



AGENDA

August 26, 2021

PLANNING COMMISSION MEETING
6:30 P.M.
Council Chamber
311 Vernon Street
Roseville, California
www.roseville.ca.us

Members of the public may attend the meeting in-person, or view the meeting on Comcast Channel 14, Consolidated Communications Channel 73, and AT&T U-Verse. Planning Commission meetings are also video streamed live and are available on the City's website and YouTube channel. During the Public Hearing, members of the public may offer public comment in-person or via the telephone at (916) 774-5353.

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 August 12, 2021

6. **REQUESTS/PRESENTATIONS**

6.1. SVSP PCL FD-2, FD-5, FD-9, FD-40, FD-63, FD-64 – Solaire Phase 6, 1260 Westbrook Bl, File # PL21-0111

REQUEST

The proposed project will create 294 single-family residential lots within the Sierra Vista Specific Plan (SVSP). The project entitlements include a General Plan Amendment to change the land use designation of Parcel FD-2 from Low Density Residential (LDR) to Medium Density Residential (MDR), a Specific Plan Amendment to reflect the land use change and to transfer units among several large lot parcels within the SVSP, a Tentative Subdivision Map to create 294 single-family lots on parcels FD-2, FD-5, and FD-9, and a Major Grading Plan to allow rough grading for parcels FD-40, FD-64, and FD-63. Lastly, a Development Agreement Amendment is included to reflect the land use change and unit transfers.

Applicant: Eric Crow, MacKay & Soms

Property Owner: Ryan O’Keefe, Solaire Community Builders LLC

RECOMMENDATION

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

- A. Consider the 5th 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 approve the Fifth Amendment of the Westpark Federico Development Agreement;
- E. Adopt the three (3) findings of fact and approve the Tentative Subdivision Map subject to eighty (80) conditions of approval;
- F. Adopt the three (3) findings of fact and approve the Major Grading Plan subject to twenty-seven (27) conditions of approval.

6.2. INFILL PCL 187 – Auto Repair & Car Wash, 106 Bonny Knoll Rd, File # PL21-0081

REQUEST

The project is a request for a Conditional Use Permit Modification and Design Review Permit Modification to convert two of the three existing car wash bays into auto repair uses, add one bay for auto repair, and modify the building exterior at 106 Bonny Knoll.

Applicant: Michael Wixon, MSW Consulting
Property Owner: George H. Yandolino

RECOMMENDATION

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

- A. Adopt the two (2) findings of fact and approve the Conditional Use Permit Modification subject to six (6) conditions of approval; and
- B. Adopt the two (2) findings of fact and approve the Design Review Permit Modification subject to fifty-one (51) conditions of approval.

7. COMMISSIONER / STAFF REPORT

8. ADJOURNMENT



PLANNING COMMISSION COMMUNICATION

Title: Minutes of August 12, 2021
Contact: Lupe Nelson, lnelson@roseville.ca.us, (916) 774-5281

Meeting Date: 8/26/2021
Item #: 5.1.

ATTACHMENTS:

Description

Minutes of August 12, 2021



DRAFT MINUTES

August 12, 2021

PLANNING COMMISSION MEETING

6:30 P.M.

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

Members of the public were able to attend the meeting in-person or could view the meeting on Comcast Channel 14, Consolidated Communications Channel 73 and AT&T U-verse. The meeting was video streamed live on the City's website and YouTube channel.

Members of the public were able to offer public comment in-person or by phone.

1. CALL TO ORDER

Vice-Chair Martin called the meeting to order at 6:30 p.m.

2. ROLL CALL

Present: Brashears, Caporusso, Covington, Haggenjos, Martin, Prior
Absent: Jensen

3. PLEDGE OF ALLEGIANCE

Vice-Chair Martin led those in attendance in the Pledge of Allegiance.

4. PUBLIC COMMENTS

Vice-Chair Martin opened the public comment period. Hearing none, Vice-Chair Martin closed the public comment period.

5. CONSENT CALENDAR

Motion by Commissioner Covington seconded by Commissioner Prior, to approve the Consent Calendar with the following edit to the Minutes of July 22, 2021, Item 6.2. 2021 Housing Element.

- A Commissioner asked if it was achievable to obtain the 600 units through the "Opportunity Sites" ~~portion~~ already identified ~~of~~ in the Rezone Program. Staff responded that this goal should be achieved over the next three (3) years.

