.3278**	**11.4490**	**0.5685**	**9.3264**	**9.8949**	**972.0106**	**3,364.2156**	**4,336.2262**	**1.0135**	**0.0818**	**4,385.9408**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	55.2153	1.0794	69.0094	0.1199		9.2865	9.2865		9.2865	9.2865	972.0106	412.8464	1,384.8570	0.9020	0.0765	1,430.1914
Energy	0.0267	0.2283	0.0972	1.4600e-003		0.0185	0.0185		0.0185	0.0185		291.4470	291.4470	5.5900e-003	5.3400e-003	293.1789
Mobile	0.5537	4.1766	6.9182	0.0262	2.1212	0.0229	2.1441	0.5685	0.0215	0.5900		2,659.9222	2,659.9222	0.1059		2,662.5705
Total	**55.7958**	**5.4842**	**76.0248**	**0.1476**	**2.1212**	**9.3278**	**11.4490**	**0.5685**	**9.3264**	**9.8949**	**972.0106**	**3,364.2156**	**4,336.2262**	**1.0135**	**0.0818**	**4,385.9408**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/1/2021	3/26/2021	5	20	
2	Site Preparation	Site Preparation	3/27/2021	4/9/2021	5	10	
3	Grading	Grading	4/10/2021	5/7/2021	5	20	
4	Building Construction	Building Construction	5/8/2021	3/25/2022	5	230	
5	Paving	Paving	3/26/2022	4/22/2022	5	20	
6	Architectural Coating	Architectural Coating	4/23/2022	5/20/2022	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 127,575; Residential Outdoor: 42,525; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Sierra Vista JM-40 Subdivision - Placer-Sacramento County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	13.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0525	0.0360	0.3599	1.0600e-003	0.1232	7.6000e-004	0.1240	0.0327	7.0000e-004	0.0334		105.4783	105.4783	2.4500e-003		105.5395
Total	**0.0525**	**0.0360**	**0.3599**	**1.0600e-003**	**0.1232**	**7.6000e-004**	**0.1240**	**0.0327**	**7.0000e-004**	**0.0334**		**105.4783**	**105.4783**	**2.4500e-003**		**105.5395**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0525	0.0360	0.3599	1.0600e-003	0.1232	7.6000e-004	0.1240	0.0327	7.0000e-004	0.0334		105.4783	105.4783	2.4500e-003		105.5395
Total	**0.0525**	**0.0360**	**0.3599**	**1.0600e-003**	**0.1232**	**7.6000e-004**	**0.1240**	**0.0327**	**7.0000e-004**	**0.0334**		**105.4783**	**105.4783**	**2.4500e-003**		**105.5395**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0629	0.0431	0.4319	1.2700e-003	0.1479	9.1000e-004	0.1488	0.0392	8.4000e-004	0.0401		126.5740	126.5740	2.9400e-003		126.6474
Total	**0.0629**	**0.0431**	**0.4319**	**1.2700e-003**	**0.1479**	**9.1000e-004**	**0.1488**	**0.0392**	**8.4000e-004**	**0.0401**		**126.5740**	**126.5740**	**2.9400e-003**		**126.6474**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0629	0.0431	0.4319	1.2700e-003	0.1479	9.1000e-004	0.1488	0.0392	8.4000e-004	0.0401		126.5740	126.5740	2.9400e-003		126.6474
Total	**0.0629**	**0.0431**	**0.4319**	**1.2700e-003**	**0.1479**	**9.1000e-004**	**0.1488**	**0.0392**	**8.4000e-004**	**0.0401**		**126.5740**	**126.5740**	**2.9400e-003**		**126.6474**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**6.5523**	**1.1599**	**7.7123**	**3.3675**	**1.0671**	**4.4346**		**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0525	0.0360	0.3599	1.0600e-003	0.1232	7.6000e-004	0.1240	0.0327	7.0000e-004	0.0334		105.4783	105.4783	2.4500e-003		105.5395
Total	**0.0525**	**0.0360**	**0.3599**	**1.0600e-003**	**0.1232**	**7.6000e-004**	**0.1240**	**0.0327**	**7.0000e-004**	**0.0334**		**105.4783**	**105.4783**	**2.4500e-003**		**105.5395**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**6.5523**	**1.1599**	**7.7123**	**3.3675**	**1.0671**	**4.4346**	**0.0000**	**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0525	0.0360	0.3599	1.0600e-003	0.1232	7.6000e-004	0.1240	0.0327	7.0000e-004	0.0334		105.4783	105.4783	2.4500e-003		105.5395
Total	**0.0525**	**0.0360**	**0.3599**	**1.0600e-003**	**0.1232**	**7.6000e-004**	**0.1240**	**0.0327**	**7.0000e-004**	**0.0334**		**105.4783**	**105.4783**	**2.4500e-003**		**105.5395**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0128	0.4342	0.0923	1.1300e-003	0.0271	1.0300e-003	0.0281	7.8000e-003	9.8000e-004	8.7800e-003		118.3446	118.3446	6.0200e-003		118.4950
Worker	0.0455	0.0312	0.3119	9.2000e-004	0.1068	6.6000e-004	0.1075	0.0283	6.1000e-004	0.0289		91.4146	91.4146	2.1200e-003		91.4676
Total	**0.0583**	**0.4653**	**0.4042**	**2.0500e-003**	**0.1339**	**1.6900e-003**	**0.1356**	**0.0361**	**1.5900e-003**	**0.0377**		**209.7591**	**209.7591**	**8.1400e-003**		**209.9626**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0128	0.4342	0.0923	1.1300e-003	0.0271	1.0300e-003	0.0281	7.8000e-003	9.8000e-004	8.7800e-003		118.3446	118.3446	6.0200e-003		118.4950
Worker	0.0455	0.0312	0.3119	9.2000e-004	0.1068	6.6000e-004	0.1075	0.0283	6.1000e-004	0.0289		91.4146	91.4146	2.1200e-003		91.4676
Total	**0.0583**	**0.4653**	**0.4042**	**2.0500e-003**	**0.1339**	**1.6900e-003**	**0.1356**	**0.0361**	**1.5900e-003**	**0.0377**		**209.7591**	**209.7591**	**8.1400e-003**		**209.9626**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0119	0.4117	0.0858	1.1200e-003	0.0271	8.8000e-004	0.0280	7.8000e-003	8.4000e-004	8.6400e-003		117.3477	117.3477	5.6900e-003		117.4900
Worker	0.0426	0.0280	0.2865	8.8000e-004	0.1068	6.5000e-004	0.1074	0.0283	5.9000e-004	0.0289		88.0683	88.0683	1.9000e-003		88.1158
Total	**0.0545**	**0.4398**	**0.3723**	**2.0000e-003**	**0.1339**	**1.5300e-003**	**0.1354**	**0.0361**	**1.4300e-003**	**0.0376**		**205.4160**	**205.4160**	**7.5900e-003**		**205.6058**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0119	0.4117	0.0858	1.1200e-003	0.0271	8.8000e-004	0.0280	7.8000e-003	8.4000e-004	8.6400e-003		117.3477	117.3477	5.6900e-003		117.4900
Worker	0.0426	0.0280	0.2865	8.8000e-004	0.1068	6.5000e-004	0.1074	0.0283	5.9000e-004	0.0289		88.0683	88.0683	1.9000e-003		88.1158
Total	**0.0545**	**0.4398**	**0.3723**	**2.0000e-003**	**0.1339**	**1.5300e-003**	**0.1354**	**0.0361**	**1.4300e-003**	**0.0376**		**205.4160**	**205.4160**	**7.5900e-003**		**205.6058**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0492	0.0323	0.3306	1.0200e-003	0.1232	7.5000e-004	0.1240	0.0327	6.9000e-004	0.0334		101.6173	101.6173	2.1900e-003		101.6721
Total	**0.0492**	**0.0323**	**0.3306**	**1.0200e-003**	**0.1232**	**7.5000e-004**	**0.1240**	**0.0327**	**6.9000e-004**	**0.0334**		**101.6173**	**101.6173**	**2.1900e-003**		**101.6721**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**	**0.0000**	**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0492	0.0323	0.3306	1.0200e-003	0.1232	7.5000e-004	0.1240	0.0327	6.9000e-004	0.0334		101.6173	101.6173	2.1900e-003		101.6721
Total	**0.0492**	**0.0323**	**0.3306**	**1.0200e-003**	**0.1232**	**7.5000e-004**	**0.1240**	**0.0327**	**6.9000e-004**	**0.0334**		**101.6173**	**101.6173**	**2.1900e-003**		**101.6721**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	39.4207					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**39.6252**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	9.8300e-003	6.4700e-003	0.0661	2.0000e-004	0.0246	1.5000e-004	0.0248	6.5400e-003	1.4000e-004	6.6700e-003		20.3235	20.3235	4.4000e-004		20.3344
Total	**9.8300e-003**	**6.4700e-003**	**0.0661**	**2.0000e-004**	**0.0246**	**1.5000e-004**	**0.0248**	**6.5400e-003**	**1.4000e-004**	**6.6700e-003**		**20.3235**	**20.3235**	**4.4000e-004**		**20.3344**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	39.4207					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**39.6252**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	9.8300e-003	6.4700e-003	0.0661	2.0000e-004	0.0246	1.5000e-004	0.0248	6.5400e-003	1.4000e-004	6.6700e-003		20.3235	20.3235	4.4000e-004		20.3344
Total	**9.8300e-003**	**6.4700e-003**	**0.0661**	**2.0000e-004**	**0.0246**	**1.5000e-004**	**0.0248**	**6.5400e-003**	**1.4000e-004**	**6.6700e-003**		**20.3235**	**20.3235**	**4.4000e-004**		**20.3344**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5537	4.1766	6.9182	0.0262	2.1212	0.0229	2.1441	0.5685	0.0215	0.5900		2,659.9222	2,659.9222	0.1059		2,662.5705
Unmitigated	0.5537	4.1766	6.9182	0.0262	2.1212	0.0229	2.1441	0.5685	0.0215	0.5900		2,659.9222	2,659.9222	0.1059		2,662.5705

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	333.20	346.85	301.70	947,161	947,161
Total	333.20	346.85	301.70	947,161	947,161

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.499712	0.039404	0.220288	0.124864	0.021993	0.006021	0.030614	0.046741	0.001428	0.001188	0.005840	0.000765	0.001142

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0267	0.2283	0.0972	1.4600e-003		0.0185	0.0185		0.0185	0.0185		291.4470	291.4470	5.5900e-003	5.3400e-003	293.1789
NaturalGas Unmitigated	0.0267	0.2283	0.0972	1.4600e-003		0.0185	0.0185		0.0185	0.0185		291.4470	291.4470	5.5900e-003	5.3400e-003	293.1789

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	2477.3	0.0267	0.2283	0.0972	1.4600e-003		0.0185	0.0185		0.0185	0.0185		291.4470	291.4470	5.5900e-003	5.3400e-003	293.1789
Total		**0.0267**	**0.2283**	**0.0972**	**1.4600e-003**		**0.0185**	**0.0185**		**0.0185**	**0.0185**		**291.4470**	**291.4470**	**5.5900e-003**	**5.3400e-003**	**293.1789**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	2.4773	0.0267	0.2283	0.0972	1.4600e-003		0.0185	0.0185		0.0185	0.0185		291.4470	291.4470	5.5900e-003	5.3400e-003	293.1789
Total		**0.0267**	**0.2283**	**0.0972**	**1.4600e-003**		**0.0185**	**0.0185**		**0.0185**	**0.0185**		**291.4470**	**291.4470**	**5.5900e-003**	**5.3400e-003**	**293.1789**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	55.2153	1.0794	69.0094	0.1199		9.2865	9.2865		9.2865	9.2865	972.0106	412.8464	1,384.8570	0.9020	0.0765	1,430.1914
Unmitigated	55.2153	1.0794	69.0094	0.1199		9.2865	9.2865		9.2865	9.2865	972.0106	412.8464	1,384.8570	0.9020	0.0765	1,430.1914

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2160					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.3482					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	53.5638	1.0460	66.1187	0.1198		9.2705	9.2705		9.2705	9.2705	972.0106	407.6471	1,379.6576	0.8970	0.0765	1,424.8666
Landscaping	0.0873	0.0333	2.8907	1.5000e-004		0.0160	0.0160		0.0160	0.0160		5.1993	5.1993	5.0200e-003		5.3247
Total	**55.2153**	**1.0794**	**69.0094**	**0.1199**		**9.2865**	**9.2865**		**9.2865**	**9.2865**	**972.0106**	**412.8464**	**1,384.8570**	**0.9020**	**0.0765**	**1,430.1914**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2160					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.3482					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	53.5638	1.0460	66.1187	0.1198		9.2705	9.2705		9.2705	9.2705	972.0106	407.6471	1,379.6576	0.8970	0.0765	1,424.8666
Landscaping	0.0873	0.0333	2.8907	1.5000e-004		0.0160	0.0160		0.0160	0.0160		5.1993	5.1993	5.0200e-003		5.3247
Total	**55.2153**	**1.0794**	**69.0094**	**0.1199**		**9.2865**	**9.2865**		**9.2865**	**9.2865**	**972.0106**	**412.8464**	**1,384.8570**	**0.9020**	**0.0765**	**1,430.1914**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Sierra Vista JM-40 Subdivision

Placer-Sacramento County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	35.00	Dwelling Unit	5.70	63,000.00	100

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2022
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	793.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Start of construction and operational year are estimated.

Land Use - Lot acreage based on proposed site plan.

Energy Use -

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	11.36	5.70

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.9532	40.5315	21.9691	0.0400	18.2141	2.0454	20.2595	9.9699	1.8818	11.8516	0.0000	3,866.4204	3,866.4204	1.1953	0.0000	3,892.8603
2022	39.6354	16.0476	16.7572	0.0291	0.1339	0.8105	0.9444	0.0361	0.7626	0.7987	0.0000	2,774.7408	2,774.7408	0.7164	0.0000	2,790.2174
Maximum	**39.6354**	**40.5315**	**21.9691**	**0.0400**	**18.2141**	**2.0454**	**20.2595**	**9.9699**	**1.8818**	**11.8516**	**0.0000**	**3,866.4204**	**3,866.4204**	**1.1953**	**0.0000**	**3,892.8603**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.9532	40.5315	21.9691	0.0400	18.2141	2.0454	20.2595	9.9699	1.8818	11.8516	0.0000	3,866.4204	3,866.4204	1.1953	0.0000	3,892.8603
2022	39.6354	16.0476	16.7572	0.0291	0.1339	0.8105	0.9444	0.0361	0.7626	0.7987	0.0000	2,774.7408	2,774.7408	0.7164	0.0000	2,790.2174
Maximum	**39.6354**	**40.5315**	**21.9691**	**0.0400**	**18.2141**	**2.0454**	**20.2595**	**9.9699**	**1.8818**	**11.8516**	**0.0000**	**3,866.4204**	**3,866.4204**	**1.1953**	**0.0000**	**3,892.8603**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	55.2153	1.0794	69.0094	0.1199		9.2865	9.2865		9.2865	9.2865	972.0106	412.8464	1,384.8570	0.9020	0.0765	1,430.1914
Energy	0.0267	0.2283	0.0972	1.4600e-003		0.0185	0.0185		0.0185	0.0185		291.4470	291.4470	5.5900e-003	5.3400e-003	293.1789
Mobile	0.6860	4.0131	7.1906	0.0285	2.1212	0.0225	2.1437	0.5685	0.0212	0.5896		2,890.5649	2,890.5649	0.1020		2,893.1148
Total	**55.9281**	**5.3208**	**76.2971**	**0.1499**	**2.1212**	**9.3274**	**11.4486**	**0.5685**	**9.3261**	**9.8946**	**972.0106**	**3,594.8582**	**4,566.8688**	**1.0096**	**0.0818**	**4,616.4850**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	55.2153	1.0794	69.0094	0.1199		9.2865	9.2865		9.2865	9.2865	972.0106	412.8464	1,384.8570	0.9020	0.0765	1,430.1914
Energy	0.0267	0.2283	0.0972	1.4600e-003		0.0185	0.0185		0.0185	0.0185		291.4470	291.4470	5.5900e-003	5.3400e-003	293.1789
Mobile	0.6860	4.0131	7.1906	0.0285	2.1212	0.0225	2.1437	0.5685	0.0212	0.5896		2,890.5649	2,890.5649	0.1020		2,893.1148
Total	**55.9281**	**5.3208**	**76.2971**	**0.1499**	**2.1212**	**9.3274**	**11.4486**	**0.5685**	**9.3261**	**9.8946**	**972.0106**	**3,594.8582**	**4,566.8688**	**1.0096**	**0.0818**	**4,616.4850**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/1/2021	3/26/2021	5	20	
2	Site Preparation	Site Preparation	3/27/2021	4/9/2021	5	10	
3	Grading	Grading	4/10/2021	5/7/2021	5	20	
4	Building Construction	Building Construction	5/8/2021	3/25/2022	5	230	
5	Paving	Paving	3/26/2022	4/22/2022	5	20	
6	Architectural Coating	Architectural Coating	4/23/2022	5/20/2022	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 127,575; Residential Outdoor: 42,525; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Sierra Vista JM-40 Subdivision - Placer-Sacramento County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	13.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0542	0.0287	0.4041	1.1900e-003	0.1232	7.6000e-004	0.1240	0.0327	7.0000e-004	0.0334		118.4754	118.4754	2.7000e-003		118.5430
Total	**0.0542**	**0.0287**	**0.4041**	**1.1900e-003**	**0.1232**	**7.6000e-004**	**0.1240**	**0.0327**	**7.0000e-004**	**0.0334**		**118.4754**	**118.4754**	**2.7000e-003**		**118.5430**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**		**1.5513**	**1.5513**		**1.4411**	**1.4411**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0542	0.0287	0.4041	1.1900e-003	0.1232	7.6000e-004	0.1240	0.0327	7.0000e-004	0.0334		118.4754	118.4754	2.7000e-003		118.5430
Total	**0.0542**	**0.0287**	**0.4041**	**1.1900e-003**	**0.1232**	**7.6000e-004**	**0.1240**	**0.0327**	**7.0000e-004**	**0.0334**		**118.4754**	**118.4754**	**2.7000e-003**		**118.5430**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0650	0.0344	0.4849	1.4300e-003	0.1479	9.1000e-004	0.1488	0.0392	8.4000e-004	0.0401		142.1705	142.1705	3.2400e-003		142.2516
Total	**0.0650**	**0.0344**	**0.4849**	**1.4300e-003**	**0.1479**	**9.1000e-004**	**0.1488**	**0.0392**	**8.4000e-004**	**0.0401**		**142.1705**	**142.1705**	**3.2400e-003**		**142.2516**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0650	0.0344	0.4849	1.4300e-003	0.1479	9.1000e-004	0.1488	0.0392	8.4000e-004	0.0401		142.1705	142.1705	3.2400e-003		142.2516
Total	**0.0650**	**0.0344**	**0.4849**	**1.4300e-003**	**0.1479**	**9.1000e-004**	**0.1488**	**0.0392**	**8.4000e-004**	**0.0401**		**142.1705**	**142.1705**	**3.2400e-003**		**142.2516**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**6.5523**	**1.1599**	**7.7123**	**3.3675**	**1.0671**	**4.4346**		**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0542	0.0287	0.4041	1.1900e-003	0.1232	7.6000e-004	0.1240	0.0327	7.0000e-004	0.0334		118.4754	118.4754	2.7000e-003		118.5430
Total	**0.0542**	**0.0287**	**0.4041**	**1.1900e-003**	**0.1232**	**7.6000e-004**	**0.1240**	**0.0327**	**7.0000e-004**	**0.0334**		**118.4754**	**118.4754**	**2.7000e-003**		**118.5430**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**6.5523**	**1.1599**	**7.7123**	**3.3675**	**1.0671**	**4.4346**	**0.0000**	**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0542	0.0287	0.4041	1.1900e-003	0.1232	7.6000e-004	0.1240	0.0327	7.0000e-004	0.0334		118.4754	118.4754	2.7000e-003		118.5430
Total	**0.0542**	**0.0287**	**0.4041**	**1.1900e-003**	**0.1232**	**7.6000e-004**	**0.1240**	**0.0327**	**7.0000e-004**	**0.0334**		**118.4754**	**118.4754**	**2.7000e-003**		**118.5430**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0470	0.0249	0.3502	1.0300e-003	0.1068	6.6000e-004	0.1075	0.0283	6.1000e-004	0.0289		102.6787	102.6787	2.3400e-003		102.7373
Total	**0.0590**	**0.4561**	**0.4257**	**2.2000e-003**	**0.1339**	**1.6400e-003**	**0.1355**	**0.0361**	**1.5500e-003**	**0.0377**		**225.1633**	**225.1633**	**7.6500e-003**		**225.3546**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0120	0.4312	0.0755	1.1700e-003	0.0271	9.8000e-004	0.0281	7.8000e-003	9.4000e-004	8.7400e-003		122.4846	122.4846	5.3100e-003		122.6173
Worker	0.0470	0.0249	0.3502	1.0300e-003	0.1068	6.6000e-004	0.1075	0.0283	6.1000e-004	0.0289		102.6787	102.6787	2.3400e-003		102.7373
Total	**0.0590**	**0.4561**	**0.4257**	**2.2000e-003**	**0.1339**	**1.6400e-003**	**0.1355**	**0.0361**	**1.5500e-003**	**0.0377**		**225.1633**	**225.1633**	**7.6500e-003**		**225.3546**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0112	0.4095	0.0701	1.1600e-003	0.0271	8.4000e-004	0.0279	7.8000e-003	8.0000e-004	8.6000e-003		121.4942	121.4942	5.0200e-003		121.6196
Worker	0.0439	0.0224	0.3237	9.9000e-004	0.1068	6.5000e-004	0.1074	0.0283	5.9000e-004	0.0289		98.9130	98.9130	2.1100e-003		98.9656
Total	**0.0551**	**0.4319**	**0.3938**	**2.1500e-003**	**0.1339**	**1.4900e-003**	**0.1354**	**0.0361**	**1.3900e-003**	**0.0375**		**220.4072**	**220.4072**	**7.1300e-003**		**220.5852**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0112	0.4095	0.0701	1.1600e-003	0.0271	8.4000e-004	0.0279	7.8000e-003	8.0000e-004	8.6000e-003		121.4942	121.4942	5.0200e-003		121.6196
Worker	0.0439	0.0224	0.3237	9.9000e-004	0.1068	6.5000e-004	0.1074	0.0283	5.9000e-004	0.0289		98.9130	98.9130	2.1100e-003		98.9656
Total	**0.0551**	**0.4319**	**0.3938**	**2.1500e-003**	**0.1339**	**1.4900e-003**	**0.1354**	**0.0361**	**1.3900e-003**	**0.0375**		**220.4072**	**220.4072**	**7.1300e-003**		**220.5852**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0507	0.0258	0.3735	1.1500e-003	0.1232	7.5000e-004	0.1240	0.0327	6.9000e-004	0.0334		114.1304	114.1304	2.4300e-003		114.1911
Total	**0.0507**	**0.0258**	**0.3735**	**1.1500e-003**	**0.1232**	**7.5000e-004**	**0.1240**	**0.0327**	**6.9000e-004**	**0.0334**		**114.1304**	**114.1304**	**2.4300e-003**		**114.1911**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**	**0.0000**	**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0507	0.0258	0.3735	1.1500e-003	0.1232	7.5000e-004	0.1240	0.0327	6.9000e-004	0.0334		114.1304	114.1304	2.4300e-003		114.1911
Total	**0.0507**	**0.0258**	**0.3735**	**1.1500e-003**	**0.1232**	**7.5000e-004**	**0.1240**	**0.0327**	**6.9000e-004**	**0.0334**		**114.1304**	**114.1304**	**2.4300e-003**		**114.1911**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	39.4207					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**39.6252**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0101	5.1700e-003	0.0747	2.3000e-004	0.0246	1.5000e-004	0.0248	6.5400e-003	1.4000e-004	6.6700e-003		22.8261	22.8261	4.9000e-004		22.8382
Total	**0.0101**	**5.1700e-003**	**0.0747**	**2.3000e-004**	**0.0246**	**1.5000e-004**	**0.0248**	**6.5400e-003**	**1.4000e-004**	**6.6700e-003**		**22.8261**	**22.8261**	**4.9000e-004**		**22.8382**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	39.4207					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**39.6252**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0101	5.1700e-003	0.0747	2.3000e-004	0.0246	1.5000e-004	0.0248	6.5400e-003	1.4000e-004	6.6700e-003		22.8261	22.8261	4.9000e-004		22.8382
Total	**0.0101**	**5.1700e-003**	**0.0747**	**2.3000e-004**	**0.0246**	**1.5000e-004**	**0.0248**	**6.5400e-003**	**1.4000e-004**	**6.6700e-003**		**22.8261**	**22.8261**	**4.9000e-004**		**22.8382**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6860	4.0131	7.1906	0.0285	2.1212	0.0225	2.1437	0.5685	0.0212	0.5896		2,890.5649	2,890.5649	0.1020		2,893.1148
Unmitigated	0.6860	4.0131	7.1906	0.0285	2.1212	0.0225	2.1437	0.5685	0.0212	0.5896		2,890.5649	2,890.5649	0.1020		2,893.1148

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	333.20	346.85	301.70	947,161	947,161
Total	333.20	346.85	301.70	947,161	947,161

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	7.30	7.50	42.60	21.00	36.40	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.499712	0.039404	0.220288	0.124864	0.021993	0.006021	0.030614	0.046741	0.001428	0.001188	0.005840	0.000765	0.001142

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0267	0.2283	0.0972	1.4600e-003		0.0185	0.0185		0.0185	0.0185		291.4470	291.4470	5.5900e-003	5.3400e-003	293.1789
NaturalGas Unmitigated	0.0267	0.2283	0.0972	1.4600e-003		0.0185	0.0185		0.0185	0.0185		291.4470	291.4470	5.5900e-003	5.3400e-003	293.1789

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	2477.3	0.0267	0.2283	0.0972	1.4600e-003		0.0185	0.0185		0.0185	0.0185		291.4470	291.4470	5.5900e-003	5.3400e-003	293.1789
Total		**0.0267**	**0.2283**	**0.0972**	**1.4600e-003**		**0.0185**	**0.0185**		**0.0185**	**0.0185**		**291.4470**	**291.4470**	**5.5900e-003**	**5.3400e-003**	**293.1789**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	2.4773	0.0267	0.2283	0.0972	1.4600e-003		0.0185	0.0185		0.0185	0.0185		291.4470	291.4470	5.5900e-003	5.3400e-003	293.1789
Total		**0.0267**	**0.2283**	**0.0972**	**1.4600e-003**		**0.0185**	**0.0185**		**0.0185**	**0.0185**		**291.4470**	**291.4470**	**5.5900e-003**	**5.3400e-003**	**293.1789**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	55.2153	1.0794	69.0094	0.1199		9.2865	9.2865		9.2865	9.2865	972.0106	412.8464	1,384.8570	0.9020	0.0765	1,430.1914
Unmitigated	55.2153	1.0794	69.0094	0.1199		9.2865	9.2865		9.2865	9.2865	972.0106	412.8464	1,384.8570	0.9020	0.0765	1,430.1914

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2160					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.3482					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	53.5638	1.0460	66.1187	0.1198		9.2705	9.2705		9.2705	9.2705	972.0106	407.6471	1,379.6576	0.8970	0.0765	1,424.8666
Landscaping	0.0873	0.0333	2.8907	1.5000e-004		0.0160	0.0160		0.0160	0.0160		5.1993	5.1993	5.0200e-003		5.3247
Total	**55.2153**	**1.0794**	**69.0094**	**0.1199**		**9.2865**	**9.2865**		**9.2865**	**9.2865**	**972.0106**	**412.8464**	**1,384.8570**	**0.9020**	**0.0765**	**1,430.1914**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2160					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.3482					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	53.5638	1.0460	66.1187	0.1198		9.2705	9.2705		9.2705	9.2705	972.0106	407.6471	1,379.6576	0.8970	0.0765	1,424.8666
Landscaping	0.0873	0.0333	2.8907	1.5000e-004		0.0160	0.0160		0.0160	0.0160		5.1993	5.1993	5.0200e-003		5.3247
Total	**55.2153**	**1.0794**	**69.0094**	**0.1199**		**9.2865**	**9.2865**		**9.2865**	**9.2865**	**972.0106**	**412.8464**	**1,384.8570**	**0.9020**	**0.0765**	**1,430.1914**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

ADDENDUM ATTACHMENT 6

Environmental Noise Assessment

Sierra Vista Residential Development
Phases A1, A2, and B

Roseville, California

BAC Job # 2018-138

Prepared For:

John Mourier Construction, Inc.

Attn: Mr. Steve Schnable
1430 Blue Oaks Blvd., Ste. 190
Roseville, CA 95747

Prepared By:

Bollard Acoustical Consultants, Inc.

Paul Bollard, President

August 22, 2018

Introduction

Phases A1, A2, and B of the Sierra Vista Residential Development are located west of Fiddyment Road, north of Baseline Road, south of Pleasant Grove Boulevard, and east of the future Market Street extension in the City of Roseville, California. The project proposes the development of 1330 total residential lots on currently undeveloped land. The project area is provided as Figure 1. The site plan for Phases A1 and A2, consisting of Villages JM-01, JM-02, JM-03, JM-04, JM-20, JM-21, JM-30, JM-40, is provided as Figure 2. The site plan for Phase B, consisting of Villages FD-06 and FD-07, is provided as Figure 3.

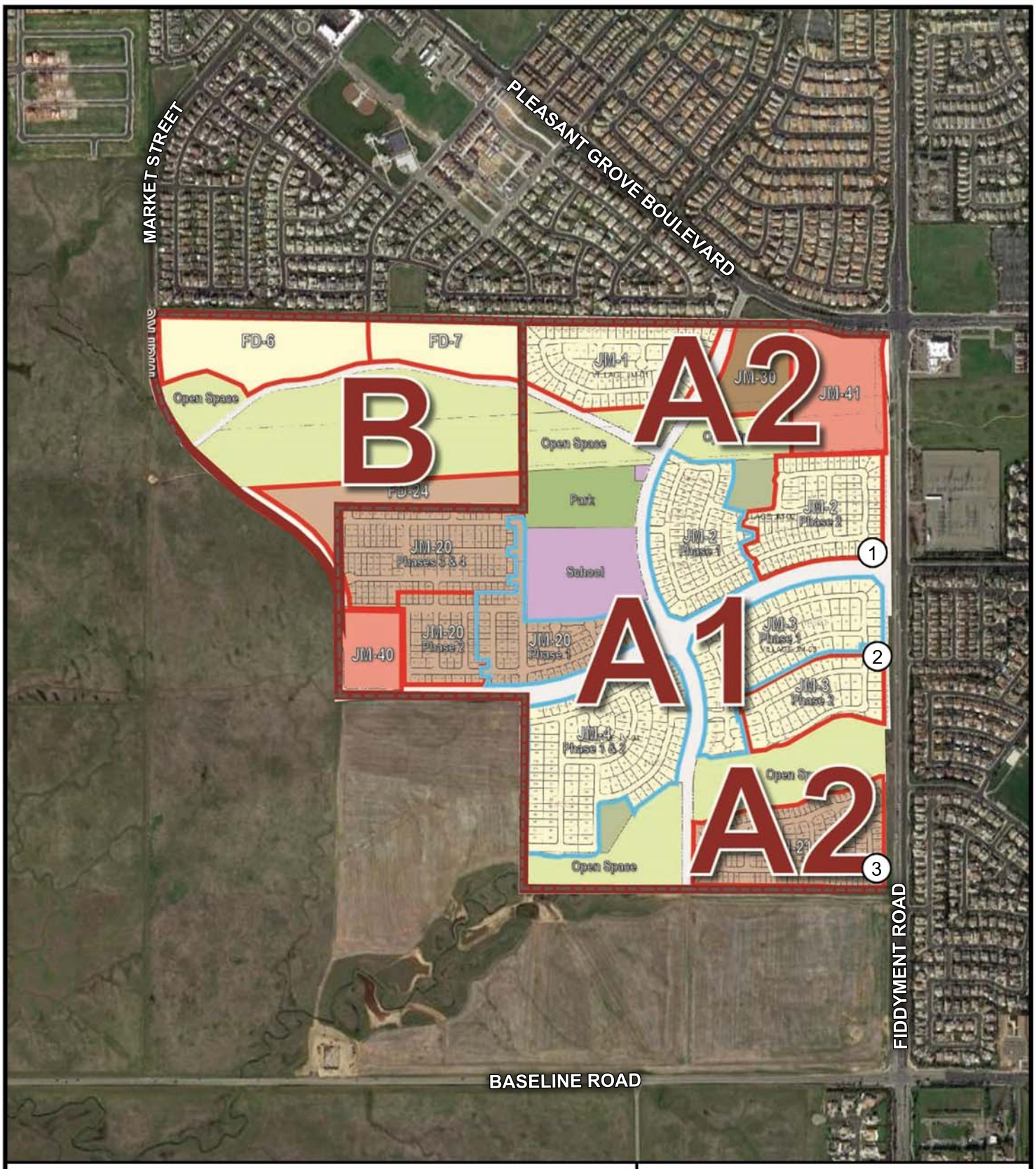
Due to the proximity of the residential uses of the proposed project to the existing and future (internal) roadways, BAC was retained by the project applicant to prepare this analysis. Specifically, the purposes of this analysis are to quantify noise levels associated with traffic on Fiddyment Road, Market Drive, Upland Drive, Vista Grande Boulevard, and compare those levels against the applicable City of Roseville and Sierra Vista Specific Plan noise standards for acceptable noise exposure.

Noise Fundamentals and Terminology

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard, and thus are called sound. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Appendix A contains definitions of Acoustical Terminology. Figure 4 shows common noise levels associated with various sources.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighing network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels in decibels.

Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}) over a given time period (usually one hour). The L_{eq} is the foundation of the Day-Night Average Level noise descriptor, L_{dn}, and shows very good correlation with community response to noise.



Legend

Project Border (Approximate)

(#) Short-Term Noise Level Measurement Locations

N

Scale (feet)

0 500 1,000

Sierra Vista Residential Development
Phases A1, A2, & B

Roseville, Calfornia

Project Area

Figure 1

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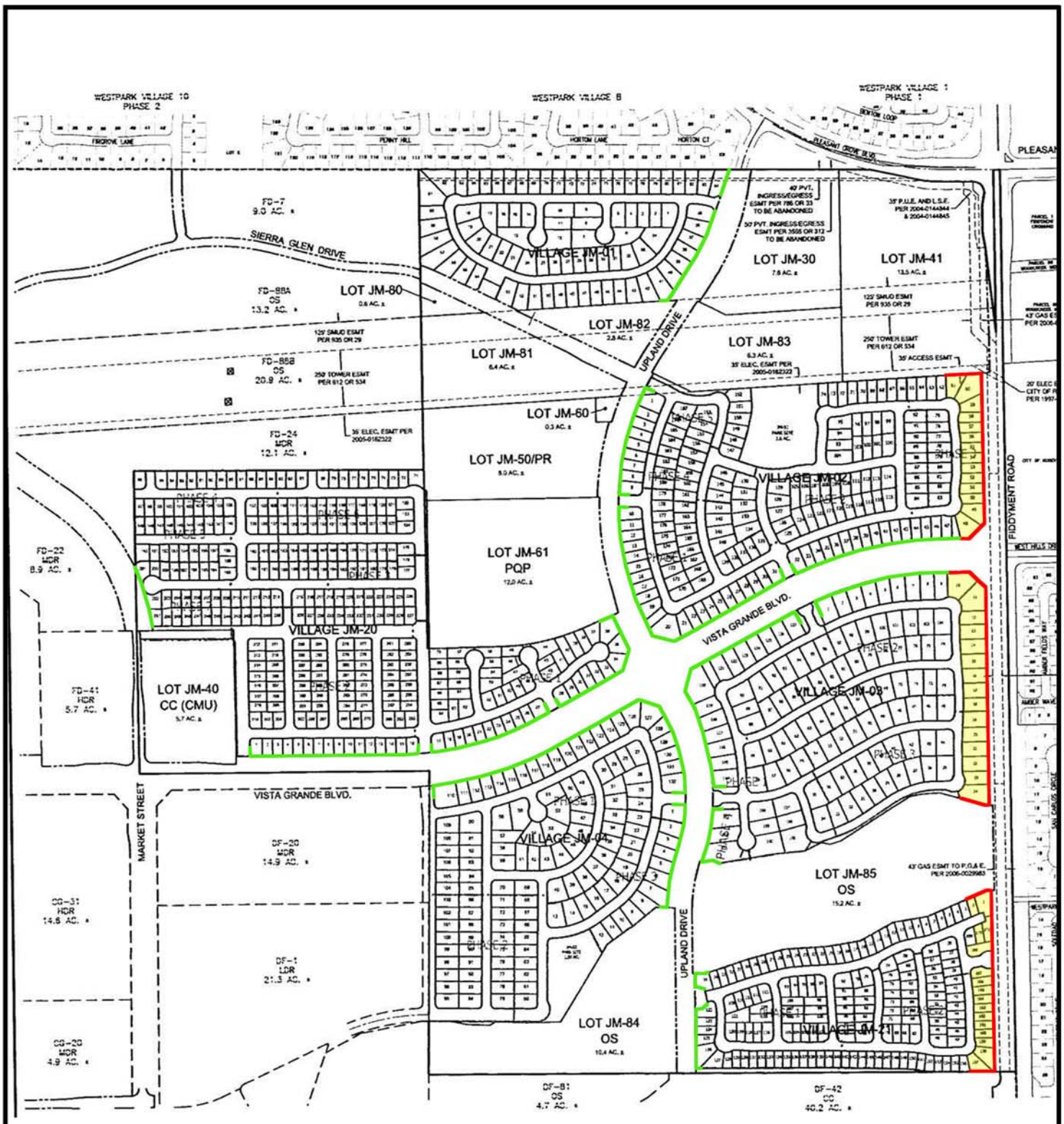

Legend

- Proposed 7-Foot Tall Noise Barriers
- Proposed 6-Foot Tall Noise Barriers
- Recommended Upper-Floor STC 32 Windows

N

Scale (feet)

0 300 600

Sierra Vista Residential Development
Phases A1, A2, & B

Roseville, Calfornia

Site Plan - Phases A1 & A2

Figure 2

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Legend

Proposed 6-Foot Tall Noise Barriers

N

Scale (feet)

0 200 400

Sierra Vista Residential Development
Phases A1, A2, & B

Roseville, California

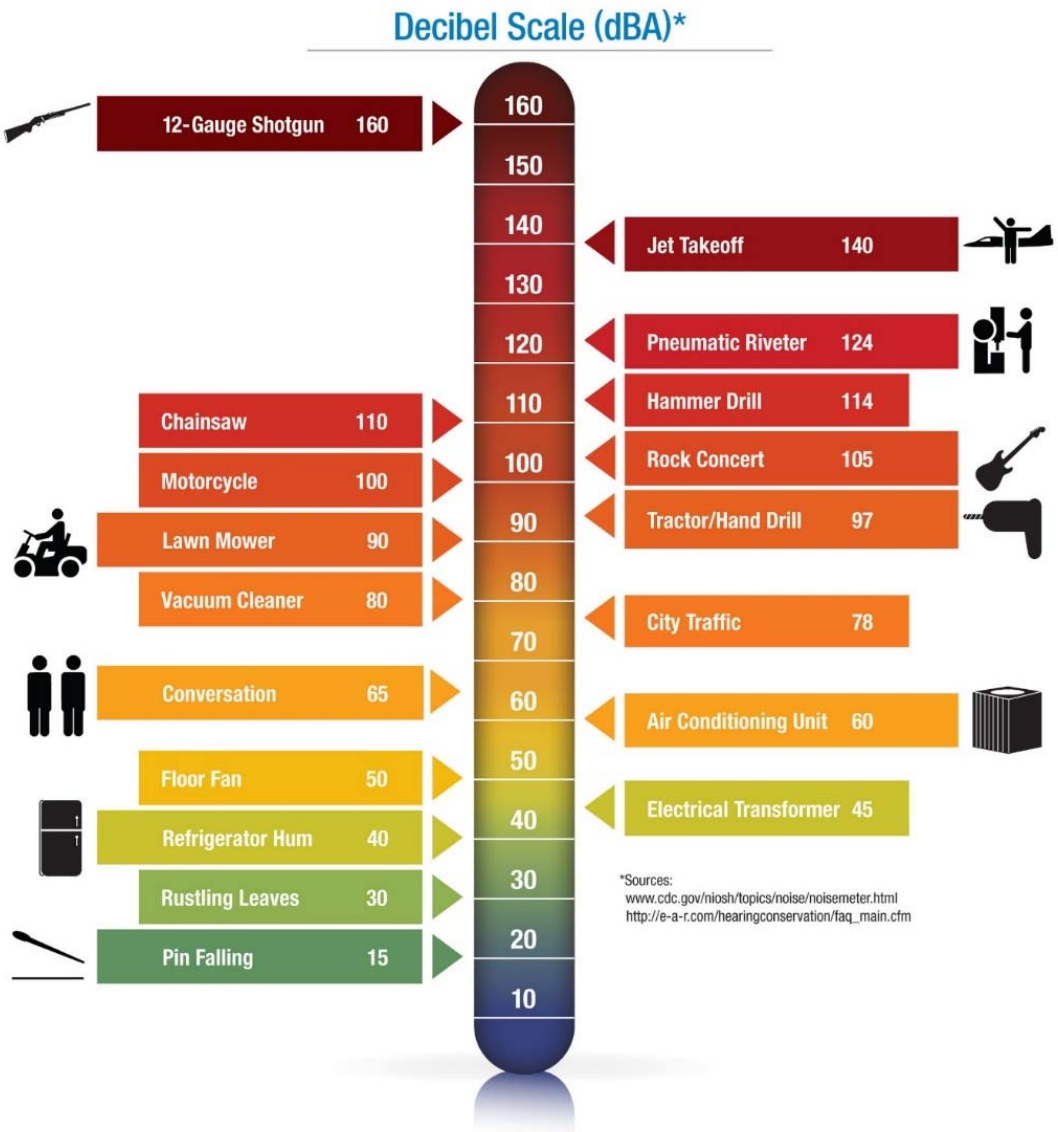
Site Plan - Phase B

Figure 3

BOLLARD Acoustical Consultants

The Day-Night Average Level (L_{dn}) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment. L_{dn}-based noise standards are commonly used to assess noise impacts associated with traffic, railroad and aircraft noise sources.

Figure 4
Typical A-Weighted Sound Levels of Common Noise Sources



Criteria for Acceptable Noise Exposure

City of Roseville General Plan 2035

The Noise Element of the Roseville General Plan 2035 contains goals and policies intended to protect city residents from the harmful and annoying effects of exposure to excessive noise. The General Plan policies which would be applicable to this project are reproduced below:

Transportation Noise Sources

Policy 1 Allow the development of new noise-sensitive land uses (which include but are not limited to residential, schools, and hospitals) only in areas exposed to existing or projected levels of noise from transportation noise sources which satisfy the levels specified in Table 1. Noise mitigation measures may be required to reduce noise in outdoor activity areas and interior spaces to the levels specified in Table 1.

Recognizing that in increasingly urban areas it is difficult to maintain suburban noise standards, and in order to facilitate the City's goals to encourage reinvestment and economic development in the Riverside and Downtown Specific Plan areas, the City may elect to allow new noise-sensitive land uses on a case by case basis in proximity to transportation sources. Noise mitigation, including an acoustical analysis, would be required to reduce interior space noise levels to the standards specified in Table 1. Exterior noise levels would require mitigation to the extent feasible using building orientation, construction and design features; however ultimately, noise levels may exceed the noise standards identified in Table 1.

Policy 2 Require new roadway improvement projects to be mitigated so as not to exceed the noise levels specified in Table 1 at outdoor activity areas or interior spaces of existing noise-sensitive land uses.

Policy 3 Evaluate new transportation projects, such as light and heavy rail, using the standards contained in Table 1. However, noise from these projects may be allowed to exceed the standards contained in Table 1 if the City Council finds that there are special overriding circumstances.

Policy 4 Require an acoustical analysis where:

a. Noise sensitive land uses are proposed in areas exposed to existing or projected noise levels exceeding the levels specified in Table 1;

b. Proposed transportation noise source projects are likely to produce noise levels exceeding the levels specified in Table 1 at existing or planned noise-sensitive uses.

An acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be considered in the project design.

Policy 5 Work in cooperation with Caltrans and the Union Pacific Transportation Company to maintain noise level standards for both new and existing projects in compliance with Table 1.

Table 1
Maximum Allowable Noise Exposure - Transportation Noise Sources
City of Roseville General Plan Noise Element

	Outdoor Activity Areas[1]	Interior Spaces	
Land Use	**L_{dn}/CNEL, dB**	**L_{dn}/CNEL, dB**	**L_{eq}, dB[2]**
Residential	60[3]	45	--
Transient lodging	60[3]	45	--
Hospitals, nursing homes	60[3]	45	--
Theaters, auditoriums, music halls	--	--	35
Churches, meeting halls	60[3]	--	40
Office buildings	65	--	45
Schools, libraries, museums	--	--	45
Playgrounds, neighborhood parks	70	--	--

[1] Outdoor activity areas for residential developments are considered to be the back yard patios or decks of single family dwelling, and the patios or common areas where people generally congregate for multi-family development.
Outdoor activity areas for non-residential developments are considered to be those common areas where people generally congregate, including pedestrian plazas, seating areas and outside lunch facilities.
Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.

[2] As determined for a typical worst case hour during periods of use.

[3] Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 75 dB Ldn/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Note: Where a proposed use is not specifically listed on this table, the use shall comply with the noise exposure standards for the nearest similar use as determined by the Planning Department. Commercial and industrial uses have not been listed because such uses are not considered to be particularly sensitive to noise exposure.

-- = not applicable

Ldn = Day-Night Average Sound Level

CNEL = Community Noise Equivalent Level

dB = Decibels

Leq = Noise Equivalent Level

Source: City of Roseville General Plan

Sierra Vista Specific Plan Final EIR

The Sierra Vista Specific Plan Final EIR (May 2010) contains mitigation measures intended to protect future city residents from the harmful and annoying effects of exposure to excessive noise. The transportation noise related mitigation measures of the specific plan are reproduced below:

WMM 4.5-8 ***On-site Traffic Noise Attenuation (Impact 4.6-6 SVSP and Urban Reserve)***

The project developer shall demonstrate through an acoustical study that residences along roadways will be subject to noise levels consistent with the City's standards. The standards could be achieved through a combination of setbacks, sound walls or other barriers, building orientation or other measures. An acoustical analysis shall be required to demonstrate that these measures will result in acceptable noise levels.

WMM 4.5-10 ***On-site Traffic Noise Policies (Impact 4.6-6 and 4.6-8 Urban Reserve)***

Specific Plans and/or other development proposals in the Remainder Area Urban Reserve shall include policies and/or conditions that require that residential development adjacent to roadways will be subject to traffic noise levels that fall within City standards. The standards could be achieved through a combination of setbacks, sound walls or other barriers, building orientation or other measures. An acoustical analysis shall be required to demonstrate that these measures will result in acceptable noise levels.

MM 4.6- 4: ***Traffic Noise Attenuation (Impact 4.6-6 and 4.6-8 SVSP)***

MM 4.6-4(a): Masonry walls and/or landscaped berms shall be constructed along the major project-area roadways adjacent to proposed residential uses if acoustical studies warrant sound attenuation, otherwise standard wood fencing is acceptable. Draft EIR Table 4.6-10 data shall be consulted to determine appropriate barrier heights. If the assumptions shown in Table 4.6-10 vary considerably, a detailed analysis of exterior and interior mitigation measures should be conducted when tentative maps become available.

MM 4.6-4(b): In areas requiring sound attenuation, noise barrier walls shall be constructed of concrete panels, concrete masonry units, earthen berms, or any combination of these materials. Wood is not recommended for construction due to eventual warping and degradation of acoustical performance.

MM 4.6-4(c): Tentative map applications for residential uses located along Fiddyment Road would be required to include an analysis of interior noise levels. The report shall be conducted by a qualified acoustical engineer and shall specify the measures required to achieve compliance with the City of Roseville 45 dB L_{dn} interior noise level standard.

Evaluation of Future Traffic Noise Environment at Project Site

Traffic Noise Prediction Methodology

The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict traffic noise levels at the project site. The model is based upon the CALVENO noise emission factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly L_{eq} values for free flowing traffic conditions, and is considered to be accurate within 1.5 dB in most situations.

Traffic Noise Prediction Model Calibration (Fiddyment Road)

The FHWA Model provides reasonably accurate traffic noise predictions under “ideal” roadway conditions. Ideal conditions are generally considered to be long straight roadway segments with uniform vehicle speeds, a flat roadway surface, good pavement conditions, a statistically large volume of traffic, and an unimpeded view of the roadway from the receiver location. Such conditions appeared to be in effect at this site. Nonetheless, Bollard Acoustical Consultants, Inc. conducted a calibration of the FHWA Model through site-specific traffic noise level measurements and concurrent traffic counts at three locations along Fiddyment Road.

The short-term traffic noise calibration sites are shown on Figure 1. The sites were selected to be representative of the noise exposure of the proposed lots nearest to Fiddyment Road. The detailed results of this procedure are provided in Appendix B. The FHWA Model was found to reasonably predict Fiddyment Road traffic noise levels. As a result, no calibration adjustment was applied to the FHWA Model for the prediction of future Fiddyment Road traffic noise levels at the project site.

Predicted Future Exterior Traffic Noise Levels at Proposed Residences

The FHWA Model was used with future traffic volumes cited in the Sierra Vista Specific Plan FEIR to predict future Fiddyment Road, Market Drive, Upland Drive, and Vista Grande Boulevard traffic noise levels at the proposed residences. The FHWA Model inputs and predicted future traffic noise levels at the project site are shown in Appendix C. The predicted future traffic noise levels are summarized in Table 2. The Table 2 results take into consideration the shielding provided by the proposed 7-foot tall solid noise barriers along the backyards located adjacent to Fiddyment Road and the proposed 6-foot tall solid noise barriers along the backyards of the homes located adjacent to Market Drive, Upland Drive, and Vista Grande Boulevard. The noise barrier effectiveness worksheets for the project are provided in Appendix D.