Roll call vote:

Ayes: Haggenjos, Prior, Brashears, Covington, Caporusso, Martin

Noes: None

Motion passed.

5.1. Minutes of July 22, 2021

6. REQUESTS/PRESENTATIONS

6.1. NIPA PCL CO-3 - Tentative Subdivision Map, 570 Roseville Pw., File # PL21-0070

REQUEST

The applicant requests a Tentative Subdivision Map for the Campus Oaks Master Plan Parcel CO-3 to include 62 single-family residential lots. A tree permit is also requested to allow an 11% encroachment into the protected zone of an existing Blue Oak tree on proposed Lot A within the subdivision.

Assistant Planner, Sean Morales, presented the staff report.

Commissioner Discussion:

- A Commissioner requested a description of the bicycle and pedestrian access through the area. Staff gave an overview of the bicycle and pedestrian network.

Vice-Chair Martin opened the Public Hearing and invited comments from the applicant and/or audience.

Applicant representative, Ken Topper, Morton & Pitalo, stated he was in agreement with staff's recommendation.

Vice-Chair Martin opened the public comment period. Hearing none, Vice-Chair Martin closed the public comment period and Public Hearing.

Motion by Commissioner Prior, seconded by Commissioner Brashears, to:

- A. Adopt the three (3) findings of fact and approve the Tentative Subdivision Map subject to sixty-four (64) conditions of approval; and,
- B. Adopt the two (2) findings of fact and approve the Tree Permit subject to nineteen (19) conditions of approval.

Roll call vote:

Ayes: Brashears, Covington, Prior, Caporusso, Haggenjos, Martin

Noes: None

Motion passed.

6.2. HRNSP PCL 45A - Dutch Bros, 10051 Fairway Dr., File # PL21-0015

REQUEST

Request for a Design Review Permit to allow construction of a 930-square foot Dutch Bros coffee house with drive-thru in the northwest corner of an existing parking lot along Fairway Drive.

Assistant Planner, Sean Morales, presented the staff report.

Commissioner Discussion:

- A Commissioner asked if there would be outdoor seating. The applicant responded that there would be a waiting area with a few chairs and table for those that choose to use the walk-up window.
- A Commissioner asked for clarification on useable parking spaces. The Commissioner asked that, in light of the 85 parking spaces anticipated to be removed, plus the unusable parking spaces adjacent to Home Depot (used for material and seasonal storage), will there be enough parking at this commercial center? Staff responded that an Administrative Permit allows Home Depot to use the parking spaces for materials and seasonal storage (which is calculated into the available parking spaces) and if necessary, the City would work with Home Depot on the parking allocation to ensure no more than the approved parking spaces are used for seasonal storage.

Vice-Chair Martin opened the Public Hearing and invited comments from the applicant and/or audience.

Applicant representative, Rob Wood, Millennium Planning & Engineering, stated he was in agreement with staff's recommendation.

Commissioner Discussion with Applicant:

- A Commissioner asked if the EV parking spot would have a charging station and why that particular location was selected. The applicant responded that it would not have a charging station at this time and that the spot was chosen because it would be the easiest location to connect to electrical in the future.

Vice-Chair Martin opened the public comment period. Hearing none, Vice-Chair Martin closed the public comment period and Public Hearing.

Commissioner Discussion:

- There was a discussion about the traffic study. Specifically, a Commissioner asked about the trip generation tables, the passby trip rates and the overall number of new trips anticipated to this new use and whether or not this project will have the highest estimated number of trips when compared to the other locations analyzed in the traffic study. Staff reviewed the methodology for calculating passby trips, discussed peak hour trips and confirmed that based on the assumptions in the traffic study, the project is estimated to have more trips than the other locations analyzed in the traffic study.

- A Commissioner asked if the “keep clear” striping is effective. Staff responded that they have not heard feedback either way at other locations where it has been used.
- A Commissioner stated they were concerned that if the Fairway Drive traffic light is red, traffic may back-up into the parking lot, possibly causing issues for cross-traffic to exit the parking lot. Staff addressed how the traffic study addressed this.
- A Commissioner asked for clarification regarding the intersection traffic video (at the Fairway Drive/Home Depot exit lane) that was referenced in the Traffic Study. The Commissioner noted that the video was dated 12/5/2020 and asked if there was a video of this intersection prior to the Covid pandemic that could have been used. Staff responded that the City only stores intersection videos for 24 hours and that this 12/20/20 date was requested by the consultant for inclusion in the study.