Table 2
Predicted Future Exterior Traffic Noise Levels
Sierra Vista Residential Development Phase A1, A2, B – Roseville, California

Roadway	Description	Distance to Roadway Centerline (feet)	Offset (dB)[1]	Noise Level (dB L_{dn})[2,3]
Fiddyment Road	Nearest backyards	80	0	65
	First-floor building facades	100	0	65
	Upper-level building facades	100	+3	74
Market Drive	Nearest backyards	60	0	50
	First-floor building facades	70	0	50
	Upper-level building facades	70	+3	59
Upland Drive	Nearest backyards	60	0	53
	First-floor building facades	70	0	53
	Upper-level building facades	70	+3	61
Vista Grande Boulevard	Nearest backyards	70	0	56
	First-floor building facades	80	0	56
	Upper-level building facades	80	+3	65

Notes:

1 A +3 dB offset was applied to the upper-floor facades due to reduced ground absorption at elevated floor levels.

2 Detailed FHWA Model inputs and results provided in Appendix C.

3 Predicted future traffic noise levels take into account 7-foot tall solid noise barriers along Fiddyment Road and 6-foot tall noise barriers along Marking Drive, Upland Drive, and Vista Grande Boulevard. Noise barrier effectiveness worksheets provided in Appendix D.

Source: Bollard Acoustical Consultants, Inc. (2018)

Traffic Noise Mitigation for Outdoor Activity Areas

As indicated in Table 2, future traffic noise levels at the proposed outdoor activity areas (backyards) nearest to Market Drive, Upland Drive, and Vista Grande Boulevard are predicted to satisfy the City of Roseville normally acceptable noise level standard of 60 dB L_{dn}. As a result, no further consideration of noise mitigation measures would be warranted for the proposed residences located nearest to Market Drive, Upland Drive and Vista Grande Boulevard.

The Table 2 results indicate that future traffic noise levels at the proposed outdoor activity areas nearest to Fiddyment Road are predicted to be 65 dB L_{dn} after construction of the proposed 7-foot tall solid noise barriers. The proposed 7-foot tall noise barriers along Fiddyment would be compatible with existing noise barriers heights along Fiddyment Road and would result in future exterior traffic noise levels that are predicted to satisfy the City's conditionally acceptable exterior noise level standards.

Predicted Future Interior Traffic Noise Levels within Proposed Residences

Standard residential construction (stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), results in an exterior to interior noise reduction of at least 25 dB with windows closed and approximately 15 dB with windows open. Therefore, provided future traffic noise levels do not exceed 70 dB L_{dn} at exterior building facades, standard construction would be adequate to ensure compliance with the City of Roseville General Plan 45 dB L_{dn} interior noise level standard.

Future traffic noise levels at the first-floor building facades nearest to Fiddyment Road are not predicted to exceed 70 dB L_{dn}. Therefore, standard construction would be adequate to ensure compliance with the City of Roseville General Plan 45 dB L_{dn} interior noise level standard at the first-floor facades nearest to Fiddyment Road. However, at unshielded upper-floor facades, future exterior traffic noise levels are predicted to be 74 dB L_{dn}. In order to satisfy the City's 45 dB L_{dn} interior noise level standard, it is recommended that those upper-floor windows with a view of Fiddyment Road maintain a minimum STC rating of 32. The locations of the lots requiring upgraded upper-floor window STC ratings are illustrated on Figure 2.

As indicated in Table 2, future traffic noise levels at the building facades nearest to the interior project roadways (Market Drive, Upland Drive, and Vista Grande Boulevard) are not predicted to exceed 70 dB L_{dn}. Therefore, standard construction would be adequate to ensure compliance with the City of Roseville General Plan 45 dB L_{dn} interior noise level standard within the residences adjacent to the interior roadways. Nonetheless, mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired for additional acoustical isolation.

Conclusions

Future exterior and interior traffic noise levels at Phases A1, A2, and B of the Sierra Vista Residential Development portions are predicted to be in compliance with the City of Roseville General Plan Noise Element and the Sierra Vista Specific Plan provided the following specific noise mitigation measures are implemented into the project design:

Exterior Noise Environment

1) The construction, as proposed, of 6-foot tall solid noise barriers along the property boundaries of the lots adjacent to Market Drive, Upland Drive, and Vista Grande Boulevard would result in satisfaction of the City's 60 dB L_{dn} normally acceptable exterior noise standard. See Figures 2 and 3 for sound wall locations.

2) The construction, as proposed, of 7-foot tall solid noise barriers along the property boundaries of the lots adjacent to Fiddyment Road would result in satisfaction of the City's 75 dB L_{dn} conditionally acceptable exterior noise standard. See Figures 2 and 3 for sound wall locations.

Interior Noise Environment

1) The upper-floor windows of the lots located nearest to Fiddyment Road should be upgraded to a minimum Sound Transmission Class rating of 32. The lots requiring window upgrades are highlighted on Figure 2.

2) A suitable form of forced-air mechanical ventilation shall be provided so that windows can be kept closed as desired for additional acoustical isolation.

These conclusions are based on the future traffic data cited in Appendix C, the project site plans shown on Figures 2 and 3, and on noise reduction data for standard residential dwellings and for typical STC rated window data. Deviations from the project site plan shown on Figures 2 and 3 could cause future traffic noise levels to differ from those predicted in this analysis. In addition, Bollard Acoustical Consultants, Inc. is not responsible for degradation in acoustic performance of the residential construction due to poor construction practices, failure to comply with applicable building code requirements, or for failure to adhere to the minimum building practices cited in this report.

This concludes BAC's noise assessment for the proposed Sierra Vista Residential Development (Phases A1, A2, and B) in Roseville, California. Please contact BAC at (916) 663-0500 or paulb@bacnoise.com with any questions regarding this assessment.

Appendix A

Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
Loudness	A subjective term for the sensation of the magnitude of sound.
Masking	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the Maximum level, which is the highest RMS level.
RT_{60}	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 sabin.
SEL	A rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy of the event into a 1-s time period.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.

Appendix B-1

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Calibration Worksheet

Project Information:	Job Number:	2018-138
	Project Name:	Sierra Vista Residential Development (A1, A2, B)
	Roadway Tested:	Fiddyment Road
	Test Location:	Site 1
	Test Date:	July 30, 2018
Weather Conditions:	Temperature (Fahrenheit):	96
	Relative Humidity:	25%
	Wind Speed and Direction:	SSW 3 mph
	Cloud Cover:	Partly Cloudy
Sound Level Meter:	Sound Level Meter:	LDL Model 820 (BAC #3)
	Calibrator:	LDL Model CAL200
	Meter Calibrated:	Immediately before
	Meter Settings:	A-weighted, slow response
Microphone:	Microphone Location:	On project site
	Distance to Centerline (feet):	100
	Microphone Height:	5 feet above ground
	Intervening Ground (Hard or Soft):	**Soft**
	Elevation Relative to Road (feet):	5
Roadway Condition:	Pavement Type	Asphalt
	Pavement Condition:	Good
	Number of Lanes:	5
	Posted Maximum Speed (mph):	50
Test Parameters:	Test Time:	3:46 PM
	Test Duration (minutes):	15
	Observed Number Automobiles:	500
	Observed Number Medium Trucks:	4
	Observed Number Heavy Trucks:	8
	Observed Average Speed (mph):	50
Model Calibration:	Measured Average Level (L_{eq}):	68.5
	Level Predicted by FHWA Model:	67.1
	Difference:	***-1.4 dB***

Conclusions: Measured traffic noise levels within 1 dB of predicted traffic noise levels. No model offset warranted.

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Appendix B-2

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Calibration Worksheet

Project Information:

Job Number:	2018-138
Project Name:	Sierra Vista Residential Development (A1, A2, B)
Roadway Tested:	Fiddyment Road
Test Location:	Site 2
Test Date:	July 30, 2018

Weather Conditions:

Temperature (Fahrenheit):	96
Relative Humidity:	25%
Wind Speed and Direction:	SSW 3 mph
Cloud Cover:	Partly Cloudy

Sound Level Meter:

Sound Level Meter:	LDL Model 820 (BAC #3)
Calibrator:	LDL Model CAL200
Meter Calibrated:	Immediately before
Meter Settings:	A-weighted, slow response

Microphone:

Microphone Location:	On project site
Distance to Centerline (feet):	100
Microphone Height:	5 feet above ground
Intervening Ground (Hard or Soft):	**Soft**
Elevation Relative to Road (feet):	5

Roadway Condition:

Pavement Type	Asphalt
Pavement Condition:	Good
Number of Lanes:	5
Posted Maximum Speed (mph):	50

Test Parameters:

Test Time:	4:03 PM
Test Duration (minutes):	15
Observed Number Automobiles:	537
Observed Number Medium Trucks:	8
Observed Number Heavy Trucks:	15
Observed Average Speed (mph):	50

Model Calibration:

Measured Average Level (L_{eq}):	69.1
Level Predicted by FHWA Model:	68.1
Difference:	***-1.0 dB***

Conclusions: Measured traffic noise levels within 1 dB of predicted traffic noise levels. No model offset warranted.

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Appendix B-3

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Calibration Worksheet

Project Information:	Job Number:	2018-138
	Project Name:	Sierra Vista Residential Development (A1, A2, B)
	Roadway Tested:	Fiddyment Road
	Test Location:	Site 3
	Test Date:	July 30, 2018
Weather Conditions:	Temperature (Fahrenheit):	96
	Relative Humidity:	25%
	Wind Speed and Direction:	SSW 3 mph
	Cloud Cover:	Partly Cloudy
Sound Level Meter:	Sound Level Meter:	LDL Model 820 (BAC #3)
	Calibrator:	LDL Model CAL200
	Meter Calibrated:	Immediately before
	Meter Settings:	A-weighted, slow response
Microphone:	Microphone Location:	On project site
	Distance to Centerline (feet):	100
	Microphone Height:	5 feet above ground
	Intervening Ground (Hard or Soft):	**Soft**
	Elevation Relative to Road (feet):	5
Roadway Condition:	Pavement Type	Asphalt
	Pavement Condition:	Good
	Number of Lanes:	5
	Posted Maximum Speed (mph):	50
Test Parameters:	Test Time:	4:25 PM
	Test Duration (minutes):	15
	Observed Number Automobiles:	527
	Observed Number Medium Trucks:	7
	Observed Number Heavy Trucks:	7
	Observed Average Speed (mph):	50
Model Calibration:	Measured Average Level (L_{eq}):	66.2
	Level Predicted by FHWA Model:	67.3
	Difference:	***1.1 dB***

Conclusions: Measured traffic noise levels within 1 dB of predicted traffic noise levels. No model offset warranted.

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Appendix C-1

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2018-138
Project Name: Sierra Vista Residential Development (A1, A2, B)
Roadway Name: Fiddyment Road

Traffic Data:

Year:	Future
Average Daily Traffic Volume:	44,300
Percent Daytime Traffic:	83
Percent Nighttime Traffic:	17
Percent Medium Trucks (2 axle):	2
Percent Heavy Trucks (3+ axle):	1
Assumed Vehicle Speed (mph):	50
Intervening Ground Type (hard/soft):	**Soft**

Traffic Noise Levels:

				----------L_{dn}, dB----------			
Location	**Description**	**Distance**	**Offset (dB)**	**Autos**	**Medium Trucks**	**Heavy Trucks**	**Total**
1	Nearest Backyards	80	0	71	62	63	72
2	Nearest 1st-Floor Facades	100	0	70	60	62	71
3	Nearest 2nd-Floor Facades	100	3	73	63	65	74

Traffic Noise Contours (No Calibration Offset):

L_{dn} Contour, dB	**Distance from Centerline, (ft)**
75	51
70	110
65	238
60	513

Notes: Future average daily traffic volume was obtained from the Sierra Vista Specific Plan FEIR, Table 4.6-11 (Date: May, 2010; ADT: 44,300)

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Appendix C-2

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2018-138
Project Name: Sierra Vista Residential Development (A1, A2, B)
Roadway Name: Market Drive

Traffic Data:

Year:	Future
Average Daily Traffic Volume:	1,900
Percent Daytime Traffic:	83
Percent Nighttime Traffic:	17
Percent Medium Trucks (2 axle):	2
Percent Heavy Trucks (3+ axle):	1
Assumed Vehicle Speed (mph):	35
Intervening Ground Type (hard/soft):	**Soft**

Traffic Noise Levels:

				----------L_{dn}, dB----------			
Location	**Description**	**Distance**	**Offset (dB)**	**Autos**	**Medium Trucks**	**Heavy Trucks**	**Total**
1	Nearest Backyards	60	0	55	48	50	57
2	Nearest 1st-Floor Facades	70	0	54	47	49	56
3	Nearest 2nd-Floor Facades	70	3	57	50	52	59

Traffic Noise Contours (No Calibration Offset):

L_{dn} Contour, dB	Distance from Centerline, (ft)
75	4
70	8
65	16
60	35

Notes: Future average daily traffic volume was obtained from the Sierra Vista Specific Plan FEIR, Table 4.6-11 (Date: May, 2010; ADT: 1,900)

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Appendix C-3

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2018-138
Project Name: Sierra Vista Residential Development (A1, A2, B)
Roadway Name: Upland Drive

Traffic Data:

Year:	Future
Average Daily Traffic Volume:	3,400
Percent Daytime Traffic:	83
Percent Nighttime Traffic:	17
Percent Medium Trucks (2 axle):	2
Percent Heavy Trucks (3+ axle):	1
Assumed Vehicle Speed (mph):	35
Intervening Ground Type (hard/soft):	**Soft**

Traffic Noise Levels:

				----------L_{dn}, dB----------			
Location	**Description**	**Distance**	**Offset (dB)**	**Autos**	**Medium Trucks**	**Heavy Trucks**	**Total**
1	Nearest Backyards	60	0	57	50	52	59
2	Nearest 1st-Floor Facades	70	0	56	49	51	58
3	Nearest 2nd-Floor Facades	70	3	59	52	54	61

Traffic Noise Contours (No Calibration Offset):

L_{dn} Contour, dB	Distance from Centerline, (ft)
75	5
70	11
65	24
60	52

Notes: Future average daily traffic volume was obtained from the Sierra Vista Specific Plan FEIR, Table 4.6-11 (Date: May, 2010; ADT: 3,400)

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Appendix C-4

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2018-138
Project Name: Sierra Vista Residential Development (A1, A2, B)
Roadway Name: Vista Grande Boulevard

Traffic Data:

Year:	Future
Average Daily Traffic Volume:	9,500
Percent Daytime Traffic:	83
Percent Nighttime Traffic:	17
Percent Medium Trucks (2 axle):	2
Percent Heavy Trucks (3+ axle):	1
Assumed Vehicle Speed (mph):	35
Intervening Ground Type (hard/soft):	**Soft**

Traffic Noise Levels:

				----------L_{dn}, dB----------			
Location	**Description**	**Distance**	**Offset (dB)**	**Autos**	**Medium Trucks**	**Heavy Trucks**	**Total**
1	Nearest Backyards	70	0	61	54	56	63
2	Nearest 1st-Floor Facades	80	0	60	53	55	62
3	Nearest 2nd-Floor Facades	80	3	63	56	58	65

Traffic Noise Contours (No Calibration Offset):

L_{dn} Contour, dB	Distance from Centerline, (ft)
75	10
70	22
65	48
60	103

Notes: Future average daily traffic volume was obtained from the Sierra Vista Specific Plan FEIR, Table 4.6-11 (Date: May, 2010; ADT: 9,500). Vista Grande Boulevard referred to as Road "B" in the FEIR.

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Appendix D-1

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information:

Job Number: 2018-138
Project Name: Sierra Vista Residential Development (A1, A2, B)
Roadway Name: Fiddyment Road
Location(s): Nearest Backyards

Noise Level Data:

Year: Future
Auto L_{dn}, dB: 70
Medium Truck L_{dn}, dB: 61
Heavy Truck L_{dn}, dB: 66

Site Geometry:

Receiver Description: Nearest Backyards
Centerline to Barrier Distance (C_1): 65
Barrier to Receiver Distance (C_2): 15
Automobile Elevation: 0
Medium Truck Elevation: 2
Heavy Truck Elevation: 8
Pad/Ground Elevation at Receiver: 0
Receiver Elevation[1]: 5
Base of Barrier Elevation: 0
Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height[2] (ft)	---------- L_{dn}, dB ---------- Autos	Medium Trucks	Heavy Trucks	Total	Barrier Breaks Line of Sight to… Autos?	Medium Trucks?	Heavy Trucks?
6	6	64	55	61	**66**	Yes	Yes	Yes
7	7	62	54	60	**65**	Yes	Yes	Yes
8	8	61	53	59	**64**	Yes	Yes	Yes
9	9	60	51	58	**62**	Yes	Yes	Yes
10	10	59	50	57	**61**	Yes	Yes	Yes
11	11	58	50	56	**60**	Yes	Yes	Yes
12	12	57	48	55	**59**	Yes	Yes	Yes
13	13	56	48	54	**59**	Yes	Yes	Yes
14	14	56	47	53	**58**	Yes	Yes	Yes

Notes: 1.Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s)

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Appendix D-2

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information:

Job Number: 2018-138
Project Name: Sierra Vista Residential Development (A1, A2, B)
Roadway Name: Market Drive
Location(s): Nearest Backyards

Noise Level Data:

Year: Future
Auto L_{dn}, dB: 55
Medium Truck L_{dn}, dB: 48
Heavy Truck L_{dn}, dB: 50

Site Geometry:

Receiver Description: Nearest Backyards
Centerline to Barrier Distance (C_1): 45
Barrier to Receiver Distance (C_2): 15
Automobile Elevation: 0
Medium Truck Elevation: 2
Heavy Truck Elevation: 8
Pad/Ground Elevation at Receiver: 0
Receiver Elevation[1]: 5
Base of Barrier Elevation: 0
Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height[2] (ft)	---------- L_{dn}, dB ---------- Autos	Medium Trucks	Heavy Trucks	Total	Barrier Breaks Line of Sight to… Autos?	Medium Trucks?	Heavy Trucks?
6	6	48	41	45	**50**	Yes	Yes	Yes
7	7	47	40	44	**49**	Yes	Yes	Yes
8	8	45	39	43	**48**	Yes	Yes	Yes
9	9	44	38	42	**47**	Yes	Yes	Yes
10	10	43	37	40	**46**	Yes	Yes	Yes
11	11	42	36	39	**45**	Yes	Yes	Yes
12	12	41	35	38	**44**	Yes	Yes	Yes
13	13	41	34	37	**43**	Yes	Yes	Yes
14	14	40	33	36	**42**	Yes	Yes	Yes

Notes: 1.Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s)

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Appendix D-3

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information:

Job Number: 2018-138
Project Name: Sierra Vista Residential Development (A1, A2, B)
Roadway Name: Upland Drive
Location(s): Nearest Backyards

Noise Level Data:

Year: Future
Auto L_{dn}, dB: 57
Medium Truck L_{dn}, dB: 50
Heavy Truck L_{dn}, dB: 52

Site Geometry:

Receiver Description: Nearest Backyards
Centerline to Barrier Distance (C_1): 45
Barrier to Receiver Distance (C_2): 15
Automobile Elevation: 0
Medium Truck Elevation: 2
Heavy Truck Elevation: 8
Pad/Ground Elevation at Receiver: 0
Receiver Elevation[1]: 5
Base of Barrier Elevation: 0
Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height[2] (ft)	---------- L_{dn}, dB ---------- Autos	Medium Trucks	Heavy Trucks	Total	Barrier Breaks Line of Sight to… Autos?	Medium Trucks?	Heavy Trucks?
6	6	50	44	47	**53**	Yes	Yes	Yes
7	7	49	43	47	**52**	Yes	Yes	Yes
8	8	48	41	46	**50**	Yes	Yes	Yes
9	9	47	40	44	**49**	Yes	Yes	Yes
10	10	46	39	43	**48**	Yes	Yes	Yes
11	11	45	38	42	**47**	Yes	Yes	Yes
12	12	44	37	41	**46**	Yes	Yes	Yes
13	13	43	36	40	**45**	Yes	Yes	Yes
14	14	43	36	39	**45**	Yes	Yes	Yes

Notes: 1.Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s)

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Appendix D-4

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information:

Job Number: 2018-138
Project Name: Sierra Vista Residential Development (A1, A2, B)
Roadway Name: Vista Grande Boulevard
Location(s): Nearest Backyards

Noise Level Data:

Year: Future
Auto L_{dn}, dB: 61
Medium Truck L_{dn}, dB: 54
Heavy Truck L_{dn}, dB: 56

Site Geometry:

Receiver Description: Nearest Backyards
Centerline to Barrier Distance (C_1): 55
Barrier to Receiver Distance (C_2): 15
Automobile Elevation: 0
Medium Truck Elevation: 2
Heavy Truck Elevation: 8
Pad/Ground Elevation at Receiver: 0
Receiver Elevation[1]: 5
Base of Barrier Elevation: 0
Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height[2] (ft)	---------- L_{dn}, dB ---------- Autos	Medium Trucks	Heavy Trucks	Total	Barrier Breaks Line of Sight to… Autos?	Medium Trucks?	Heavy Trucks?
6	6	54	48	51	**56**	Yes	Yes	Yes
7	7	53	46	50	**55**	Yes	Yes	Yes
8	8	52	45	49	**54**	Yes	Yes	Yes
9	9	50	44	48	**53**	Yes	Yes	Yes
10	10	49	43	46	**52**	Yes	Yes	Yes
11	11	48	42	45	**51**	Yes	Yes	Yes
12	12	48	41	44	**50**	Yes	Yes	Yes
13	13	47	40	43	**49**	Yes	Yes	Yes
14	14	46	39	43	**48**	Yes	Yes	Yes

Notes: 1.Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s)

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DPFG
DEVELOPMENT PLANNING & FINANCING GROUP, INC.

Memorandum

To: City of Roseville
From: Development Planning & Financing Group
Date: September 10, 2020
Subject: Sierra Vista/JMC Holdings Proposed Rezone Fiscal Impact Analysis

Per the request of our client, Mourier Investments, LLC ("JMC"), we have prepared this memo to analyze the fiscal impacts of a proposed rezone of the JMC Properties ("Project") the Sierra Vista Specific Plan.

A. Background and Assumptions:

1. JMC currently controls approximately 262 acres of property located within the City of Roseville ("City") and Sierra Vista Specific Plan. The Project has been approved for development of 1,197 residential units and 188,000 square feet of nonresidential (retail/office). The residential units are broken down as 541 low density residential ("LDR"), 457 medium density residential ("MDR"), and 199 high density residential/mixed use ("HDR/CMU") units.
2. The proposed rezone would reduce the LDR units to 526 and HDR/CMU units to 176, while increasing the MDR units to 492. The overall unit count would be reduced from 1,197 units to 1,194 units. The nonresidential square footage would also be reduced to 148,000.
3. See **Table 3** for a detailed breakdown of the current and proposed land uses.

B. Summary of FIA Results:

1. DPFG used the City's FIA model from Specific Plan approval, and updated the assumptions to match the FY 2020-21 budget.
2. Using the updated assumptions, the current land use plan would generate revenues of $1,982,146 with expenditures of $2,077,137. After including CFD No. 3 project generated funds of $432,004, the current land use plan would net a positive fiscal impact to the City of $337,000. See **Table 1**.
3. The Proposed rezone would generate $1,866,024 in revenues and $2,052,339 in expenditures. After including CFD No. 3 project generated funds of $426,616, the proposed land use would net a positive fiscal impact to the City of $240,000. See **Table 1**.

C. Conclusion:

1. The conclusion of the rezone fiscal impact analysis is that the proposed changes still result in a positive net impact to the City. Although the project creates less revenue to the City overall, a reduction of $96,713, it fully covers its cost and then some. This analysis should meet the City's requirement that all new development pay for itself without affecting the General Fund.

Table 1
City of Roseville
JMC/Sierra Vista Fiscal Impact Analysis
Summary of Estimated General Fund Revenues and Expenditures (2020$)

General Fund/ Revenue or Expenditure Type	Scenario 1 Existing Land Uses	Scenario 2 Proposed Land Uses	Difference Amount	Difference Percentage
Annual General Fund Revenues				
Property Taxes[1]	$924,415	$914,926	($9,489)	-0.5%
Property Tax In-Lieu of VLF	$287,460	$284,510	($2,951)	-0.1%
Real Property Transfer Tax	$43,922	$45,515	$1,593	0.1%
Sales Taxes	$342,951	$280,285	($62,666)	-3.2%
Measure B Sales Tax	$179,380	$141,327	($38,053)	-1.9%
Prop. 172 Sales Tax	$8,036	$6,331	($1,705)	-0.1%
Hotel / Motel Tax	$38,528	$37,968	($561)	0.0%
Business License Tax	$14,459	$14,248	($210)	0.0%
Franchise Fees	$38,273	$37,716	($557)	0.0%
Electronic Franchise Fees	$104,722	$103,199	($1,524)	-0.1%
Subtotal General Fund Revenues	**$1,982,146**	**$1,866,024**	**($116,123)**	**-5.9%**
Annual General Fund Expenditures				
City Council	$2,980	$2,937	($43)	0.0%
City Manager	$23,495	$23,153	($342)	0.0%
Development & Operations	$0	$0	$0	0.0%
Public Affairs & Communications	$10,743	$10,587	($156)	0.0%
City Attorney	$33,201	$32,718	($483)	0.0%
Human Resources	$26,242	$25,860	($382)	0.0%
Information Technology	$0	$0	$0	0.0%
City Clerk	$12,817	$12,630	($186)	0.0%
Central Services	$0	$0	$0	0.0%
Finance	$70,709	$69,680	($1,029)	0.0%
Economic Development	$17,922	$17,661	($261)	0.0%
Development Services	$80,116	$78,951	($1,166)	-0.1%
Public Works	$90,363	$89,048	($1,315)	-0.1%
Police	$727,573	$716,986	($10,586)	-0.5%
Fire	$547,549	$539,582	($7,967)	-0.4%
Parks and Recreation & Libraries	$433,428	$432,546	($882)	0.0%
Subtotal General Fund Expenditures	**$2,077,137**	**$2,052,339**	**($24,798)**	**-1.2%**
Annual General Fund Operating Surplus/(Deficit)	**($94,990)**	**($186,315)**	**($91,325)**	**96.1%**
CFD No. 3	$432,004	$426,616	($5,388)	-1.2%
Subtotal Net Annual Surplus/(Deficit) including CFD No. 3	**$337,014**	**$240,301**	**($96,713)**	**-28.7%**

Source: City of Roseville FY 2020-21 Adopted Budget; DPFG.

Footnotes:

[1]Assumes Roseville - West Annexation Agreement.

Table 2
City of Roseville
JMC/Sierra Vista Fiscal Impact Analysis
General Assumptions

Item	Assumption
General Assumptions	
Base Fiscal Year[1]	FY 2020-21
General Demographic Characteristics	
City of Roseville Population[2]	145,163
City of Roseville Employees[3]	100,378
City of Roseville Persons Served[4]	195,352

Source: California Department of Finance, Claritas, and DPFG.

Footnotes:

[1]Revenues and expenditures are in 2020 dollars. Future revenues and costs are assumed to increase at the rate of inflation.

[2]DOF Table E-1 City of Roseville population estimate as of 1/2020.

[3]Roseville FY 2020-21 Adopted Budget states EMSI estimates Roseville to have 91,253 jobs. DPFG adjusted by an additional 10% to account for self-employed workers.

[4]Persons served is defined as total population plus half of total employees.

Table 3
City of Roseville
JMC/Sierra Vista Fiscal Impact Analysis
Land Use Summary

	Scenario 1			**Scenario 2**		
	Existing Land Uses			Proposed Land Uses		
Land Use	Acres	Units	Sq.Ft.	Acres	Units	Sq.Ft.
Residential Land Uses						
Low Density	104.8	541	-	108.02	526	-
Medium Density	56.8	457	-	63.92	492	-
High Density	6.1	159	-	7.57	176	-
Mixed Use - High Density	2.00	40	-	-	-	-
Subtotal	**169.70**	**1,197**	**-**	**179.51**	**1,194**	-
Nonresidential Land Uses						
Commercial Mixed Use	3.70	-	40,000	-	-	-
Commercial/Business Professional	13.61	-	148,000	13.61	-	148,000
Total Nonresidential	**17.31**	-	**188,000**	**13.61**	-	**148,000**
Other Land Uses[1]	**74.57**	-	-	**68.46**	-	**-**
Total Land Uses	**261.58**	**1,197**	**188,000**	**261.58**	**1,194**	**148,000**

Footnotes:

[1]Other land uses includes parks, public/quasi-public, and open space land uses.

Table 4
City of Roseville
JMC/Sierra Vista Fiscal Impact Analysis
Land Use Assumptions

	Assumptions[1]				Scenario 1				Scenario 2			
					Existing Land Uses				Proposed Land Uses			
Land Use	Est. Average Assessed Valuation	Vacancy Rate	Persons per HH/Sq.Ft. per Employee	Persons Served Factor	Units/Bldg. Sq. Ft.	Occupied Units/ Bldg. Sq. Ft.	Population/ Employees	Persons Served	Units/Bldg. Sq. Ft.	Occupied Units/ Bldg. Sq. Ft.	Population/ Employees	Persons Served
Residential Land Uses	*Per Unit*											
Low Density	$575,000	4%	2.67	1.00	541	519	1,387	1,387	526	505	1,348	1,348
Medium Density	$472,000	4%	2.67	1.00	457	439	1,171	1,171	492	472	1,261	1,261
High Density	$226,000	6%	2.67	1.00	159	149	397	397	176	165	440	440
Mixed Use - High Density	$226,000	6%	2.67	1.00	40	37	100	100	-	-	-	-
Subtotal Residential					**1,197**	**1,144**	**3,055**	**3,055**	**1,194**	**1,142**	**3,049**	**3,049**
Nonresidential Land Uses	*Per Sq. Ft.*											
Commercial Mixed Use	$225	5%	450	0.50	40,000	37,920	84	42	-	-	-	-
Commercial/Business Professional	$225	9%	300	0.50	148,000	135,272	451	225	148,000	135,272	451	225
Subtotal Nonresidential					**188,000**	**173,192**	**535**	**268**	**148,000**	**135,272**	**451**	**225**
Total								**3,323**				**3,275**

Source: City of Roseville; JMC.

Footnotes:

[1]Based on assumptions from prior City of Roseville FIA

Table 5
City of Roseville
JMC/Sierra Vista Fiscal Impact Analysis
Revenue-Estimating Procedures (2020$)

Annual General Fund Revenues	Estimating Procedure	Case Study Reference	General Fund Budget Revenues	Service Population	Revenue Multiplier
Taxes:					
Property Taxes	Case Study	Table 7	$39,430,000	N/A	-
Property Tax In-Lieu of VLF	Case Study	Table 7	$10,900,700	N/A	-
Real Property Transfer Tax	Case Study	Table 8	$500,000	N/A	-
Sales Taxes	Case Study	Table 9	$50,010,000	N/A	-
Measure B Sales Tax	Case Study	Table 9	$18,522,600	N/A	-
Prop. 172 Sales Tax	Case Study	Table 9	$1,122,950	N/A	-
Motor Vehicle In-Lieu	N/A	-	$65,000	N/A	-
Secured Tax ABX1 26-AB1484	N/A	-	$653,000	N/A	-
Hotel / Motel Tax	Persons Served	-	$2,265,000	195,352	$11.59
Business License Tax	Persons Served	-	$850,000	195,352	$4.35
Miscellaneous Taxes	N/A	-	$0	N/A	-
Franchise Fees	Persons Served	-	$2,250,000	195,352	$11.52
Licenses and Permits	N/A	-	$3,069,193	N/A	-
Use of Money and Property	N/A	-	$1,210,420	N/A	-
Fees for Current Services	N/A	-	$10,311,653	N/A	-
Other Revenues	N/A	-	$1,877,541	N/A	-
Revenues & Grants from Other Agencies	N/A	-	$328,183	N/A	-
Electric Franchise Fees	Persons Served	-	$6,156,436	195,352	$31.51
Transfers In	N/A	-	$15,335,002	N/A	-
Gross General Fund Operating Revenues			**$164,857,678**		
Less Offsetting Revenues	N/A	-	$5,548,984	N/A	-
Net General Fund Operating Revenues			**$159,308,694**		

Source: City of Roseville 2020-21 Budget, City of Roseville Finance Dept., and DPFG.

Table 6
City of Roseville
JMC/Sierra Vista Fiscal Impact Analysis
Estimated Project Revenues (2020$)

		Scenario 1	Scenario 2		
		Existing	Proposed	Difference	
General Fund Revenues	**Source**	Land Use	Land Use	Amount	Percentage
Property Taxes	Table 7	$924,415	$914,926	($9,489)	-0.5%
Property Tax In-Lieu of VLF	Table 7	$287,460	$284,510	($2,951)	-0.1%
Real Property Transfer Tax	Table 8	$43,922	$45,515	$1,593	0.1%
Sales Taxes	Table 9	$342,951	$280,285	($62,666)	-3.2%
Measure B Sales Tax	Table 9	$179,380	$141,327	($38,053)	-1.9%
Prop. 172 Sales Tax	Table 9	$8,036	$6,331	($1,705)	-0.1%
Hotel / Motel Tax	Persons Served	$38,528	$37,968	($561)	0.0%
Business License Tax	Persons Served	$14,459	$14,248	($210)	0.0%
Franchise Fees	Persons Served	$38,273	$37,716	($557)	0.0%
Electric Franchise Fees	Persons Served	$104,722	$103,199	($1,524)	-0.1%
Total GF Annual Operating Revenues		**$1,982,146**	**$1,866,024**	**($116,123)**	**-5.9%**

Source: City of Roseville FY 2020-21 Adopted Budget; DPFG.

Table 7
City of Roseville
JMC/Sierra Vista Fiscal Impact Analysis
Estimated Property Tax Revenues

Item	Assumptions	Formula	Net Revenues	
			Existing	Proposed
1-Percent Property Tax				
Buildout Assessed Value (2020$)[1]		*a*	$614,053,000	$607,750,000
Property Tax Revenue (1% of Assessed Value)	1.0%	*b = a * 1.00%*	$6,140,530	$6,077,500
Estimated Property Tax Allocation[2]				
City of Roseville	33.3%	*c = b * 33.3%*	$2,045,165	$2,024,173
Less Revenue-Sharing Payment to County[3]	54.8%	*d = c * 54.8%*	($1,120,751)	($1,109,247)
Net Allocation to City of Roseville		*e = c + d*	**$924,415**	**$914,926**
Other Agencies/ERAF	66.7%	*f = b * 66.7%*	4,095,365	4,053,327
Property Tax In-Lieu of Motor Vehicle In-Lieu Fee Revenue (VLF)				
Total Citywide Assessed Value[4]		*g*	$23,285,338,153	$23,285,338,153
Total Buildout Assessed Value of Project		*h = a*	$614,053,000	$607,750,000
Total Assessed Value		*i = g + h*	**$23,899,391,153**	**$23,893,088,153**
Percent Change in AV		*j = (i - g) / g*	2.6%	2.6%
Property Tax In-Lieu of VLF	**$10,900,700**	*k = j * $10,900,700*	**$287,460**	**$284,510**

Source: City of Roseville 2020-21 Budget, Placer County Auditor-Controller's Office, and DPFG.

Footnotes:

[1]For assumptions and calculation of assessed value, See Table 16.

[2]For assumptions and calculations of the estimated property tax allocation, refer to Table 15.

[3]Assumes Placer County will receive payment from the City based on the current allocation of property taxes to the County's General Fund. The City's payment to Placer County does not necessarily have to be from property tax revenues.

[4]Total FY 2019-20 secured and unsecured assessed value for the City of Roseville.

Table 8
City of Roseville
JMC/Sierra Vista Fiscal Impact Analysis
Real Property Transfer Tax Revenues (2020$)

Item	Assumptions	Real Property Transfer Tax Revenues[1] Existing	Proposed
Rate per $1,000 of Assessed Value [1]	$0.55		
Assumed Annual Turnover Rates			
Residential - Owner Occupied	14.3%		
Residential - Renter Occupied	6.7%		
Commercial	6.7%		
Residential Land Uses			
Low Density		$311,075,000	$302,450,000
Medium Density		$215,704,000	$232,224,000
High Density		$35,934,000	$39,776,000
Mixed Use - High Density		$9,040,000	-
Subtotal Residential		**$571,753,000**	**$574,450,000**
Nonresidential Land Uses			
Commercial Mixed Use		$9,000,000	-
Commercial/Business Professional		$33,300,000	$33,300,000
Subtotal Nonresidential		**$42,300,000**	**$33,300,000**
Total		**$614,053,000**	**$607,750,000**
Annual Transfer Tax Revenue			
Residential Land Uses			
Low Density	14%	$23,953	$23,289
Medium Density	14%	$16,609	$17,881
High Density	7%	$1,383	$3,063
Mixed Use - High Density	7%	$348	$0
Subtotal Residential		**$42,293**	**$44,233**
Nonresidential Land Uses			
Commercial Mixed Use	7%	$347	$0
Commercial/Business Professional	7%	$1,282	$1,282
Subtotal Nonresidential		**$1,629**	**$1,282**
Total Annual Transfer Tax Revenues		**$43,922**	**$45,515**

Source: City of Roseville, and DPFG.

Footnotes:

[1]Formula for Transfer Tax = Assessed Value / 1000 * Rate per $1,000 of Assessed Value * Turnover rate.

Table 9
City of Roseville
JMC/Sierra Vista Fiscal Impact Analysis
Estimated Annual Sales and Use Tax Revenues (2020$)

Item	Source/ Assumptions	Formula	Sales and Use Tax Revenues Existing	Sales and Use Tax Revenues Proposed
Estimated Annual Taxable Sales				
Annual Taxable Sales from New Market Support	Table 10		$29,652,679	$29,597,040
Net Annual Taxable Sales from Onsite Commercial Uses	Table 11		$6,223,259	-$1,331,734
Total Annual Taxable Sales		*a*	**$35,875,938**	**$28,265,306**
Annual Sales Tax Revenues				
Bradley Burns (Local) Sales Tax Rate	1.0000%	*b = 1.0000% * a*	$358,759	$282,653
Sales Tax Sharing with Placer County[1]	16.0000%	*c = Table 11*	$15,808	$2,368
Total Annual Local Sales Tax Revenue		*d = b - c*	**$342,951**	**$280,285**
Measure B Sales Tax	**0.5000%**	*e = 0.5000% * a*	**$179,380**	**$141,327**
City of Roseville Prop. 172 Public Sales Tax Revenue[2]	**0.0224%**	*f = 0.0224% * a*	**$8,036**	**$6,331**

Source: California State Board of Equalization, Placer County, and DPFG.

Footnotes:

[1]Amount equal to 1 percent of the estimated on-site sales tax anticipated in the Specific Plan. See Table 11.

[2]State Board of Equalization collects one-half cent sales tax revenue under Proposition 172. Based on estimated citywide taxable sales, the City receives approximately 0.0224% of the annual taxable sales (City FY 2020-21 Adopted Budget).

Table 10
City of Roseville
JMC/Sierra Vista Fiscal Impact Analysis
Estimated Annual Taxable Sales, Hybrid Market Support Method (2020$)

Item Description	Formula	Assumption	Scenarios: Existing	Scenarios: Proposed
Annual Taxable Sales from New Households				
Low-Density Households	*a*		541	526
Retail Expenditures[1]	*b = a * $33,319*	$33,319	$18,025,579	$17,525,794
Med-Density Households	*c*		457	492
Retail Expenditures[1]	*d = c * $27,261*	$27,261	$12,458,277	$13,412,412
High-Density Households	*e*		199	176
Retail Expenditures[1]	*f = e * $20,790*	$20,790	$4,137,210	$3,659,040
Total Household Taxable Expenditures	*g = b + d + f*		**$34,621,066**	**$34,597,246**
Estimated Retail Capture Rate[2]	*h*	85%		
Estimated City Capture from New Residents	*i = g * 85%*		**$29,427,906**	**$29,407,659**
Estimated Taxable Sales inside Project Area[3]	*j*	10%	$2,942,791	$2,940,766
Estimated Taxable Sales outside Project Area[3]	*k*	90%	$26,485,115	$26,466,893
Annual Taxable Sales from New Employees[5]	*l*	$1,680		
New Employees	*m*		268	225
Total City Taxable Sales from New Employees	*n = l * m*		$449,546	$378,762
Adjusted City Taxable Sales from New Employees[4]	*o = n * 50%*	50%	**$224,773**	**$189,381**
Estimated Taxable Sales inside Project Area[3]	*p = o * 10%*	10%	$22,477	$18,938
Estimated Taxable Sales outside Project Area[3]	*q = o * 90%*	90%	$202,296	$170,443
Total Annual City Taxable Sales from Market Support	*r = i + o*		**$29,652,679**	**$29,597,040**
Taxable City Sales inside Project Area	*s = j + p*		$2,965,268	$2,959,704
Taxable City Sales outside Project Area	*t = k + q*		$26,687,411	$26,637,336

Source: BLS, Consumer Expenditure Survey; University of Wisconsin-Milwaukee ETI, Urban Markets Retail Sales Leakage/Surplus Drill Downs; Roseville FIA, and DPFG.

Footnotes:

[1]See Table 17.

[2]A comparison of retail sales and consumer purchasing power indicates no sales leakage for Roseville. That is, total retail sales in the City exceed residents' retail spending potential. Thus, this analysis assumes marginal leakage for the Project's households' retail spending.

[3]DPFG estimate of resident/employee spending split between retails stores in the Project and stores outside the Project.

[4]Discounted by 50% to avoid double-counting employees who are also residents.

[5]Calculated by assuming $7 of taxable spending per working day, while assuming 240 working days a year.

Table 11
City of Roseville
JMC/Sierra Vista Fiscal Impact Analysis
Estimated Annual Taxable Sales, Adjusted Retail Spending Method (2020$)

Item Description	Assumption	Formula	Taxable Sales (Generated from On-Site Nonresidential)	
			Existing	Proposed
Neighborhood-Serving Retail				
Taxable Sales per Sq. Ft.	$210	*a*		
Building Sq. Ft.		*b*	40,000	0
Subtotal, Annual Taxable Sales		*c = a * b*	$8,400,000	$0
Office				
Taxable Sales per Sq. Ft.	$10	*d*		
Building Sq. Ft.		*e*	148,000	148,000
Subtotal, Annual Taxable Sales		*f = d * e*	$1,480,000	$1,480,000
Annual Taxable Sales from On-Site Commercial Dev.		*j = c + f + i*	**$9,880,000**	**$1,480,000**
Less On-Site Market Support [1]		*k*	$2,965,268	$2,959,704
Subtotal Annual Sales less Market Support		*l = j - k*	$6,914,732	($1,479,704)
Less Shift of Sales from Existing Retail Stores to the Project [2]	10.0%	*m = l * 10%*	$691,473	($147,970)
Net Annual On-Site Taxable Sales[3]		*n = l - m*	$6,223,259	($1,331,734)
Amount Subject to Property Tax Sharing with County[4]	16.0%	*o = j * 16%*	$1,580,800	$236,800

Source: City of Roseville FIAs and DPFG.

Footnotes:

[1]Derived in Table 10.

[2]Represents a discount factor to account for taxable sales transactions that may shift from existing City retail centers to those inside the Project based on a preliminary review of existing retail demand and supply.

[3]Refers to new sales in the Project from customers other than new Project residents and employees.

[4]Reflects the maximum potential sales tax sharing by the City to the County per the tax sharing agreement.

Table 12
City of Roseville
JMC/Sierra Vista Fiscal Impact Analysis
Summary of Est. Special Tax/Assessment District Revenues (2020$)

Assessment	CFD 3 Municipal Services	Special Tax/Assessment Revenues Existing	Special Tax/Assessment Revenues Proposed
Residential Land Uses			
Low Density		541	526
Medium Density		457	492
High Density		159	176
Mixed Use - High Density		40	-
Subtotal		**1,197**	**1,194**
Nonresidential Land Uses			
Commercial Mixed Use		3.70	-
Commercial/Business Professional		13.61	13.61
Total Nonresidential		**17.31**	**13.61**
	FY 2020-21		
Residential Land Uses	*per unit*		
Low Density	$476	$257,464	$250,326
Medium Density	$278	$127,033	$136,762
High Density	$138	$22,013	$24,366
Mixed Use - High Density	$138	$5,538	-
Subtotal		**$412,047**	**$411,454**
Nonresidential Land Uses	*per acre*		
Commercial Mixed Use	$1,296	$4,794	-
Commercial/Business Professional	$1,114	$15,162	$15,162
Total Nonresidential		**$19,956**	**$15,162**
Total Special Tax/Assessment Revenue		**$432,004**	**$426,616**

Table 13
City of Roseville
JMC/Sierra Vista Fiscal Impact Analysis
Expenditure-Estimating Procedures (2020$)

Item	Estimating Procedure	General Fund Operating Expenditures	Less Offsetting Revenues[1]	Net City Cost	Service Population	Expenditure Multiplier
General Fund Expenditures						
City Council	per person served	$181,264	$6,047	$175,217	195,352	$0.90
City Manager	per person served	$1,434,923	$53,711	$1,381,212	195,352	$7.07
Development & Operations	per person served	$0	$0	$0	195,352	$0.00
Public Affairs & Communications	per person served	$653,355	$21,797	$631,558	195,352	$3.23
City Attorney	per person served	$2,025,685	$73,881	$1,951,804	195,352	$9.99
Human Resources	per person served	$1,595,945	$53,244	$1,542,701	195,352	$7.90
Information Technology	per person served	$0	$0	$0	195,352	$0.00
City Clerk	per person served	$1,415,379	$661,920	$753,459	195,352	$3.86
Central Services	per person served	$0	$0	$0	195,352	$0.00
Finance	per person served	$5,231,774	$1,074,913	$4,156,861	195,352	$21.28
Economic Development	per person served	$1,085,231	$31,616	$1,053,615	195,352	$5.39
Development Services	per person served	$10,125,447	$5,415,555	$4,709,892	195,352	$24.11
Public Works	per person served	$8,016,401	$2,704,139	$5,312,262	195,352	$27.19
Police	per person served	$46,426,359	$3,653,712	$42,772,647	195,352	$218.95
Fire	per person served	$34,649,867	$2,460,503	$32,189,364	195,352	$164.78
Parks and Recreation & Libraries	per capita	$26,412,294	$5,819,992	$20,592,302	145,163	$141.86
Stormwater	Footnote[2]	$414,765	$13,837	$400,928	N/A	N/A
Annexation Payments	Footnote[2]	$8,236,000	$274,769	$7,961,231	N/A	N/A
City Special Assessments	Footnote[2]	$75,877	$2,531	$73,346	N/A	N/A
Interfund Loan Interest Payment to GF Contributions by Developers Fund	Footnote[2]	$15,955	$532	$15,423	N/A	N/A
Transfer to Vehicle Replacement Fund	Footnote[2]	$0	$0	$0	N/A	N/A
Transfer to Post-Retirement Insurance/Accrual Fund	Footnote[2]	$5,310,937	$177,183	$5,133,754	N/A	N/A
Transfer to Golf Operations Fund	Footnote[2]	$1,004,749	$859,418	$145,331	N/A	N/A
Transfer to Parks, Recreation, & Libraries Capital Fund	Footnote[2]	$707,000	$23,587	$683,413	N/A	N/A
Transfer to Transit Fund	Footnote[2]	$95,366	$95,366	$0	N/A	N/A
General Fund Contingency - Materials, Services & Supplies	Footnote[2]	$1,200,000	$40,034	$1,159,966	N/A	N/A
Total General Fund Operating Expenditures		**$156,314,573**	**$23,518,287**	**$132,796,286**		**$636.50**

Source: City of Roseville 2020-21 Budget, City of Roseville Finance Dept., and DPFG.

Footnotes:

[1]Represents departmental revenues identified for specific General Fund department functions in the City's fiscal Budget.

[2]Not expected to be affected by the Project and is not evaluated in this analysis.

Table 14
City of Roseville
JMC/Sierra Vista Fiscal Impact Analysis
Estimated Annual Expenditures (2020$)

	Net Costs		Difference	
General Fund Expenditures	Existing	Proposed	Amount	Percentage
General Government				
City Council	$2,980	$2,937	($43)	0.0%
City Manager	$23,495	$23,153	($342)	0.0%
Development & Operations	$0	$0	$0	0.0%
Public Affairs & Communications	$10,743	$10,587	($156)	0.0%
City Attorney	$33,201	$32,718	($483)	0.0%
Human Resources	$26,242	$25,860	($382)	0.0%
Information Technology	$0	$0	$0	0.0%
City Clerk	$12,817	$12,630	($186)	0.0%
Central Services	$0	$0	$0	0.0%
Finance	$70,709	$69,680	($1,029)	0.0%
Economic Development	$17,922	$17,661	($261)	0.0%
Development Services	$80,116	$78,951	($1,166)	-0.1%
Public Works	$90,363	$89,048	($1,315)	-0.1%
Police	$727,573	$716,986	($10,586)	-0.5%
Fire	$547,549	$539,582	($7,967)	-0.4%
Parks and Recreation & Libraries	$433,428	$432,546	($882)	0.0%
Total GF Annual Operating Expenditures	**$2,077,137**	**$2,052,339**	**($24,798)**	**-1.2%**

Table 15
City of Roseville
JMC/Sierra Vista Fiscal Impact Analysis
Preliminary Property Tax Allocations on Annexation

Fund/Agency	Pre-ERAF Distribution of Tax Increment[1]	% of Factor Shift to ERAF	Post ERAF Distribution Factors	Property Tax Allocation[2] City 45.20%	Property Tax Allocation[2] County 54.80%
Taxing Entities					
City of Roseville	41.55340%	19.84770%	33.30601%	15.05431%	18.25169%
Roseville Cemetery	0.97150%	10.85260%	0.86607%		
Placer County Resource Conserv	0.07200%	10.60440%	0.06436%		
Roseville City Elem M&O	23.41980%		23.41980%		
Roseville High M&O	21.94760%		21.94760%		
Sierra College M&O	7.89850%		7.89850%		
Superintendent of Schools	3.90180%		3.90180%		
Placer Co Water Agency M&O	0.23540%		0.23540%		
Subtotal	**100.00000%**		**91.63954%**		
Education Revenue Relief Fund (ERAF)			8.36046%		
Total Gross Property Tax	**100.00000%**		**100.00000%**		

Source: Placer County and DPFG.

Footnotes:

[1]Represents the percentage allocation of the 1% ad valorem property tax by Tax Rate Area (TRA) 005-070.

[2]Tax increment split based on the Roseville-West Placer Annexation document.

Table 16
City of Roseville
JMC/Sierra Vista Fiscal Impact Analysis
Estimated Assessed Valuation

Item	Est. Average Assessed Valuation	Assessed Valuation	
		Existing	Proposed
Residential Land Uses	*Per Unit*		
Low Density	$575,000	$311,075,000	$302,450,000
Medium Density	$472,000	$215,704,000	$232,224,000
High Density	$226,000	$35,934,000	$39,776,000
Mixed Use - High Density	$226,000	$9,040,000	-
Subtotal Residential		**$571,753,000**	**$574,450,000**
Nonresidential Land Uses	*Per Sq. Ft.*		
Commercial Mixed Use	$225	$9,000,000	-
Commercial/Business Professional	$225	$33,300,000	$33,300,000
Subtotal Nonresidential		**$42,300,000**	**$33,300,000**
Total Assessed Valuation		**$614,053,000**	**$607,750,000**

Table 17
City of Roseville
JMC/Sierra Vista Fiscal Impact Analysis
Average Income for Residential Units (2020$)

Residential Land Use	Number of Households		Estimated Unit Value	Estimated Annual Housing Costs[1]	Estimated Household Income[2]	Taxable Expenditures as a % of Income	Avg. Annual Household Taxable Exp.	
	Existing	Proposed					Existing	Proposed
Owner Occupied				*Annual Mortgage*				
Low Density	541	526	$575,000	$42,842	$143,000	23.3%	$33,319	$33,319
Medium Density	457	492	$472,000	$35,168	$117,000	23.3%	$27,261	$27,261
Renter Occupied			*Monthly Rent*	*Annual Rent*				
High Density	159	176	$1,645	$19,740	$66,000	31.5%	$20,790	$20,790
Mixed Use - High Density	40	-	$1,645	$19,740	$66,000	31.5%	$20,790	$20,790
Weighted Average Value/Total	**1,197**	**1,194**					**$28,923**	**$28,976**

Source: U.S. Census; California Dept. of Housing and Community Development; and DPFG.

Footnotes:

[1]Assumes a 5.5%, 30-year fixed-rate mortgage with a 20% down payment and 2% annual taxes/insurance.

[2]Assumes 30% of income is dedicated to housing costs.

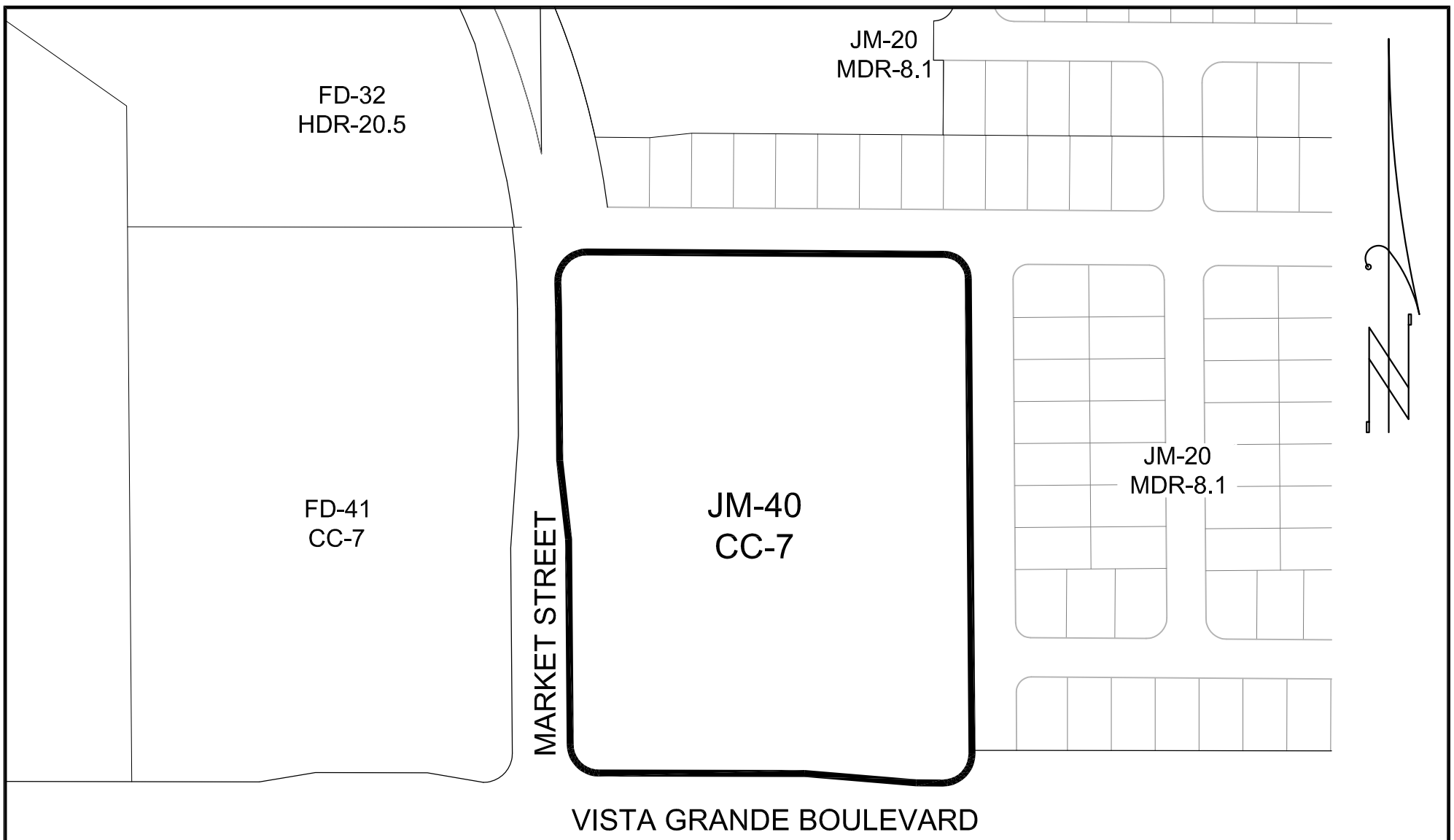
EXHIBIT E-1

JMC RS/DS Development Standards

	Single Family with Attached Sidewalk[4]	Single Family with Separated Sidewalk[2, 4]
Lot Size (minimum)		
Area, Interior Lot	*3,000 sq. ft.*	*2,800 sq. ft.* [2]
Area, Corner Lot	*3,300 sq. ft.*	*3,000 sq. ft.* [2]
Width, Interior	45 ft.	45 ft.
Width, Corner	*52.5 ft.*	*47.5 ft.*
Permitted Density (maximum per lot)		
Residential Density	1 dwelling; 1 second unit	1 dwelling; 1 second unit
Setbacks (minimum)		
Front[3]	*14 ft. to living space or side wall of garage;* 18 ft. min. driveway depth w/roll up garage door	*9 ft. to single-story living space or side wall of garage* 18 ft. min. driveway depth w/ roll up garage door
Sides[3, 5]	5 ft. interior; 12.5 ft. street side on corner	5 ft. interior; *7.5 ft. street side on corner*
Rear	*10 ft. to 1st-story wall* *15 ft. to 2nd story wall*	*10 ft. to 1st-story wall* *15 ft. to 2nd story wall*
Coverage (maximum)		
Site Coverage	None & *no min. usable open space required*	None & *no min. usable open space required*
Height (maximum)		
Height	35 ft.	35 ft.
Other Provisions		
Front Yard Stagger	*None required, but optional per unit design*	*None required, but optional per unit design*
2nd-story wall separation	*10 ft.*	*10 ft.*
Two-story unit mix	*No limit*	*No limit*
Stagger for 3rd car garages	2 ft. between 3rd car bay and two-car garage	2 ft. between 3rd car bay and two-car garage

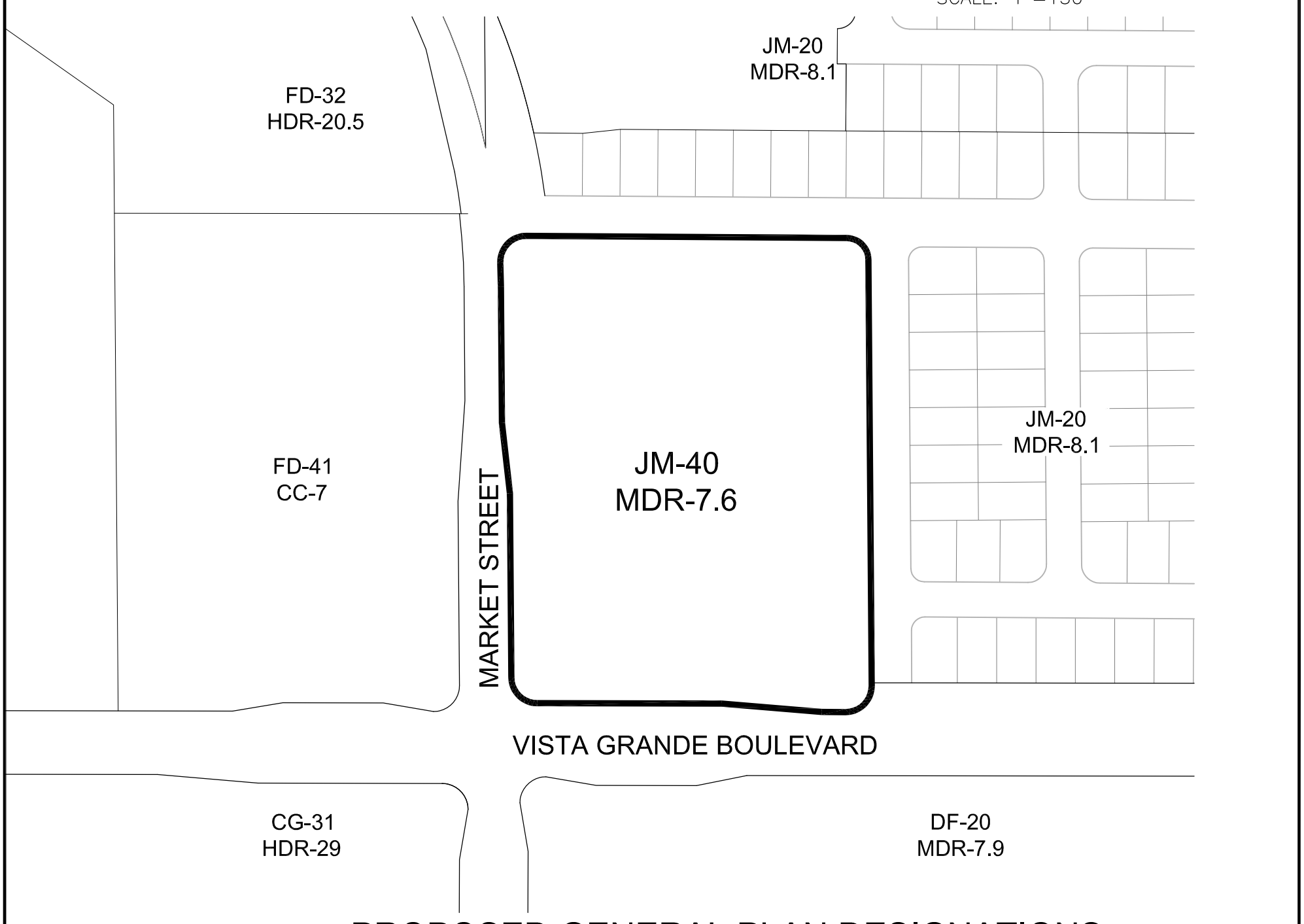
1 Items in italics represent modifications to City Zoning Ordinance standards
2 Sidewalk separated from back of curb by 5-foot planter strip
3 Front setback (and side setback where adjacent to street) measured from back of walk. If no sidewalk is present, setbacks measured from back of curb. Minimum separation between two-story elements shall be 10 ft.
4. A DRRS permit (required for neighborhoods greater than 7 du/ac) will be used to ensure compliance with the standards above.

5. Fence side yard setback is 5' from back of walk where facing a street with an attached sidewalk. Fence side yard setback is 2.5' from back of walk where facing a street with a detached sidewalk.



EXISTING GENERAL PLAN DESIGNATIONS

SCALE: 1"=150'



PROPOSED GENERAL PLAN DESIGNATIONS

SCALE: 1"=150'

BAKER-WILLIAMS ENGINEERING GROUP
Engineering / Surveying / Land Planning / Entitlement Processing / GPS Services
6020 Rutland Drive, Suite 19 ~ Carmichael CA 95608
(916) 331-4336 ~ fax (916) 331-4430 ~ office@bwengineers.com

SCALE: 1"=150'

JOB #: 18-03-010

DATE: MAY, 2020

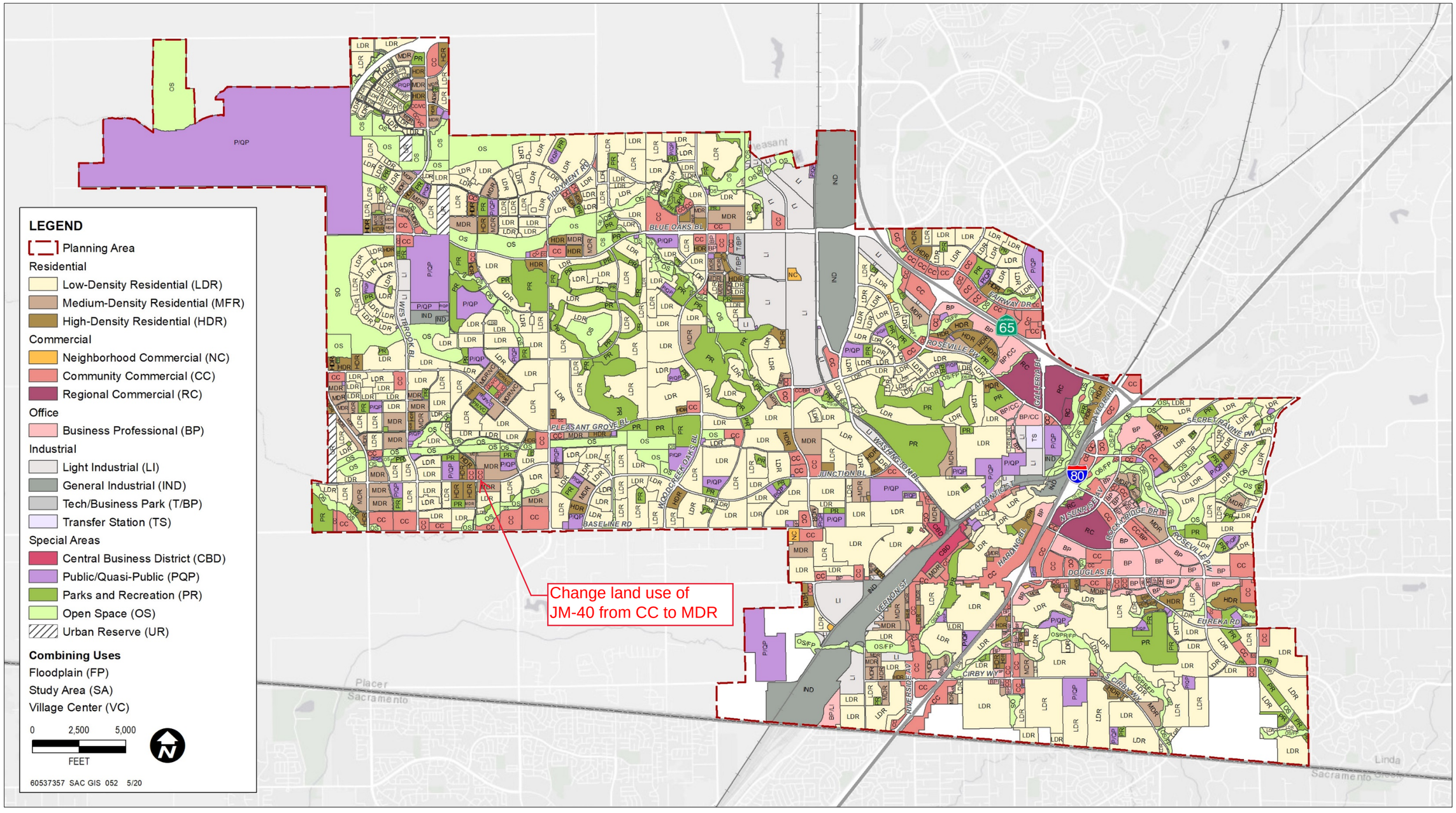
GENERAL PLAN AMENDMENT EXHIBIT

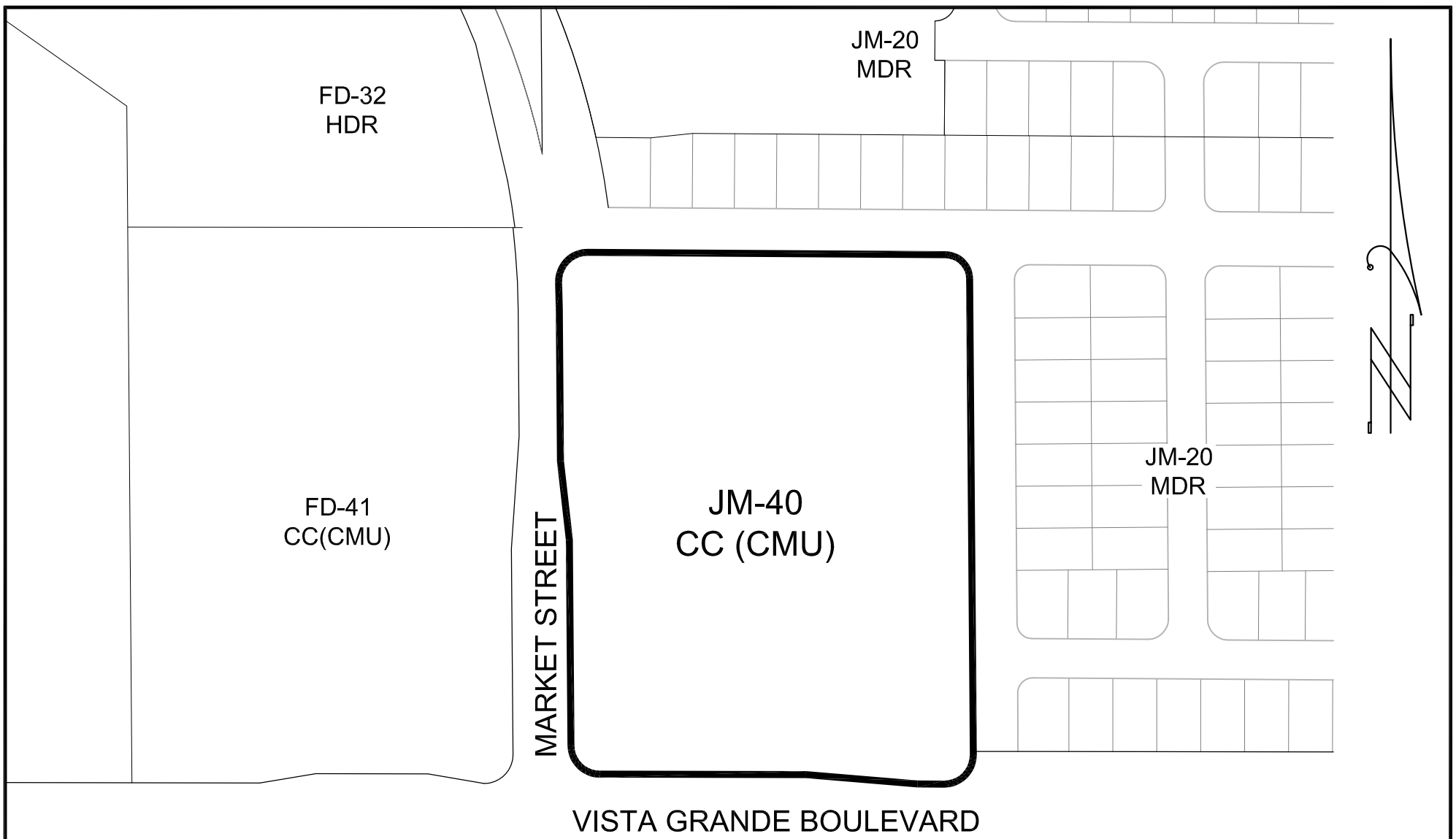
SIERRA VISTA VILLAGE JM-40

PROJECT # PL20-0103

CITY of ROSEVILLE, CALIFORNIA

Figure II-2 | Land Use Map





EXISTING SPECIFIC PLAN DESIGNATIONS

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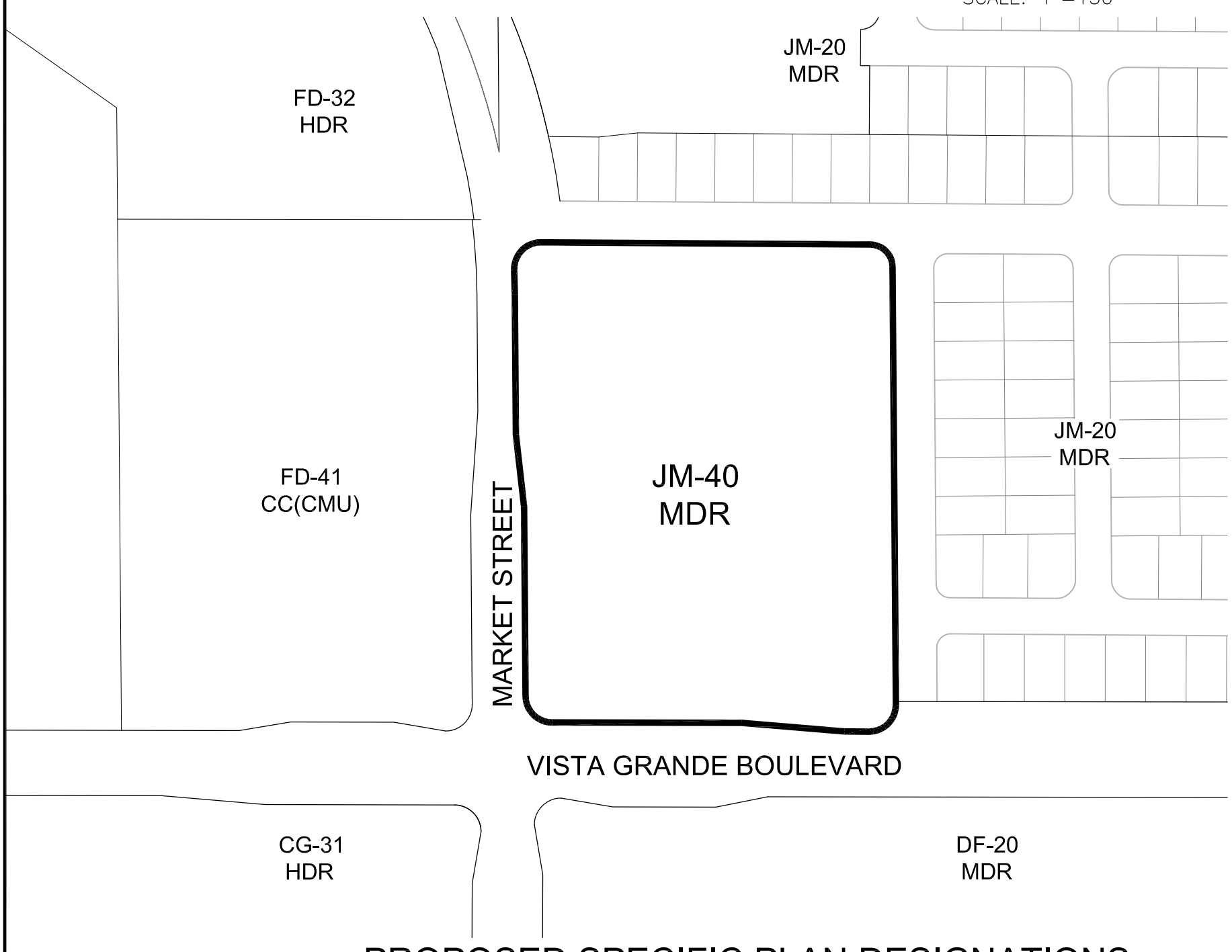


PROPOSED SPECIFIC PLAN DESIGNATIONS

SCALE: 1"=150'

BAKER-WILLIAMS ENGINEERING GROUP
Engineering / Surveying / Land Planning / Entitlement Processing / GPS Services
6020 Rutland Drive, Suite 19 ~ Carmichael CA 95608
(916) 331-4336 ~ fax (916) 331-4430 ~ office@bwengineers.com

SCALE: 1"=150'

JOB #: 18-03-010

DATE: MAY, 2020

SPECIFIC PLAN AMENDMENT EXHIBIT

SIERRA VISTA VILLAGE JM-40

PROJECT # PL20-0103

CITY of ROSEVILLE, CALIFORNIA

Table 4-1: Plan Area Land Use Summary

Land Use Designation		Applied Zoning Districts	Acres	% of Total Acres	Units	% of Total Units
Residential Neighborhoods						
LDR	Low Density Residential	RS/DS	648.57	31.3%	3,285	36.2%
LDR	LDR – Age Restricted	RS/DS	97.52	4.7%	493	5.7%
MDR	Medium Density Residential	RS/DS	~~309.05~~ 313.62	~~14.9%~~ 15.1%	~~2,292~~ 2,327	~~27.9%~~ 26.8%
HDR	High Density Residential	R3	92.08	4.4%	~~2,320~~2,325	~~26.6%~~ 26.8%
Sub-totals			**~~1147.22~~ 1,151.79**	**~~55.4%~~ 55.6%**	**~~8,390~~8,430**	**~~96.7%~~ 97.1%**
Commercial and Employment						
CC	Community Commercial (Commercial Mixed Use)	CMU/SA	~~35.33~~29.68	~~1.7%~~1.3%	~~289~~249	~~3.3%~~2.9%
CC/BP	Community Commercial/ Business Professional (Mixed Use)	CC/SA	25.41	1.2%	--	--
CC	Community Commercial	CC & GC	177.89	8.6%	--	--
Sub-totals			**~~238.63~~232.98**	**~~11.5%~~11.1%**	**~~289~~ 249**	**~~3.3%~~2.9%**
Open Space/Public						
P/QP	Public/Quasi-Public	P/QP	64.73	3.1%	--	--
PR	Parks & Recreation	PR	106.2	5.1%	--	--
OS	Open Space	OS	303.29	14.6%	--	--
OS	Paseo (60'-wide)	OS	13.29	0.6%	--	--
UR	Urban Reserve	UR	38.72	1.9%	--	--
Sub-totals			**526.23**	**25.4%**	**--**	**--**
Right of Way/ Landscape Corridor			~~160.08~~ 161.16	7.7%	--	--
TOTAL			**2072.16 ac**	**100%**	**8,679 du**	**100%**

Note: See Table 7-4 for net Paseo total acres

Last Updated May 2020

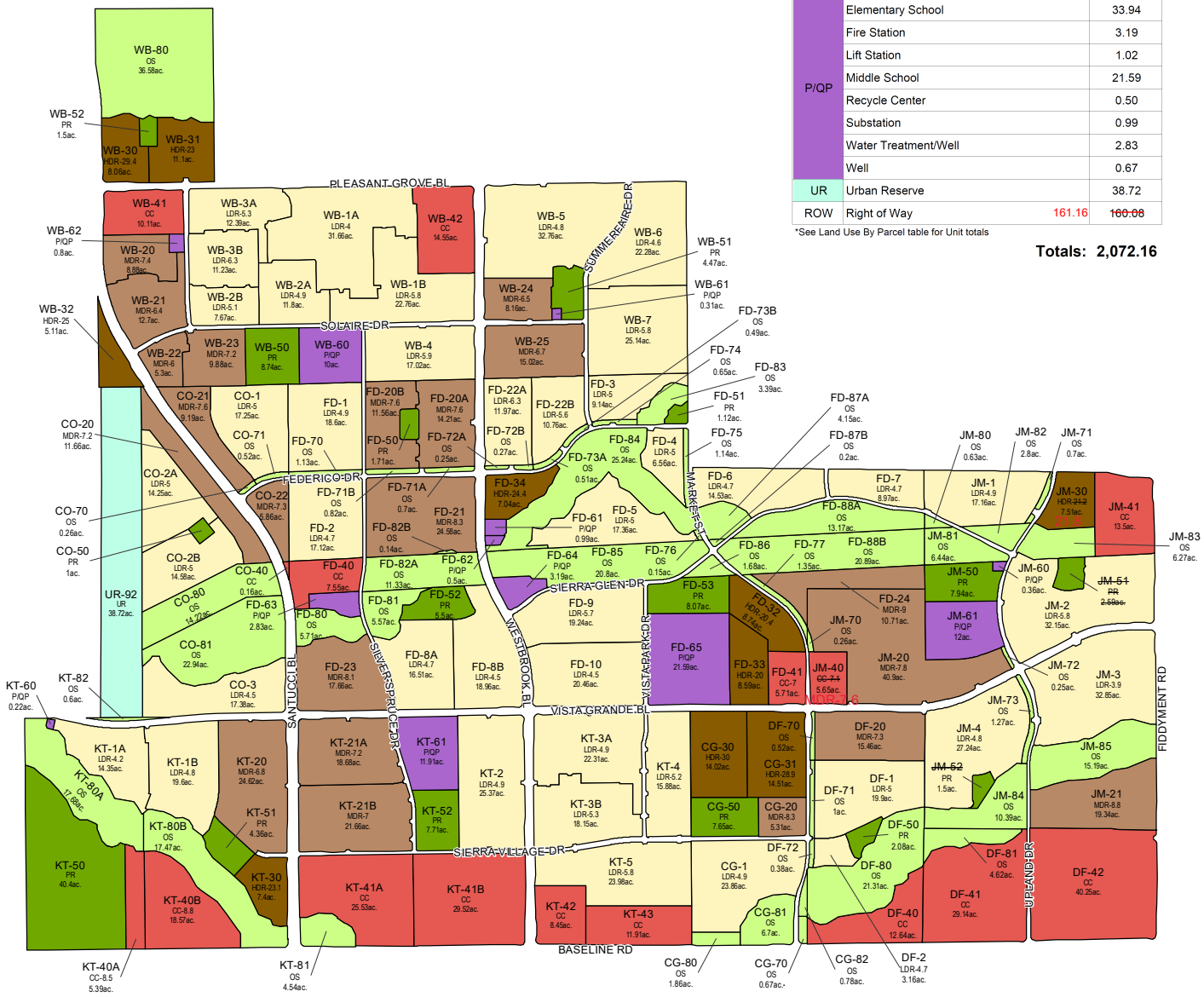
SIERRA VISTA LAND USE PLAN

Figure 4-1

	Land Use Designation		Acres
LDR	Residential		646.39
	Residential - Age Restricted		97.52
MDR	Residential	313.62	~~311.23~~
HDR	Residential		92.08
CC	Business Professional and Commercial		25.41
	Commercial		177.89
	Commercial Mixed Use	29.68	~~35.33~~
OS	Open Space		303.29
	Open Space/Paseo		13.29
PR	Park		106.20
P/QP	Elementary School		33.94
	Fire Station		3.19
	Lift Station		1.02
	Middle School		21.59
	Recycle Center		0.50
	Substation		0.99
	Water Treatment/Well		2.83
	Well		0.67
UR	Urban Reserve		38.72
ROW	Right of Way	161.16	~~160.08~~

*See Land Use By Parcel table for Unit totals

Totals: 2,072.16



Last Updated: December 17, 2019

Table 4-2: Land Use, Zoning, & Acreage by Parcel (cont.)

PARCEL	GENERAL PLAN LAND USE (Specific Plan Land Use)	ZONING	ACRES	ALLOCATED UNITS	DENSITY
JM-1	MDR (Residential)	RS/DS	17.16	135	7.9
JM-2	LDR (Residential)	RS/DS	32.15	187	5.8
JM-3	LDR (Residential)	RS/DS	32.49	127	3.9
JM-4	LDR (Residential)	RS/DS	27.24	132	5.1
JM-20	MDR (Residential)	RS/DS	40.90	322	7.8
JM-21	LDR (Residential)	RS/DS	19.34	95	4.9
JM-30	HDR (Residential)	R3	7.51	~~159~~164	~~21.2~~21.8
JM-40	~~CC (Commercial Mixed Use)~~MDR (Residential)	~~CMU/SA~~ RS/DS	~~5.65~~4.57	~~40~~35	~~7.1~~7.6
JM-41	CC (Commercial/Business Professional)	CC/SA	13.50		
JM-50	PR (Park)	PR	7.94		
JM-51	PR (Park)	PR	2.59		
JM-52	PR (Park)	PR	1.50		
JM-60	Public/Quasi-Public (Well)	P/QP	0.36		
JM-61	Public/Quasi-Public (Elementary School)	P/QP	12.00		
JM-70	OS (Open Space/Paseo)	OS	0.26		
JM-71	OS (Open Space/Paseo)	OS	0.7		
JM-72	OS (Open Space/Paseo)	OS	0.25		
JM-73	OS (Open Space/Paseo)	OS	1.27		
JM-80	OS (Open Space)	OS	0.63		
JM-81	OS (Open Space)	OS	6.44		
JM-82	OS (Open Space)	OS	2.80		
JM-83	OS (Open Space)	OS	6.27		
JM-84	OS (Open Space)	OS	10.40		
JM-85	OS (Open Space)	OS	15.19		
	Sub-totals (Mourier Investments LLC)		**~~264.54~~ 263.46**	**1,197**	
KT-1A	LDR (Residential)	RS/DS	14.35	60	4.2
KT-1B	LDR (Residential)	RS/DS	19.60	95	4.8
KT-2	LDR (Residential)	RS/DS	25.37	125	4.9
KT-3A	LDR (Residential)	RS/DS	22.30	110	5.0
KT-3B	LDR (Residential)	RS/DS	18.15	97	5.2
KT-4	LDR (Residential)	RS/DS	15.89	82	5.2
KT-5	LDR (Residential)	RS/DS	23.93	140	5.8
KT-20	MDR (Residential)	RS/DS	24.62	167	6.8
KT-21A	MDR (Residential)	RS/DS	18.68	135	7.2
KT-21B	MDR (Residential)	RS/DS	21.66	152	7.0
KT-30	HDR (Residential)	R3	7.40	171	23.1
KT-40A	CC (Commercial Mixed Use)	CMU/SA	5.39	46	20.0
KT-40B	CC (Commercial Mixed Use)	CMU/SA	1858	163	20.0
KT-41A	CC (Commercial)	GC	25.52		
KT-41B	CC (Commercial)	GC	29.52		
KT-42	CC (Commercial)	GC	8.45		
KT-43	Commercial/Business Professional	CC/SA	11.91		
KT-50	PR (Park)	PR	40.40		
KT-51	PR (Park)	PR	4.36		
KT-52	PR (Park)	PR	7.61		
KT-60	Public/Quasi-Public (Sewer Lift Station)	P/QP	0.22		
KT-61	Public/Quasi-Public (Elementary School)	P/QP	11.94		
KT-80A	OS (Open Space)	OS	17.68		
KT-80B	OS (Open Space)	OS	17.47		
KT-81	OS (Open Space)	OS	4.54		
KT-82	OS (Open Space)	OS	0.61		
	Sub-totals (KT Development)		**416.13**	**1,543**	

Table 4-2: Land Use, Zoning, & Acreage by Parcel (cont.)

PARCEL	GENERAL PLAN LAND USE (Specific Plan Land Use)	ZONING	ACRES	ALLOCATED UNITS	DENSITY
UR-92	Urban Reserve	UR	38.72		
	Sub-totals (Urban Reserve)		**40.31**	**0**	
WB-1A	LDR (Residential – Age-Restricted)	RS/DS	31.66	126	4.0
WB-1B	LDR (Residential – Age-Restricted)	RS/DS	22.76	133	5.8
WB-2A	LDR (Residential – Age-Restricted)	RS/DS	11.81	58	4.9
WB-2B	LDR (Residential – Age-Restricted)	RS/DS	7.67	39	5.1
WB-3A	LDR (Residential – Age-Restricted)	RS/DS	12.39	66	5.3
WB-3B	LDR (Residential – Age-Restricted)	RS/DS	11.23	71	6.3
WB-4	LDR (Residential)	RS/DS	17.02	100	5.9
WB-5	LDR (Residential)	RS/DS	32.76	157	4.8
WB-6	LDR (Residential)	RS/DS	22.28	103	4.6
WB-7	LDR (Residential)	RS/DS	25.14	145	5.7
WB-20	MDR (Residential)	RS/DS	8.88	66	7.9
WB-21	MDR (Residential)	RS/DS	12.70	81	7.0
WB-22	MDR (Residential)	RS/DS	5.30	32	6.9
WB-23	MDR (Residential)	RS/DS	9.88	71	7.3
WB-24	MDR (Residential)	RS/DS	8.16	53	6.5
WB-25	MDR (Residential)	RS/DS	15.02	100	6.7
WB-30	HDR (Residential)	R3	8.06	237	29.4
WB-31	HDR (Residential)	R3	11.10	263	23.7
WB-32	HDR (Residential)	R3	5.11	128	25.0
WB-41	CC (Commercial)	CC	10.11		
WB-42	CC (Commercial)	CC	14.55		
WB-50	PR (Park)	PR	8.74		
WB-51	PR (Park)	PR	4.47		
WB-52	PR (Park)	PR	1.50		
WB-60	Public/Quasi-Public (Elementary School)	P/QP	10.00		
WB-61	Public/Quasi-Public (Well)	P/QP	0.31		
WB-62	Public/Quasi-Public (Lift Station)	P/QP	0.80		
WB-80	OS (Open Space)	OS	36.58		
	Sub-totals (Westbrook)		**365.99**	**2,029**	
ROW	Right of Way/Landscape Corridors		~~160.08~~161.16		
	Sub-totals (ROW)		**~~160.08~~161.16**	**0**	
	Total		**2,072.16**	**8,679**	

Table Updated May 2020
(GIS acreages revised December 17, 2019)

Table 5-2: Affordable Housing Goal	
Income Category	**Units Required to Meet Goal**
40% Very-Low-Income	347 du
40% Low-Income	347 du
20% Middle-Income	174 du
Total Affordable Housing Need	868 du (10% of 8,679 du)

Allocation of Affordable Housing Goal

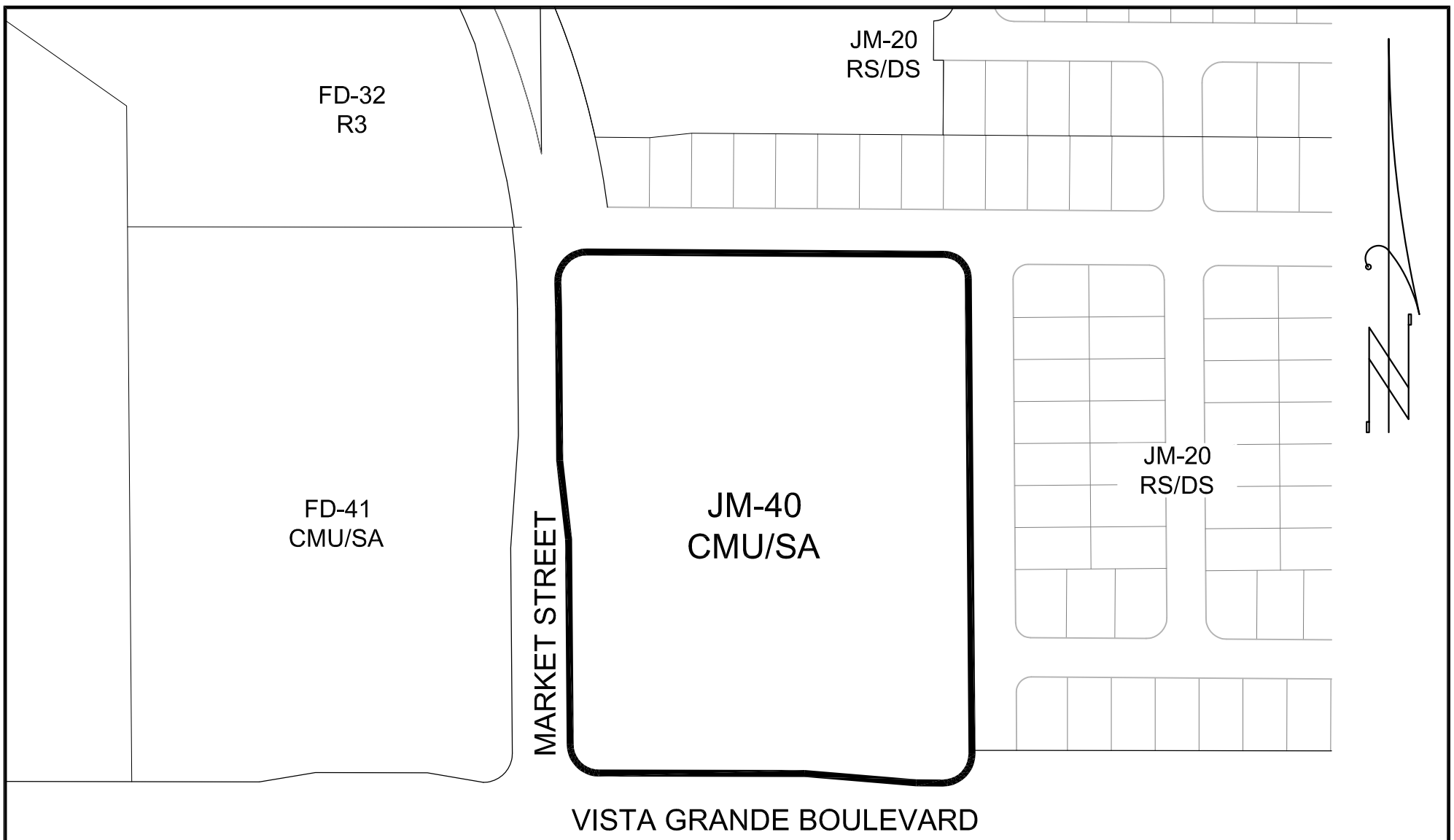
The affordable housing units within the SVSP have been allocated to specific MDR and HDR parcels as identified in Table 5-3, with designated parcels reflected on Figure 5-1. The intent is to distribute affordable units throughout the Plan Area. In addition, through implementation of the Affordable Housing Plan, the City should work with property owners to define alternative solutions, such as carriage units or granny flats in LDR and MDR areas, which also meet the intent of the Program.

Table 5-3: Affordable Housing Allocation

Parcel	Land Use	Total Units in Parcel	Total Affordable Allocation	Very Low Income Rental	Low Income Rental	Middle[2] Income Purchase
CG-20	MDR	44	20			20
CO-20	MDR	84	34			34
DF-20[1]	MDR	113	23	9	9	5
KT-20	MDR	202	31			31
CG-31	HDR	420	80	40	40	
FD-30	HDR	86	86	43	43	
FD-31	HDR	86	86	43	43	
FD-32	HDR	178	43			43
KT-30	HDR	150	124	62	62	
JM-30[4]	HDR	~~159~~176	~~146~~176	~~73~~88	~~73~~88	
WB-30	HDR	237	237[3]	68	169[3]	
WB-32	HDR	128	128[3]	92	36[3]	
Total			~~1,038~~1,068[3]	~~430~~445	~~475~~[3]490[3]	**133**

1 Carriage units are intended to fulfill the very-low and low income obligation
2 Middle-income purchase unit obligations may also be fulfilled via additional low-income rental units. 41 middle-income units were converted to low-income units via the Westbrook SPA approved in 2016.
3. Includes 162 units transferred to Westbrook from WRSP Parcel W-16.
4. Parcel JM-30 includes 8 units (4 Very-Low and 4 Low) transferred from NRSP Parcel M-31 (File #PL17-0204), 5 units transferred from SVSP Parcel JM-40 (File #PL20-0103), and 12 units transferred from SVSP Parcel JM-21 (File #PL20-0191).

NOTE: SVSP Section 5.4 allows for the transfer of affordable units. Check with the Housing Division to confirm current affordable housing obligations.



EXISTING ZONING DESIGNATIONS

SCALE: 1"=150'

PROPOSED ZONING DESIGNATIONS

SCALE: 1"=150'

BAKER-WILLIAMS ENGINEERING GROUP
Engineering / Surveying / Land Planning / Entitlement Processing / GPS Services
6020 Rutland Drive, Suite 19 ~ Carmichael CA 95608
(916) 331-4336 ~ fax (916) 331-4430 ~ office@bwengineers.com

SCALE: 1"=150'

JOB #: 18-03-010

DATE: MAY, 2020

REZONE EXHIBIT

SIERRA VISTA VILLAGE JM-40

PROJECT # PL20-0103

CITY of ROSEVILLE, CALIFORNIA

PC EXHIBIT F

OFFICIAL BUSINESS
Document entitled to free recording
Government Code Section 27383

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

City Clerk
City of Roseville
311 Vernon Street
Roseville, CA 95678

(SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE)

SECOND AMENDMENT OF DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF ROSEVILLE AND MOURIER INVESTMENTS, LLC RELATIVE TO THE SIERRA VISTA SPECIFIC PLAN

This Second Amendment of Development Agreement is entered into this ____ day of _____, 2020, by and between the CITY OF ROSEVILLE, a municipal corporation ("City") and Mourier Investments, LLC, a California limited liability company ("Mourier" or "Landowner") pursuant to Sections 65864 through 65869.5 of the Government Code of California.

RECITALS

A. Mourier, Bagley & Associates, L.P., a California limited partnership ("Bagley"), and City entered into a Development Agreement (the "Original Development Agreement") which was approved by the City Council of City on May 19, 2010, and recorded on June 18, 2010, in the Official Records of Placer County as Document No. 2010-0045941-00.

B. Mourier, Bagley, and City entered into the Original Development Agreement relative to development within a portion of the Sierra Vista Specific Plan Area, as such is more precisely defined in Exhibits "A" and "B" of the Original Development Agreement (the "Property"). Except as otherwise defined herein, all capitalized terms used herein shall have the meanings ascribed thereto in the Original Development Agreement.

C. Bagley assigned its interest in the Original Development Agreement to Mourier pursuant to that certain Option Agreement dated August 15, 2001, and which closed escrow on September 8, 2010.

D. Mourier assigned a portion of its interest in the Original Development Agreement to John Mourier Construction, Inc., a California corporation ("JMC") pursuant to that certain Purchase and Sale Agreement dated December 19, 2017, and which closed escrow on December 26, 2017.

E. Mourier assigned a portion of its interest in the Original Development Agreement to JMC pursuant to that certain Assignment and Assumption Agreement Relative to the Sierra Vista Specific Plan Development Agreement dated as of November 7, 2019, and recorded November 8, 2019, as Document No. 2019-0089190-00, in the Official Records of Placer County, California.

F. City, Mourier, and JMC entered into a First Amendment to the Original Development Agreement (the "First Amendment") which was approved by the City Council of City on March 4, 2020, and recorded on April 13, 2020, in the Official Records of Placer County as Document No. 2020-0032963-00. The Original Development Agreement and the First Amendment are hereinafter collectively referred to as the "Development Agreement."

G. This Second Amendment to the Development Agreement (the "Second Amendment") affects certain portions of the Property owned by Mourier (the "Second Amendment Property"), as described in Exhibit "A" and depicted in Exhibit "B" attached to this Second Amendment and shall run with the land described in Exhibit "A" hereto. Mourier and City intend for this Second Amendment to document certain unit transfers within the Plan Area, revise the parties' obligations with respect to groundwater production wells and recycled water facilities, and update the parties' evaluation of water conservation goals.

H. This Second Amendment is authorized by Section 1.4 of the Development Agreement.

NOW THEREFORE, THE PARTIES MUTUALLY AGREE AS FOLLOWS:

1. AMENDMENT OF DEVELOPMENT AGREEMENT.

a. The term "Entitlements" set forth in Recital F of the Development Agreement for the Second Amendment Property is hereby revised to include the Sierra Vista Specific Plan and Design Guidelines, as amended and adopted by Resolution No. ___-___.

b. The land use designations, approximate acreages, and unit counts in Section 2.2 of the Development Agreement for the Second Amendment Property are hereby revised as follows:

Medium Density Residential	35 units on 5.65 Net Acres;
Right of Way	1.2 Net Acres.

c. Section 3.7.2 of the Development Agreement for the Second Amendment Property is hereby amended and revised in its entirety to read as follows:

"3.7.2 Groundwater Wells. If applicable, Landowner shall dedicate to City Parcels JM-60 and FD-63 for two (2) groundwater wells at the approximate locations shown in Exhibit "Q". The City shall be responsible for the construction of monitoring wells for determining water production and quality and the topside improvements. Landowner shall be responsible for drilling and completing the production wells (but not above ground well improvements such as pumping and treatment facilities) as further described below ("Well Construction Requirements"). To facilitate the drilling of the monitoring wells Landowner will provide City and its contractors access to and within the location of the well site to enable City to install monitoring wells to confirm desired capacity and water quality.

It is the intent of this section (and the Parties) that the groundwater well locations identified within the SVSP shall be capable of achieving a yield of approximately 1,800 gallons per minute and the groundwater water is of such quality that only disinfection will be required to meet California Drinking Water Quality Standards. Should the City determine the available capacity or water quality does not achieve these objectives, Landowners shall, at its own cost, work with the City to relocate well sites within the SVSP until these objectives are satisfied.

The Landowner shall contact the City Environmental Utilities Department prior to construction of the production wells. Landowner shall receive approval from the City of the well design and drilling method prior to commencement of this work. Wells shall be drilled at the time of occupancy of any residential units within 500 feet of the well site. Landowner shall include noise curtains for a particular well if at the time of construction of the well homes are occupied between 500 feet and 1000 feet of the well.