Motion by Commissioner Prior, seconded by Commissioner Brashears, to:

- A. Adopt the four (4) findings of fact and approve the Design Review Permit subject to seventy-two (72) conditions of approval.

Roll call vote:

Ayes: Covington, Prior, Brashears, Haggenjos, Martin

Noes: Caporusso

Motion passed.

7. BOARD MEMBER / COMMISSIONER / STAFF REPORT

Staff Reports

- There will be agenda items for the August 26, September 9, and September 23, 2021 Planning Commission meetings.

Commissioner Reports

- None

8. ADJOURNMENT

Motion by Commissioner Caporusso, seconded by Commissioner Prior, to adjourn the meeting. The motion passed unanimously at 7:13 p.m. with a voice vote.



PLANNING COMMISSION COMMUNICATION

Title: SVSP PCL FD-2, FD-5, FD-9, FD-40, FD-63, FD-64 – Solaire Phase 6, 1260 Westbrook Bl, File # PL21-0111

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

Meeting Date: 8/26/2021

Item #: 6.1.

ATTACHMENTS:

Description

Staff Report

Attachment 1 Addendum

Attachment 2 SVSP RSDS Standards

Exhibit A GPA and SPA

Exhibit B SVSP Redlines

Exhibit C DA Amendment

Exhibit D Tentative Maps

Exhibit E Mass Grading Plan

Correction Memo

ITEM 6.1: General Plan Amendment, Specific Plan Amendment, Development Agreement Amendment, Major Grading Plan, and Tentative Subdivision Map – 1260 Westbrook Boulevard – SVSP PCL FD-2, FD-5, FD-9, FD-40, FD-63, FD-64 – Solaire Phase 6 – File # PL21-0111

REQUEST

The proposed project will create 294 single-family residential lots within the Sierra Vista Specific Plan (SVSP). The project entitlements include a General Plan Amendment to change the land use designation of Parcel FD-2 from Low Density Residential (LDR) to Medium Density Residential (MDR), a Specific Plan Amendment to reflect the land use change and to transfer units among several large lot parcels within the SVSP, a Tentative Subdivision Map to create 294 single-family lots on parcels FD-2, FD-5, and FD-9, and a Major Grading Plan to allow rough grading for parcels FD-40, FD-64, and FD-63. Lastly, a Development Agreement Amendment is included to reflect the land use change and unit transfers.

Applicant – Eric Crow, MacKay & Soms
Property Owner – Ryan O’Keefe, Solaire Community Builders LLC

SUMMARY RECOMMENDATION

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

- A. Consider the 5th 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 approve the Fifth Amendment of the Westpark Federico Development Agreement;
- E. Adopt the three (3) findings of fact and approve the Tentative Subdivision Map subject to eighty (80) conditions of approval;
- F. Adopt the three (3) findings of fact and approve the Major Grading Plan subject to twenty-seven (27) conditions of approval.