Notwithstanding the foregoing, if the City adopts a revised water connection fee which is uniformly applied on a City-wide basis and encompasses the costs of the Well Construction Requirements, Landowner shall be relieved of the Well Construction Requirements set forth in this Section 3.7.2 so long as Landowner pays the applicable fee."

d. Section 3.7.4 of the Development Agreement for the Second Amendment Property is hereby amended and revised in its entirety to read as follows:

"3.7.4 Water Conservation Goal. The City has determined, and Landowner agrees, that the available water supply is sufficient to serve all phases of the Project. This determination was the conclusion of a review of the demand and source issues created by the projected build-out of the Project based upon the various technical studies completed in connection with the environmental review of the Project. The demand for water at build-out of the Project was determined by reference to the City's current information on water usage by the various land uses included and permitted within the City and the proposed land uses within the Project and by reference to the Landowner's Sierra Vista Specific Plan Water Conservation Plan which includes a reduction in water use by 17% over current use characteristics.

The sources for water evaluated for the Project are the same types of sources currently used throughout the City; namely, surface water contracts with federal and local agencies and the use of groundwater. City and Developer are satisfied, based upon detailed technical analysis, that the demand and source assumptions relied upon to assure water for the Project are valid. However, the Parties have agreed to the following procedure to assure the continued validity of the underlying assumptions and the continued availability of sufficient water to service all phases of the SVSP Project.

With the implementation of the City's Advanced Metering Infrastructure ("AMI") system, the City will have the ability to monitor potable water consumption on a near real term basis. If the City determines that water consumption exceeds what was anticipated and will negatively affect the City's ability to provide water for the Project, then the Parties shall meet and in good faith attempt to implement whatever measures are needed to assure the water supply will meet the Project's demands. In the event that the City adopts a City-Wide requirement for a reduction in water use by more than the 17% over current potable water usage as set forth herein, and the then built portion of the SVSP has met its 17% objective set forth in this Section 3.7.4, the residential units for which building permits have not yet been issued shall be required to implement such measures necessary to achieve such City-Wide requirement, above the 17% objective set forth in this Section 3.7.4. Development and implementation of such measures shall be at Landowner's cost. The foregoing notwithstanding, should City achieve its adopted City-Wide water conservation goals, the SVSP

Area shall not under any circumstances be deemed out of compliance with its Water Conservation Plan water conservation objective as set forth herein."

e. Section 3.9 of the Development Agreement for the Second Amendment Property is hereby amended and revised in its entirety to read as follows:

"3.9 Recycled Water Facilities. Landowner shall construct recycled water system facilities as provided in this Section 3.9 and the Phasing Plan in Section 3.3, and as shown in Exhibit "U", attached hereto and made a part hereof. Recycled water shall be used for irrigation of parks and landscape setbacks, medians, paseos adjacent to collector streets and other landscape areas including all multi-family and non-residential landscaping uses. Landowner shall construct and dedicate upon completion thereof, a recycled water distribution system as generally shown in Exhibit "U". In the event that the WRSP has not constructed recycled water facilities necessary to serve the SVSP, Landowner shall construct the necessary off-site recycled facilities and obtain reimbursement from the WRSP in accordance with Section 4.2.2 herein.

City shall construct a recycled water tank(s), pump station expansion and appurtenant recycled water facilities on City property in the WRSP as required for the Project. City shall be responsible to dismantle and eliminate each potable water charging station (5 total) as set forth in Section 3.3, and make the appropriate connections to the WRSP recycled water system as part of the construction of the recycled water tank(s) and pump station expansion on City property in the WRSP. City costs, estimated at $5.3 million, associated with the recycled water tank(s), pump station expansion, elimination of the potable water charging stations and connections to the West Roseville Specific Plan recycled water system, and appurtenant recycled water facilities (hereinafter, the "Recycled Water Facilities"), which include, but are not limited to, permitting, design, construction, design support during construction phase, construction management, inspection, and City's administrative and labor costs, shall be paid through a combination of methods, as follows:

(i) The City shall, as part of maximum special taxes in the Project CFD(s), as defined in Section 3.17.1 of the Agreement, include in such levy of maximum special taxes on all DUEs in the Specific Plan, comprised of 6,650 residential units and 2,095,236 square feet of non-residential building square footage, an amount of $30/sewer equivalent dwelling unit ("sewer

EDU")/year starting at the time a water meter is installed for the particular land use or as classified as a developed parcel in the rate and method for the Project CFD(s);

(ii) The City shall levy up to maximum special taxes in the Project CFD(s), as defined in Section 3.17.1, necessary to generate what is estimated at $2.4 million (in year 2010 dollars), adjusted annually by the CCI, for a portion of the Recycled Water Facilities to be financed pursuant to this Section 3.9. Such maximum special taxes shall be levied at issuance of building permits in the case of residential land uses, and at certificate of occupancy for non-residential land uses, on a pro-rata basis for a Landowner's proportionate share of its obligation under this Section 3.9, with sewer EDUs on all properties in the SVSP as the denominator, and the sewer EDUs in a large lot parcel as the numerator, and shall remain in place until Landowner's proportionate share of the $2.4 million in pay-as-you-go special tax revenue for such Recycled Water Facilities set forth in this Section 3.9, as may be adjusted by the CCI, is fully paid.

(iii) City shall impose a charge for recycled water of $20/sewer EDU/month (based on meter size) over the standard City charge for irrigation service (including the use of potable water on an interim basis) as such standard recycled water charge may from time to time be adjusted by City, charged to future recycled water billing accounts in the Plan Area for landscape setbacks for high density residential and non-residential land uses, until such time as $2.9 million for the Recycled Water Facilities, beyond the $2.4 million of maximum special taxes collected, is fully funded; and

(iv) If the costs of the Recycled Water Facilities fall below or rise above the $5.3 million estimated cost, City shall adjust accordingly the amounts financed as set forth in this Section 3.9.

All recycled water system facilities including storage tank(s), pump station, transmission, distribution and public and private irrigation systems shall be designed and constructed pursuant to City's then current Improvement Standards, unless modifications are otherwise mutually agreed to by Landowner and the Environmental Utilities Director, and shall be subject to City plan review, construction, inspection and final approval and payment of all applicable fees for plan review, mapping and inspection of such improvements.

If City adopts a revised water connection fee (which is uniformly applied on a City-wide basis and encompasses the estimated $5.3 million for the Recycled Water Facilities described in this Section 3.9), Landowner shall not be responsible for the payment of the estimated $5.3 million pro-rata share of the cost of the Recycled Water Facilities, except through the payment of the City's recycled

water connection fee, or City's revised water connection fee if a recycled water connection fee is embedded into City's revised water connection fee, or any special benefit fees as may be applicable to the Project to fund the Recycled Water Facilities."

2. CONSISTENCY WITH GENERAL PLAN. The City Council has found and determined that this Second Amendment of the Development Agreement is consistent with the General Plan and the Sierra Vista Specific Plan.

3. AMENDMENT LIMITED TO SECOND AMENDMENT PROPERTY. This Second Amendment is limited to and applies only to development of the Second Amendment Property and does not affect or apply in any manner with respect to the development of any other property within the Sierra Vista Specific Plan Area, including without limitation, any other portion of the Property.

4. AMENDMENT. This Second Amendment amends, but does not replace or supersede, the Development Agreement, except as specified herein. As amended hereby with respect to the Second Amendment Property, the Development Agreement remains in full force and effect.

5. FORM OF AMENDMENT. This Second Amendment is executed in two duplicate originals, each of which is deemed to be an original.

[Remainder of Page Intentionally Blank; Signatures Follow on Next Page]

IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has authorized the execution of this Second Amendment in duplicate by its City Manager and attested to by its City Clerk under the authority of Ordinance No. _____, adopted by the Council of the City of Roseville on the ____ day of _____, 2020.

CITY OF ROSEVILLE,
a municipal corporation

By:_____
Dominick Casey
City Manager

MOURIER INVESTMENTS, LLC, a
California limited liability company

By:_____
John L. Mourier, III
Managing Member

ATTEST:

By:_____
Sonia Orozco
City Clerk

APPROVED AS TO FORM;

By:_____
Robert R. Schmitt
City Attorney

APPROVED AS TO SUBSTANCE:

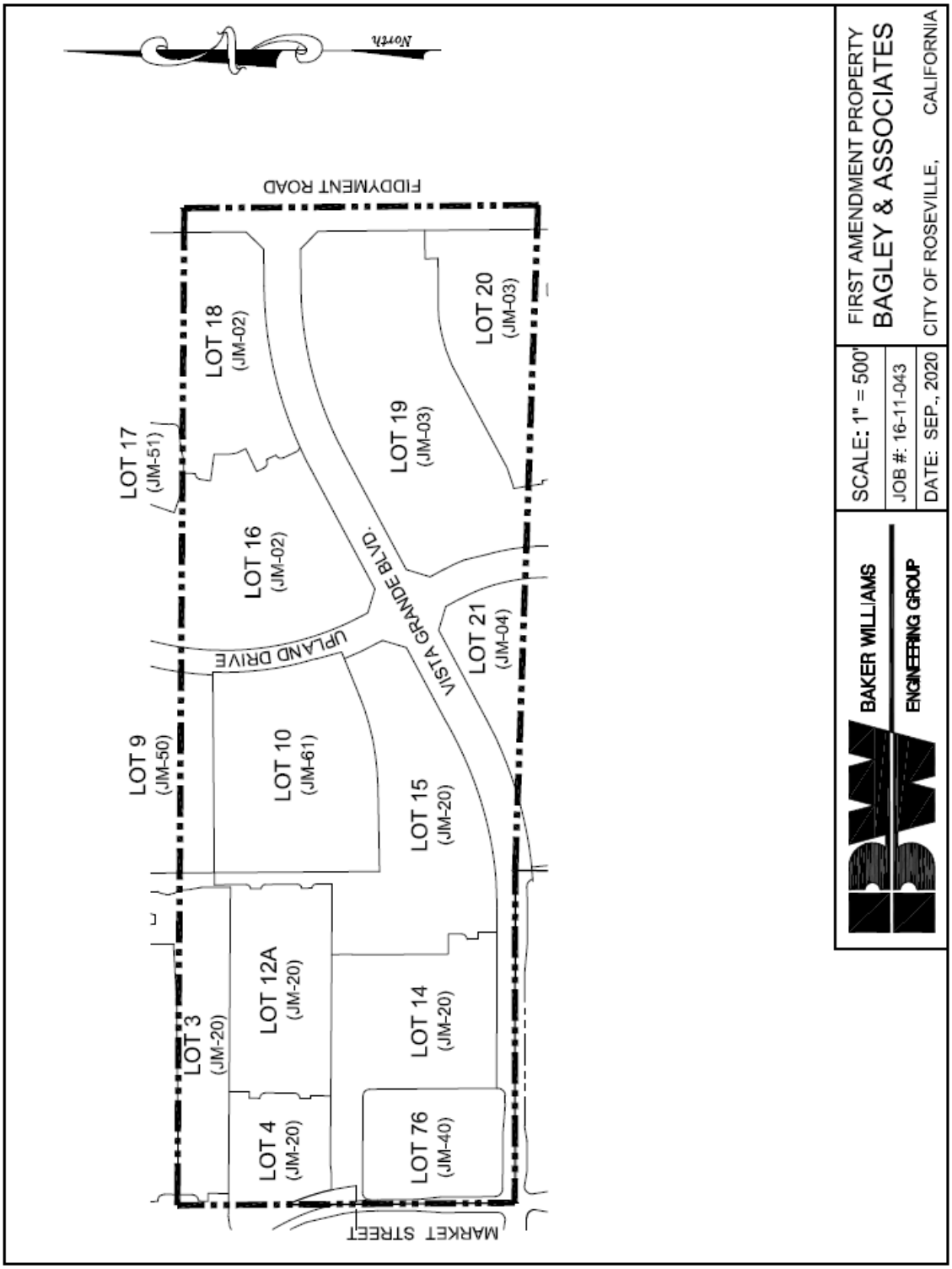
By:_____
Mike Isom
Development Services Director

EXHIBIT A
SECOND AMENDMENT PROPERTY

Legal Description for
Sierra Vista Development Agreement
Mourier Investments, LLC
(Bagley & Associates, LLP)

All that real property situate in the City of Roseville, County of Placer, State of California located in Section 36, Township 11 North, Range 5 East, M.D.M. being all of Lot 76 as shown on the Final Map of "Sierra Vista Village JM-20B – Phase 2", filed for record on May 4th, 2020, in Book EE of Maps, at Page 96, Official Records of Placer County.

EXHIBIT B
DEPICTION OF SECOND AMENDMENT PROPERTY



PC EXHIBIT G

OFFICIAL BUSINESS
Document entitled to free recording
Government Code Section 27383

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

City Clerk
City of Roseville
311 Vernon Street
Roseville, CA 95678

(SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE)

SECOND AMENDMENT OF DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF ROSEVILLE AND MOURIER INVESTMENTS, LLC RELATIVE TO THE SIERRA VISTA SPECIFIC PLAN

This Second Amendment of Development Agreement is entered into this ____ day of _____, 2020, by and between the CITY OF ROSEVILLE, a municipal corporation ("City") and MOURIER INVESTMENTS, LLC, a California limited liability company ("Mourier" or "Landowner") pursuant to Sections 65864 through 65869.5 of the Government Code of California.

RECITALS

A. Mourier, Computer Deductions, Inc., a California corporation ("Computer"), and City entered into a Development Agreement (the "Original Development Agreement") which was approved by the City Council of City on May 19, 2010, and recorded on June 18, 2010, in the Official Records of Placer County as Document No. 2010-0045931-00.

B. Mourier, Computer, and City entered into the Original Development Agreement relative to development within a portion of the Sierra Vista Specific Plan Area, as such is more precisely defined in Exhibits "A" and "B" of the Original Development Agreement (the "Property"). Except as otherwise defined herein, all capitalized terms used herein shall have the meanings ascribed thereto in the Original Development Agreement.

C. Computer assigned its interest in the Original Development Agreement to Mourier pursuant to that certain Assignment and Assumption Agreement Relative to the Sierra Vista Specific Plan Development Agreement dated January 13, 2012, and recorded January 31, 2012, as Document No. 2012-0008251-00, in the Official Records of Placer County, California.

D. Mourier transferred a portion of its interest in the Original Development Agreement to John Mourier Construction, Inc., a California corporation ("JMC") pursuant to that certain Assignment and Assumption Agreement Relative to the Sierra Vista Specific Plan Development Agreement dated as of November 7, 2019, and recorded November 8, 2019, as Document No. 2019-0089192-00, in the Official Records of Placer County, California.

E. City, Mourier, and JMC entered into a First Amendment to the Original Development Agreement (the "First Amendment") which was approved by the City Council of City on March 4, 2020, and recorded on April 13, 2020, in the Official Records of Placer County as Document No. 2020-0032964-00. The Original Development Agreement and the First Amendment are hereinafter collectively referred to as the "Development Agreement."

F. This Second Amendment to the Development Agreement (the "Second Amendment") affects certain portions of the Property owned by Mourier (the "Second Amendment Property"), as described in Exhibit "A" and depicted in Exhibit "B" attached to this Second Amendment and shall run with the land described in Exhibit "A" hereto. Mourier and City intend for this Second Amendment to document certain density increases within the Plan Area, increase the number of affordable rental units to be reserved within the Second Amendment Property, revise the parties' obligations with respect to groundwater production wells and recycled water facilities, and update the parties' evaluation of water conservation goals.

G. This Second Amendment is authorized by Section 1.4 of the Development Agreement.

NOW THEREFORE, THE PARTIES MUTUALLY AGREE AS FOLLOWS:

1. AMENDMENT OF DEVELOPMENT AGREEMENT.

a. The term "Entitlements" set forth in Recital F of the Development Agreement for the Second Amendment Property is hereby revised to include the Sierra Vista Specific Plan and Design Guidelines, as amended and adopted by Resolution No. ___-___.

b. The land use designations, approximate acreages, and unit counts in Section 2.2 of the Development Agreement for the Second Amendment Property are hereby revised as follows:

High Density Residential	176 units on 7.5 Net Acres;
Right of Way	0.38 Net Acres.

c. Section 2.6.1.1 of the Development Agreement for the Second Amendment Property is hereby amended and revised to read in its entirety as follows:

"Landowner agrees that one hundred seventy-six (176) affordable rental units will be reserved within the Property, including eighty-eight (88) units for rental to very low income households and eighty-eight (88) units for rental to low income households as follows:

Parcel	Total Units In Parcel	Total Affordable Unit Allocation	Very Low Income Rental Units	Low Income Rental Units
JM-30	176	176	88	88

d. Section 3.7.2 of the Development Agreement for the Second Amendment Property is hereby amended and revised in its entirety to read as follows:

"3.7.2 Groundwater Wells. If applicable, Landowner shall dedicate to City Parcels JM-60 and FD-63 for two (2) groundwater wells at the approximate locations shown in Exhibit "Q". The City shall be responsible for the construction of monitoring wells for determining water production and quality and the topside improvements. Landowner shall be responsible for drilling and completing the production wells (but not above ground well improvements such as pumping and treatment facilities) as further described below ("Well Construction Requirements"). To facilitate the drilling of the monitoring wells Landowner will provide City and its contractors access to and within the location of the well site to enable City to install monitoring wells to confirm desired capacity and water quality.

It is the intent of this section (and the Parties) that the groundwater well locations identified within the SVSP shall be capable of achieving a yield of approximately 1,800 gallons per minute and the groundwater water is of such quality that only disinfection will be required to meet California Drinking Water Quality Standards. Should the City determine the available capacity or water quality does not achieve these objectives, Landowners shall, at its own cost, work with the City to relocate well sites within the SVSP until these objectives are satisfied.

The Landowner shall contact the City Environmental Utilities Department prior to construction of the production wells. Landowner shall receive approval from the City of the well design and drilling method prior to commencement of this work. Wells

shall be drilled at the time of occupancy of any residential units within 500 feet of the well site. Landowner shall include noise curtains for a particular well if at the time of construction of the well homes are occupied between 500 feet and 1000 feet of the well.

Notwithstanding the foregoing, if the City adopts a revised water connection fee which is uniformly applied on a City-wide basis and encompasses the costs of the Well Construction Requirements, Landowner shall be relieved of the Well Construction Requirements set forth in this Section 3.7.2 so long as Landowner pays the applicable fee."

e. Section 3.7.4 of the Development Agreement for the Second Amendment Property is hereby amended and revised in its entirety to read as follows:

"3.7.4 Water Conservation Goal. The City has determined, and Landowner agrees, that the available water supply is sufficient to serve all phases of the Project. This determination was the conclusion of a review of the demand and source issues created by the projected build-out of the Project based upon the various technical studies completed in connection with the environmental review of the Project. The demand for water at build-out of the Project was determined by reference to the City's current information on water usage by the various land uses included and permitted within the City and the proposed land uses within the Project and by reference to the Landowner's Sierra Vista Specific Plan Water Conservation Plan which includes a reduction in water use by 17% over current use characteristics.

The sources for water evaluated for the Project are the same types of sources currently used throughout the City; namely, surface water contracts with federal and local agencies and the use of groundwater. City and Developer are satisfied, based upon detailed technical analysis, that the demand and source assumptions relied upon to assure water for the Project are valid." However, the Parties have agreed to the following procedure to assure the continued validity of the underlying assumptions and the continued availability of sufficient water to service all phases of the SVSP Project.

With the implementation of the City's Advanced Metering Infrastructure ("AMI") system, the City will have the ability to monitor potable water consumption on a near real term basis. If the City determines that water consumption exceeds what was anticipated and will negatively affect the City's ability to provide water for the Project, then the Parties shall meet and in good faith

attempt to implement whatever measures are needed to assure the water supply will meet the Project's demands. In the event that the City adopts a City-Wide requirement for a reduction in water use by more than the 17% over current potable water usage as set forth herein, and the then built portion of the SVSP has met its 17% objective set forth in this Section 3.7.4, the residential units for which building permits have not yet been issued shall be required to implement such measures necessary to achieve such City-Wide requirement, above the 17% objective set forth in this Section 3.7.4. Development and implementation of such measures shall be at Landowner's cost. The foregoing notwithstanding, should City achieve its adopted City-Wide water conservation goals, the SVSP Area shall not under any circumstances be deemed out of compliance with its Water Conservation Plan water conservation objective as set forth herein."

f. Section 3.9 of the Development Agreement for the Second Amendment Property is hereby amended and revised in its entirety to read as follows:

"3.9 Recycled Water Facilities. Landowner shall construct recycled water system facilities as provided in this Section 3.9 and the Phasing Plan in Section 3.3, and as shown in Exhibit "U", attached hereto and made a part hereof. Recycled water shall be used for irrigation of parks and landscape setbacks, medians, paseos adjacent to collector streets and other landscape areas including all multi-family and non-residential landscaping uses. Landowner shall construct and dedicate upon completion thereof, a recycled water distribution system as generally shown in Exhibit "U". In the event that the WRSP has not constructed recycled water facilities necessary to serve the SVSP, Landowner shall construct the necessary off-site recycled facilities and obtain reimbursement from the WRSP in accordance with Section 4.2.2 herein.

City shall construct a recycled water tank(s), pump station expansion and appurtenant recycled water facilities on City property in the WRSP as required for the Project. City shall be responsible to dismantle and eliminate each potable water charging station (5 total) as set forth in Section 3.3, and make the appropriate connections to the WRSP recycled water system as part of the construction of the recycled water tank(s) and pump station expansion on City property in the WRSP. City costs, estimated at $5.3 million, associated with the recycled water tank(s), pump station expansion, elimination of the potable water charging stations and connections to the West Roseville Specific Plan recycled water

system, and appurtenant recycled water facilities (hereinafter, the "Recycled Water Facilities"), which include, but are not limited to, permitting, design, construction, design support during construction phase, construction management, inspection, and City's administrative and labor costs, shall be paid through a combination of methods, as follows:

(i) The City shall, as part of maximum special taxes in the Project CFD(s), as defined in Section 3.17.1 of the Agreement, include in such levy of maximum special taxes on all DUEs in the Specific Plan, comprised of 6,650 residential units and 2,095,236 square feet of non-residential building square footage, an amount of $30/sewer equivalent dwelling unit ("sewer EDU")/year starting at the time a water meter is installed for the particular land use or as classified as a developed parcel in the rate and method for the Project CFD(s);

(ii) The City shall levy up to maximum special taxes in the Project CFD(s), as defined in Section 3.17.1, necessary to generate what is estimated at $2.4 million (in year 2010 dollars), adjusted annually by the CCI, for a portion of the Recycled Water Facilities to be financed pursuant to this Section 3.9. Such maximum special taxes shall be levied at issuance of building permits in the case of residential land uses, and at certificate of occupancy for non-residential land uses, on a pro-rata basis for a Landowner's proportionate share of its obligation under this Section 3.9, with sewer EDUs on all properties in the SVSP as the denominator, and the sewer EDUs in a large lot parcel as the numerator, and shall remain in place until Landowner's proportionate share of the $2.4 million in pay-as-you-go special tax revenue for such Recycled Water Facilities set forth in this Section 3.9, as may be adjusted by the CCI, is fully paid.

(iii) City shall impose a charge for recycled water of $20/sewer EDU/month (based on meter size) over the standard City charge for irrigation service (including the use of potable water on an interim basis) as such standard recycled water charge may from time to time be adjusted by City, charged to future recycled water billing accounts in the Plan Area for landscape setbacks for high density residential and non-residential land uses, until such time as $2.9 million for the Recycled Water Facilities, beyond the $2.4 million of maximum special taxes collected, is fully funded; and

(iv) If the costs of the Recycled Water Facilities fall below or rise above the $5.3 million estimated cost, City shall adjust accordingly the amounts financed as set forth in this Section 3.9.

All recycled water system facilities including storage tank(s), pump station, transmission, distribution and public and private irrigation systems shall be designed and constructed pursuant to City's then

current Improvement Standards, unless modifications are otherwise mutually agreed to by Landowner and the Environmental Utilities Director, and shall be subject to City plan review, construction, inspection and final approval and payment of all applicable fees for plan review, mapping and inspection of such improvements.

If City adopts a revised water connection fee (which is uniformly applied on a City-wide basis and encompasses the estimated $5.3 million for the "Recycled Water Facilities" described in this Section 3.9), Landowner shall not be responsible for the payment of the estimated $5.3 million pro-rata share of the cost of the Recycled Water Facilities, except through the payment of the City's recycled water connection fee, or City's revised water connection fee if a recycled water connection fee is embedded into City's revised water connection fee, or any special benefit fees as may be applicable to the Project to fund the Recycled Water Facilities."

2. CONSISTENCY WITH GENERAL PLAN. The City Council has found and determined that this Second Amendment of the Development Agreement is consistent with the General Plan and the Sierra Vista Specific Plan.

3. AMENDMENT LIMITED TO SECOND AMENDMENT PROPERTY. This Second Amendment is limited to and applies only to development of the Second Amendment Property and does not affect or apply in any manner with respect to the development of any other property within the Sierra Vista Specific Plan Area, including without limitation, any other portion of the Property.

4. AMENDMENT. This Second Amendment amends, but does not replace or supersede, the Development Agreement, except as specified herein. As amended hereby with respect to the Second Amendment Property, the Development Agreement remains in full force and effect.

5. FORM OF AMENDMENT. This Second Amendment is executed in two duplicate originals, each of which is deemed to be an original.

IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has authorized the execution of this Second Amendment in duplicate by its City Manager and attested to by its City Clerk under the authority of Ordinance No. _____, adopted by the Council of the City of Roseville on the ____ day of _____, 2020.

CITY OF ROSEVILLE, a municipal corporation	MOURIER INVESTMENTS, LLC, a California limited liability company

By:_____
Dominick Casey
City Manager

By:_____
John L. Mourier, III
Managing Member

ATTEST:

By:_____
Sonia Orozco
City Clerk

APPROVED AS TO FORM;

By:_____
Robert R. Schmitt
City Attorney

APPROVED AS TO SUBSTANCE:

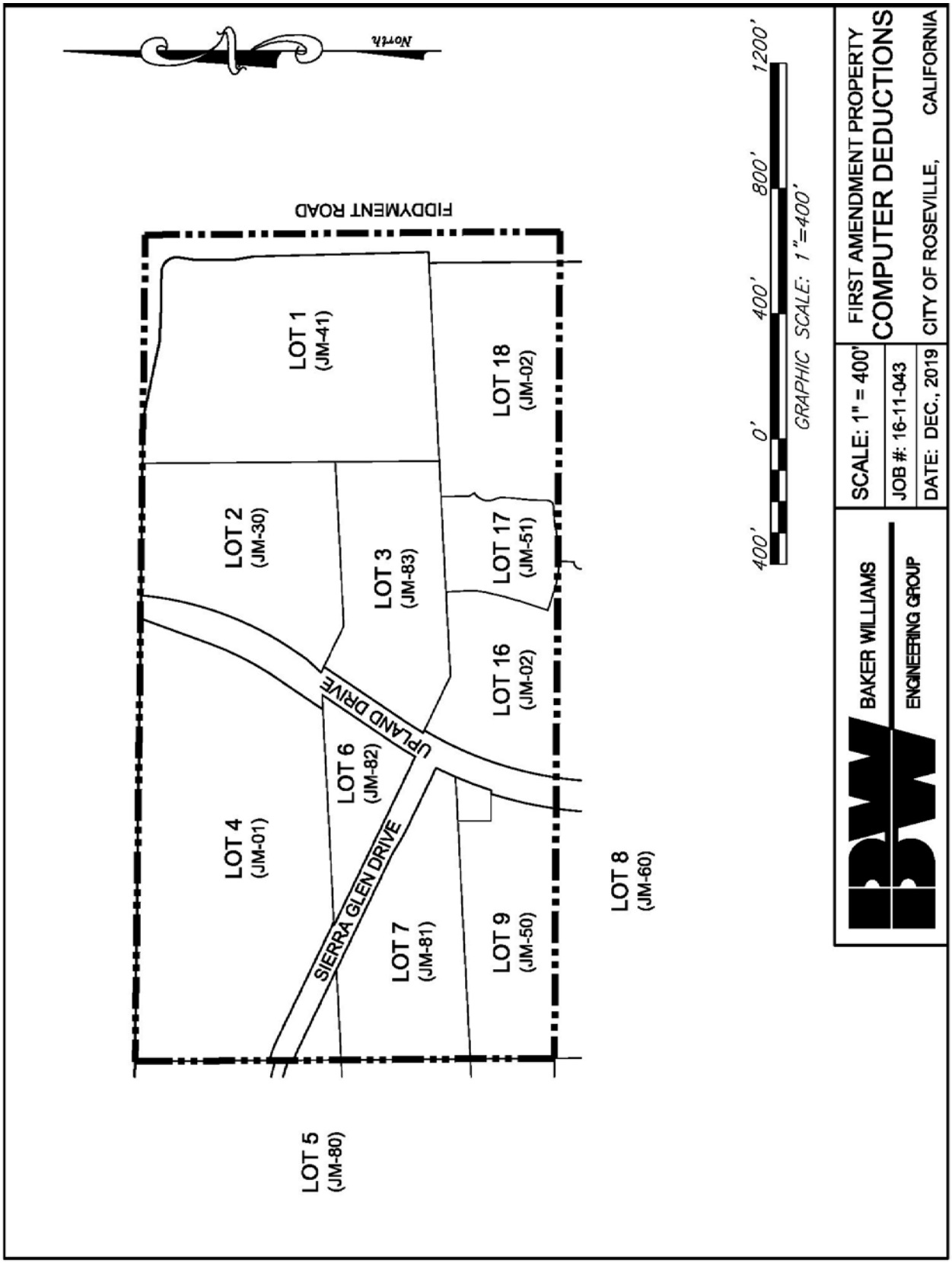
By:_____
Mike Isom
Development Services Director

EXHIBIT A
SECOND AMENDMENT PROPERTY

Legal Description for
Sierra Vista Development Agreement
Mourier Investments, LLC
(Computer Deductions, Inc.)

All that real property situate in the City of Roseville, County of Placer, State of California located in Section 36, Township 11 North, Range 5 East, M.D.M. being all of Lot 2 as shown on the Final Map of "The Villages at Sierra Vista", filed for record on July 29, 2015, in Book DD of Maps, at Page 26.

EXHIBIT B
DEPICTION OF SECOND AMENDMENT PROPERTY



PC EXHIBIT H

Tentative Subdivision Map No. 4 of The Villages at Sierra Vista:

VILLAGE JM-40

A PORTION OF SECTIONS 35 AND 36, T. 11 N., R. 5 E., M.D.M.

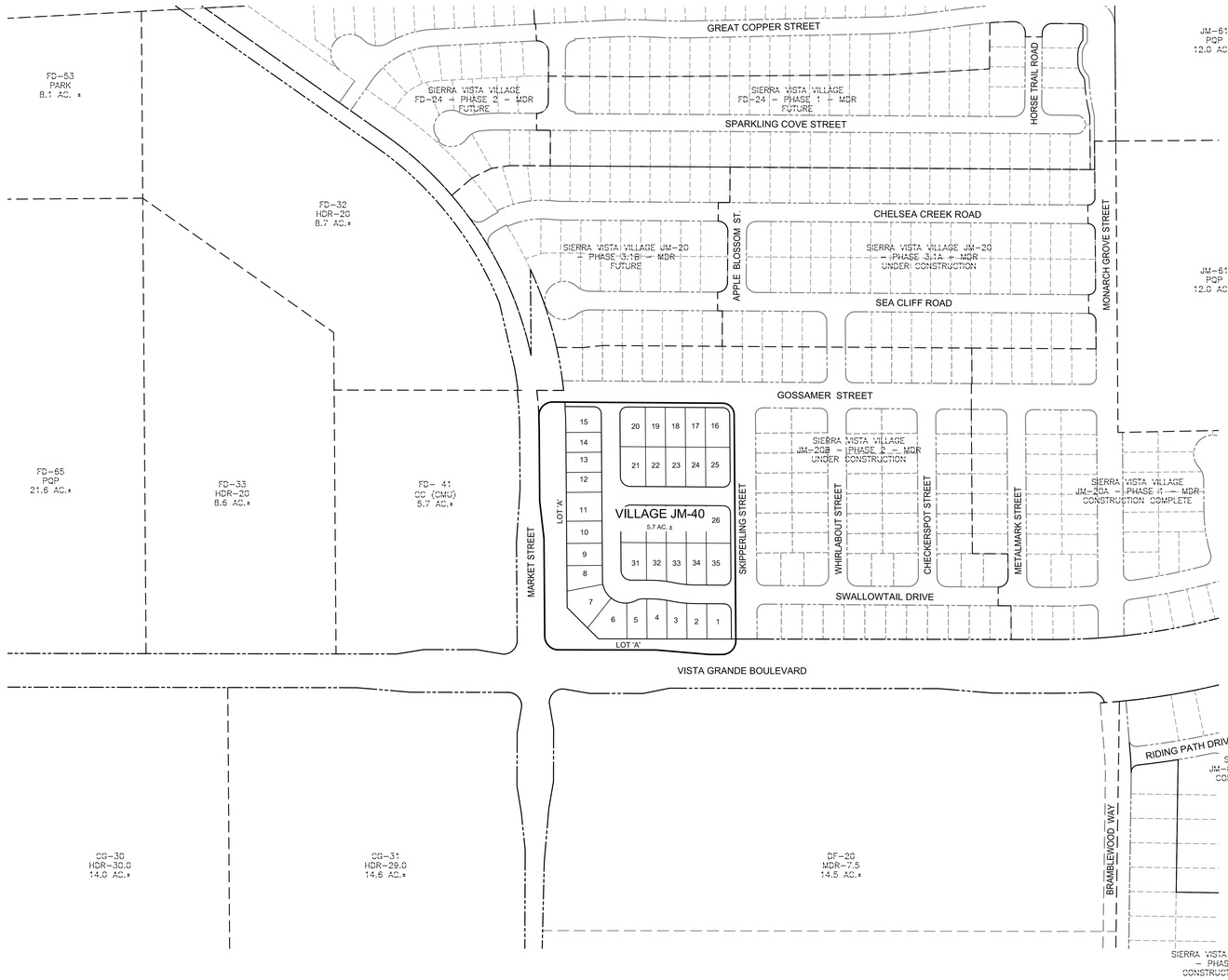
City of Roseville, State of California
Scale 1" = 100' May 2020

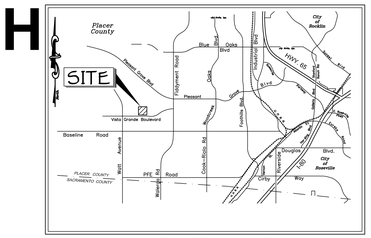
Sheet 1 of 3

Project Address - 1690 Vista Grande Boulevard
File No. - PL20-0103

VILLAGE ANALYSIS:

VILLAGE	LAND USE	ZONING	ACRES	UNITS	MIN. LOT SIZE	CUT / FILL	DENSITY
JM-40	MDR (Residential)	RS/DS	5.6 (4.6 NET)	35	45'x80'	0,000 / 0,000	7.6 (NET)





VICINITY MAP

OWNERS:
MOURIER INVESTMENTS, LLC
1430 BLUE OAKS BOULEVARD, SUITE 190
ROSEVILLE, CA 95747
PH. (916) 969-2942

DEVELOPER:
JOHN MOURIER CONSTRUCTION, INC.
1430 BLUE OAKS BOULEVARD, SUITE 190
ROSEVILLE, CA 95747
PH. (916) 969-2942

ENGINEER:
BAKER-WILLIAMS ENGINEERING GROUP
6020 RUTLAND DRIVE, SUITE 19
CARMICHAEL, CALIFORNIA 95608
PH. (916) 331-4336

ASSESSOR'S PARCEL NUMBER:
498-010-024 AND 498-010-034

ACREAGE:
16.0 ACRES ±

PROPOSED IMPROVEMENTS:
AS REQUIRED BY THE CITY OF ROSEVILLE DEPARTMENT OF PUBLIC WORKS

EXISTING USE:
VACANT LAND

SEWER:
CITY OF ROSEVILLE

WATER SUPPLY:
CITY OF ROSEVILLE

DRAINAGE:
CITY OF ROSEVILLE

FIRE PROTECTION:
CITY OF ROSEVILLE

SCHOOL DISTRICT:
ROSEVILLE SCHOOL DISTRICT

PARK DISTRICT:
ROSEVILLE PARKS DISTRICT

GRADING LEGEND

NAME	EXISTING	PROPOSED
MANHOLE		
SANITARY SEWER PIPE	18" S.S.	18" S.S.
STORM DRAIN PIPE	18" S.D.	18" S.D.
WATER PIPE	12" W	12" W
DROP INLET		
FIRE HYDRANT		
MASONRY RETAINING WALL		
SWALE		
CONTOUR	200	
EDGE OF PAVEMENT		
CURB, GUTTER & SIDEWALK		
RIGHT-OF-WAY	R/W	R/W
CENTER LINE	℄	℄
PROPERTY LINE		
SLOPE BANK		
TOP BACK OF WALK ELEVATION		178.0
SPOT ELEVATION	175.10	222.50
PAD GRADE		221.0
DRAINAGE DIRECTION FLOW		

North

100' 0' 100' 200' 300'
GRAPHIC SCALE: 1"=100'

JMC HOMES
JOHN MOURIER CONSTRUCTION INC.
1430 Blue Oaks Blvd. Ste 190
Roseville, Ca 95747-7143
Office: 916-782-8879 Fax: 916-960-5322
CALIFORNIA LIC. 613004 B

LAND USE ANALYSIS:

PARCEL	EXISTING GENERAL PLAN LAND USE	PROPOSED GENERAL PLAN	EXISTING ZONING	PROPOSED ZONING	ACRES/SPECIFIC PLAN	ACRES/TENTATIVE MAP	ALLOCATED UNITS	PROPOSED UNITS	AVAILABLE UNITS	DENSITY/SPECIFIC PLAN	DENSITY/TENTATIVE MAP
JM-40	CC(CMU)	MDR (Residential)	CC (CMU)	RS/DS	5.7	5.6 (4.6 NET)	40	35	+5	7.1	7.6 (NET)
JM-30	HDR	HDR	HDR-21.2	HDR-21.8	7.5	7.5	159	164	-5	21.2	23.4
TOTALS					13.2	13.1	199	199	0		

BAKER-WILLIAMS ENGINEERING GROUP
Engineering / Surveying / Land Planning / Entitlement Processing / GPS Services
6020 Rutland Drive, Suite 19 ~ Carmichael CA 95608
(916) 331-4336 ~ fax (916) 331-4430 ~ office@bwengineers.com

JOB NO. 18-03-010 - COVER SHEET

S:\BWEG Jobs\2018 Jobs\18-03-010 Sierra Vista Phase\Phase\JM-40\Dwg, SHT 1 - COVER, 5/19/2020 7:52:54 AM, David Cobbs

Tentative Subdivision Map No. 4 of The Villages at Sierra Vista:

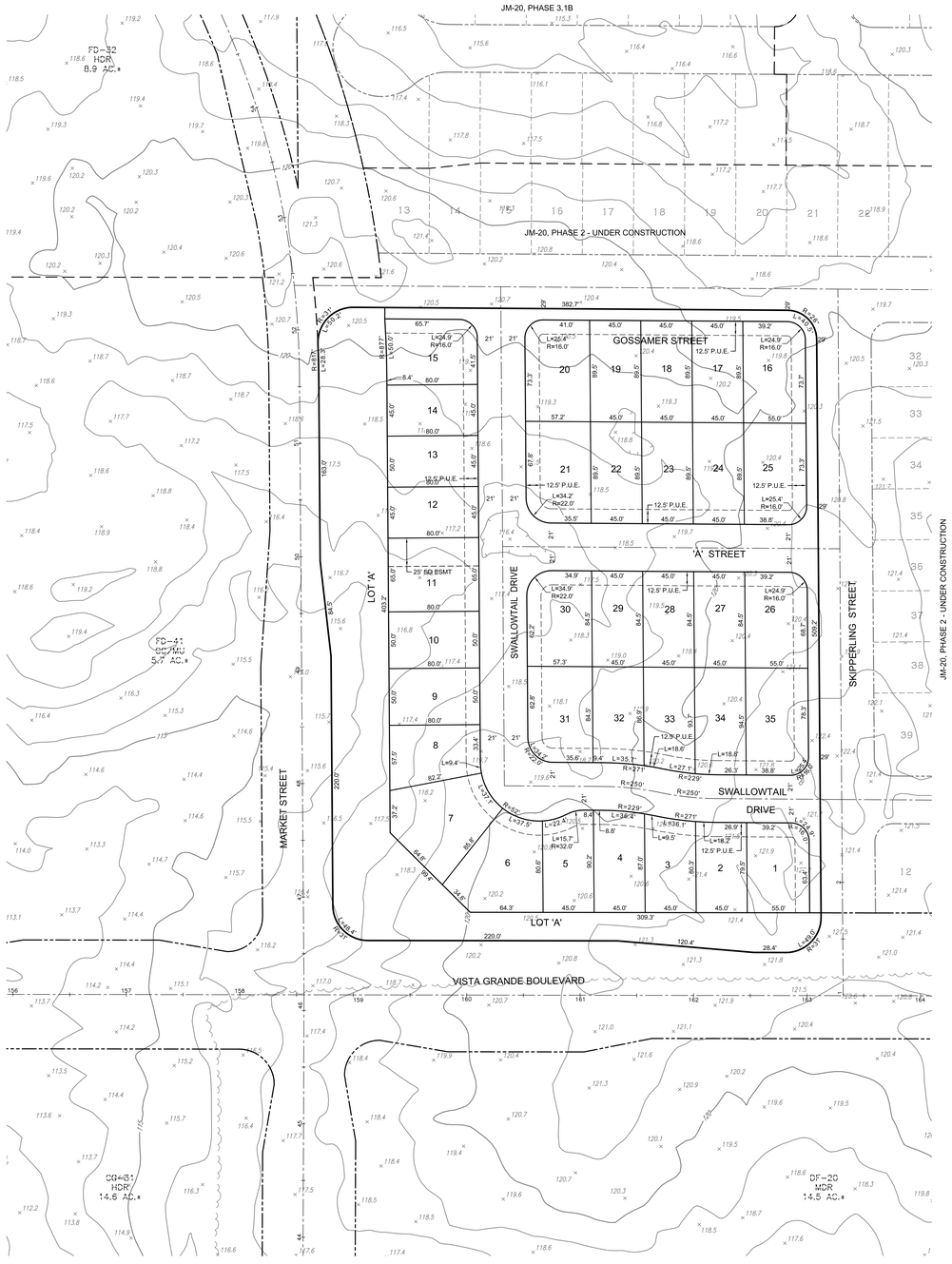
VILLAGE JM-40

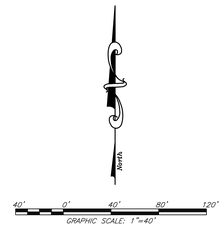
A PORTION OF SECTIONS 35 AND 36, T. 11 N., R. 5 E., M.D.M.

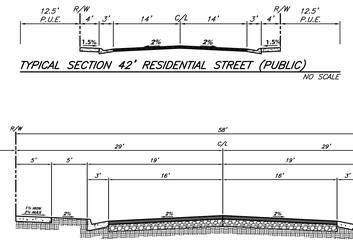
City of Roseville, State of California
Scale 1" = 40' May 2020

Sheet 2 of 3

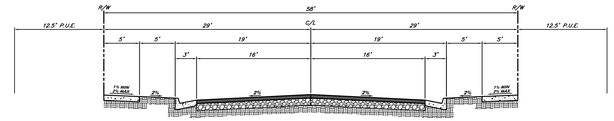
Project Address - 1690 Vista Grande Boulevard
File No. - PL20-0103



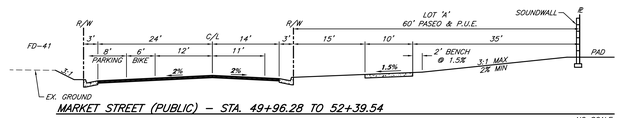




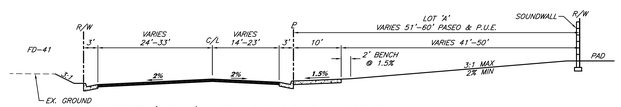
TYPICAL SECTION 42' RESIDENTIAL STREET (PUBLIC)
NO SCALE



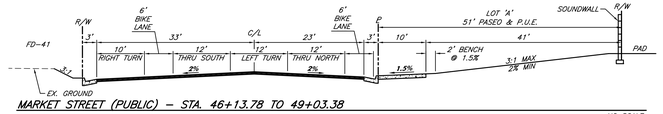
TYPICAL SECTION 58' RESIDENTIAL STREET (PUBLIC)
GOSSAMER STREET AND SKIPPERLING STREET
NO SCALE



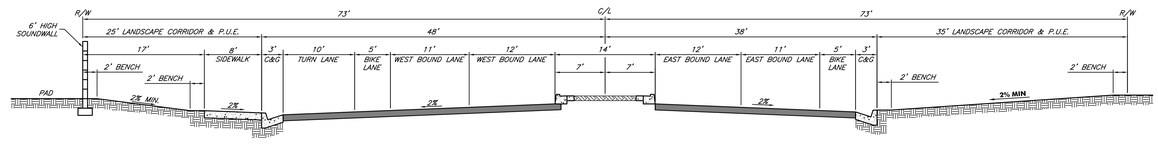
MARKET STREET (PUBLIC) – STA. 49+96.28 TO 52+39.54
NO SCALE



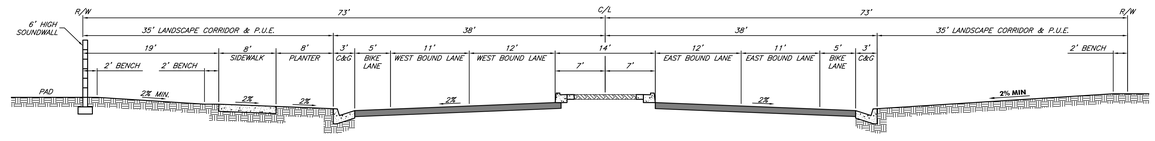
MARKET STREET (PUBLIC) – STA. 49+03.38 TO 50+23.38
NO SCALE



MARKET STREET (PUBLIC) – STA. 46+13.78 TO 49+03.38
NO SCALE



VISTA GRANDE BLVD. – WITH TURN LANE
NO SCALE



VISTA GRANDE BLVD.
NO SCALE

NOTES: LETTERED LOTS

LOT A PUBLIC LANDSCAPE STRIP TO BE IRREVOCABLY OFFERED FOR DEDICATION IN FEE TO CITY OF ROSEVILLE.

S:\BIMES Jobs\2018 Jobs\18-03-010 Sierra Vista TM\Drawing\18030-TENT-MAP-JM-40.dwg SHT 2 - TENT - JM-40, 10/19/2020 7:25:42 AM, David Collins

JOB NO. 18-03-010 - JM-40 - TENTATIVE MAP

Tentative Subdivision Map No. 4 of The Villages at Sierra Vista:

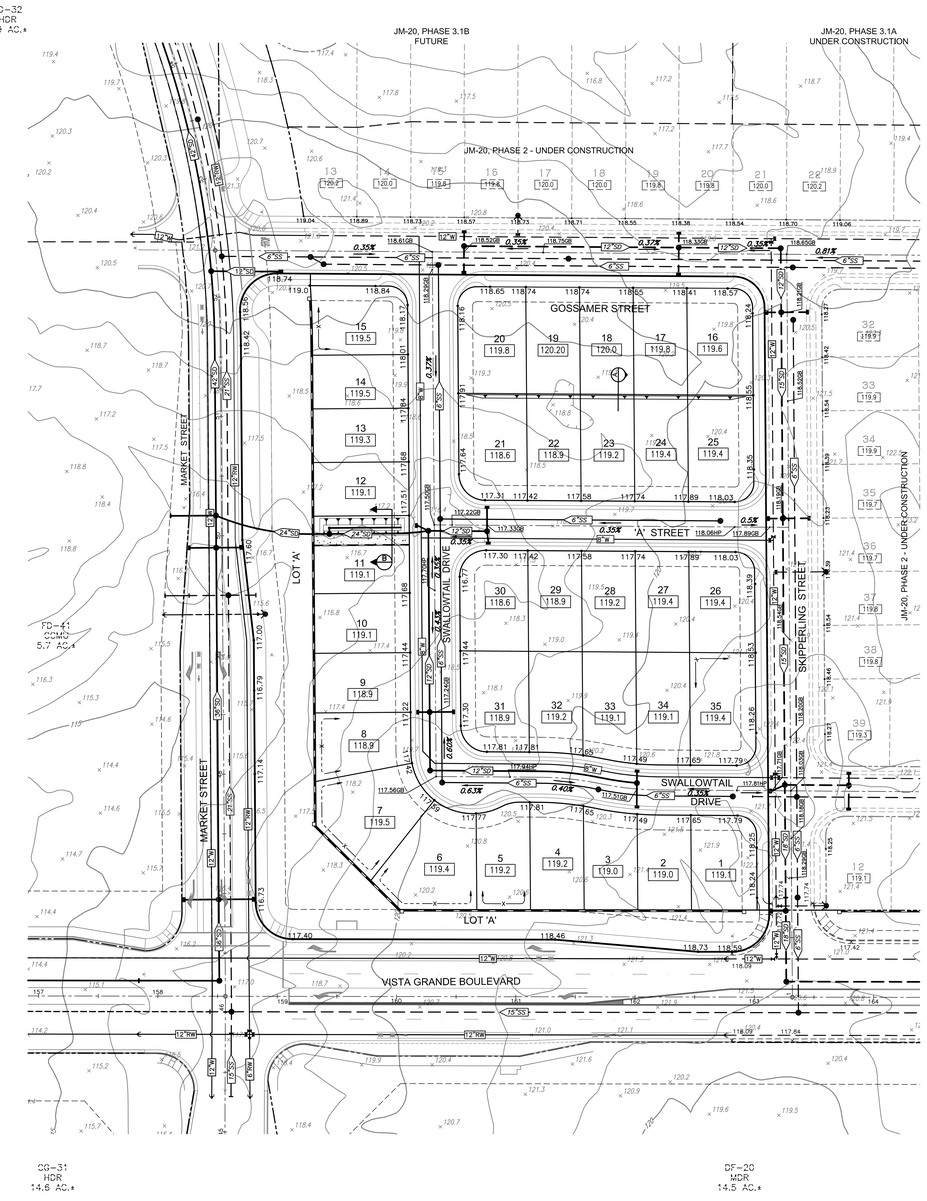
VILLAGE JM-40

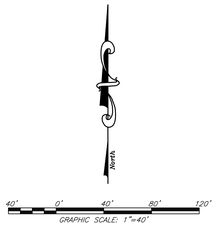
A PORTION OF SECTIONS 35 AND 36, T. 11 N., R. 5 E., M.D.M.

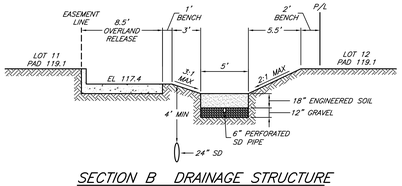
City of Roseville, State of California
Scale 1" = 40' May 2020

Sheet 3 of 3

Project Address - 1690 Vista Grande Boulevard
File No. - PL20-0103





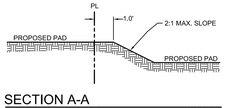


SECTION B DRAINAGE STRUCTURE

NO SCALE

SECTION C-C (TYPICAL FRONT YARD)

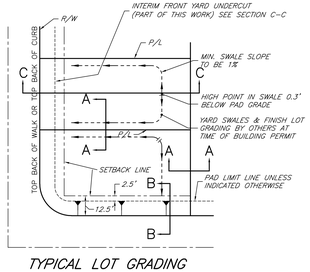
NO SCALE



SECTION A-A

TYPICAL SECTION WHERE THERE IS A STEP BETWEEN PADS

NO SCALE



TYPICAL LOT GRADING

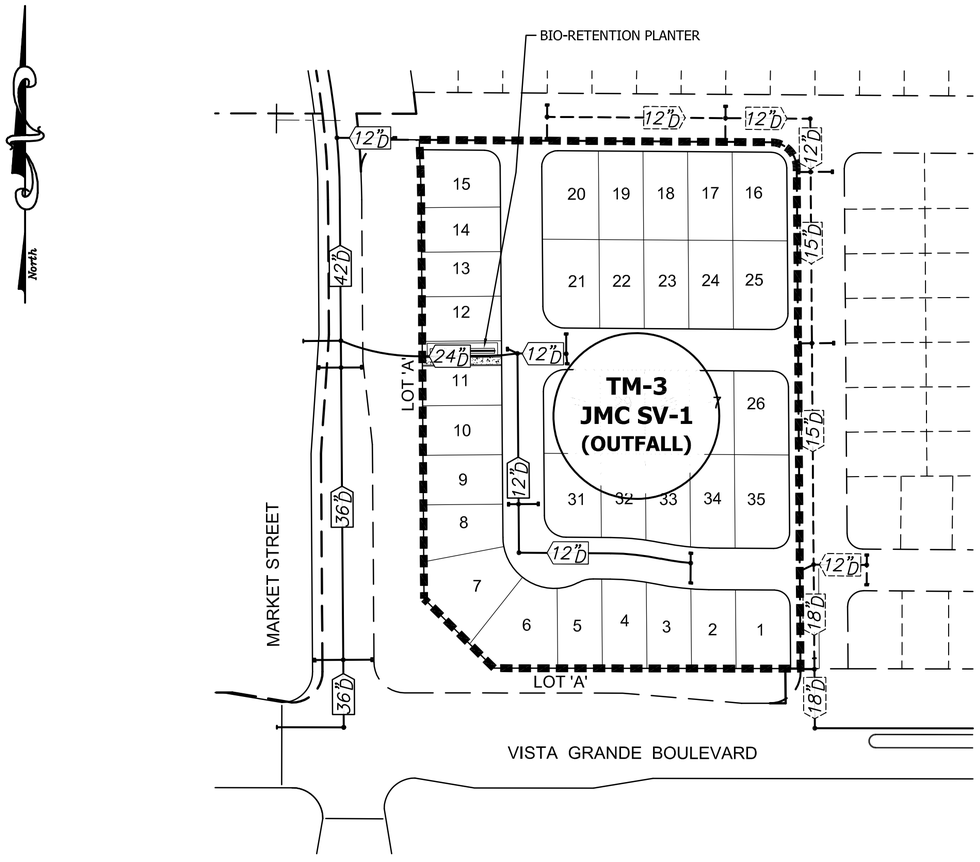
NO SCALE

NOTES:

1. ALL UNUSED UTILITY STUBS SHALL BE ABANDONED PER CITY OF ROSEVILLE STANDARDS.
2. IF NOT ALREADY CONSTRUCTED, MARKET STREET IMPROVEMENTS SHALL BE CONSTRUCTED FROM VISTA GRANDE BLVD. TO SIERRA GLEN DRIVE.

S:\BIVES-John\2018 Jobs\18-0-010 Sierra Vista TM\Plotting\18030-10-TEXT-MAP-JM-40.dwg SHT 3 - PREL GRAD - JM-40, 10/16/2020 7:54:01 AM, David Cobbs

JOB NO. 18-0-010 - - JM-40 - PRELIMINARY GRADING PLAN



SHED TM-3, JMC-SV-1 (MDR, 35 LOTS)

	EXISTING	PROPOSED
PERVIOUS AREA	199,243 SF	99,622 SF
IMPERVIOUS AREA	0 ACRES	99,621 SF

TREATMENT CONTROL MEASURES

L.I.D.:

1) DISCONNECTED ROOF DRAINS 47,250 S.F.
2) TREE PLANTING 105 EA.
3) DETACHED SIDEWALKS 2,960 S.F.

END OF PIPE TREATMENT:

2) CONVEYANCE GRASSY SWALE AND DETENTION BASIN THROUGH FD-85C OPEN SPACE TO RECEIVING WATER.
1) BIO-RETENTION PLANTER BOTTOM SURFACE AREA 310 SF TOP SURFACE AREA 816 SF

NOTE

STORM WATER QUALITY COMPLIANCE FOR SIERRA VISTA VILLAGE JM-40 WILL CONFORM TO THE AMENDMENT TO THE SVSP MASTER DRAINAGE PLAN FOR THE STORM WATER QUALITY MANAGEMENT PLAN PREPARED BY CIVIL SOLUTIONS DATED FEBRUARY 20, 2018

PRELIMINARY DRAINAGE SHED MAP

SVSP - VILLAGE JM-40

CITY OF ROSEVILLE, CALIFORNIA

SEPTEMBER, 2020 SCALE: 1"=100'

SHEET 1 OF 1

S:\BWEG Jobs\2018 Jobs\18-03-010 Sierra Vista TM3\Planning\1803010-JM-40-SQW-SHED-MAP.dwg, SHEET 1, 9/18/2020 12:28:16 PM, David Cobbs

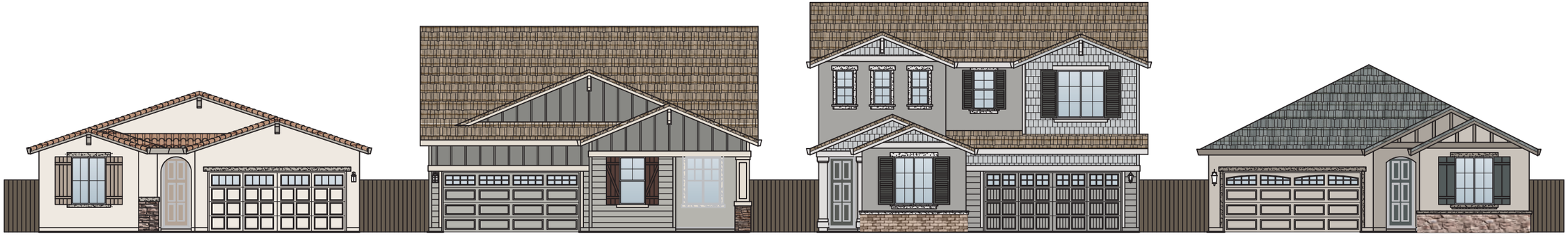
JM-40 SHED MAP – 18-03-010

SVSP JM-40 Subdivision; File PL20-0103

DEVELOPMENT FEATURE	PROPOSED
Lot Size (minimum)	
Area, Interior Lot	3,000
Area, Corner Lot	3,300 sf
Width, Interior Lot	45 ft
Width, Corner Lot	52.5 ft.
Permitted Density (maximum per lot)	
Residential Density	1 dwelling; 1 second unit
Setbacks (minimum)	
Front Yard Setback	12.5 ft. to living space/porch; 18' min. driveway depth with roll up garage door
Side Yard Setback	4 ft. interior lot, 12.5 ft. – street side of corner lot
Rear Yard Setback	10 ft. to 1st story wall 15 ft. to 2nd story wall
Coverage (maximum)	
Site Coverage	None & no minimum useable open space required
Height (maximum)	
Height	35 ft.

Other Provisions	Proposed
Front Yard Stagger	None required, but optional per unit design
2nd story wall separation	8 ft.
Two Story Mix	No limit
Stagger for 3rd Car Garage	2 ft. feet between third car bay and two car garage
Additional Design Standards	
Street facing elevations shall have a single story element or enhanced treatment with grid and trim at windows and incorporation of decorative trim details and variation of colors similar to the front elevation on the two story elements.	
The front façade shall incorporate a minimum of two building façade element breaks with varied depth. Two story homes to have a variety of one and two story components. All two story homes shall incorporate a covered porch element to be a minimum of 6 feet deep (measured from the front edge of the column to the wall) with a decorative railing.	
The exterior building materials shall include: • A minimum of three elevations per plan with at least one elevation style to be other than stucco; • Each elevation to have distinct design elements such as column style, siding, masonry, architectural details, roofing, etc; • All homes to be finished consistent with the approved colors and materials board with four paint colors; body, shadow, trim and accent; and • All windows, openings and gable vents to have trim appropriate to the architecture.	
Adjacent lots shall have different plans or elevations.	
All lots to have enhanced landscaping as shown on the approved landscape plan.	
At least 70% of the homes shall include a front porch.	

PC EXHIBIT J



1412
SPANISH

1964
CRAFTSMAN

2184
CAPE COD

1343
FRENCH

2341
CAPE COD

1790
SPANISH

1570
CRAFTSMAN

1435
FRENCH

JM-40 STREETSCENE

ELEVATION 'A' MATERIAL

EAGLE ROOFING: PONDEROSA #5504 NEW CEDAR

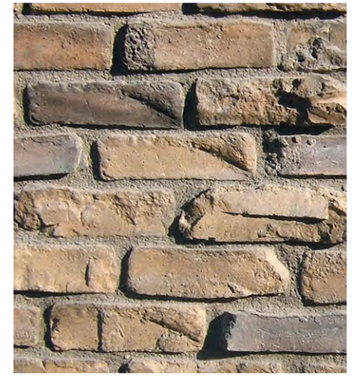
ELEVATION 'B' MATERIAL

EAGLE ROOFING: PONDEROSA #5502 ARCADIA

ELEVATION 'C' MATERIAL

EAGLE ROOFING: PONDEROSA #5699 CHARCOAL RANGE

CORONADO STONE: SPECIAL UESD BRICK



CORONADO STONE: CLINKER BRICK

CORONADO STONE: QUICK STACK

CORONADO STONE: FRENCH COUNTRY VILLA

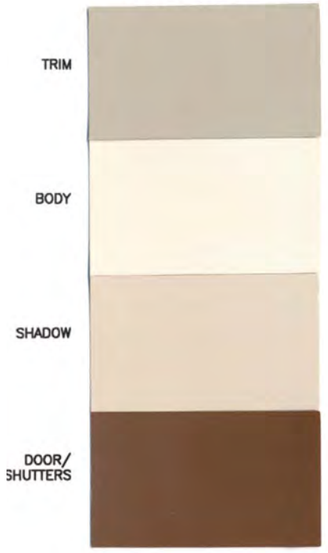
MATERIAL PALETTE

JMC HOMES

JOHN MOURIER CONSTRUCTION INC.
Roseville, California

SCHEME

SCHEME F11



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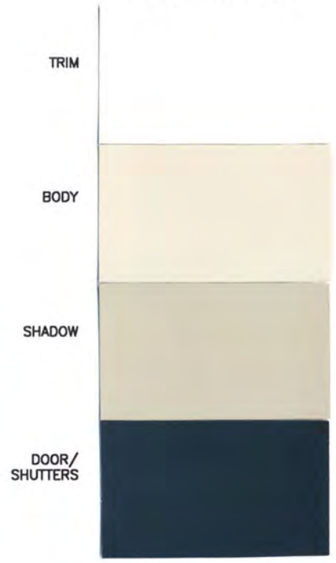

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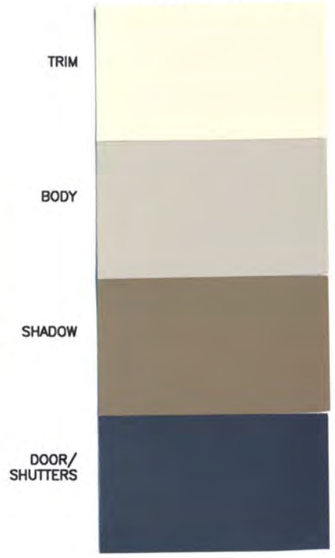

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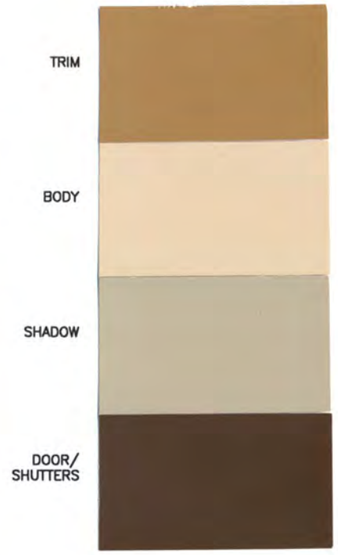
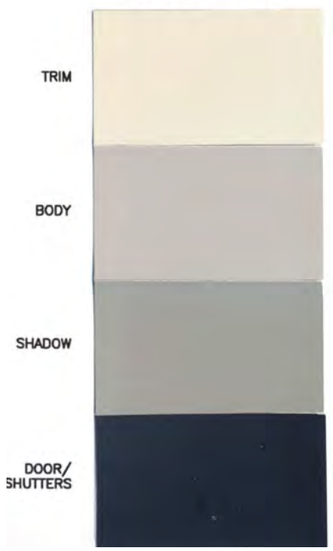


SCHEME F15

SCHEME F16



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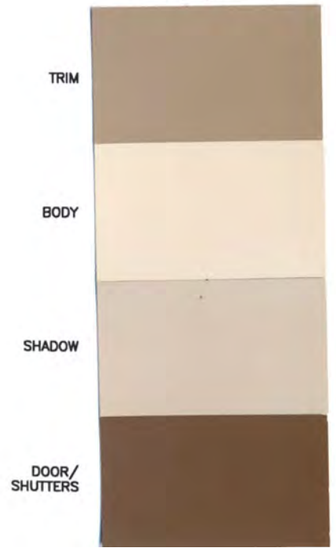
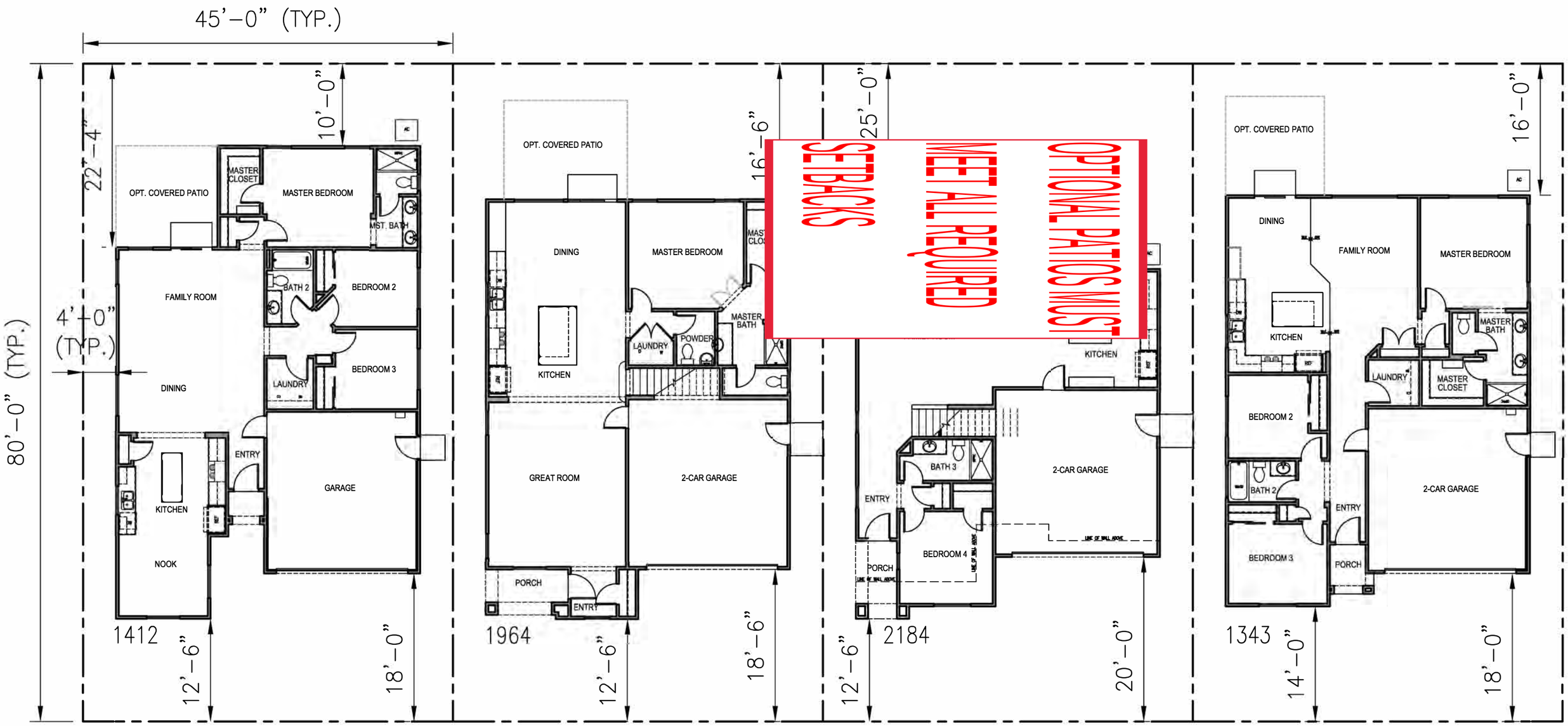
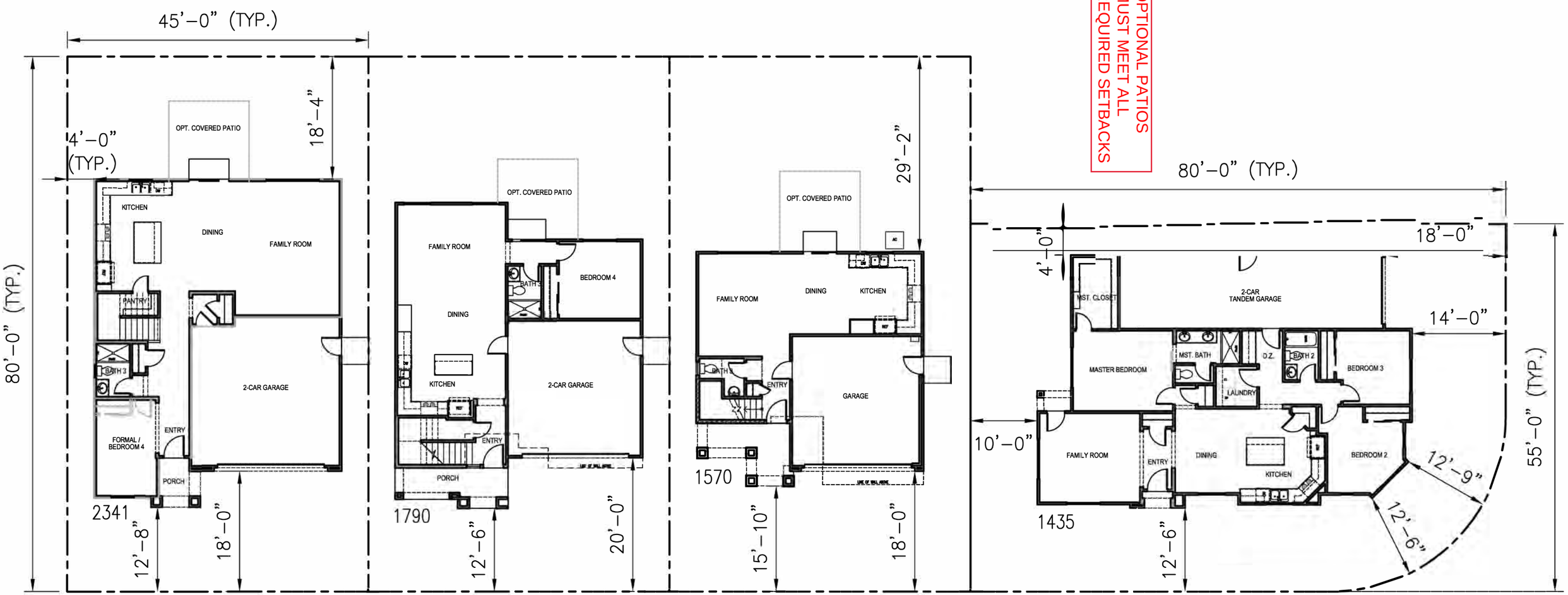


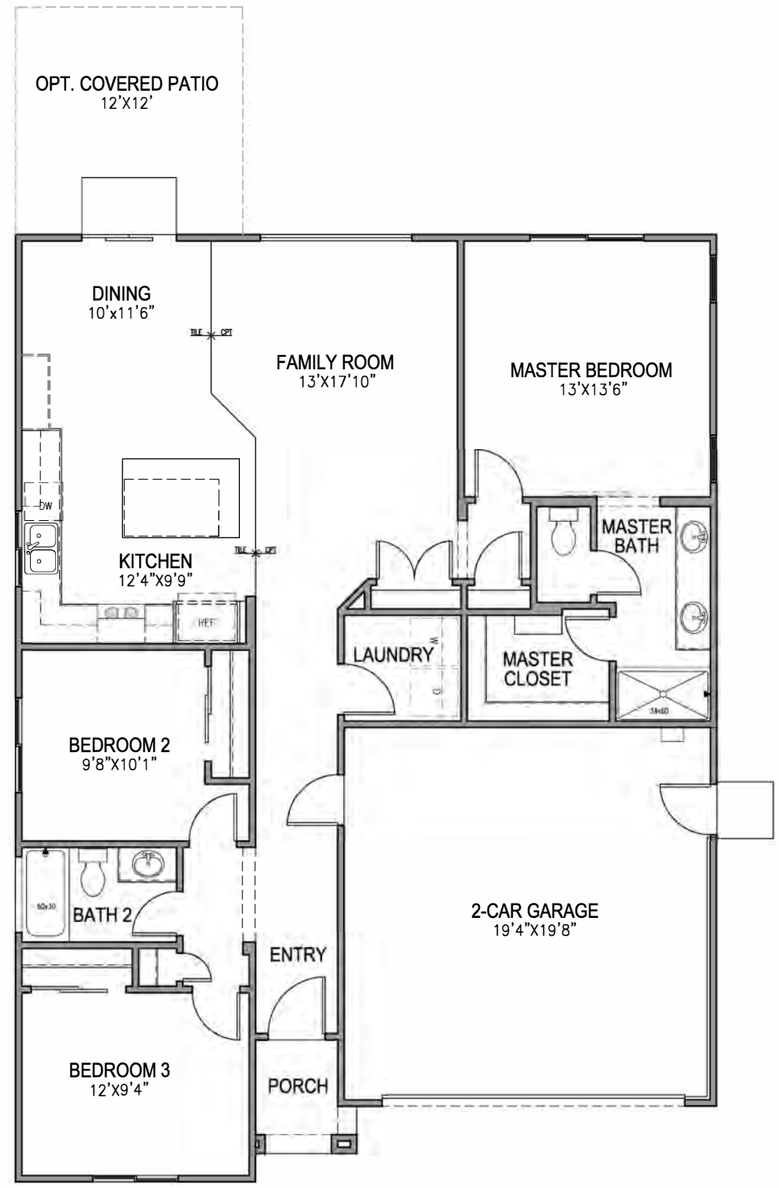


JM-40 TYPICAL LOT FIT 1



JM-40 TYPICAL LOT FIT 2

AGRICULTURAL SIDE GARAGE
WALL ELEVATION CANNOT
EXCEED 8 FEET OR OPEN
SPACE



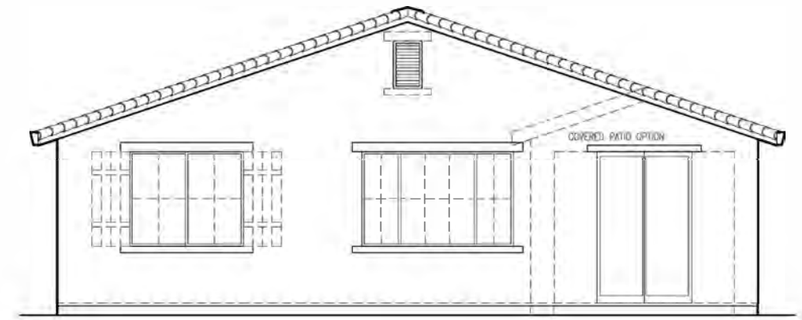
FIRST FLOOR PLAN
SCALE: 1/8"=1'-0"

1343 FLOOR PLAN
SIERRA VISTA
JM-40

JMC HOMES

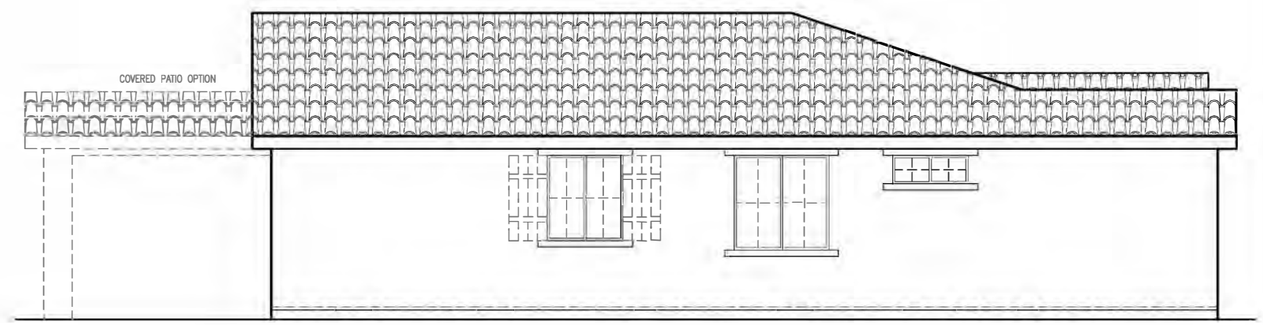
John Mourier Construction Inc.
Roseville, California

FRONT ELEVATION 'A'
SCALE: 1/8"=1'-0"

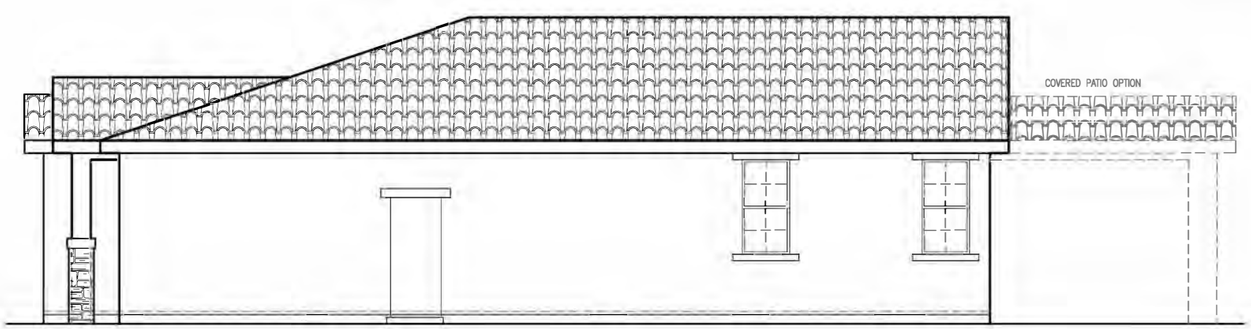


REAR ELEVATION 'A'
SCALE: 1/8"=1'-0"

SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.



RIGHT ELEVATION 'A'
SCALE: 1/8"=1'-0"



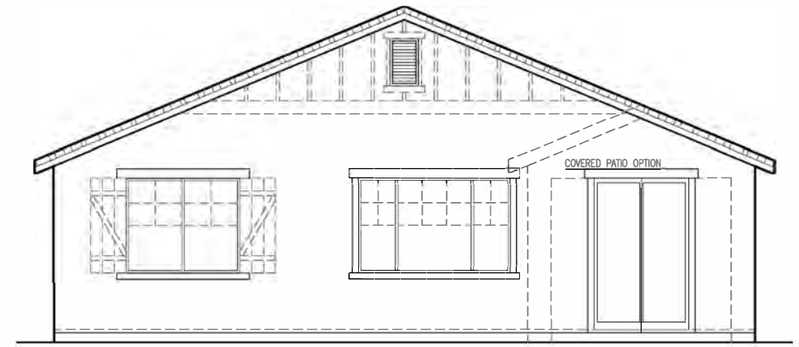
LEFT ELEVATION 'A'
SCALE: 1/8"=1'-0"

1343 'A' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES

John Mourier Construction Inc.
Roseville, California

FRONT ELEVATION 'B'
SCALE: 1/8"=1'-0"



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

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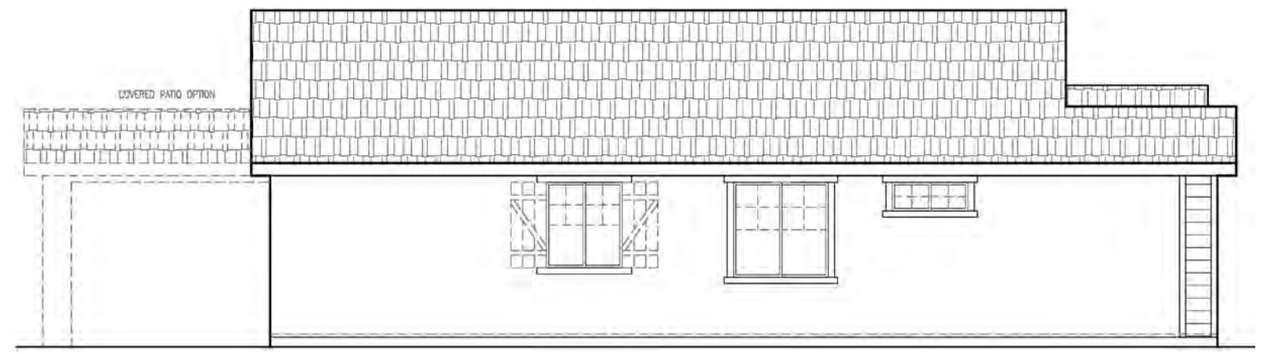
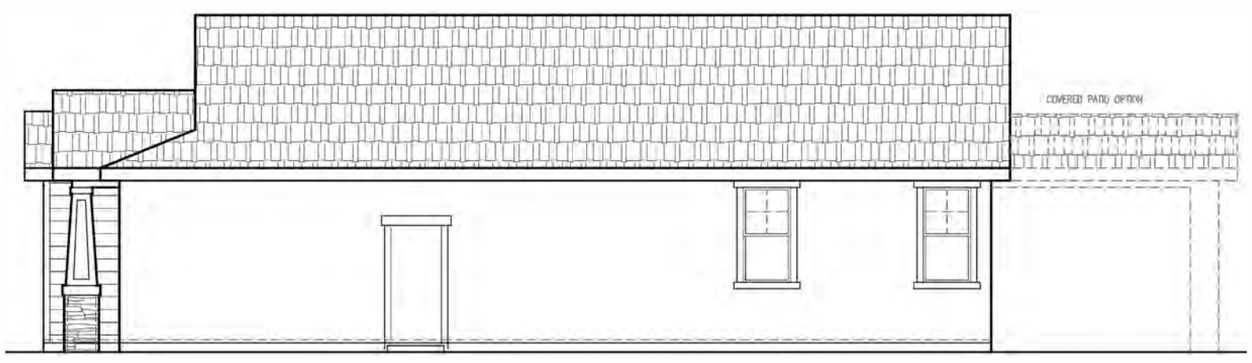


RIGHT ELEVATION 'B'
SCALE: 1/8"=1'-0"

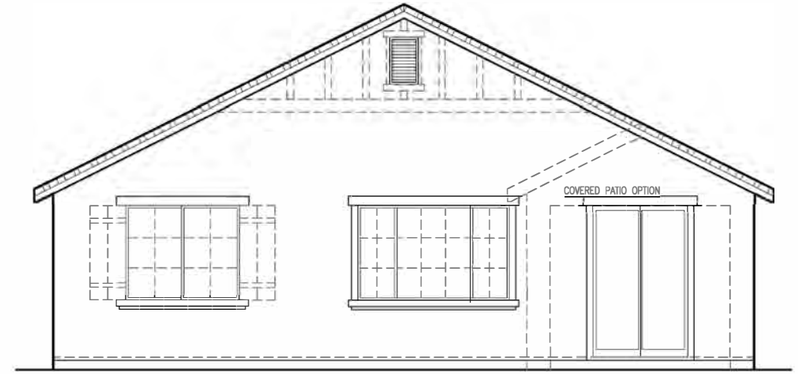


LEFT ELEVATION 'B'
SCALE: 1/8"=1'-0"

1343 'B' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES
John Mourier Construction Inc.
Roseville, California

FRONT ELEVATION 'C'
SCALE: 1/8"=1'-0"



REAR ELEVATION 'C'
SCALE: 1/8"=1'-0"

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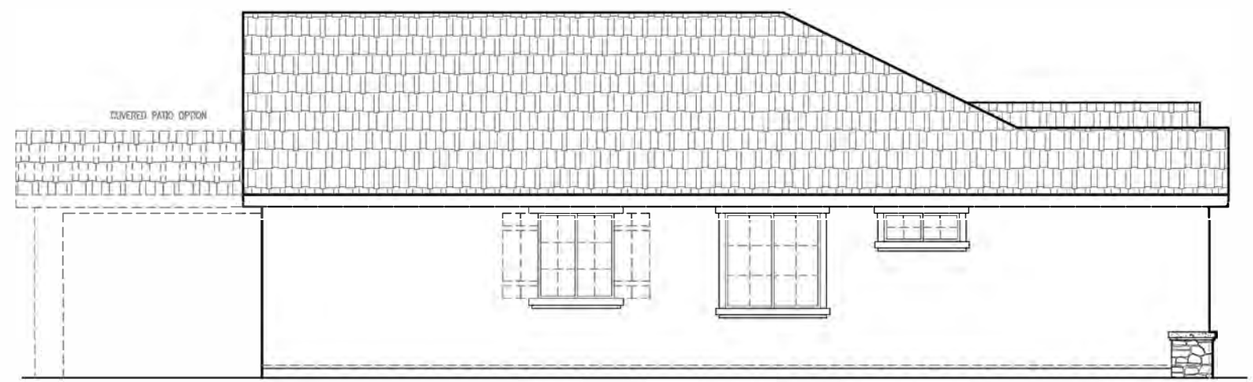
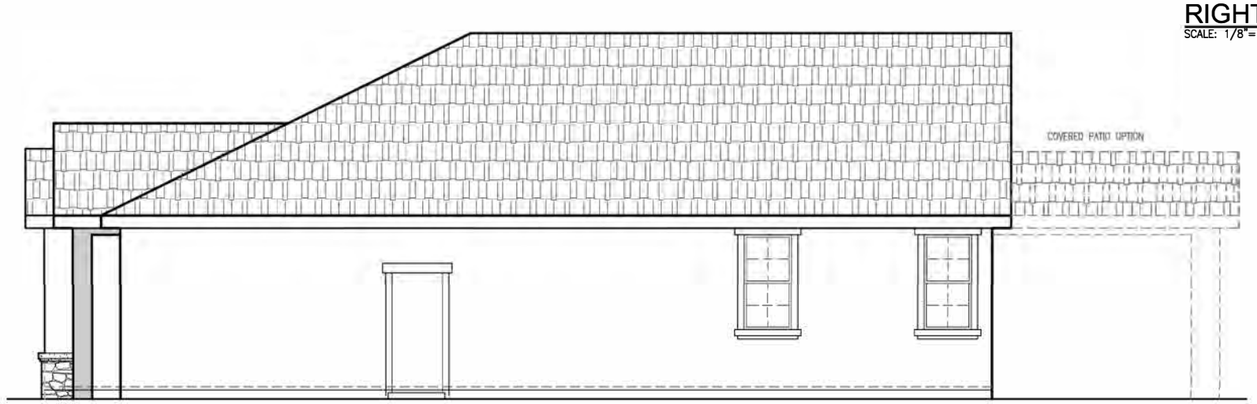


RIGHT ELEVATION 'C'
SCALE: 1/8"=1'-0"

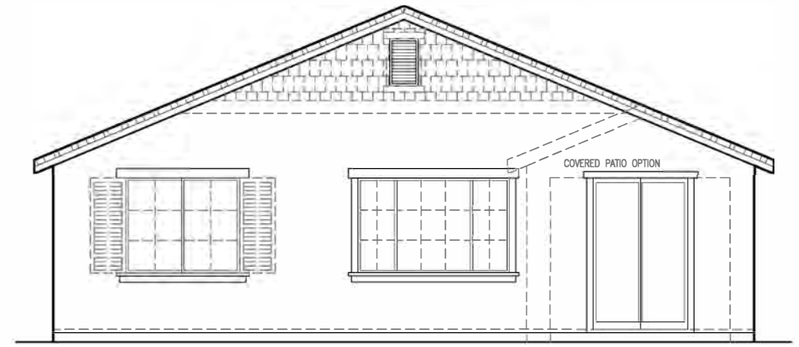


LEFT ELEVATION 'C'
SCALE: 1/8"=1'-0"

1343 'C' ELEVATIONS
SIERRA VISTA
JM-40

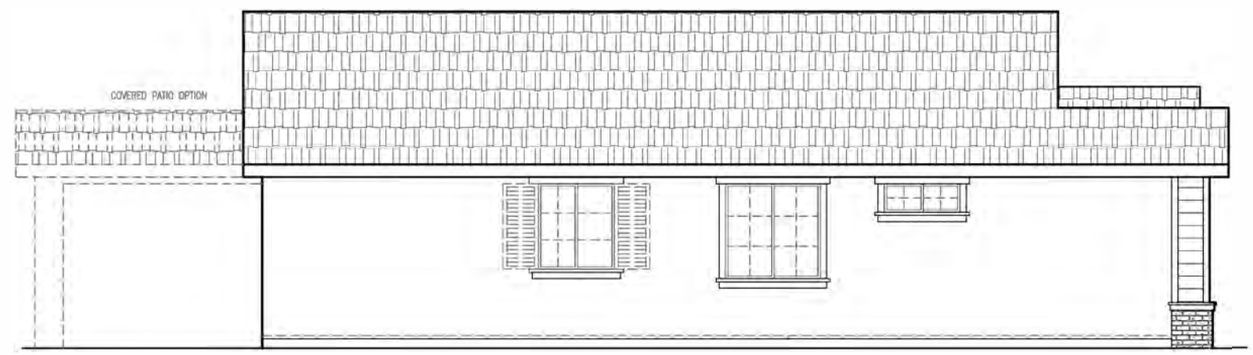
JMC HOMES
John Mourier Construction Inc.
Roseville, California

FRONT ELEVATION 'D'
SCALE: 1/8"=1'-0"

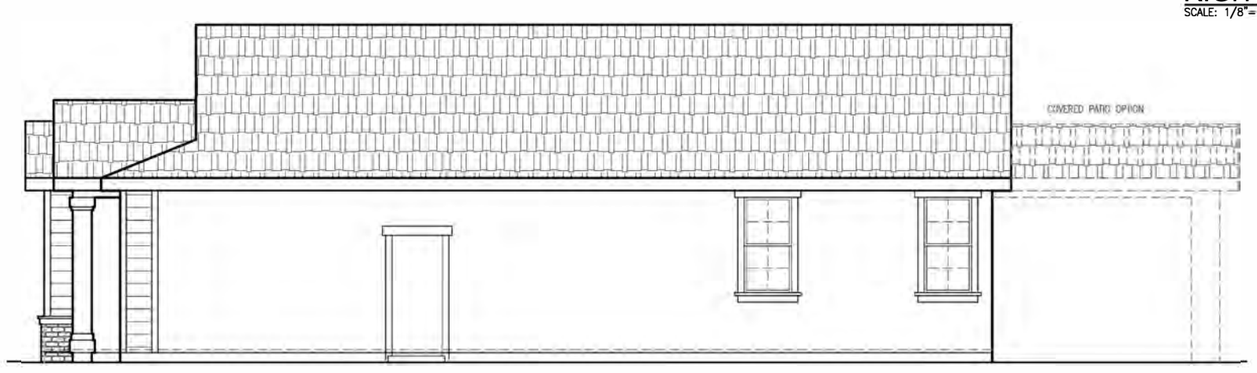


REAR ELEVATION 'D'
SCALE: 1/8"=1'-0"

SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.



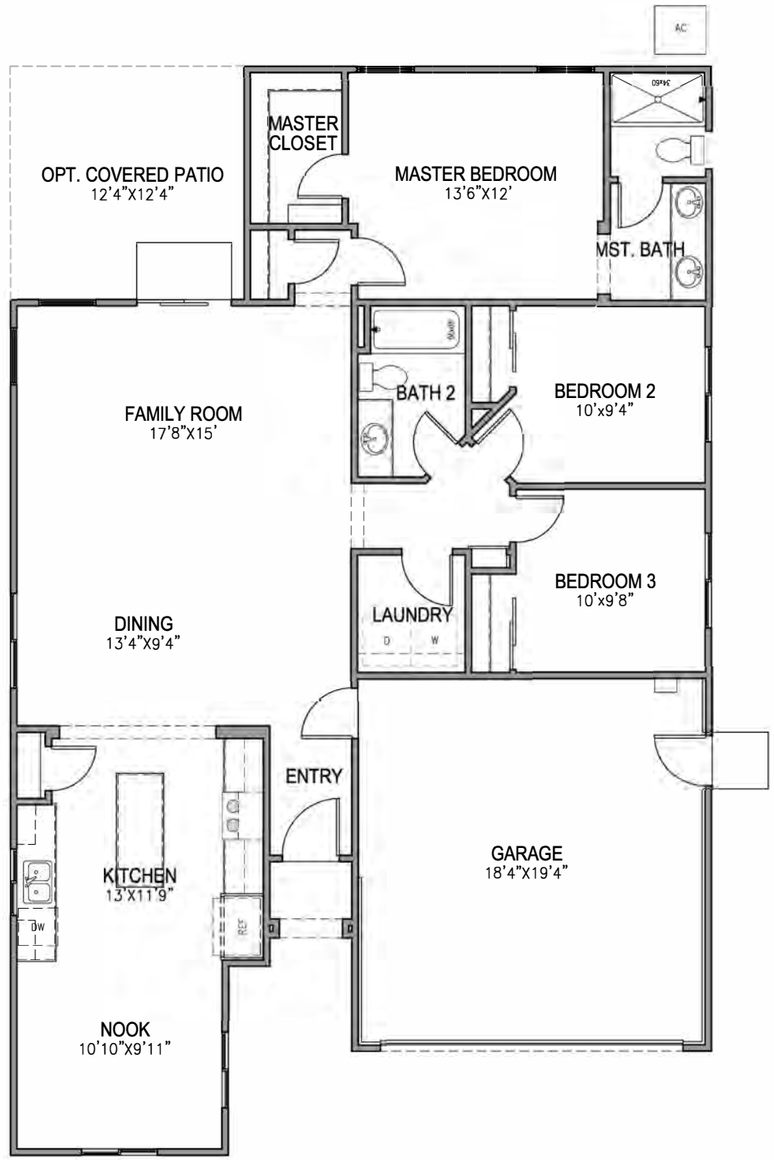
RIGHT ELEVATION 'D'
SCALE: 1/8"=1'-0"



LEFT ELEVATION 'D'
SCALE: 1/8"=1'-0"

1343 'D' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES
John Mourier Construction Inc.
Roseville, California

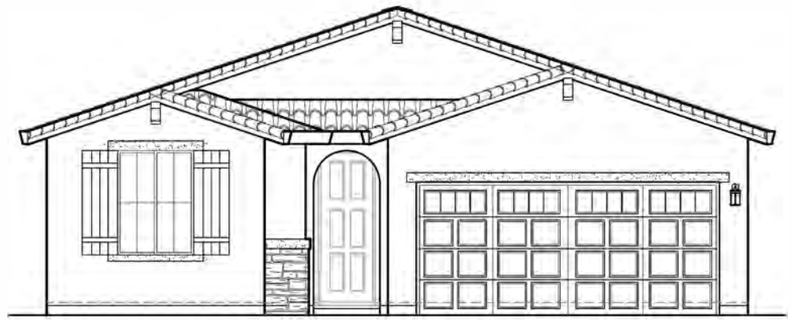


FIRST FLOOR PLAN
SCALE: 1/8"=1'-0"

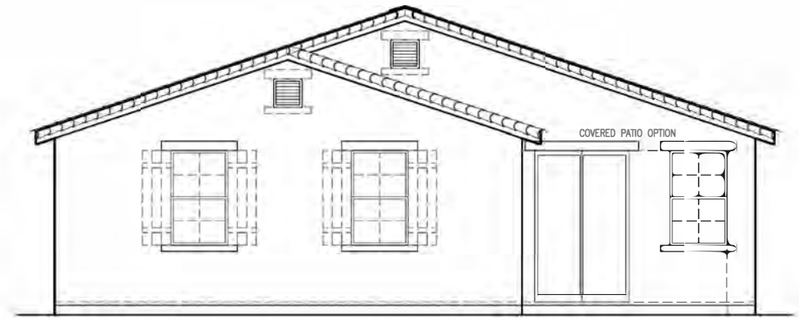
1412 FLOOR PLAN
SIERRA VISTA
JM-40

JMC HOMES

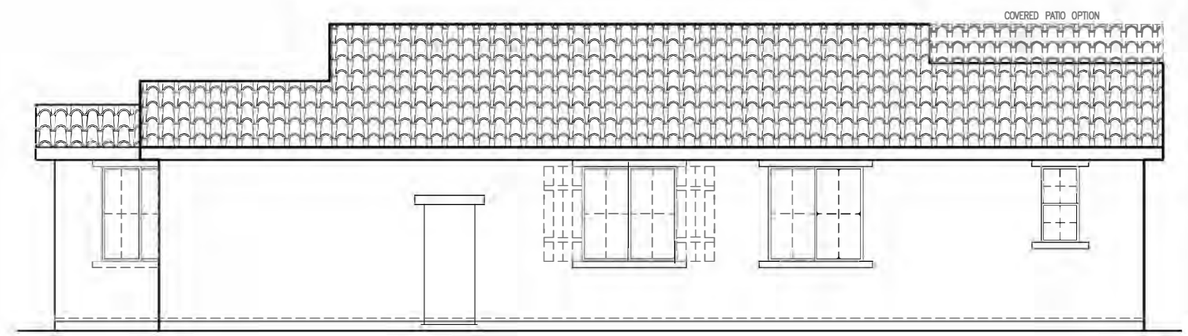
John Mourier Construction Inc.
Roseville, California



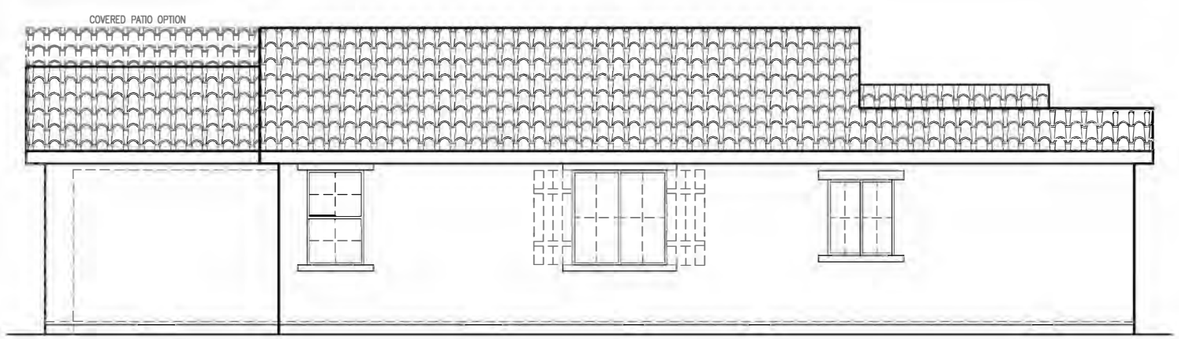
FRONT ELEVATION 'A'
SCALE: 1/8"=1'-0"



REAR ELEVATION 'A'
SCALE: 1/8"=1'-0"



RIGHT ELEVATION 'A'
SCALE: 1/8"=1'-0"



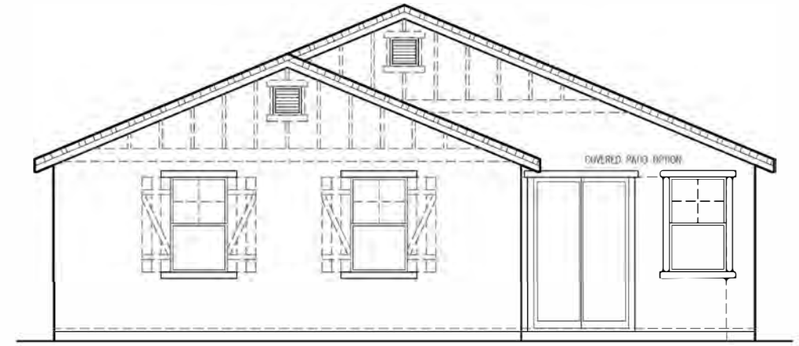
LEFT ELEVATION 'A'
SCALE: 1/8"=1'-0"