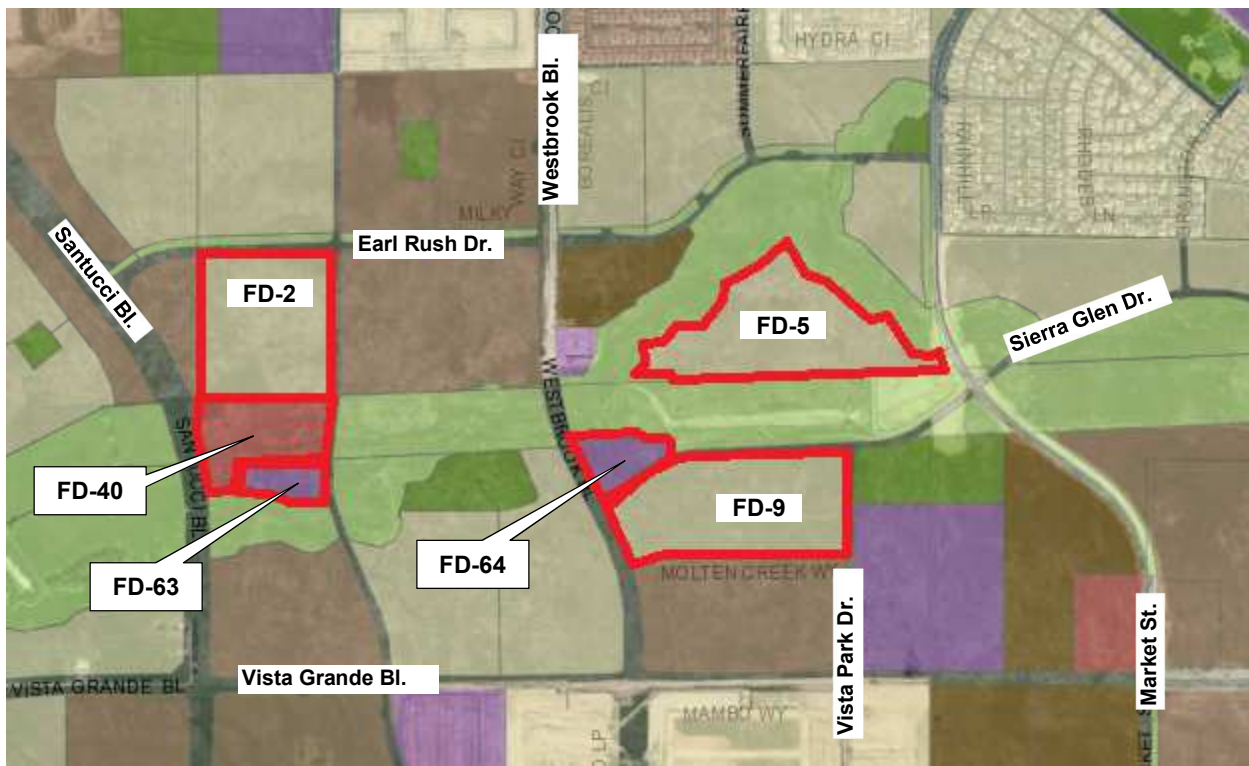
SUMMARY OF OUTSTANDING ISSUES

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

BACKGROUND

The project site is within the Sierra Vista Specific Plan (SVSP). The SVSP was adopted on May 5, 2010 and includes 2,064 acres west of Fiddymment 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. The requested entitlements would allow for development of 294 units on approximately 55 acres in the western portion of the SVSP area (see Figure 1).

Figure 1: Project Location (parcels bordered in red)



PROJECT DESCRIPTION

General Plan Amendment (GPA) – The project includes a GPA to amend the land use designation of Parcel FD-2 from Low Density Residential (LDR) to Medium Density Residential (MDR). The proposed changes will add MDR acreage and decrease LDR 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 General Plan Amendment exhibit reflecting the land use change.

Specific Plan Amendment (SPA) – The project includes an Amendment to the SVSP, which includes land use changes consistent with those described in the General Plan Amendment. The Specific Plan Amendment also includes changes to the text, tables, and figures to reflect the land use change. Exhibit B includes the proposed change pages for the text, tables, and figures of the SVSP.

Development Agreement (DA) Amendments – The project includes an amendment to the Westpark Federico Development Agreement (Exhibits C). The amendment reflects the proposed land use changes and the change in the number of units within the development agreement.

Tentative Subdivision Map – The applicant proposes new subdivisions on Parcels FD-2, FD-5, FD-9. Parcel FD-2 will be a 97-unit MDR subdivision; Parcel FD-5 will be a 90-unit LDR subdivision; and Parcel FD-9 will be a 107-unit LDR subdivision. The Tentative Subdivision Maps are included as Exhibit D.

Major Grading Plan – The applicant requests a Major Grading Plan approval to allow rough grading of Parcels FD-40, FD-63, and FD-64. The grading plan will allow the applicant to cut and fill on parcels that are otherwise unentitled. Earthwork will be balanced among the six parcels included in the project and will require no excess cut or fill. The mass grading plan is included as Exhibit E.

EVALUATION: GENERAL PLAN AMENDMENT AND SPECIFIC PLAN AMENDMENT

The applicant is requesting a GPA and SPA to reconfigure land use designations and transfer units among two large lot parcels in the project area. These parcels include FD-2 and FD-5. Both parcels have a zoning designation of Small Lot Residential/Development Standards (RS/DS), which will remain unchanged. The SVSP allows for residential units to be transferred between lots within the plan area. However, unit transfers that result in a change in land use or result in greater than a 20% difference shall be evaluated with an amendment to the Specific Plan. In this case, the cumulative increase in units for Parcel FD-2 changes the allocation by more than 20% and results in a change in land use from LDR to MDR (see Table 1). The unit change on Parcel FD-5 will also exceed 20% but will not change the land use. Thus, the unit transfers are being processed as a SPA. The SPA also includes changes to the text, tables, and figures of the SVSP to reflect the land use change and unit transfers.