1412 'A' ELEVATIONS
SIERRA VISTA
JM-40

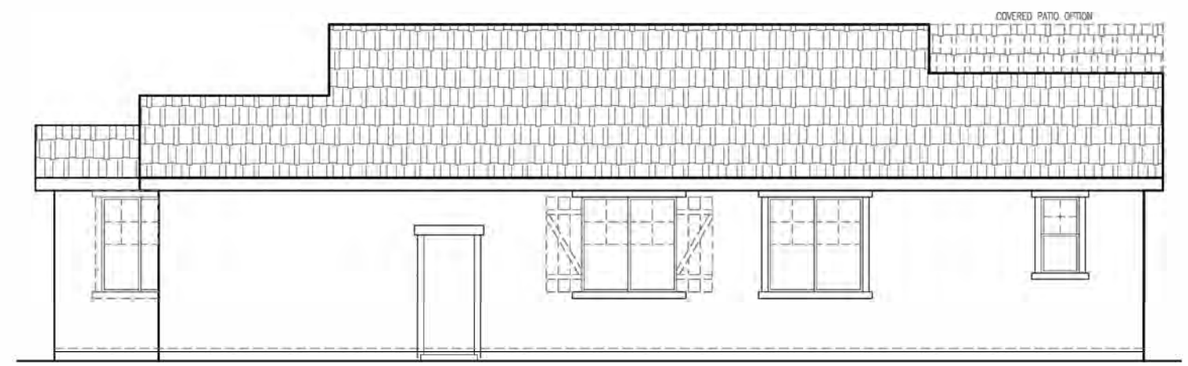
JMC HOMES

John Mourier Construction Inc.
Roseville, California

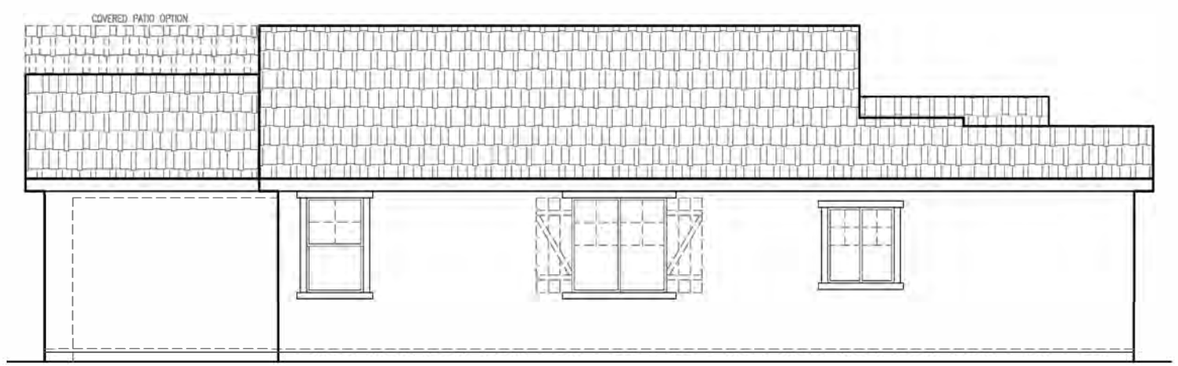
FRONT ELEVATION 'B'
SCALE: 1/8"=1'-0"



REAR ELEVATION 'B'
SCALE: 1/8"=1'-0"



RIGHT ELEVATION 'B'
SCALE: 1/8"=1'-0"



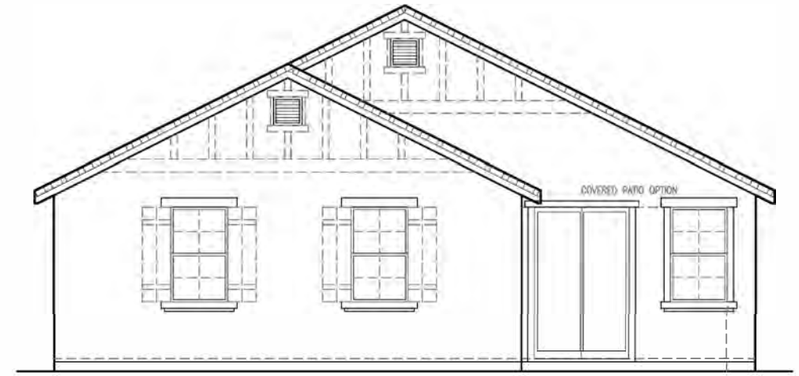
LEFT ELEVATION 'B'
SCALE: 1/8"=1'-0"

1412 'B' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES

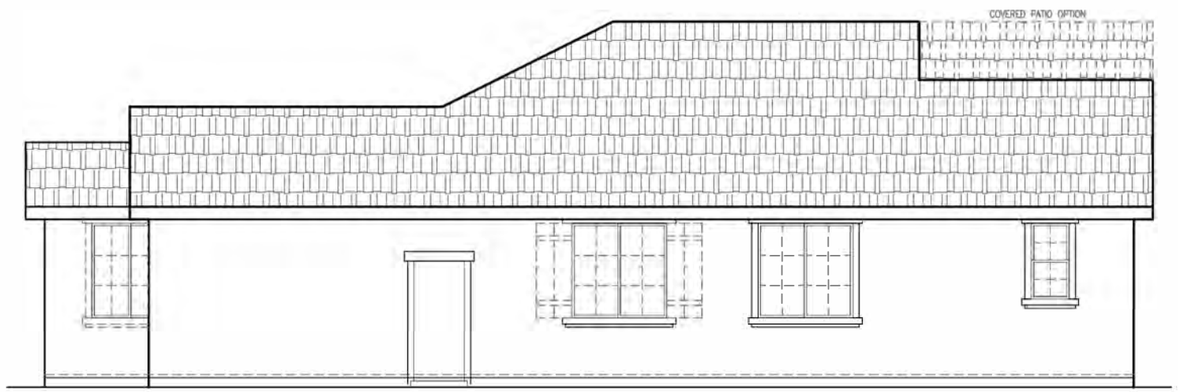
John Mourier Construction Inc.
Roseville, California

FRONT ELEVATION 'C'
SCALE: 1/8"=1'-0"

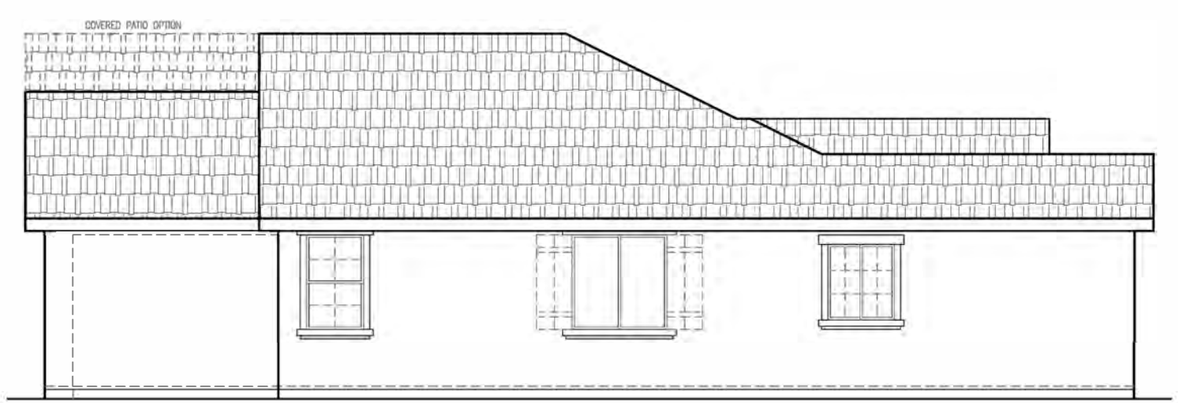


REAR ELEVATION 'C'
SCALE: 1/8"=1'-0"

SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.



RIGHT ELEVATION 'C'
SCALE: 1/8"=1'-0"

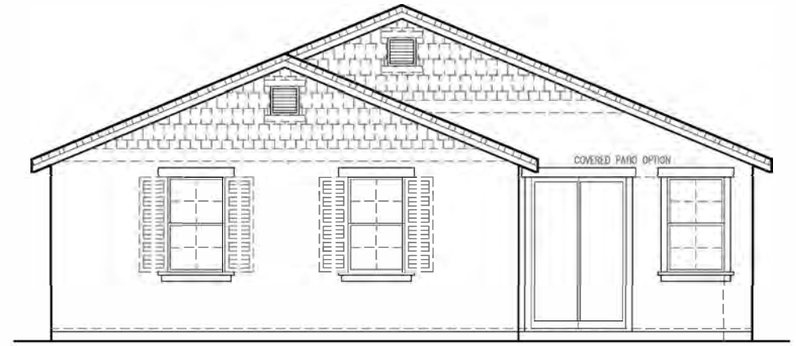


LEFT ELEVATION 'C'
SCALE: 1/8"=1'-0"

1412 'C' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES
John Mourier Construction Inc.
Roseville, California

FRONT ELEVATION 'D'
SCALE: 1/8"=1'-0"



REAR ELEVATION 'D'
SCALE: 1/8"=1'-0"

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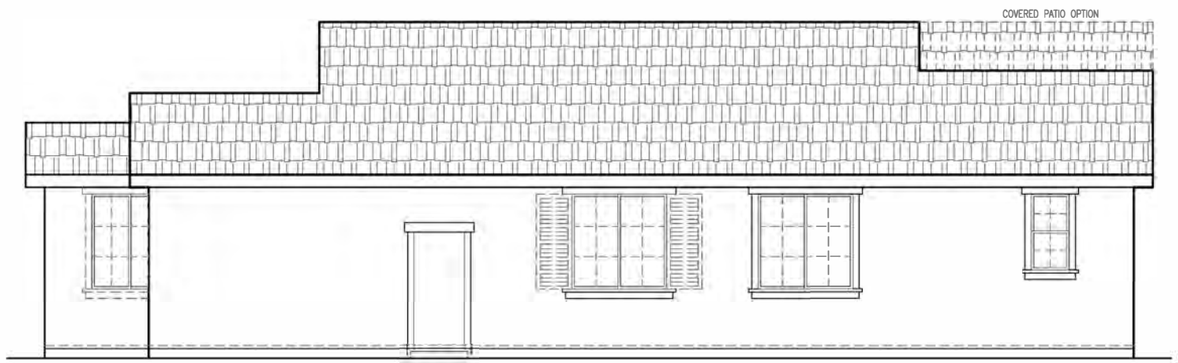
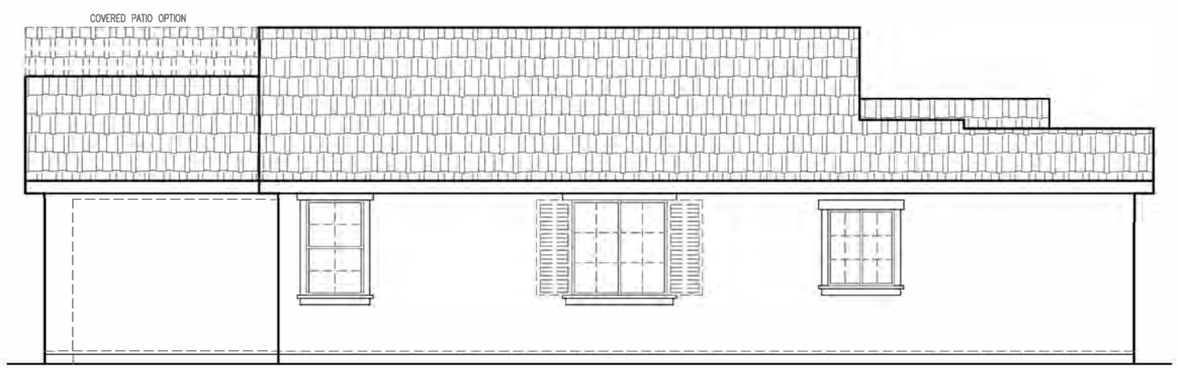


RIGHT ELEVATION 'D'
SCALE: 1/8"=1'-0"

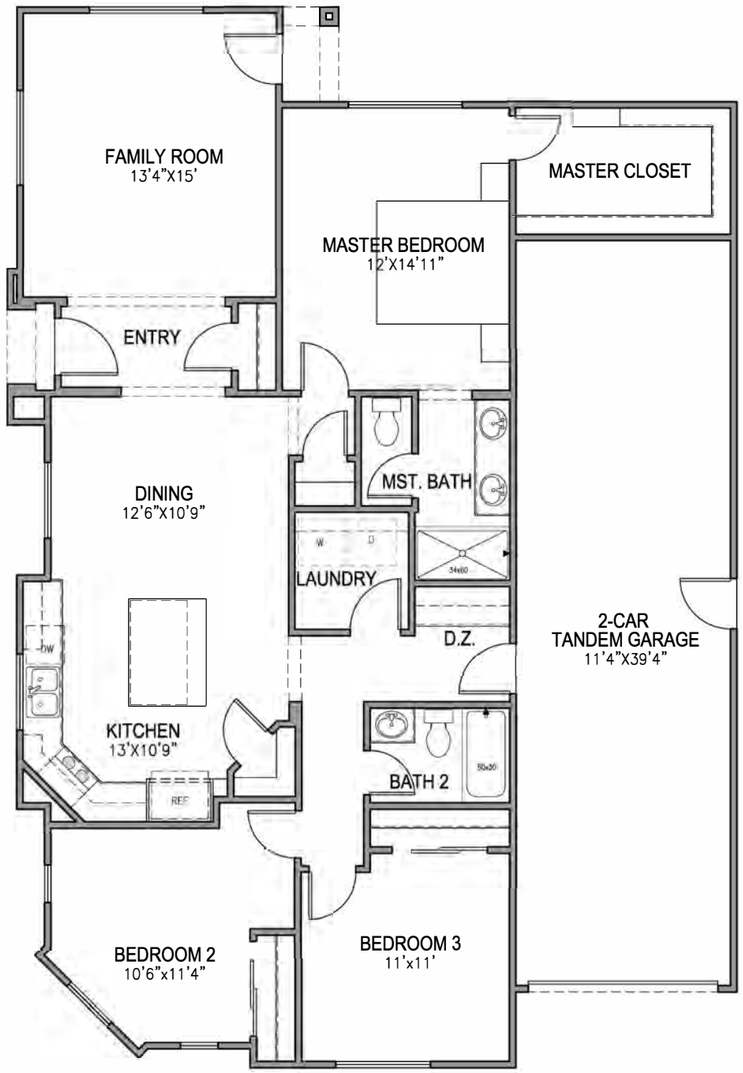


LEFT ELEVATION 'D'
SCALE: 1/8"=1'-0"

1412 'D' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES

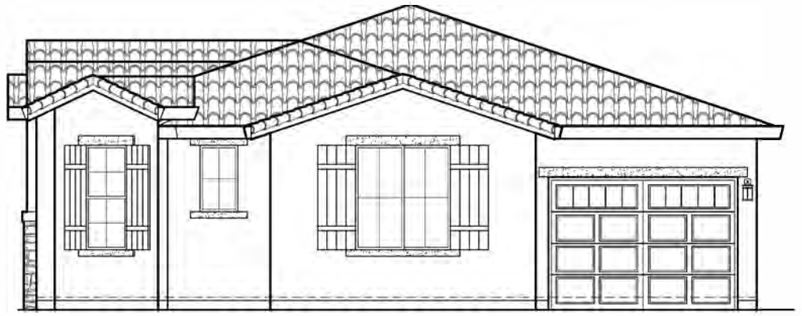
John Mourier Construction Inc.
Roseville, California



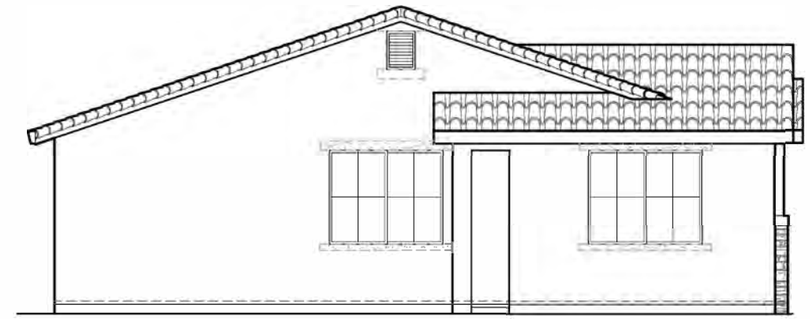
FIRST FLOOR PLAN
SCALE: 1/8"=1'-0"

1435 FLOOR PLAN
SIERRA VISTA
JM-40

JMC HOMES
John Mourier Construction Inc.
Roseville, California

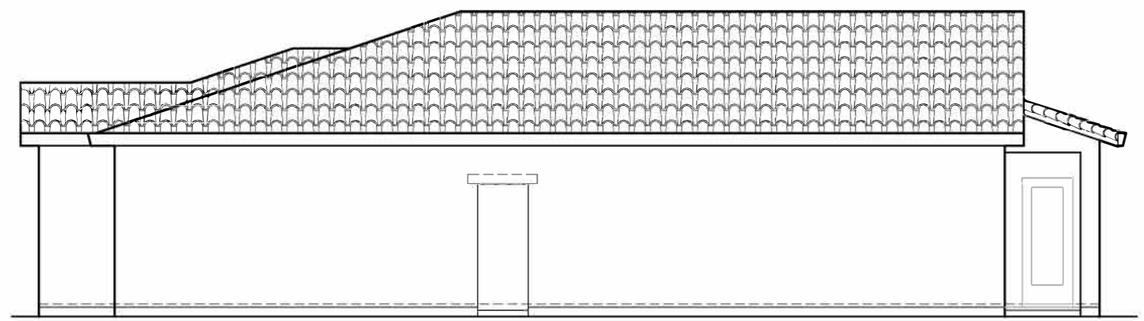


FRONT ELEVATION 'A'
SCALE: 1/8"=1'-0"



REAR ELEVATION 'A'
SCALE: 1/8"=1'-0"

SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.



RIGHT ELEVATION 'A'
SCALE: 1/8"=1'-0"

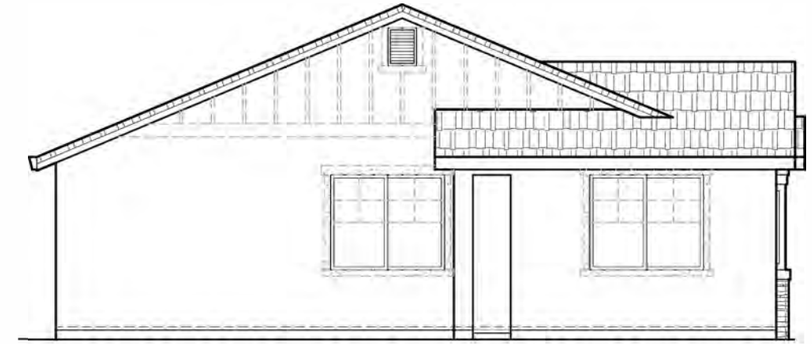
LEFT ELEVATION 'A'
SCALE: 1/8"=1'-0"

1435 'A' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES

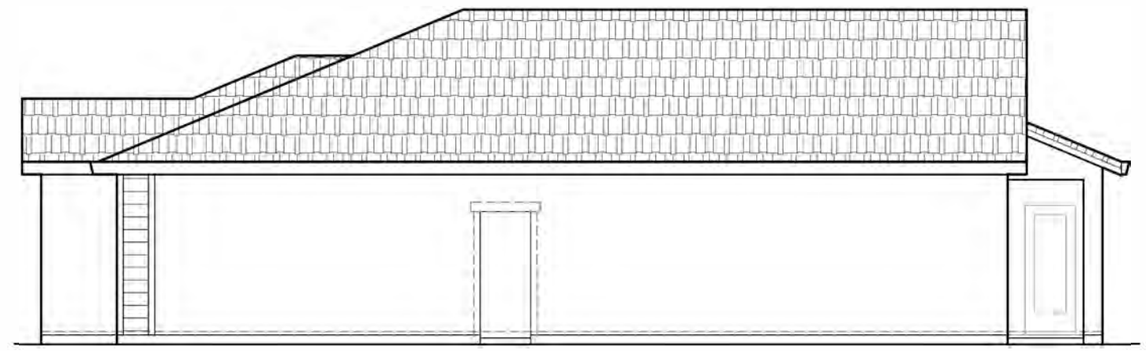
John Mourier Construction Inc.
Roseville, California

FRONT ELEVATION 'B'
SCALE: 1/8"=1'-0"



REAR ELEVATION 'B'
SCALE: 1/8"=1'-0"

SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.



RIGHT ELEVATION 'B'
SCALE: 1/8"=1'-0"

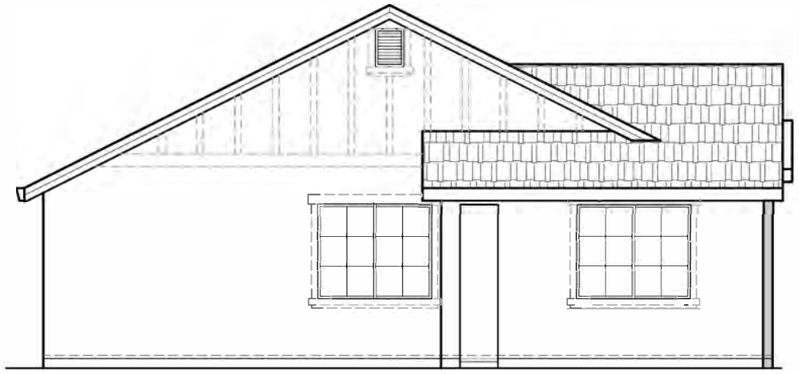
LEFT ELEVATION 'B'
SCALE: 1/8"=1'-0"

1435 'B' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES

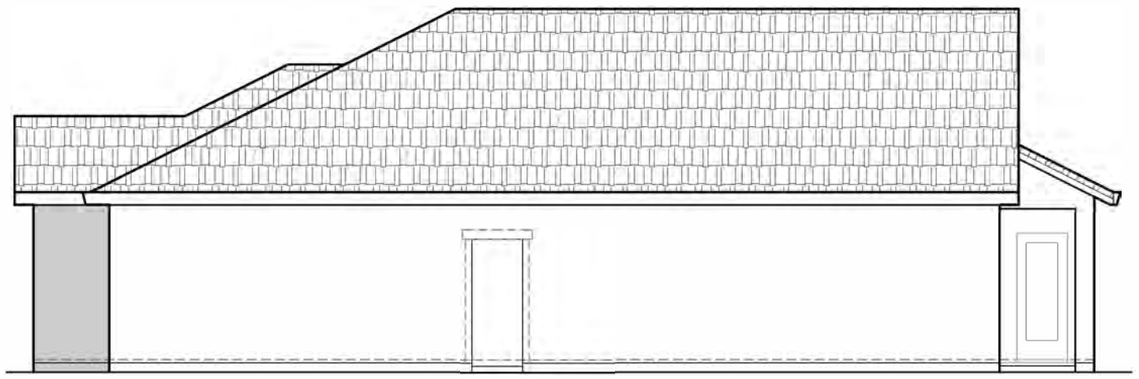
John Mourier Construction Inc.
Roseville, California

FRONT ELEVATION 'C'
SCALE: 1/8"=1'-0"



REAR ELEVATION 'C'
SCALE: 1/8"=1'-0"

SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.



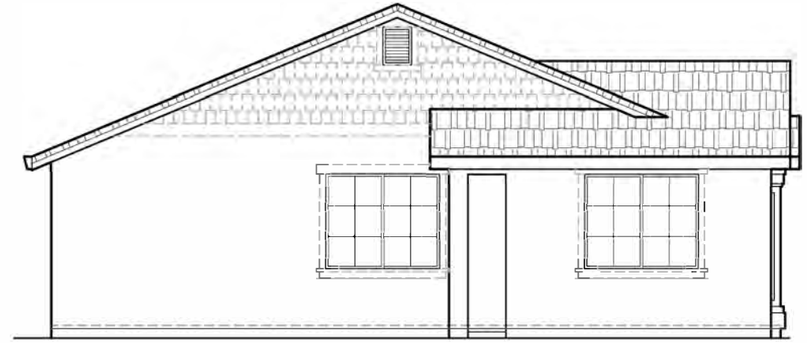
RIGHT ELEVATION 'C'
SCALE: 1/8"=1'-0"

LEFT ELEVATION 'C'
SCALE: 1/8"=1'-0"

1435 'C' ELEVATIONS
SIERRA VISTA
JM-40

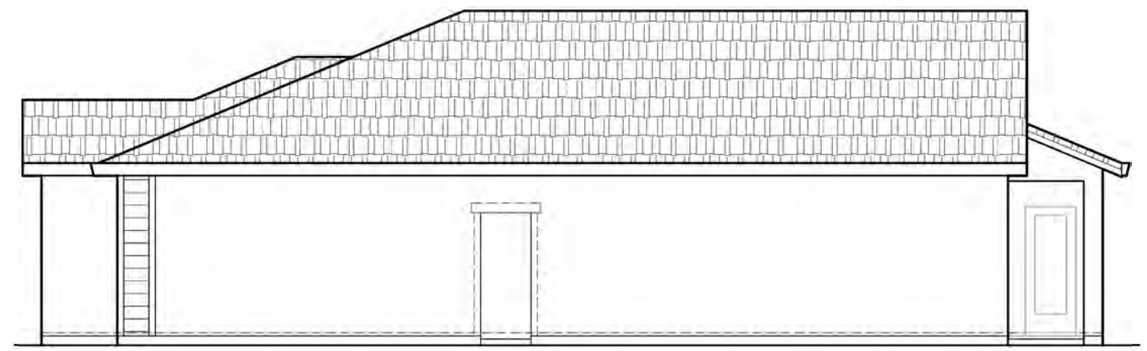
JMC HOMES
John Mourier Construction Inc.
Roseville, California

FRONT ELEVATION 'D'
SCALE: 1/8"=1'-0"



REAR ELEVATION 'D'
SCALE: 1/8"=1'-0"

SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.



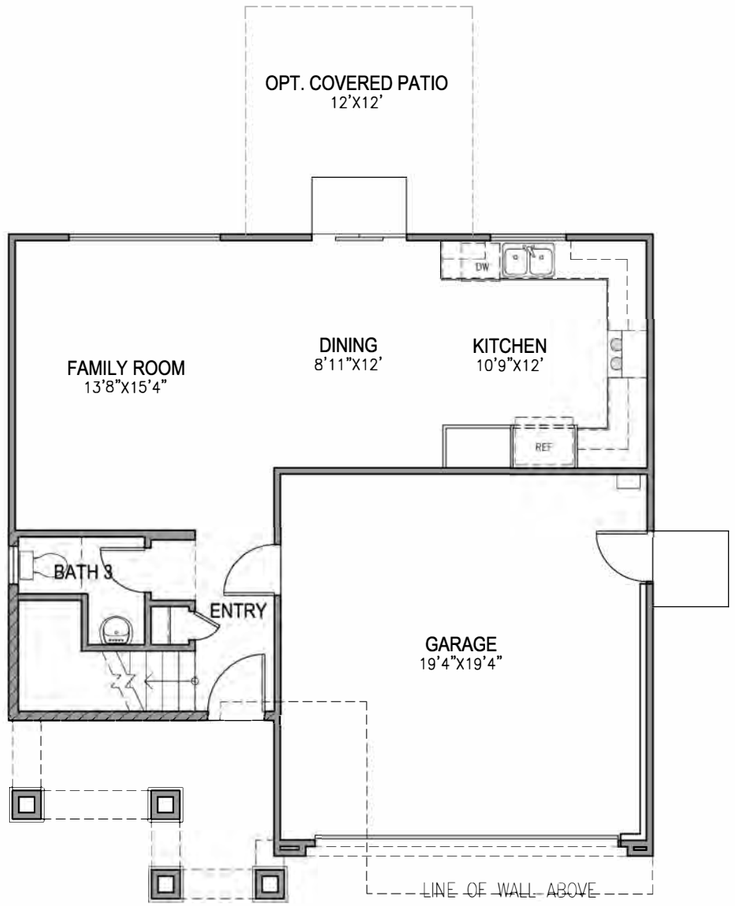
RIGHT ELEVATION 'D'
SCALE: 1/8"=1'-0"

LEFT ELEVATION 'D'
SCALE: 1/8"=1'-0"

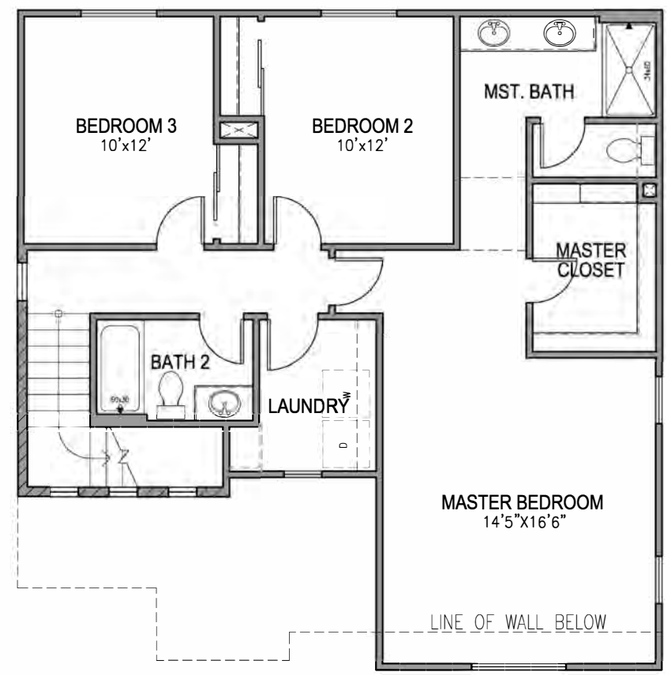
1435 'D' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES

John Mourier Construction Inc.
Roseville, California



FIRST FLOOR PLAN
SCALE: 1/8"=1'-0"



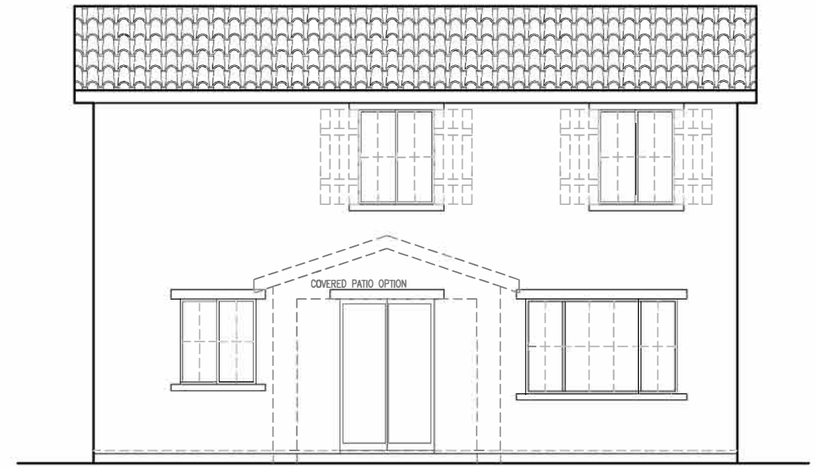
SECOND FLOOR PLAN
SCALE: 1/8"=1'-0"

1570 FLOOR PLAN
SIERRA VISTA
JM-40

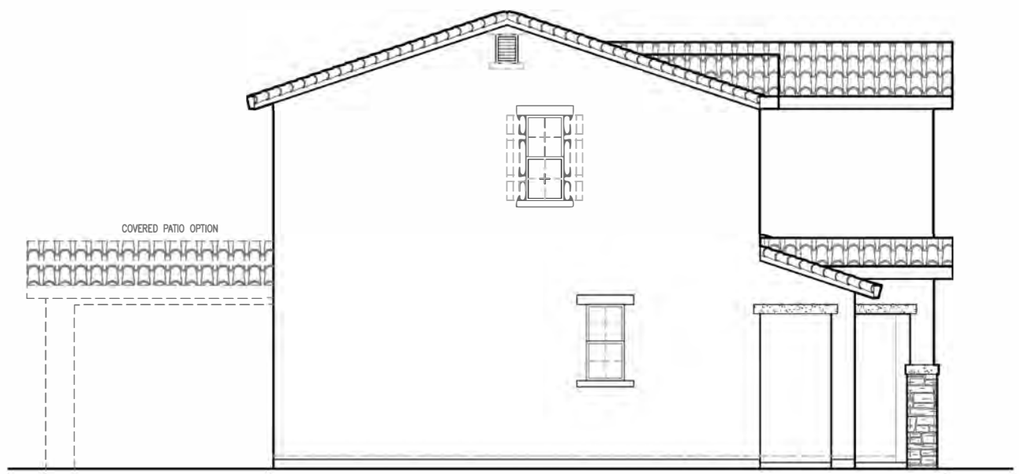
JMC HOMES

John Mourier Construction Inc.
Roseville, California

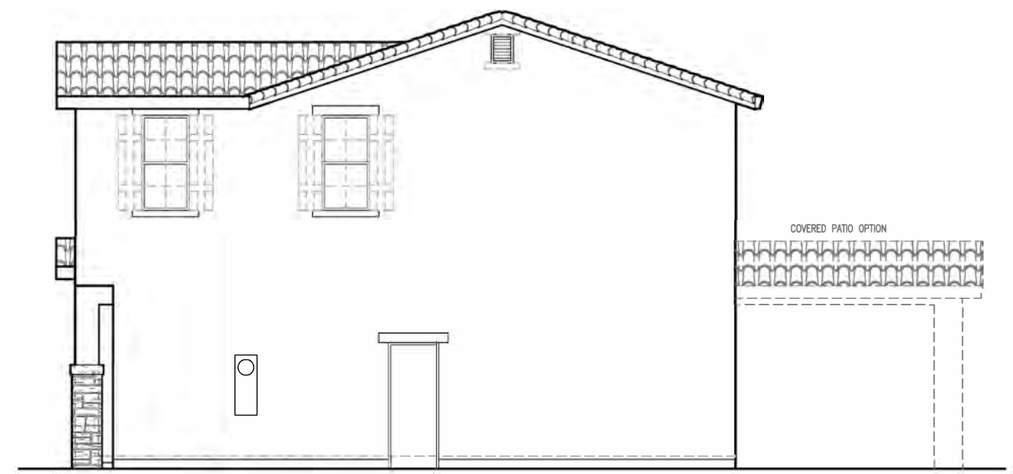
FRONT ELEVATION 'A'
SCALE: 1/8"=1'-0"



REAR ELEVATION 'A'
SCALE: 1/8"=1'-0"



LEFT ELEVATION 'A'
SCALE: 1/8"=1'-0"



RIGHT ELEVATION 'A'
SCALE: 1/8"=1'-0"

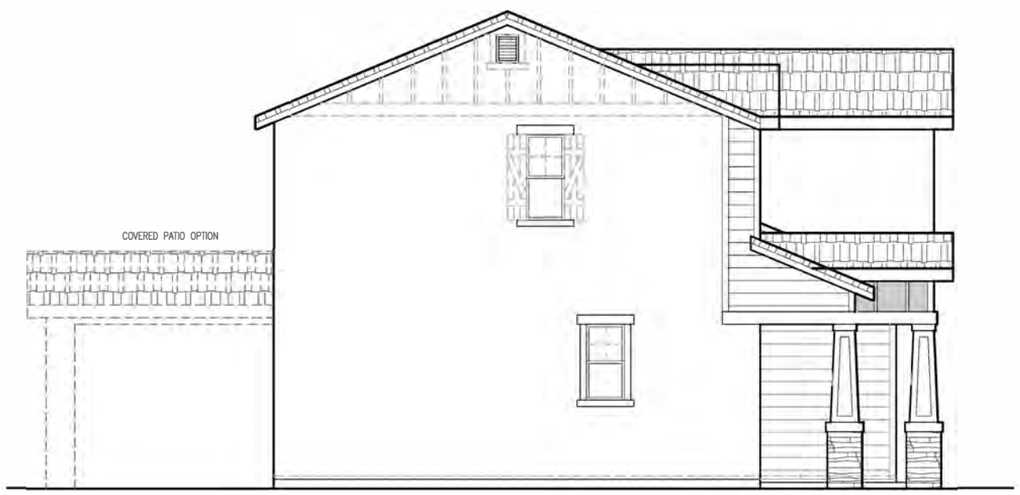
SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.

1570 'A' ELEVATIONS
SIERRA VISTA
JM-40

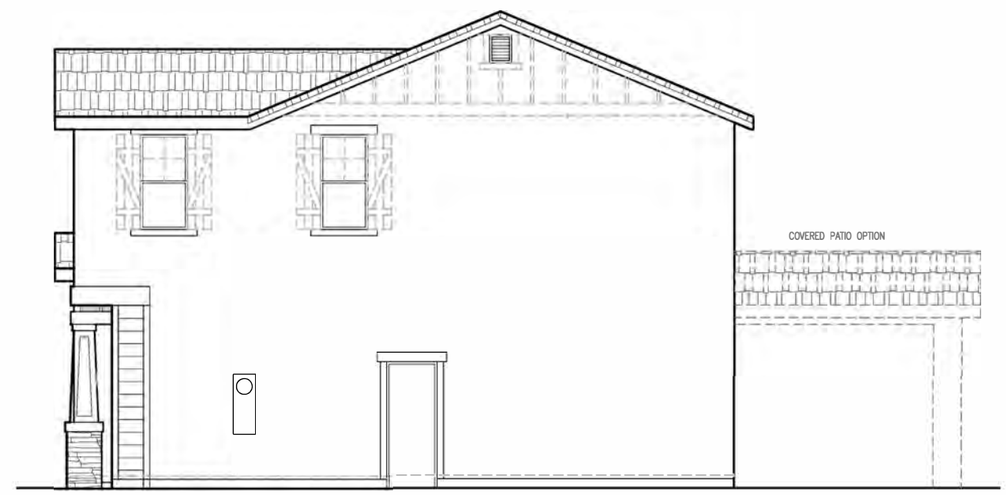
JMC HOMES
John Mourier Construction Inc.
Roseville, California

FRONT ELEVATION 'B'
SCALE: 1/8"=1'-0"

REAR ELEVATION 'B'
SCALE: 1/8"=1'-0"



LEFT ELEVATION 'B'
SCALE: 1/8"=1'-0"



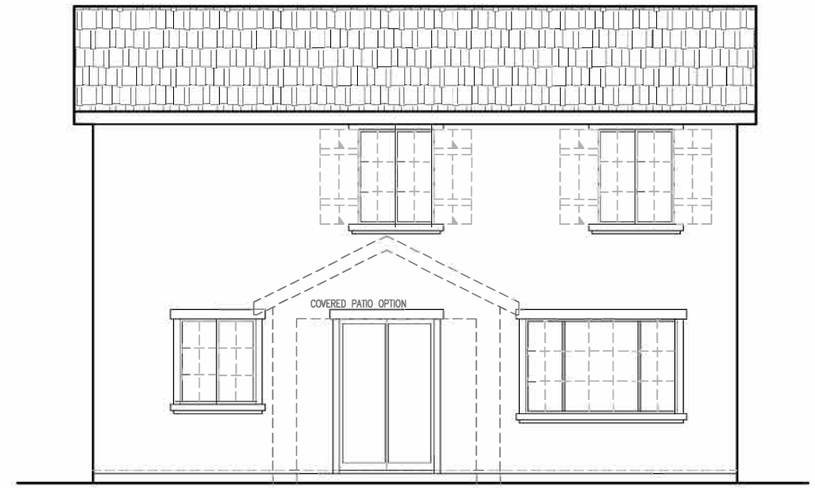
RIGHT ELEVATION 'B'
SCALE: 1/8"=1'-0"

SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.

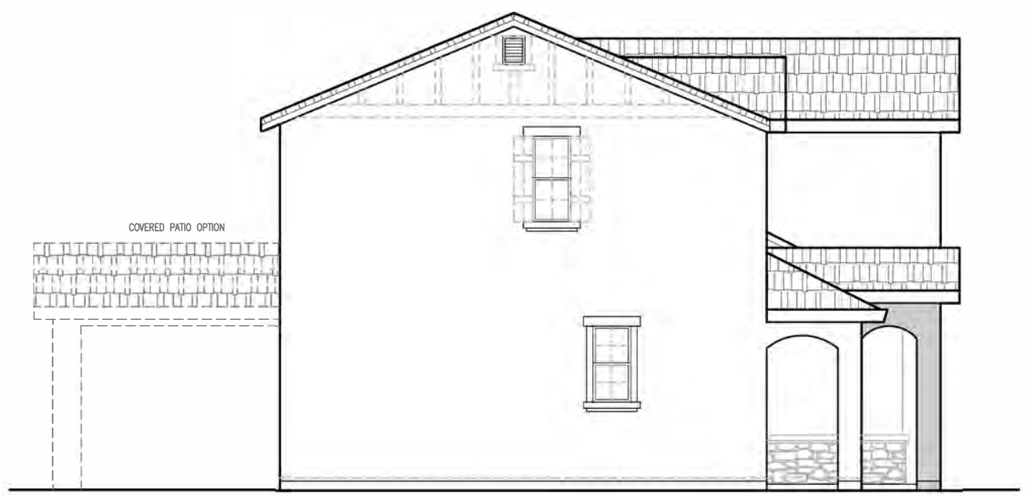
1570 'B' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES
John Mourier Construction Inc.
Roseville, California

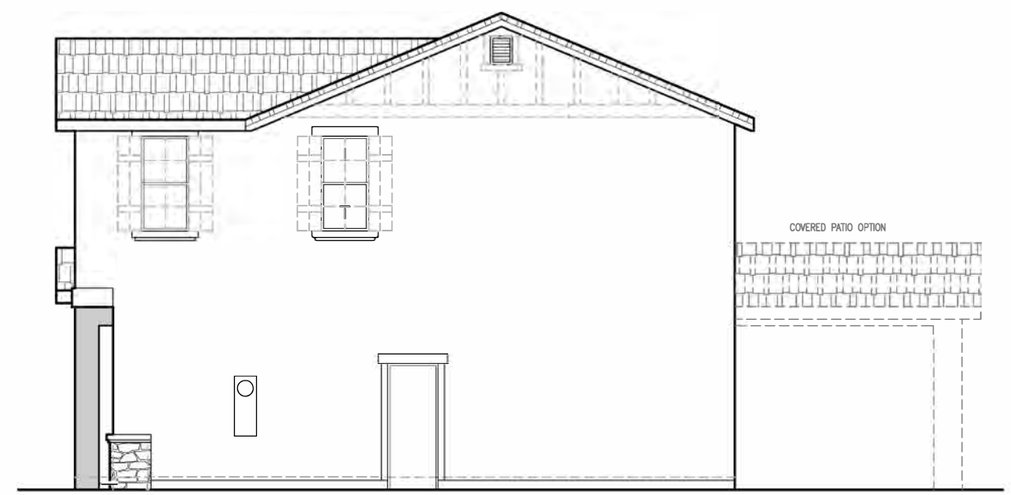
FRONT ELEVATION 'C'
SCALE: 1/8"=1'-0"



REAR ELEVATION 'C'
SCALE: 1/8"=1'-0"



LEFT ELEVATION 'C'
SCALE: 1/8"=1'-0"



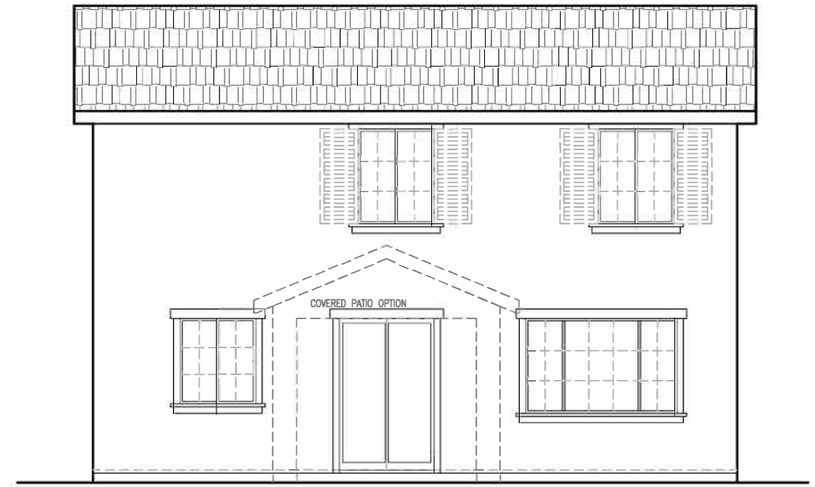
RIGHT ELEVATION 'C'
SCALE: 1/8"=1'-0"

SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.

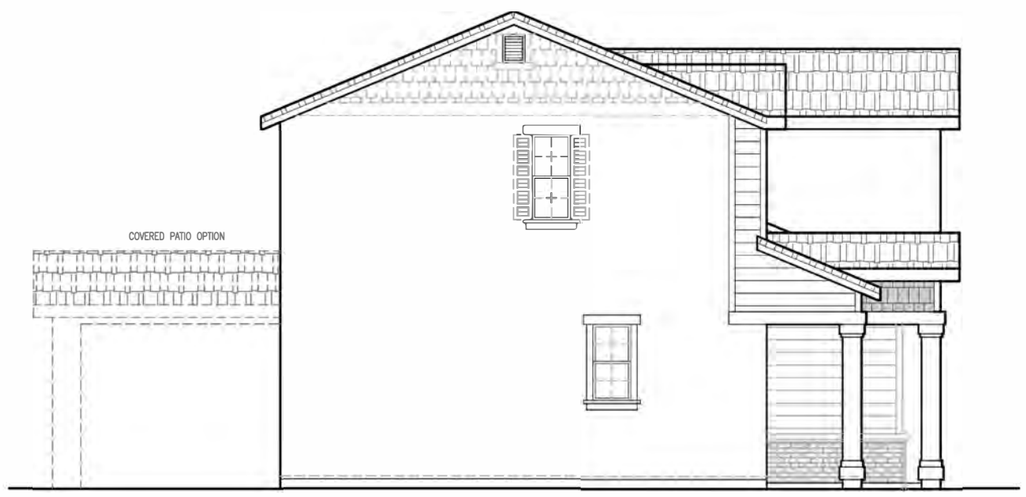
1570 'C' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES
John Mourier Construction Inc.
Roseville, California

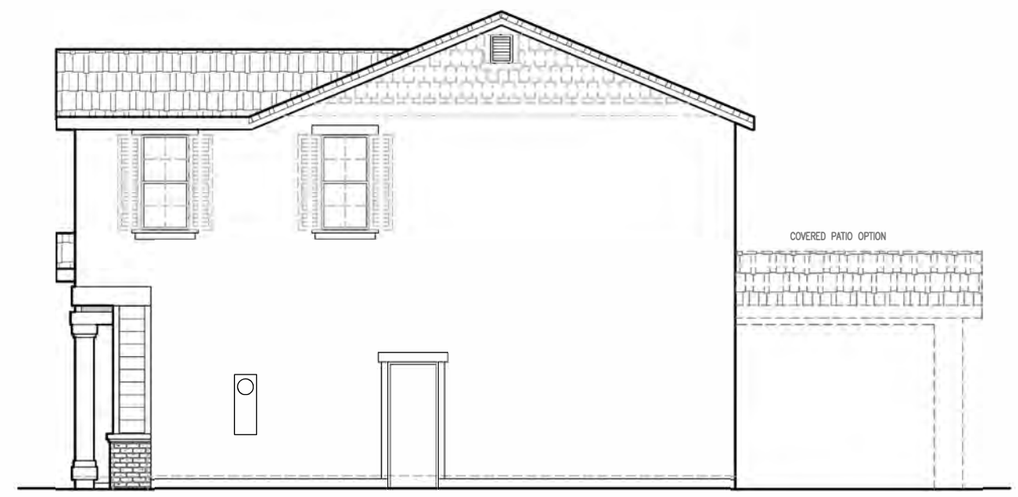
FRONT ELEVATION 'D'
SCALE: 1/8"=1'-0"



REAR ELEVATION 'D'
SCALE: 1/8"=1'-0"



LEFT ELEVATION 'D'
SCALE: 1/8"=1'-0"

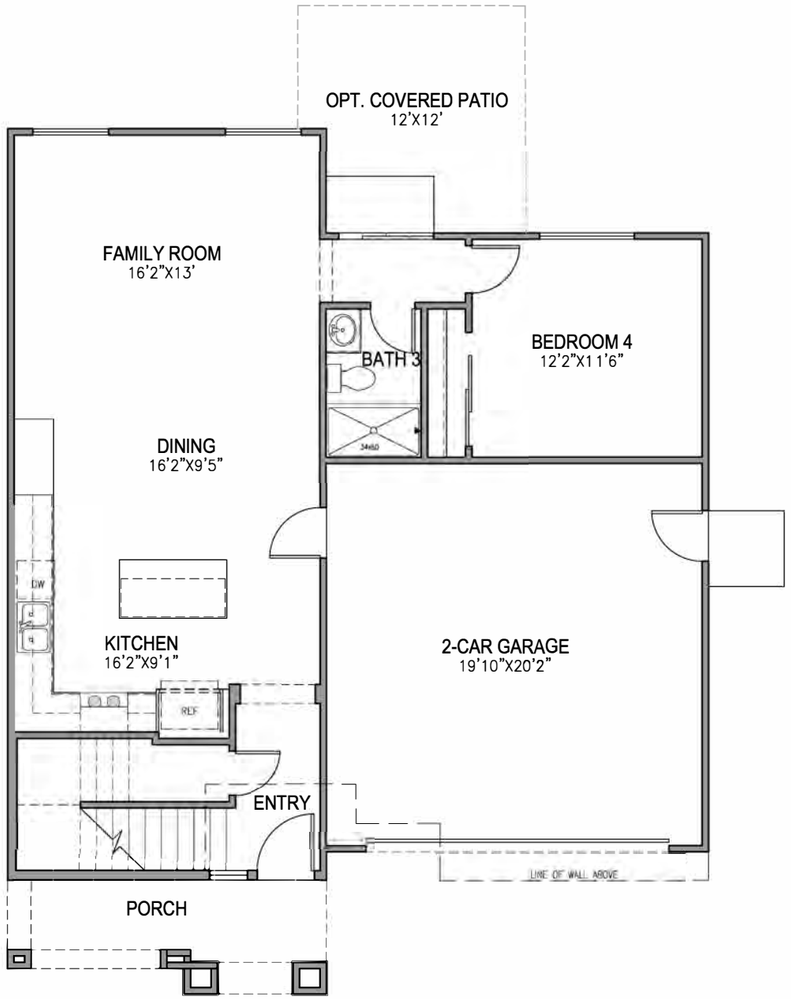


RIGHT ELEVATION 'D'
SCALE: 1/8"=1'-0"

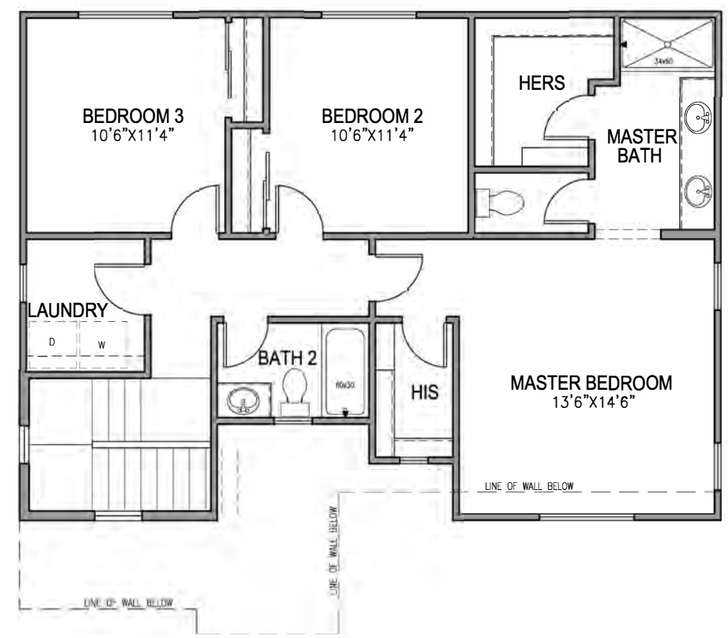
SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.