Table 1: Proposed Unit Transfers

Parcel	Existing Land Use	Proposed Land Use	Existing Units	Proposed Units	Difference	% Change	Transfer from
FD-2	LDR	MDR	97	120	+23	4.9%	FD-5
FD-5	LDR	Unchanged	90	67	-23	26%	--
FD-9	LDR	Unchanged	107	107	--	--	--
TOTAL			294	294			

The proposed changes will decrease Low Density Residential (LDR) acreage and increase the Medium Density Residential (MDR) 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. As discussed in the Addendum prepared for the project (Attachment 1), the project is converting some of the anticipated land uses with a higher water demand to a lower water demand (15.75 acres of LDR to MDR), which will create a decrease in water demand. The density reduction of FD-5 will also increase water demand. However, the net change between the two parcels has determined to be negligible. The City Departments responsible for development review have examined the proposed land use modification and unit transfers, and determined that there will be no impacts to planned infrastructure, roadways, or other public facilities. As such, staff supports the proposed GPA and SPA.

EVALUATION: DEVELOPMENT AGREEMENT AMENDMENT

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

- 1. Consistency with the objectives, policies, general land uses and programs specified in the General Plan and the 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 fifth amendment of the Westpark Federico DA. The DA will be amended to reflect the proposed unit transfers and land use change.

The changes to the DA are consistent with the land use changes discussed above. City staff has found the proposed DAAs including the unit transfers and land use changes 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 (PARCELS FD-2, FD-5, FD-9)

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.***

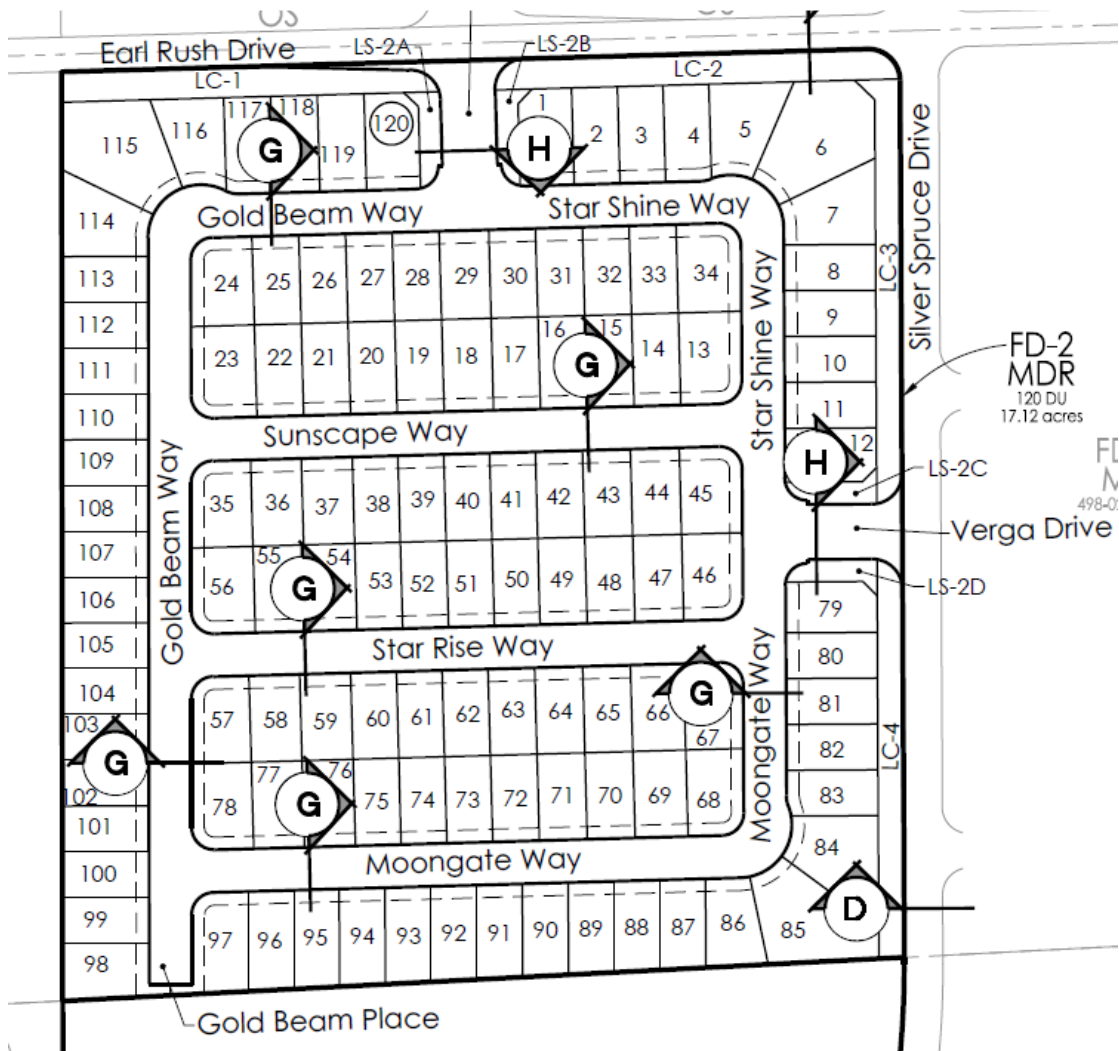
The applicant is proposing three subdivisions: a 120-lot map within Parcel FD-2, a 67-lot map within Parcel FD-5, and a 107-lot map within Parcel FD-9. Adequate access and circulation is provided to each parcel to facilitate development of the small lots. The subdivision layout and street design were reviewed by the City's Engineering Division and Fire Department to ensure there is adequate access and street widths for circulation and emergency response.