1570 'D' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES
John Mourier Construction Inc.
Roseville, California



FIRST FLOOR PLAN
SCALE: 1/8"=1'-0"



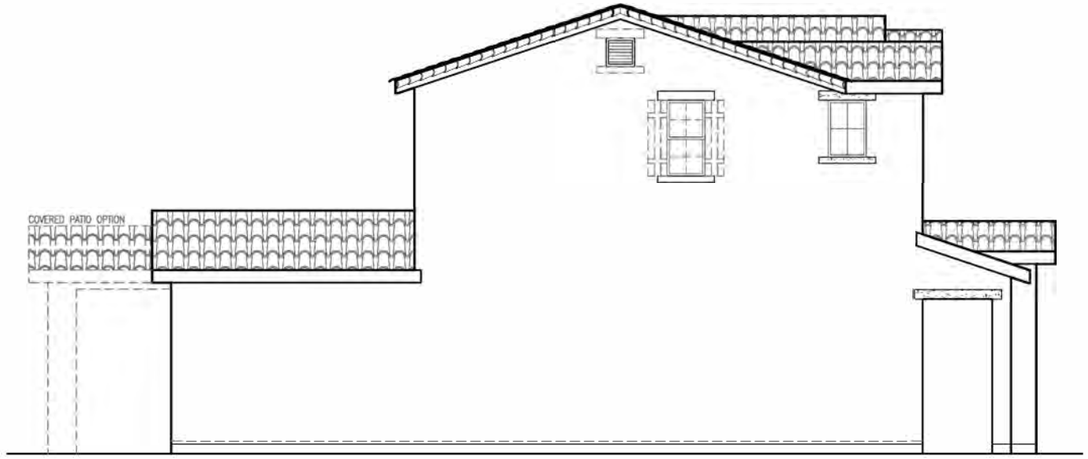
SECOND FLOOR PLAN
SCALE: 1/8"=1'-0"

1790 FLOOR PLAN
SIERRA VISTA
JM-40

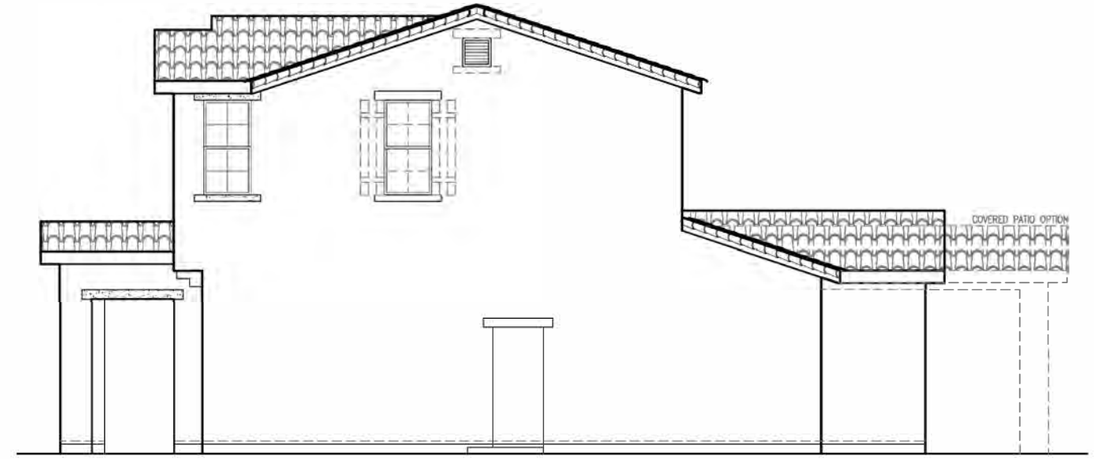
JMC HOMES
John Mourier Construction Inc.
Roseville, California

FRONT ELEVATION 'A'
SCALE: 1/8"=1'-0"

REAR ELEVATION 'A'
SCALE: 1/8"=1'-0"



LEFT ELEVATION 'A'
SCALE: 1/8"=1'-0"



RIGHT ELEVATION 'A'
SCALE: 1/8"=1'-0"

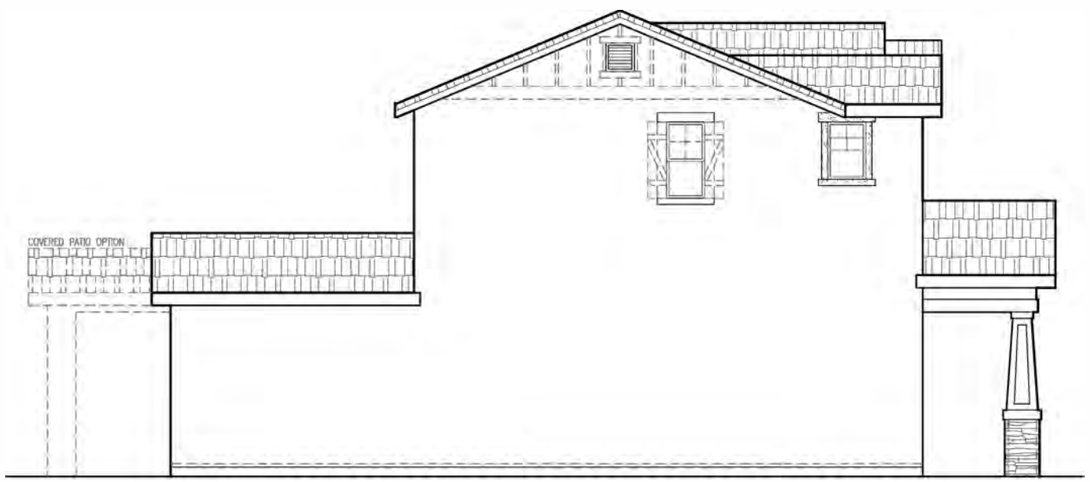
SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.

1790 'A' ELEVATIONS
SIERRA VISTA
JM-40

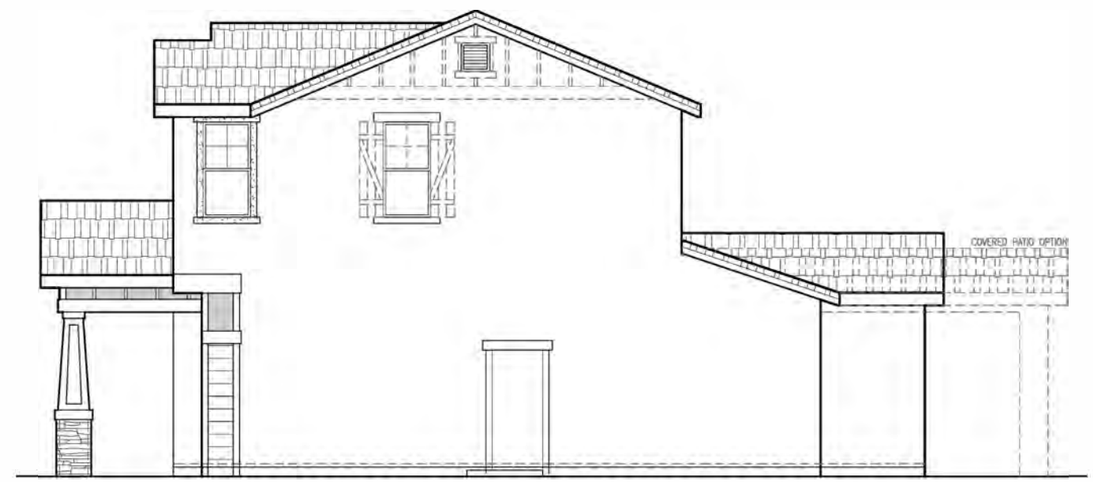
JMC HOMES
John Mourier Construction Inc.
Roseville, California

FRONT ELEVATION 'B'
SCALE: 1/8"=1'-0"

REAR ELEVATION 'B'
SCALE: 1/8"=1'-0"



LEFT ELEVATION 'B'
SCALE: 1/8"=1'-0"



RIGHT ELEVATION 'B'
SCALE: 1/8"=1'-0"

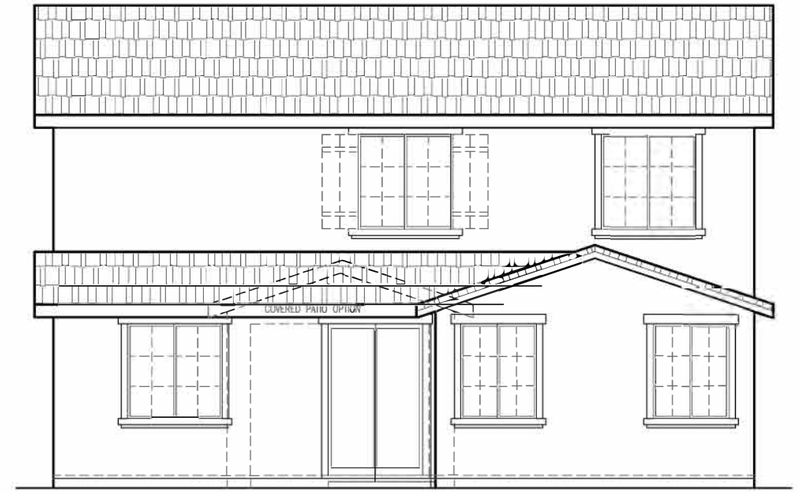
SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.

1790 'B' ELEVATIONS
SIERRA VISTA
JM-40

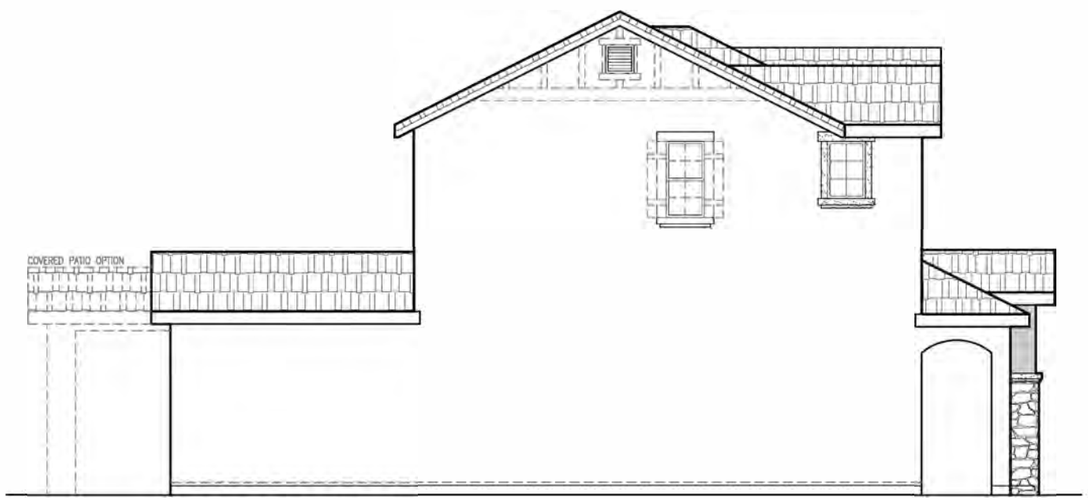
JMC HOMES

John Mourier Construction Inc.
Roseville, California

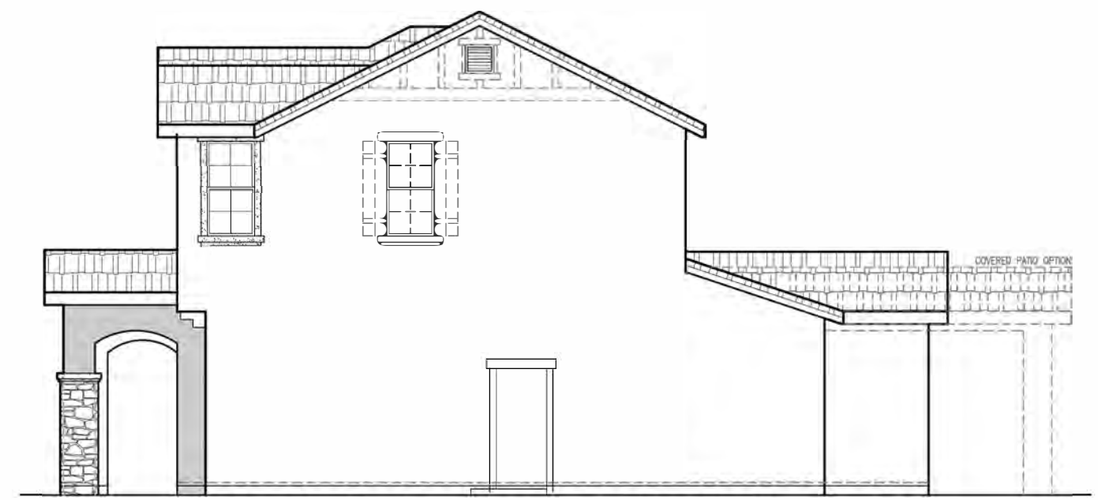
FRONT ELEVATION 'C'
SCALE: 1/8"=1'-0"



REAR ELEVATION 'C'
SCALE: 1/8"=1'-0"



LEFT ELEVATION 'C'
SCALE: 1/8"=1'-0"



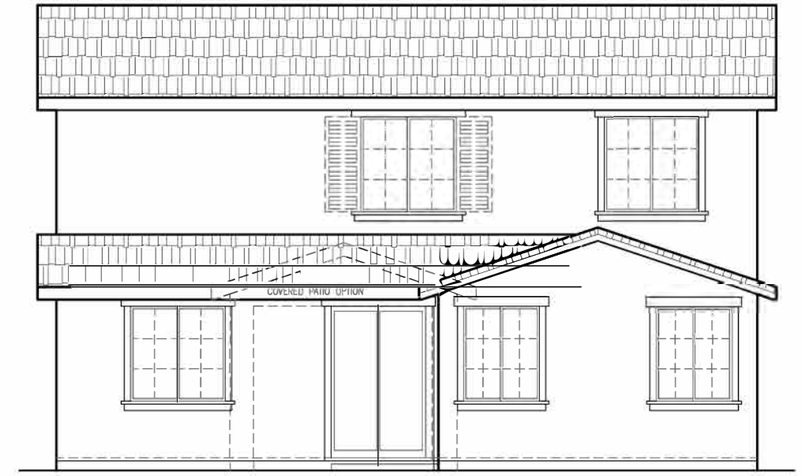
RIGHT ELEVATION 'C'
SCALE: 1/8"=1'-0"

SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.

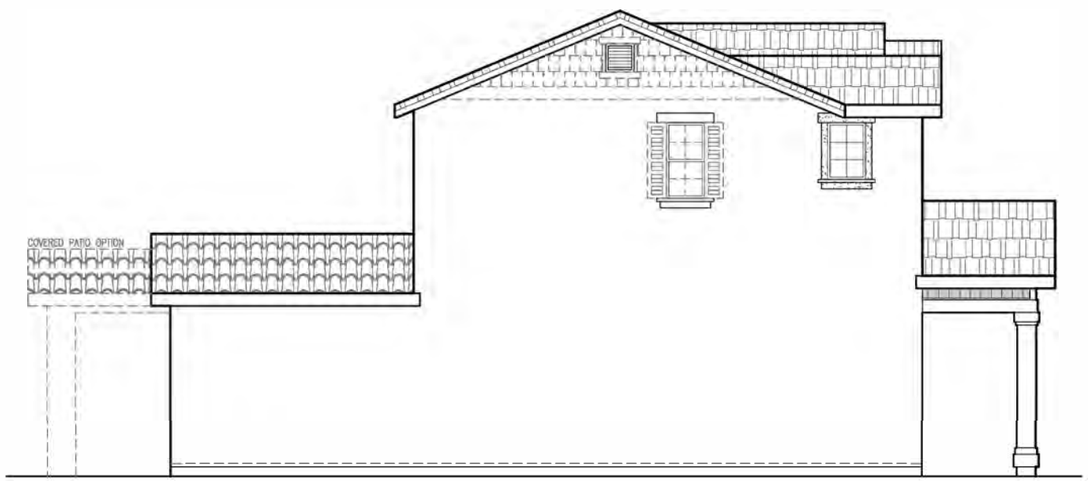
1790 'C' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES
John Mourier Construction Inc.
Roseville, California

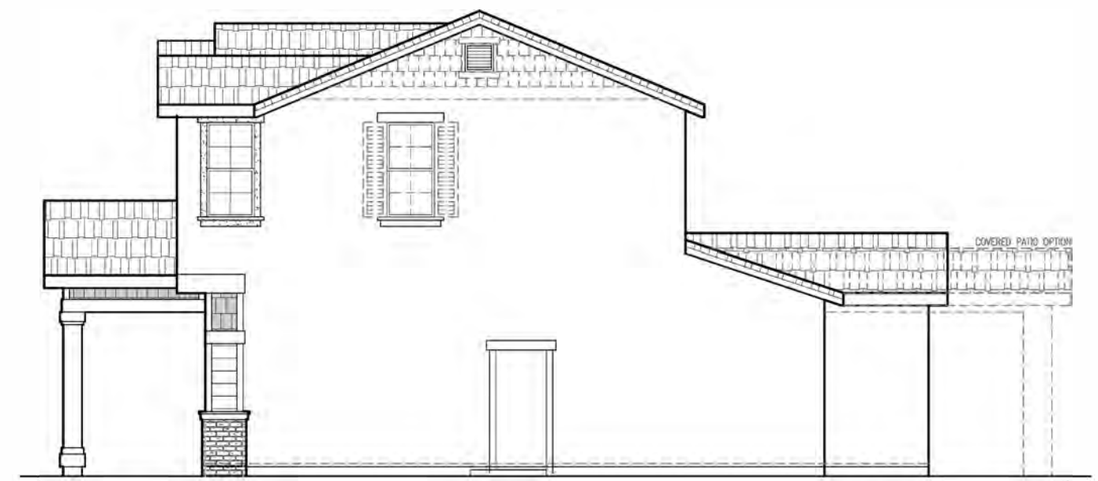
FRONT ELEVATION 'D'
SCALE: 1/8"=1'-0"



REAR ELEVATION 'D'
SCALE: 1/8"=1'-0"



LEFT ELEVATION 'D'
SCALE: 1/8"=1'-0"

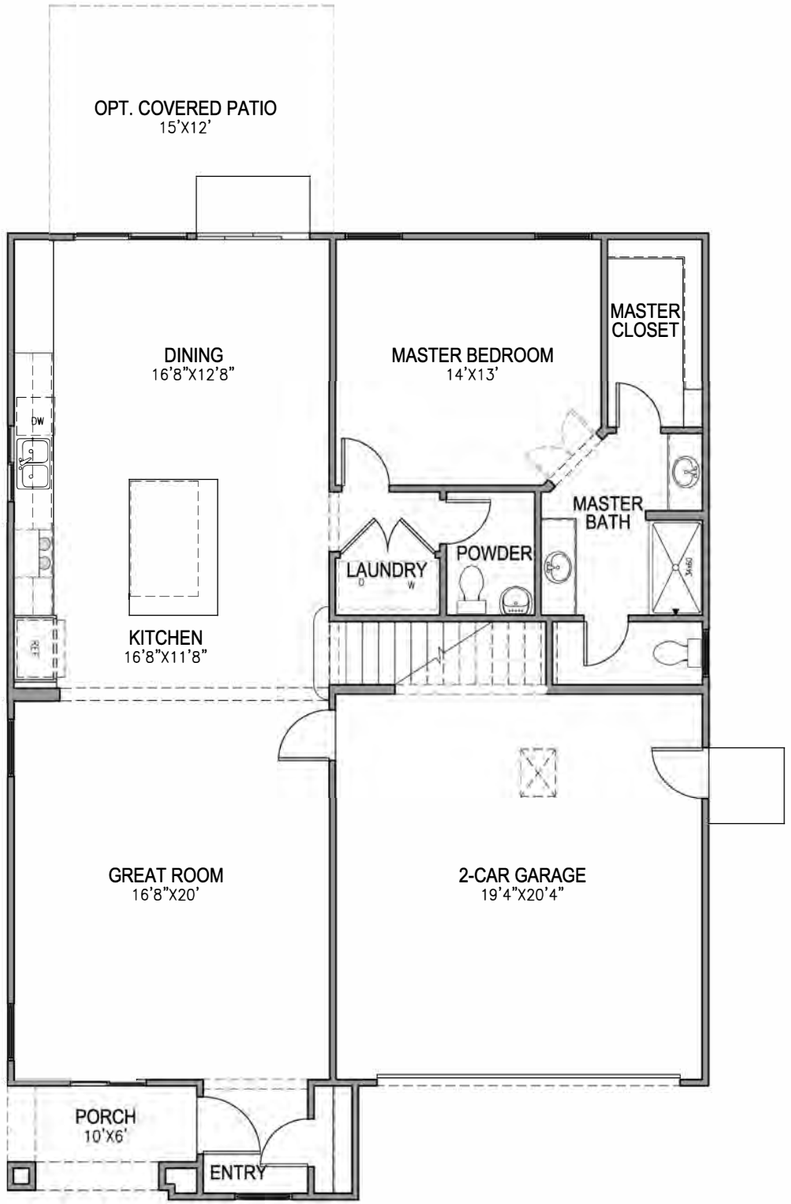


RIGHT ELEVATION 'D'
SCALE: 1/8"=1'-0"

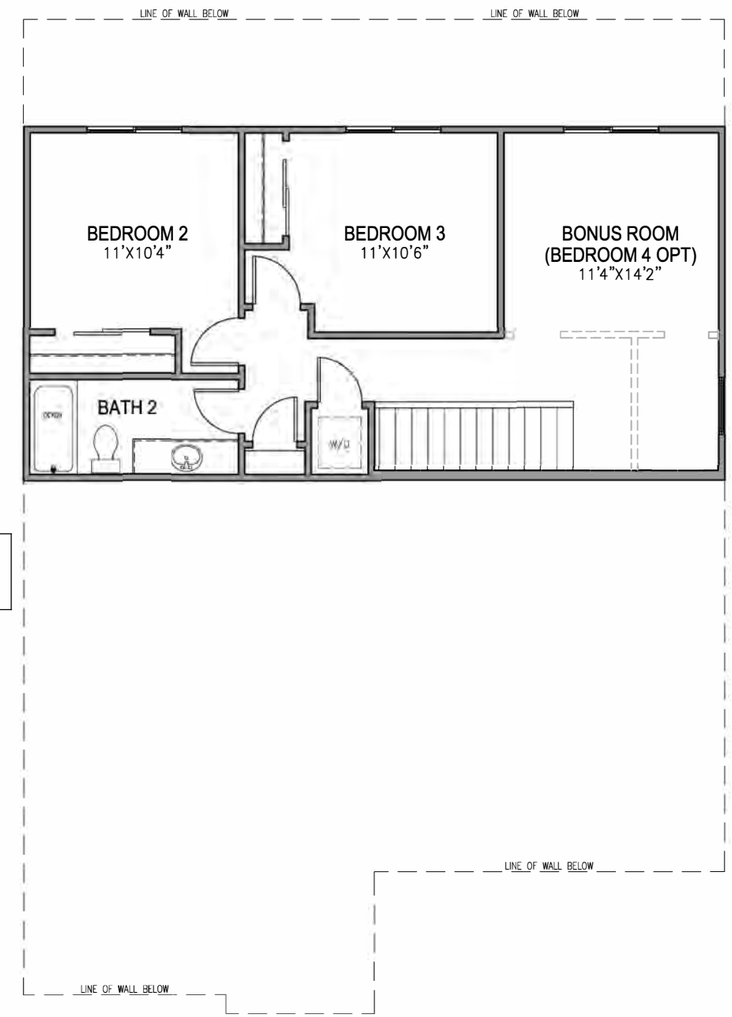
SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.

1790 'D' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES
John Mourier Construction Inc.
Roseville, California



FIRST FLOOR PLAN
SCALE: 1/8"=1'-0"



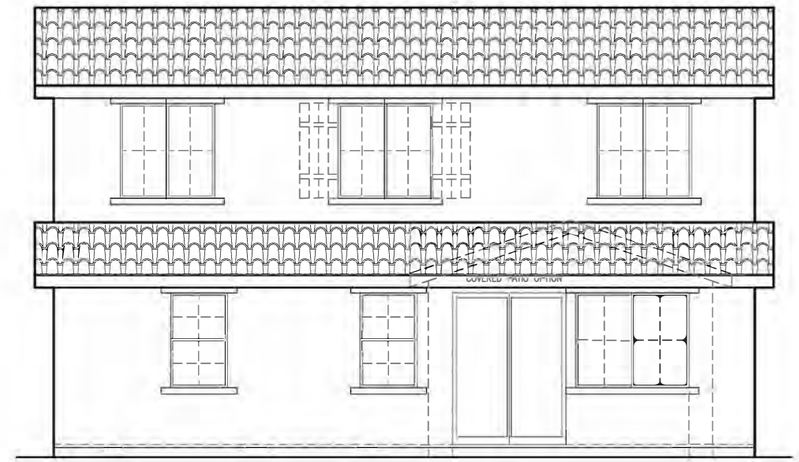
SECOND FLOOR PLAN
SCALE: 1/8"=1'-0"

1964 FLOOR PLAN
SIERRA VISTA
JM-40

JMC HOMES

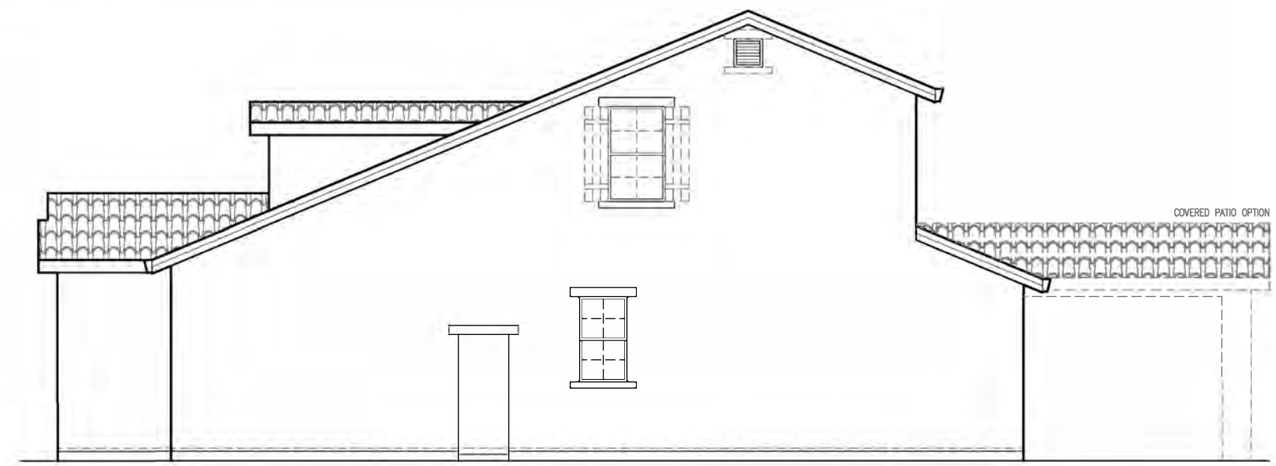
John Mourier Construction Inc.
Roseville, California

FRONT ELEVATION 'A'
SCALE: 1/8"=1'-0"

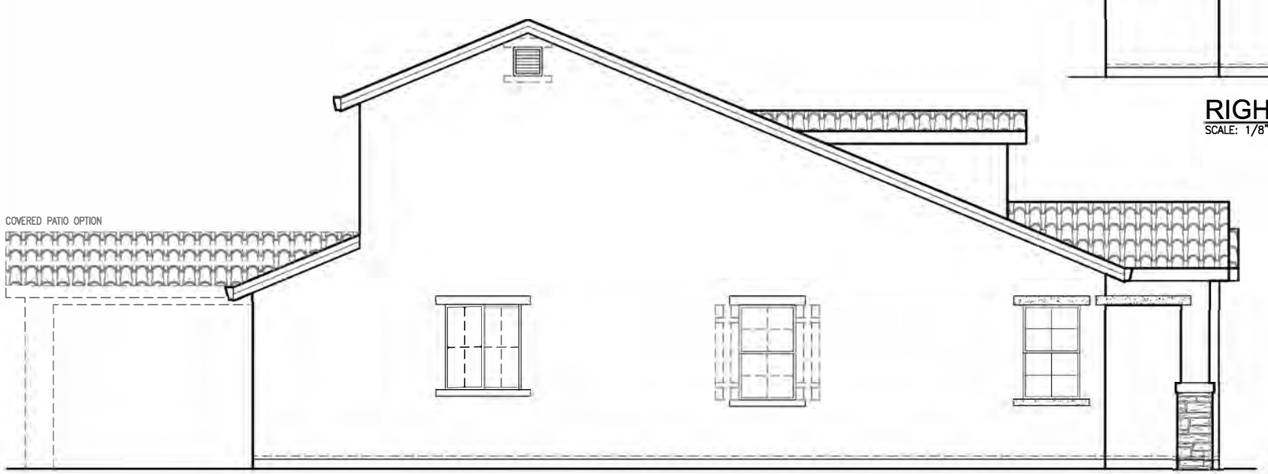


REAR ELEVATION 'A'
SCALE: 1/8"=1'-0"

SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.



RIGHT ELEVATION 'A'
SCALE: 1/8"=1'-0"



LEFT ELEVATION 'A'
SCALE: 1/8"=1'-0"

1964 'A' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES

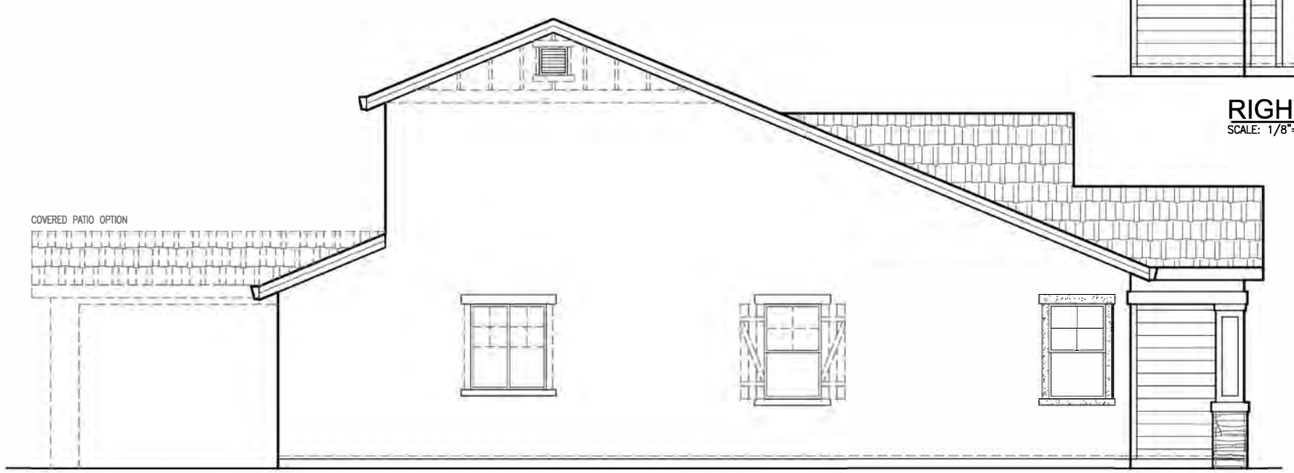
John Mourier Construction Inc.
Roseville, California

FRONT ELEVATION 'B'
SCALE: 1/8"=1'-0"

REAR ELEVATION 'B'
SCALE: 1/8"=1'-0"

SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.

RIGHT ELEVATION 'B'
SCALE: 1/8"=1'-0"



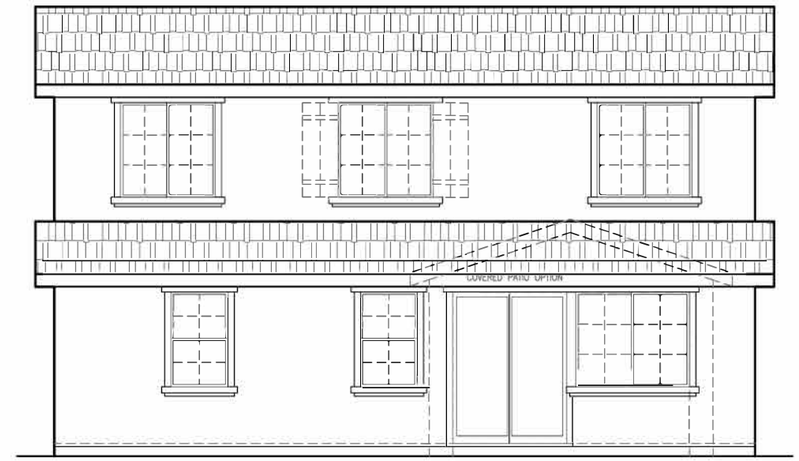
LEFT ELEVATION 'B'
SCALE: 1/8"=1'-0"

1964 'B' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES

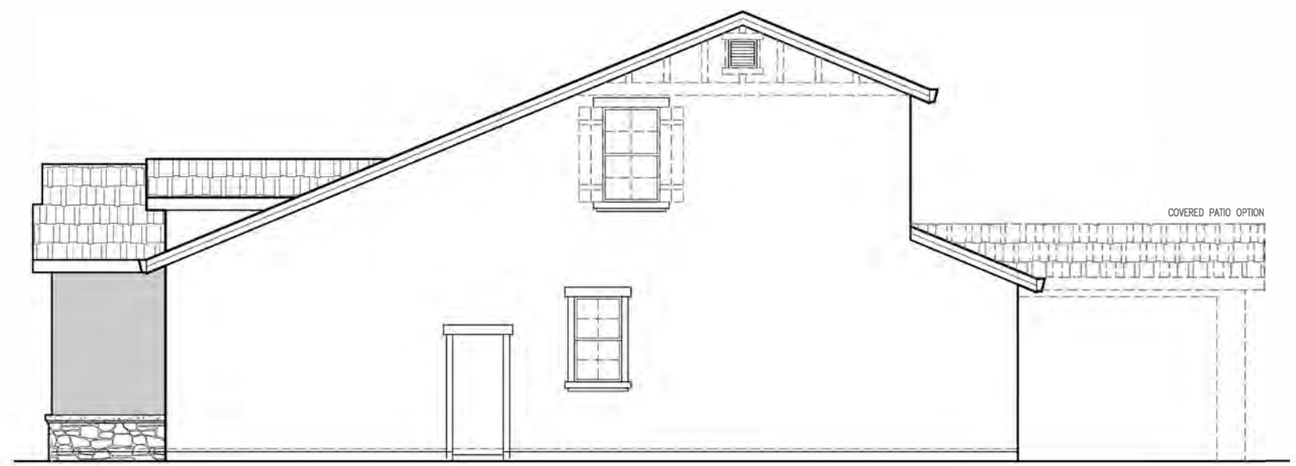
John Mourier Construction Inc.
Roseville, California

FRONT ELEVATION 'C'
SCALE: 1/8"=1'-0"

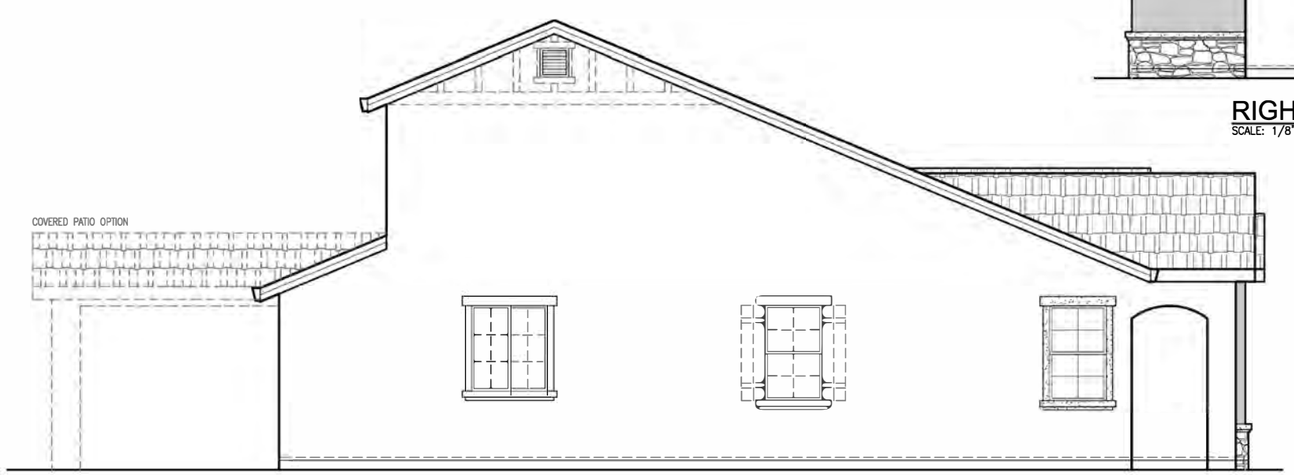


REAR ELEVATION 'C'
SCALE: 1/8"=1'-0"

SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.



RIGHT ELEVATION 'C'
SCALE: 1/8"=1'-0"



LEFT ELEVATION 'C'
SCALE: 1/8"=1'-0"

1964 'C' ELEVATIONS
SIERRA VISTA
JM-40

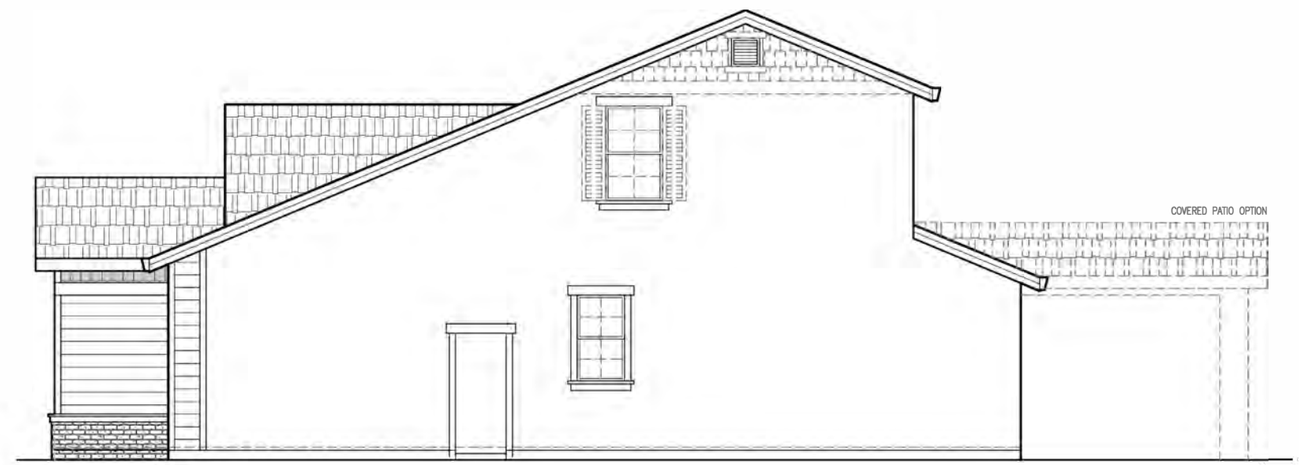
JMC HOMES

John Mourier Construction Inc.
Roseville, California

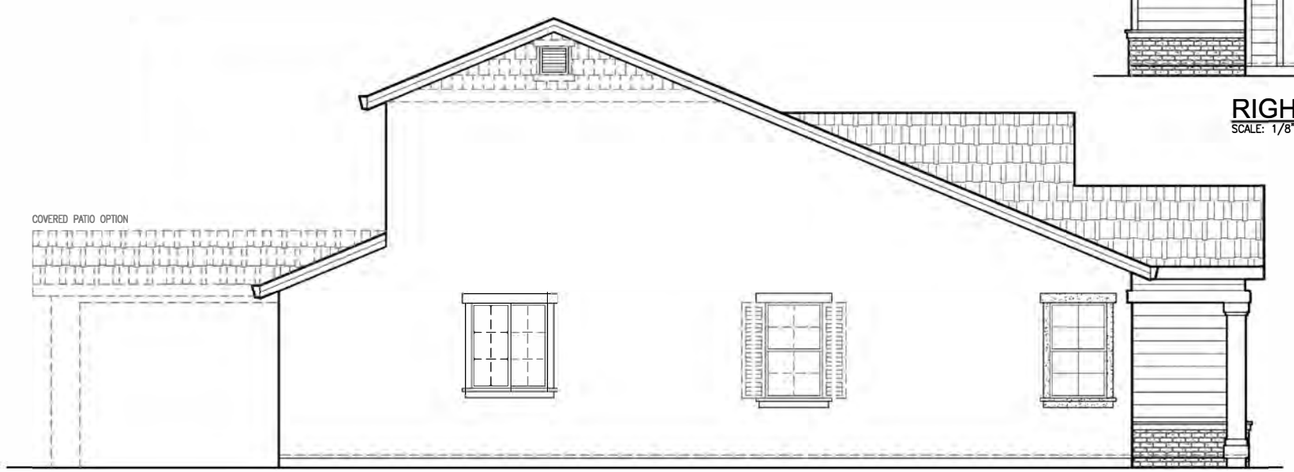
FRONT ELEVATION 'D'
SCALE: 1/8"=1'-0"

REAR ELEVATION 'D'
SCALE: 1/8"=1'-0"

SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.



RIGHT ELEVATION 'D'
SCALE: 1/8"=1'-0"

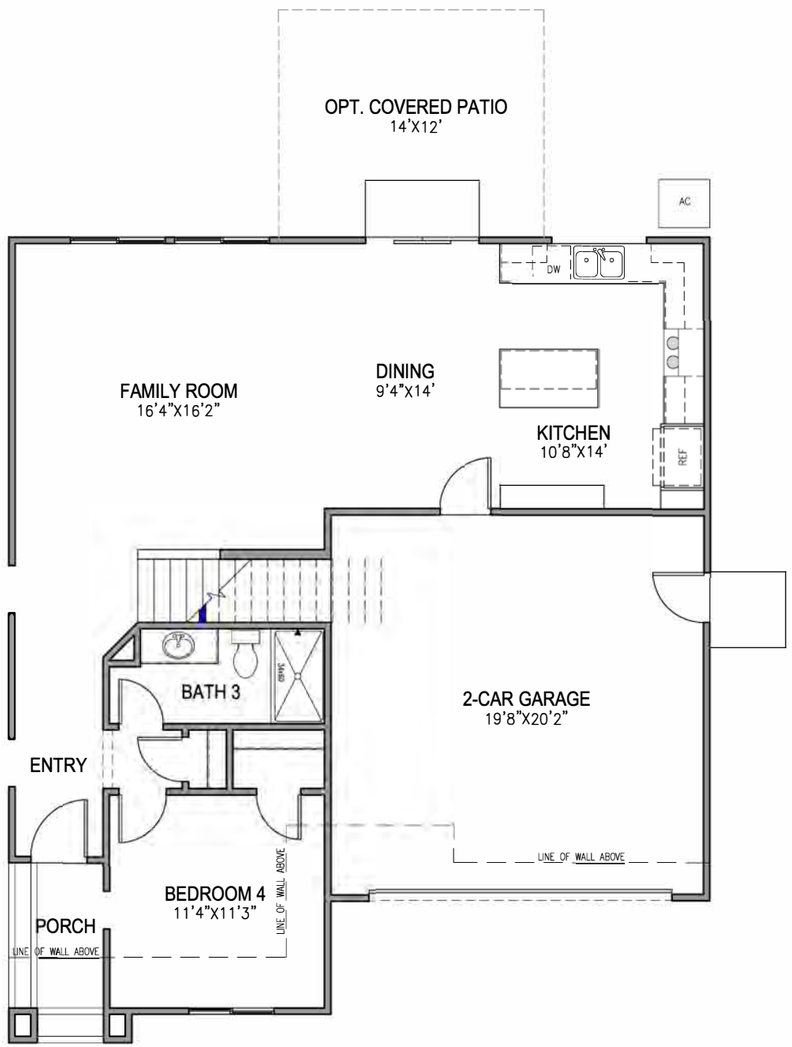


LEFT ELEVATION 'D'
SCALE: 1/8"=1'-0"

1964 'D' ELEVATIONS
SIERRA VISTA
JM-40

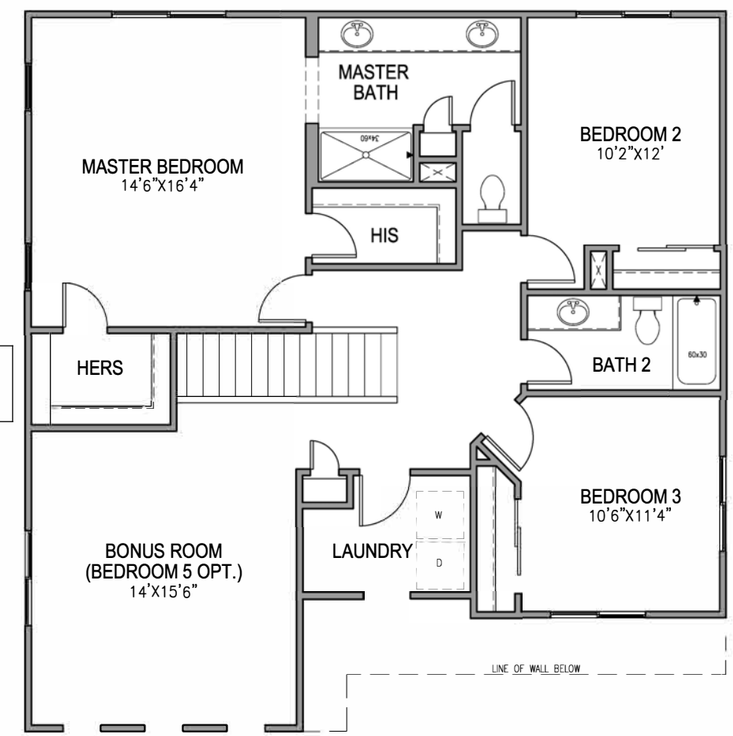
JMC HOMES

John Mourier Construction Inc.
Roseville, California



FIRST FLOOR PLAN
SCALE: 1/8"=1'-0"

BEDROOM 5 PLAN
SCALE: 1/8"=1'-0"



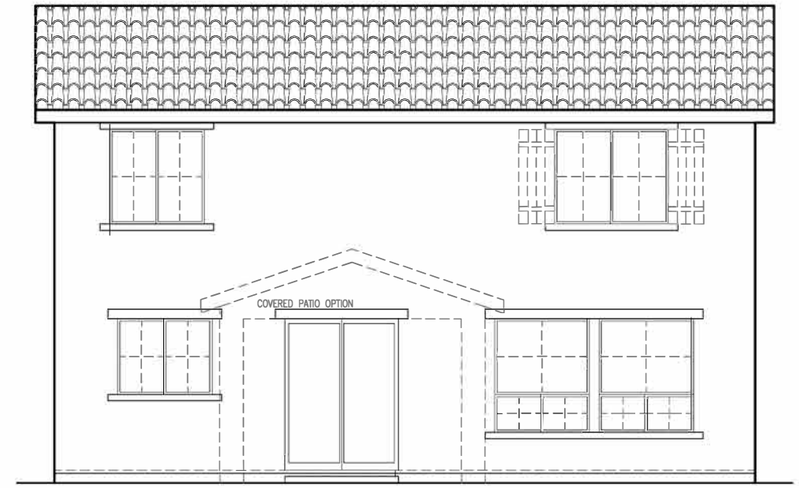
SECOND FLOOR PLAN
SCALE: 1/8"=1'-0"

2184 FLOOR PLAN
SIERRA VISTA
JM-40

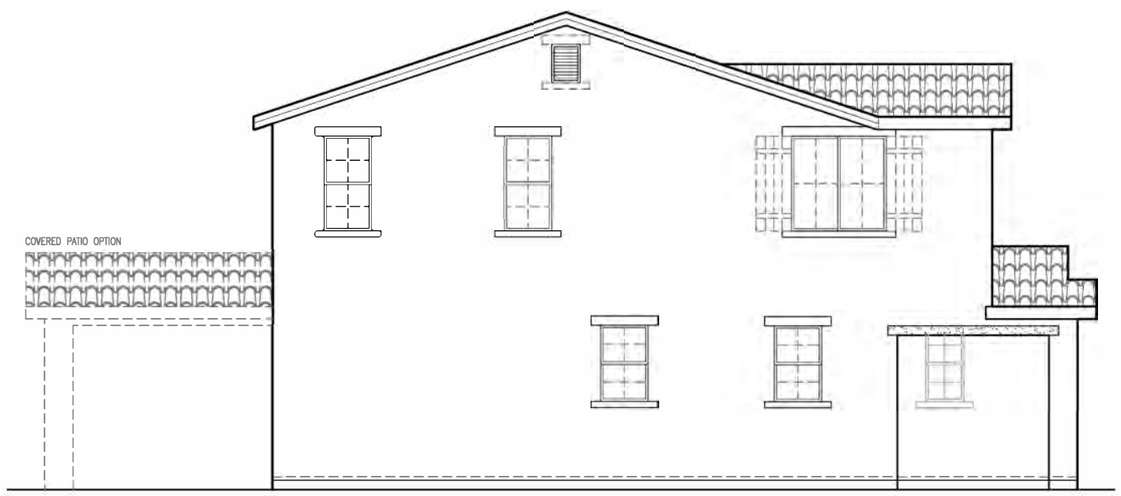
JMC HOMES

John Mourier Construction Inc.
Roseville, California

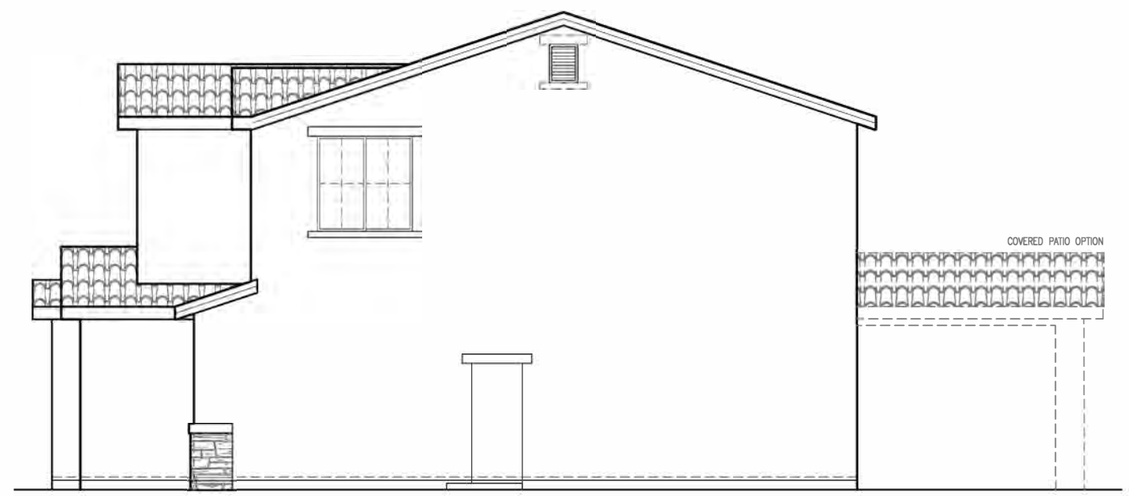
FRONT ELEVATION 'A'
SCALE: 1/8"=1'-0"



REAR ELEVATION 'A'
SCALE: 1/8"=1'-0"



LEFT ELEVATION 'A'
SCALE: 1/8"=1'-0"



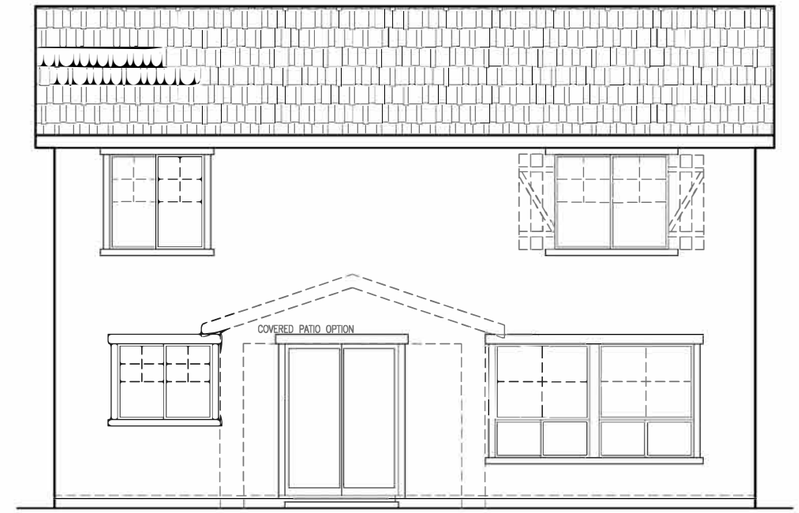
RIGHT ELEVATION 'A'
SCALE: 1/8"=1'-0"

SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.