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 project parcels all have a zoning designation of Small Lot Residential with Development Standards (RS/DS). A developer may either use the RS/DS development standards established in the SVSP, applicable Development Agreement, or may adopt adjusted standards through the Design Review Permit for Residential Subdivisions (DRRS) entitlement. The SVSP also includes multiple design standards applicable to subdivision design, including guidelines for the locations of walls and fencing, the locations of trails and paseos, requirements for connectivity along paseos, and guidelines for developments adjacent to parks and open space trails. Each proposed subdivision is analyzed with respect to these guidelines below.

Parcel FD-2 This parcel has an existing land use designation of LDR. The land use will be amended to MDR based on the proposed 120 units within this subdivision (Figure 2) and the resulting density of 7.0 units per acre. Pursuant to Zoning Ordinance Section 19.10.045, a Design Review for residential Subdivision (DRRS) application is required for all single-family housing units on property with the MDR land use designation. However, no home designs are proposed with this project, so a DRRS is not appropriate at this time. Any future home builder will be required to receive a DRRS approval from the Planning Commission before constructing homes on the lots. The applicant proposes to use the RS/DS development standards contained in the SVSP (included as Attachment 2). All of the lots conform to the applicable standards and have a typical lot size of approximately 45 feet by 85 feet.

The subdivision will have two points of access from Earl Rush Drive and Silver Spruce Drive. Lots 98 and 99 within the subdivision do not meet the access requirements for refuse pick up in front of the lots. Future residents of these homes will be required to bring their refuse to the entrance of Gold Beam Place where trucks can access them.

Figure 2. FD-2 Subdivision



SVSP Figure B-3, Location of Walls and Fences, shows a masonry wall along the northern border of the parcel at Earl Rush Drive and on the southern border of the parcel adjacent to future Community Commercial parcel FD-40. There are no fencing recommendations on the east or west borders of the parcel on Figure B-3. The applicant proposes a masonry wall along Silver Spruce Drive and a wood fence for the border with future homes on parcel CO-22. The walls and fences in the tentative subdivision map are consistent with the recommendations in the SVSP and with City standards.

SVSP Figure B-5 identifies a 30-foot wide collector street paseo along Earl Rush Drive, with a 10-foot landscape strip, 8-foot walk, and then a 12-foot landscape behind walk. The subdivision is designed consistent with the paseo design guidelines and will provide a pedestrian connection on an average less than the 600 feet maximum allowed in the SVSP.