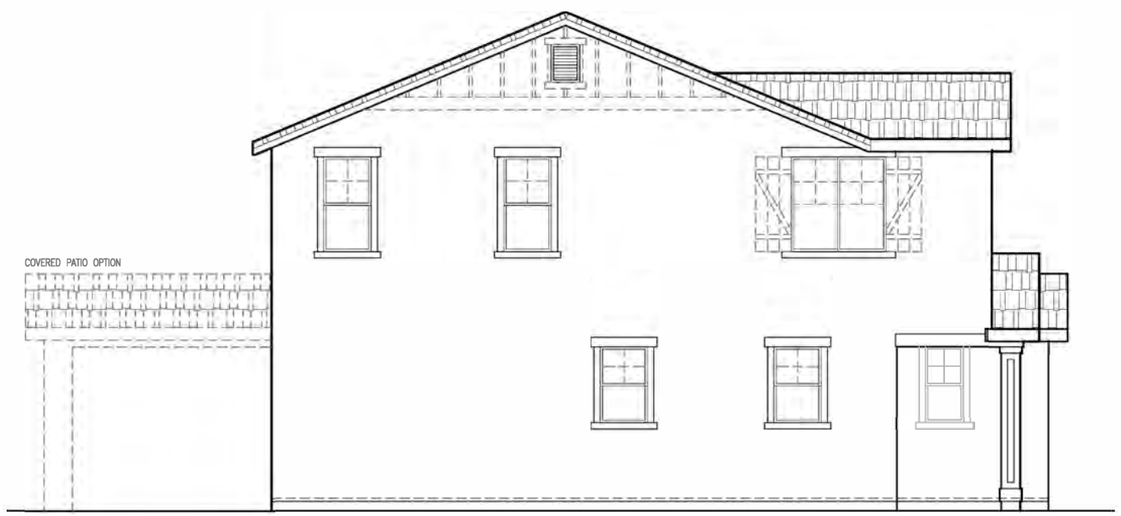
2184 'A' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES
John Mourier Construction Inc.
Roseville, California

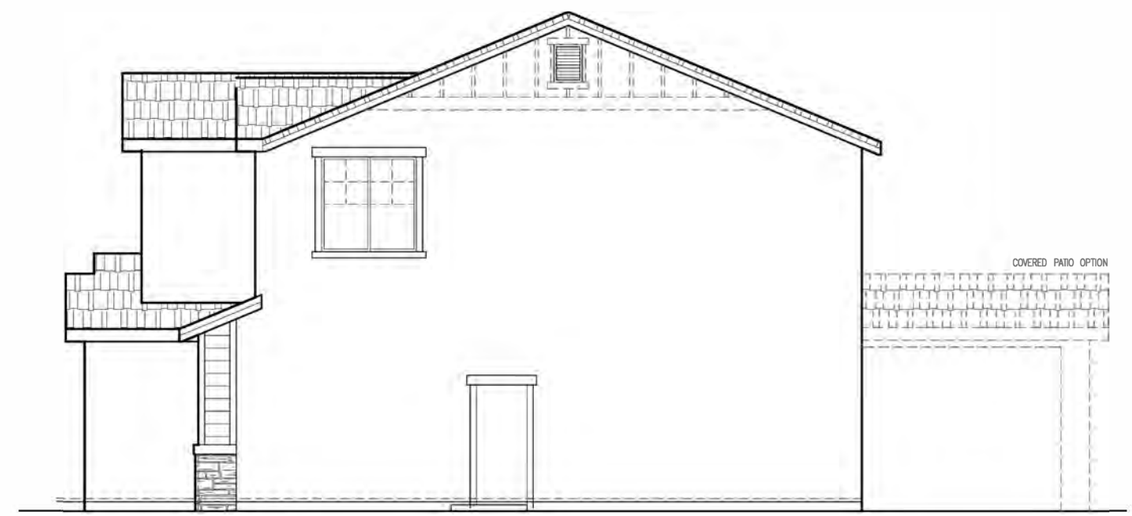
FRONT ELEVATION 'B'
SCALE: 1/8"=1'-0"



REAR ELEVATION 'B'
SCALE: 1/8"=1'-0"



LEFT ELEVATION 'B'
SCALE: 1/8"=1'-0"



RIGHT ELEVATION 'B'
SCALE: 1/8"=1'-0"

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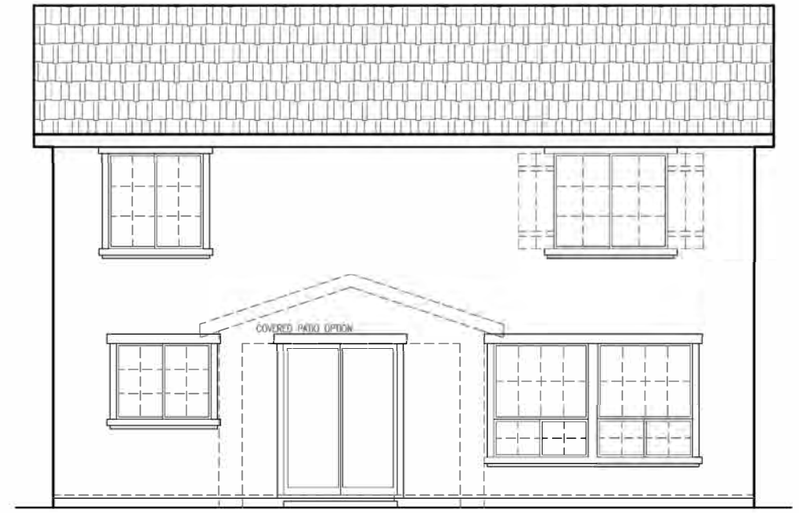
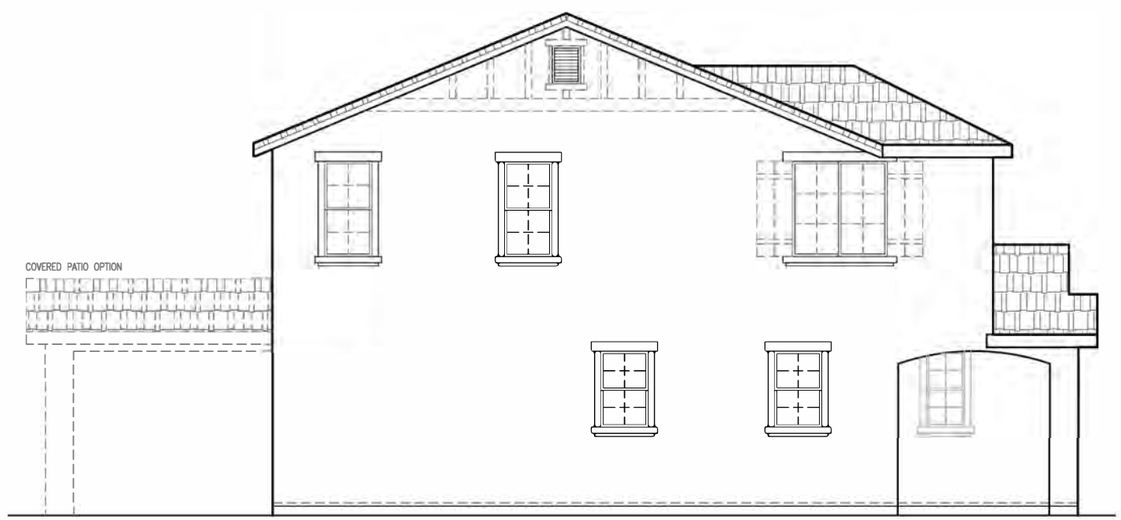
2184 'B' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES
John Mourier Construction Inc.
Roseville, California

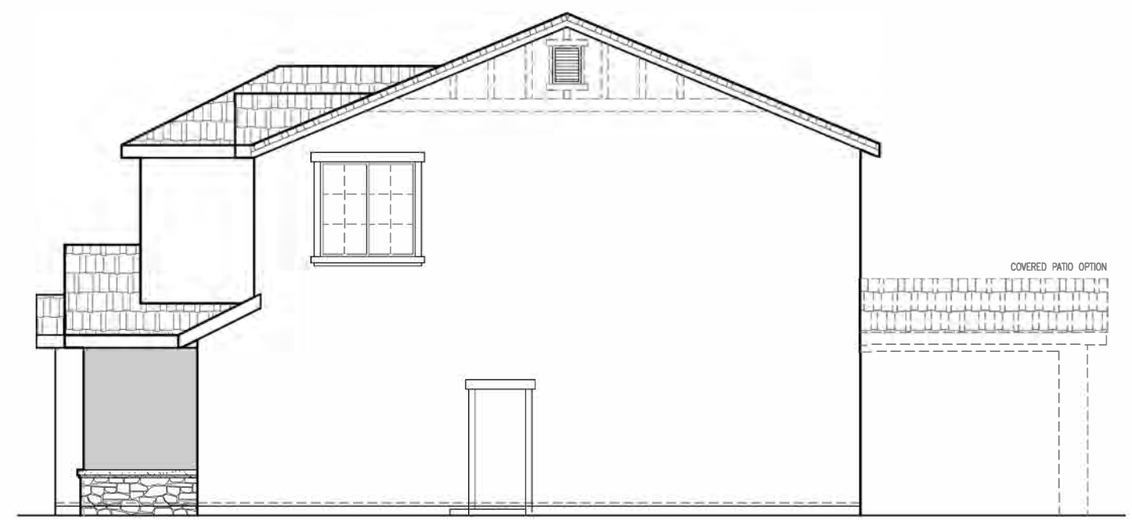
FRONT ELEVATION 'C'
SCALE: 1/8"=1'-0"



REAR ELEVATION 'C'
SCALE: 1/8"=1'-0"



LEFT ELEVATION 'C'
SCALE: 1/8"=1'-0"



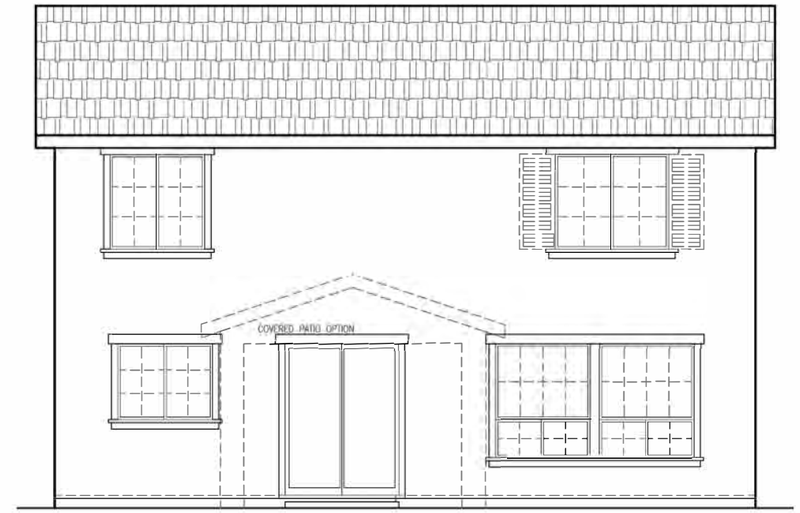
RIGHT ELEVATION 'C'
SCALE: 1/8"=1'-0"

SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.

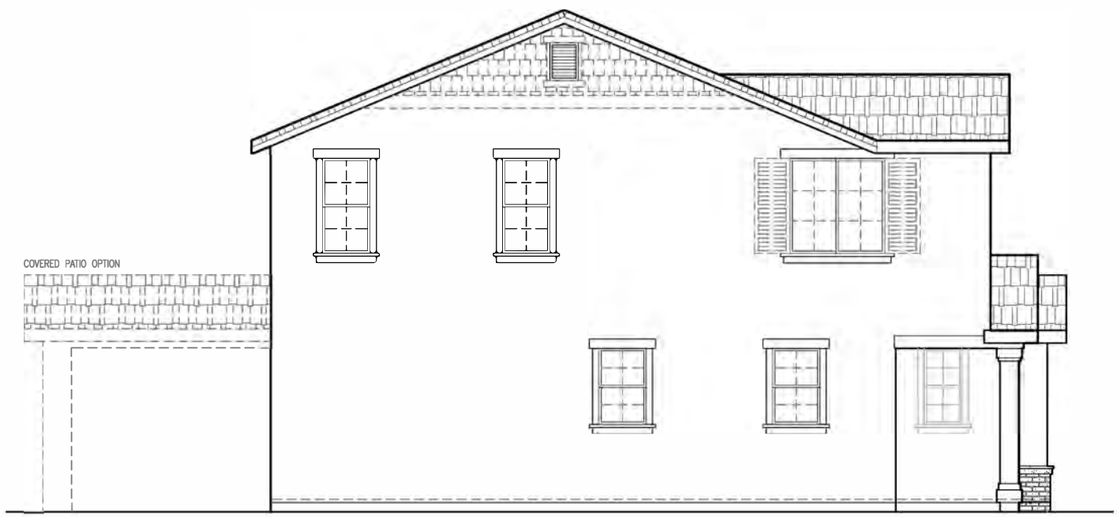
2184 'C' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES
John Mourier Construction Inc.
Roseville, California

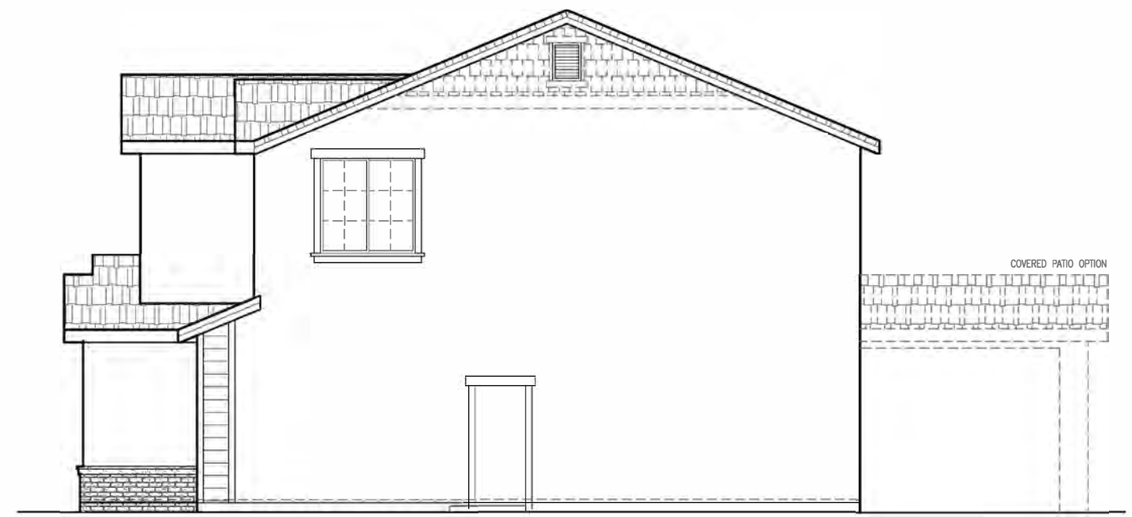
FRONT ELEVATION 'D'
SCALE: 1/8"=1'-0"



REAR ELEVATION 'D'
SCALE: 1/8"=1'-0"



LEFT ELEVATION 'D'
SCALE: 1/8"=1'-0"

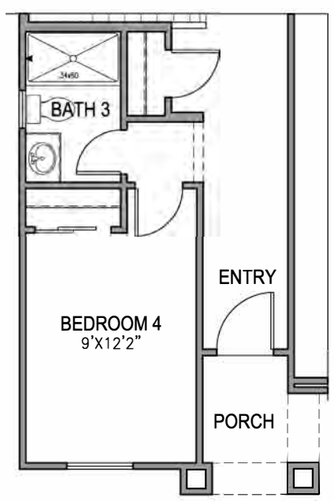


RIGHT ELEVATION 'D'
SCALE: 1/8"=1'-0"

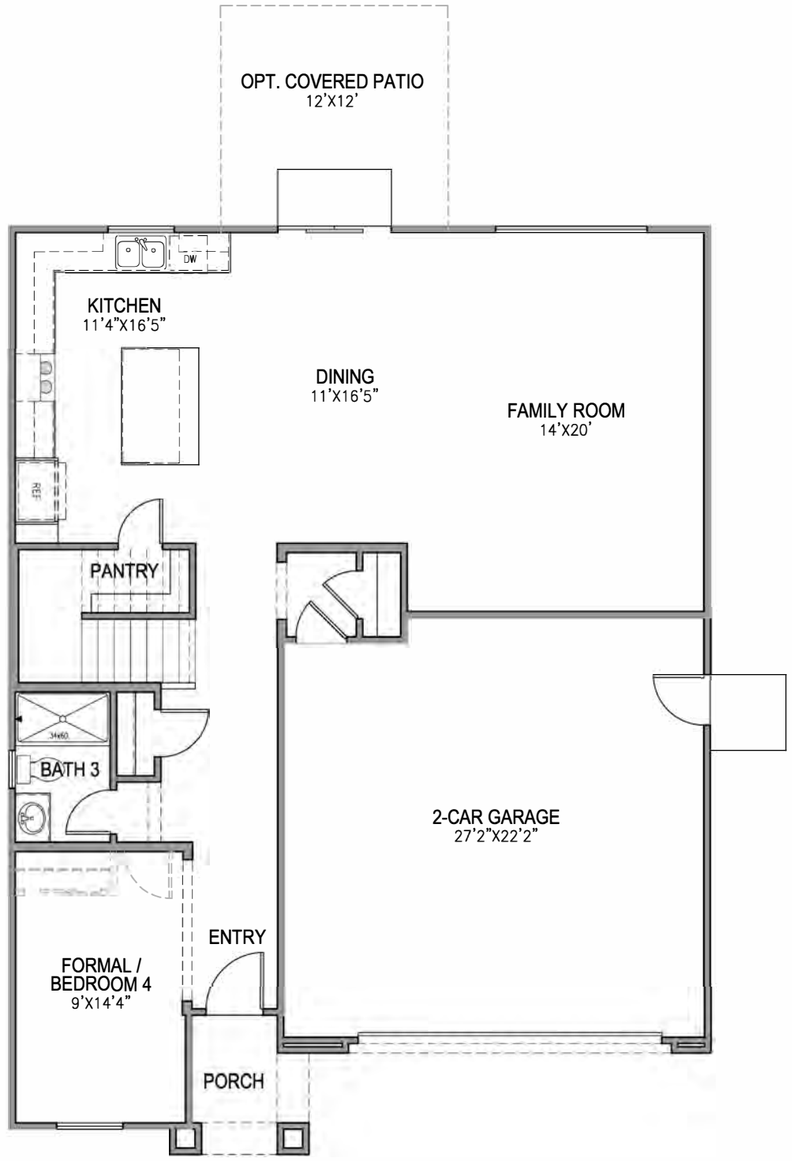
SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.

2184 'D' ELEVATIONS
SIERRA VISTA
JM-40

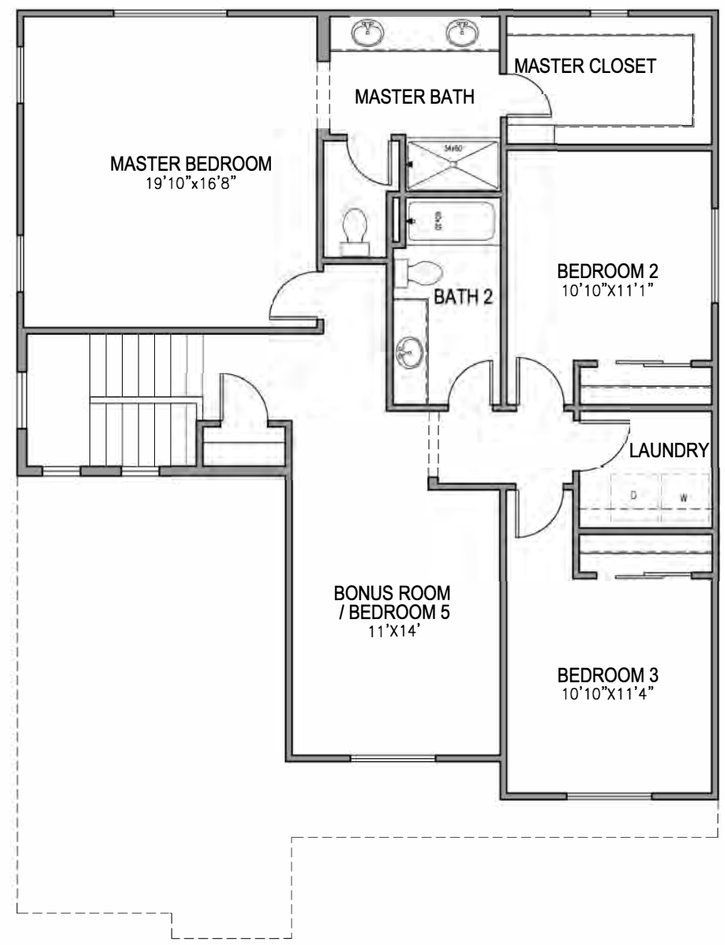
JMC HOMES
John Mourier Construction Inc.
Roseville, California



BEDROOM 4 PLAN
SCALE: 1/8"=1'-0"



FIRST FLOOR PLAN
SCALE: 1/8"=1'-0"

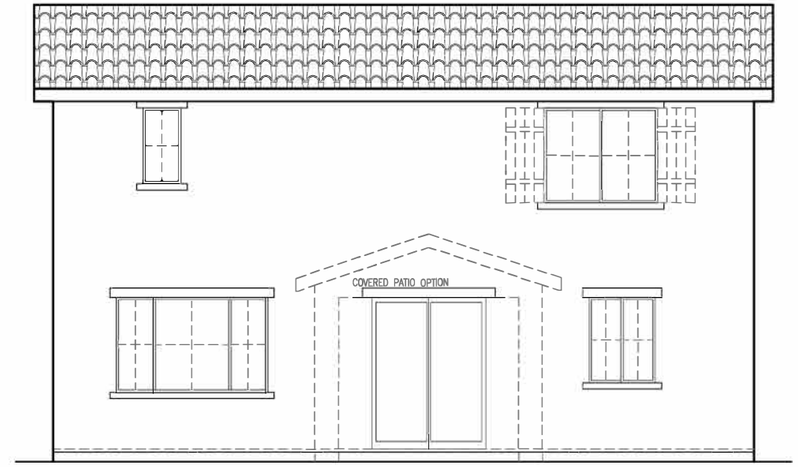


SECOND FLOOR PLAN
SCALE: 1/8"=1'-0"

2341 FLOOR PLAN
SIERRA VISTA
JM-40

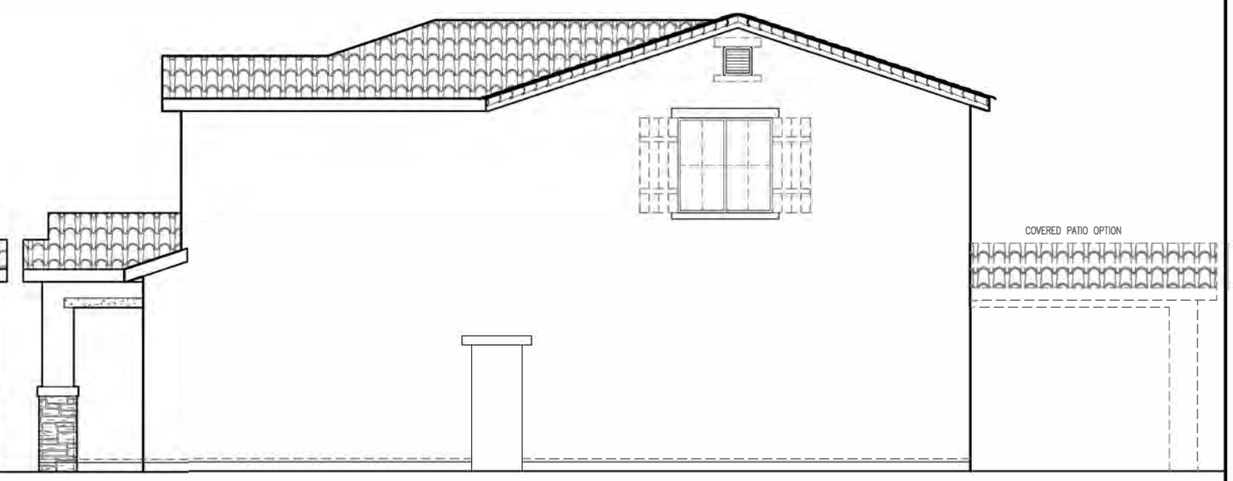
JMC HOMES
John Mourier Construction Inc.
Roseville, California

FRONT ELEVATION 'A'
SCALE: 1/8"=1'-0"



REAR ELEVATION 'A'
SCALE: 1/8"=1'-0"

LEFT ELEVATION 'A'
SCALE: 1/8"=1'-0"



RIGHT ELEVATION 'A'
SCALE: 1/8"=1'-0"

SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.

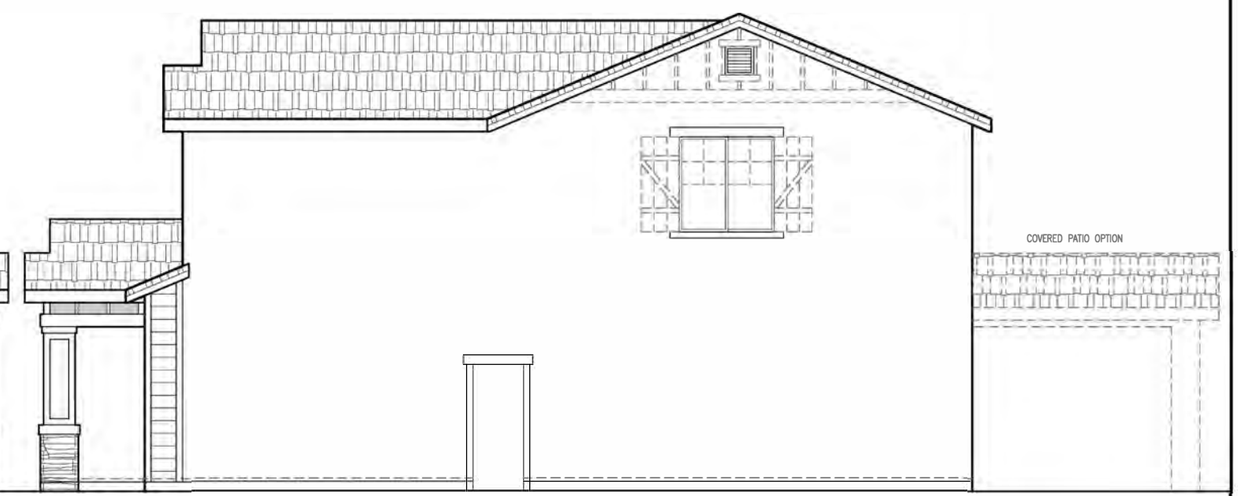
2341 'A' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES
John Mourier Construction Inc.
Roseville, California

FRONT ELEVATION 'B'
SCALE: 1/8"=1'-0"

REAR ELEVATION 'B'
SCALE: 1/8"=1'-0"

LEFT ELEVATION 'B'
SCALE: 1/8"=1'-0"



RIGHT ELEVATION 'B'
SCALE: 1/8"=1'-0"

SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.

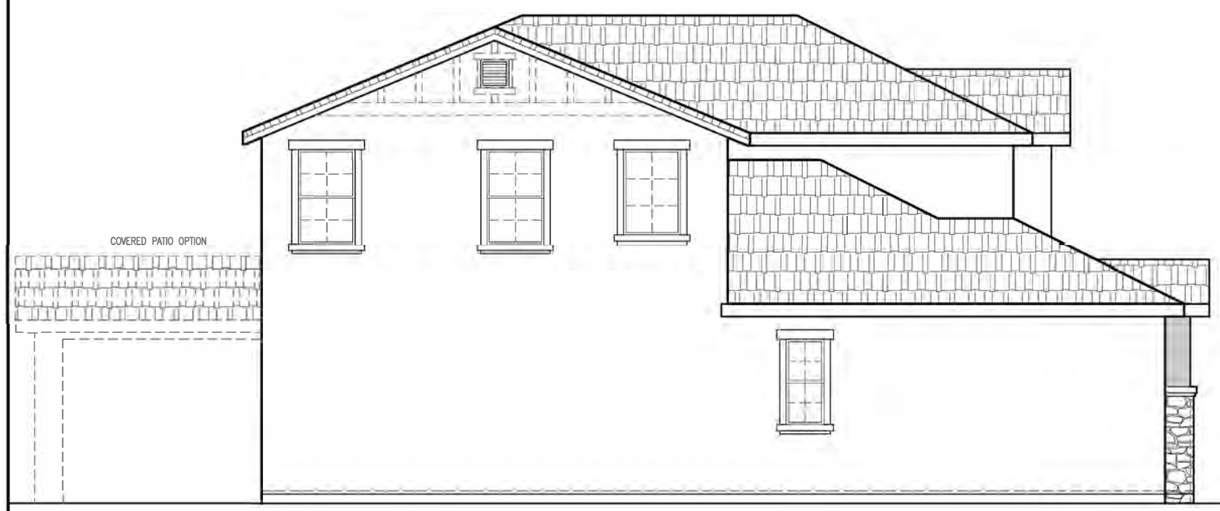
2341 'B' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES

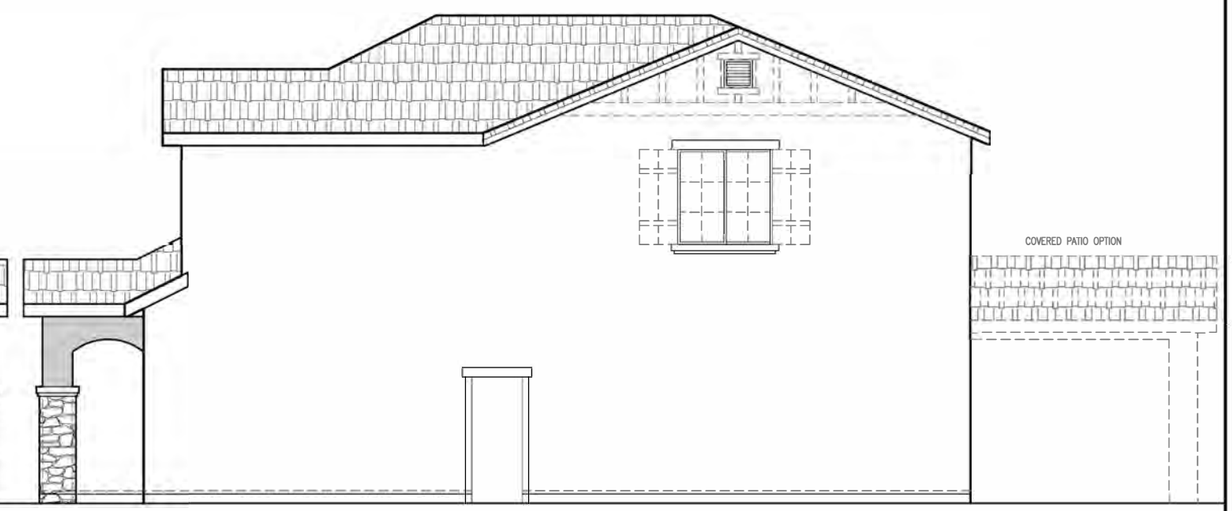
John Mourier Construction Inc.
Roseville, California

FRONT ELEVATION 'C'
SCALE: 1/8"=1'-0"

REAR ELEVATION 'C'
SCALE: 1/8"=1'-0"



LEFT ELEVATION 'C'
SCALE: 1/8"=1'-0"



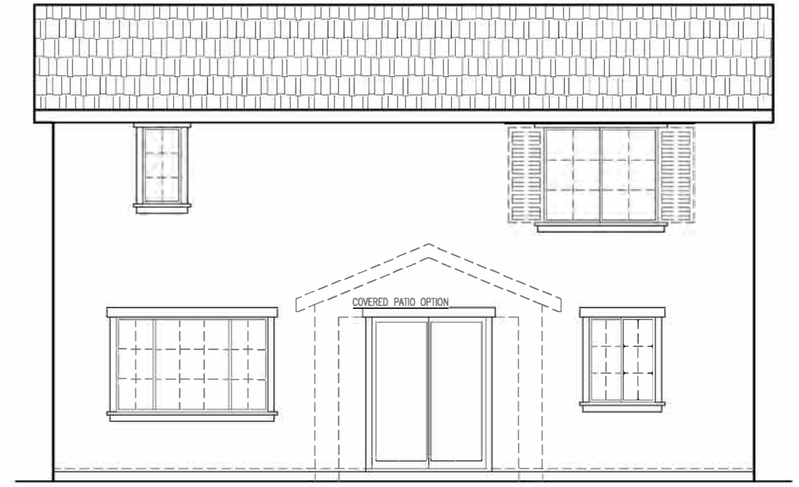
RIGHT ELEVATION 'C'
SCALE: 1/8"=1'-0"

SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.

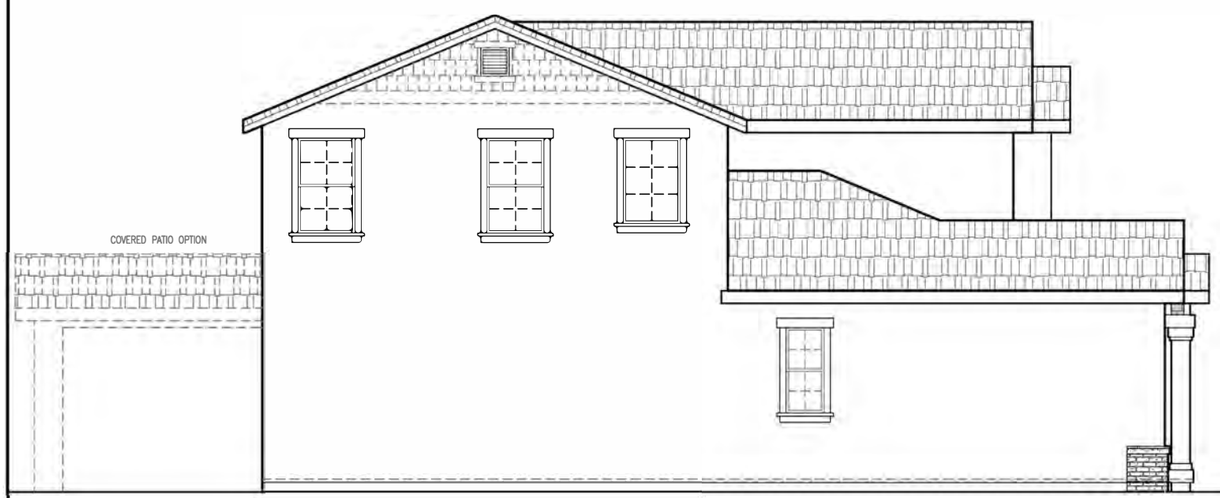
2341 'C' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES
John Mourier Construction Inc.
Roseville, California

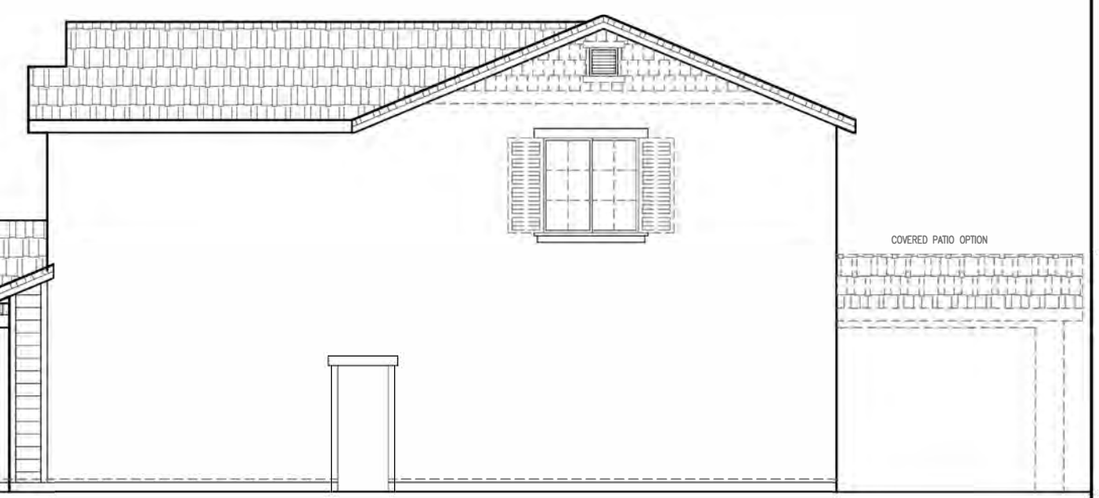
FRONT ELEVATION 'D'
SCALE: 1/8"=1'-0"



REAR ELEVATION 'D'
SCALE: 1/8"=1'-0"



LEFT ELEVATION 'D'
SCALE: 1/8"=1'-0"



RIGHT ELEVATION 'D'
SCALE: 1/8"=1'-0"

SIDE AND REAR ELEVATION ENHANCEMENTS (DASHED LINES) TO BE SELECTED WHENEVER SIDE IS ADJACENT TO A STREET, OPEN SPACE, OR OTHER PUBLIC LOCATION.

2341 'D' ELEVATIONS
SIERRA VISTA
JM-40

JMC HOMES

John Mourier Construction Inc.
Roseville, California

SIERRA VISTA
ENHANCED FRONT YARD LANDSCAPING STREET SCAPE

ENHANCED LANDSCAPE:

SHRUBS: (11) 1 GALLON MEDIUM SHRUBS; (3) 5 GALLON LARGE SHRUBS

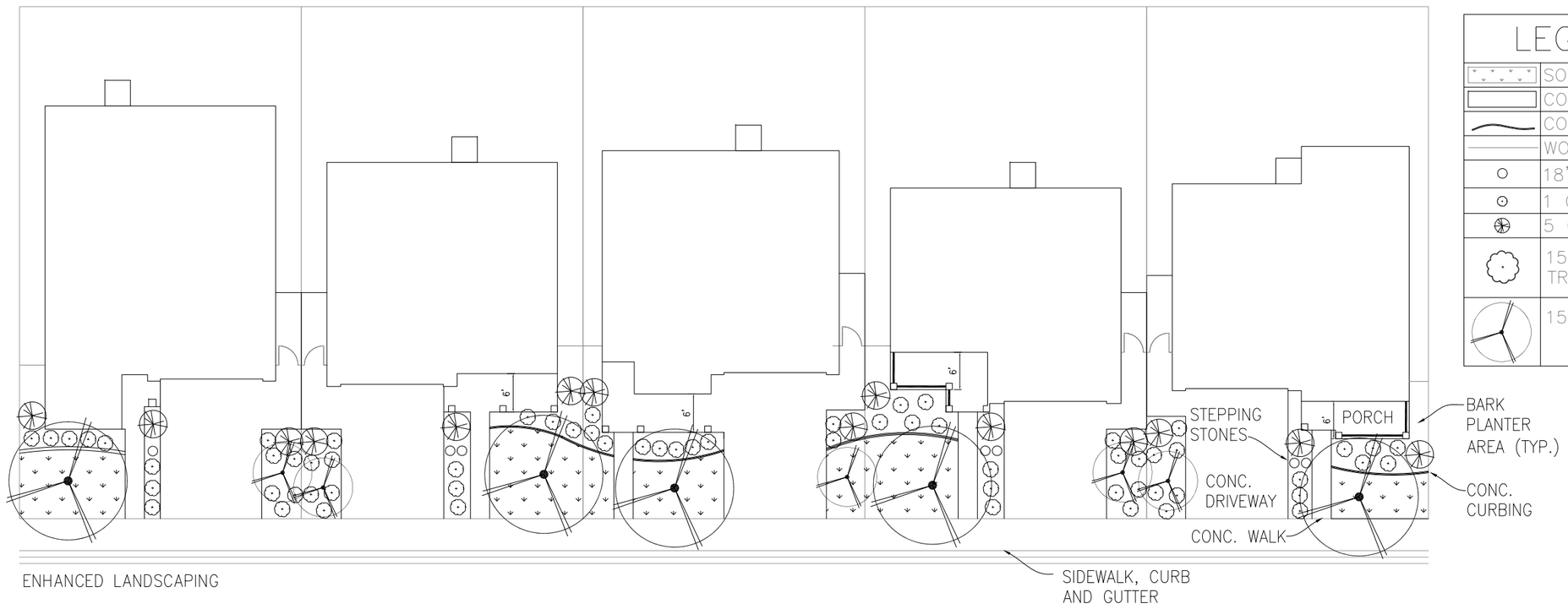
TREES: (1) 15 GALLON STREET TREE
(1) 15 GALLON ACCENT TREE

WHEN TWO DRIVEWAYS ARE ADJACENT, OMIT LAWN BETWEEN DRIVEWAYS AND ADD 3 ADDITIONAL 1 GALLON SHRUBS.

±15' CONCRETE CURBING MIN. CONCRETE CURBING TO TIE INTO CONCRETE CURBING ON ADJOINING LOT(S)

CONCRETE WALKWAY FROM FRONT DOOR TO SIDEWALK WITH STEPPING STONE(S) TO CONNECT DRIVEWAY TO WALK OR PORCH.

TURF QUANTITY IS SUBJECT TO WELO REQUIREMENTS. TURF MUST EQUAL 42% OR LESS OF LANDSCAPABLE AREA.



LEGEND

	SOD
	CONCRETE
	CONCRETE CURBING
	WOOD FENCE
	18" STEPPING STONE
	1 GALLON MED. SHRUB
	5 GALLON LARGE SHRUB
	15 GALLON ACCENT TREE
	15 GALLON STREET TREE

Plant Pallet A:

SHRUBS: 1 GALLON MEDIUM
DIETES 'BICOLOR' (AFRICAN IRIS)
COLEONEMA 'COMPACTA' (BREATH OF HEAVEN)
5 GALLON LARGE
RHAPHIOLEPIS 'SPRINGTIME' (INDIAN HAWTHORN)

TREES: 15 GALLON ACCENT
PHOTINIA FRASERI (RED TIP)
15 GALLON STREET
QUERCUS VIRGINIANA (SOUTHERN LIVE OAK)

Plant Pallet B:

SHRUBS: 1 GALLON MEDIUM
AGAPANTHUS AFRICANUS 'QUEEN ANNE'
NANDINA DOMESTICA 'FIREPOWER' (HEAVENLY BAMBOO)
5 GALLON LARGE
PHORMIUM 'EVENING GLOW' (FLAX BUSH)

TREES: 15 GALLON ACCENT
LAGERSTROEMIA 'INDICA' (CREPE MRYTLE)
15 GALLON STREET
MAGNOLIA GRANDIFLORA (SOUTHERN MAGNOLIA)

Plant Pallet C:

SHRUBS: 1 GALLON MEDIUM
JUNIPERUS PROCUMBENS 'GREENMOUND'
TULBAGIA VIOLACEA (SOCIETY GARLIC)
5 GALLON LARGE
PITTOSPORUM 'TOBRIA'

TREES: 15 GALLON ACCENT
PYRUS CALLERYANA (ORNAMENTAL PEAR)
15 GALLON STREET
QUERCUS VIRGINIANA (SOUTHERN LIVE OAK)

SCALE: 1"=20'-0"
5/28/13

JMC HOMES

JOHN MOURIER CONSTRUCTION INC.
1430 Blue Oaks Blvd. Ste 190
Roseville, Ca 95747-7143
Office: 916-782-8879 Fax: 916-960-5322
CALIFORNIA LIC. 613004 B

SIERRA VISTA
CORNER LOT LANDSCAPING

QUANTITIES BELOW ARE IN ADDITION TO THE STANDARD FRONT YARD LANDSCAPING TO BE APPLIED TO THE SIDE YARD OF CORNER LOTS.

SEE ENHANCED FRONT YARD LANDSCAPING EXHIBITS FOR PLANT PALLET.

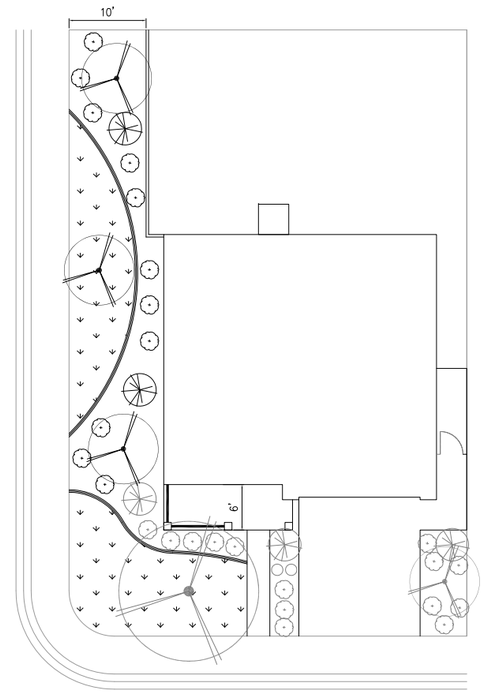
CORNER LANDSCAPE:

SHRUBS: (11) 1 GALLON MEDIUM SHRUBS; (2) 5 GALLON LARGE SHRUBS

TREES: (3) 15 GALLON ACCENT TREES

±45' CONCRETE CURBING MIN. CONCRETE CURBING.

TURF QUANTITY IS SUBJECT TO WELO REQUIREMENTS. TURF MUST EQUAL 42% OR LESS OF LANDSCAPABLE AREA.



ENHANCED LANDSCAPING

LEGEND	
	SOD
	CONCRETE
	CONCRETE CURBING
	WOOD FENCE
	18" STEPPING STONE
	1 GALLON MED. SHRUB
	5 GALLON LARGE SHRUB
	15 GALLON ACCENT TREE
	15 GALLON STREET TREE

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