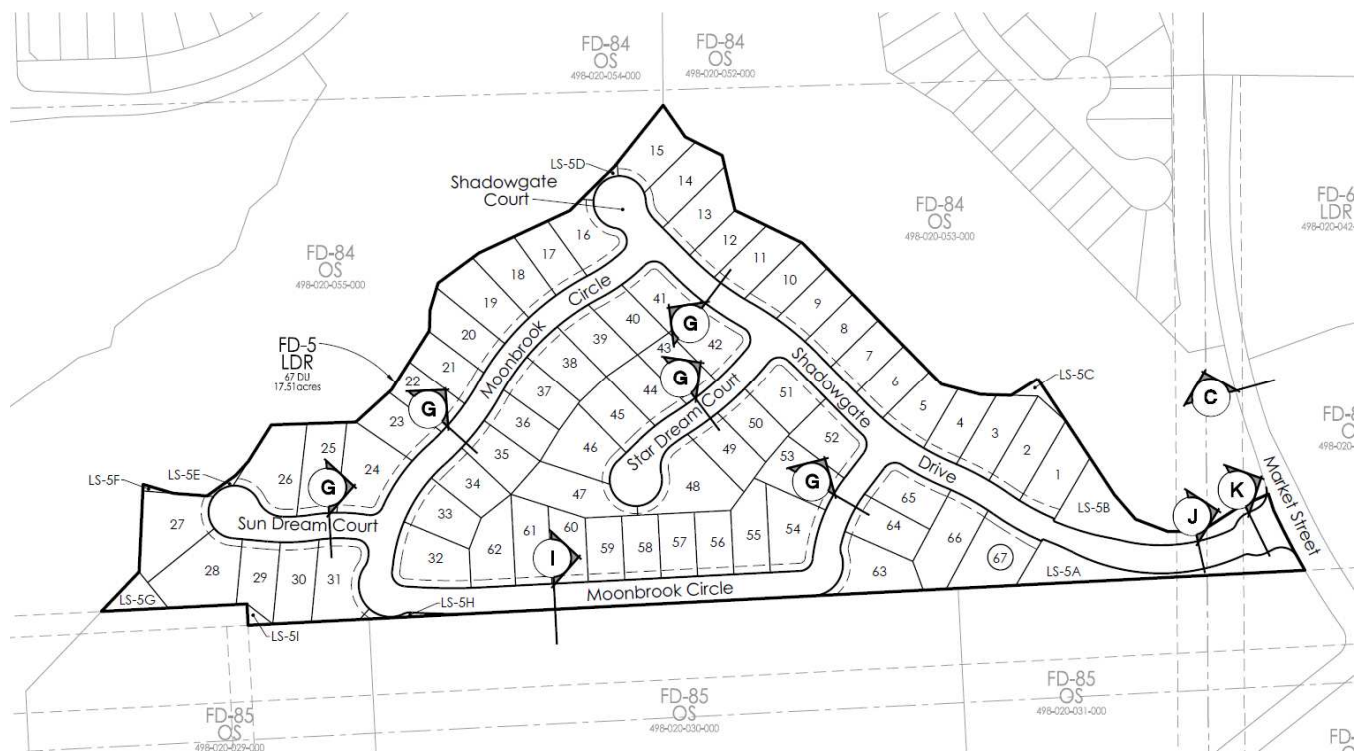
Parcel FD-5

This parcel has an existing land use designation of LDR, which will not be modified with the unit transfer that reduces units on FD-5. The resulting density of the 67-lot subdivision (Figure 3) will be 3.9 units per acre. The lower density allows for the creation of larger lots within the subdivision. The typical lot size is 60 feet by 105 feet. The irregular shape of the northern parcel boundary created many lots that exceed this length with some lots up to 150 feet long. The lots conform to the RS/DS standards. FD-5 is proposed

to be gated, as identified in SVSP Figure B-25. This subdivision lends itself to a gated community because it is surrounded by Open Space parcels on all three sides of its triangular shape.

The SVSP recommends that neighborhood access and visibility be provided when adjacent to parks and open space, and includes guidelines to help achieve this. Consistent with the SVSP guidelines, a single-loaded street is used adjacent to Open Space parcel FD-85 to the south and provides a visual connection for homes fronting the open space. SVSP Figure B-3, Location of Walls and Fences, shows open style wrought iron fencing surrounding all three sides of FD-5. The subdivision design includes homes that back up to the open space trail. Although it is generally recommended that there be opportunities to have homes fronting the open space, so that residential streets can provide public views into the open space, the SVSP allows homes to back up to a trail. In such cases, the use of open-style fencing is recommended; the subdivision design will include open fencing along the northern property line. Open-style fencing will also be used along the single loaded street at the southern property border. Figure B-5 identifies an Open Space Trail along the southern and northwestern boundary of FD-5. The trail is provided and there is a connection to a continuation of the trail into Open Space parcel FD-85 to the south.

Figure 3. FD-5 Subdivision

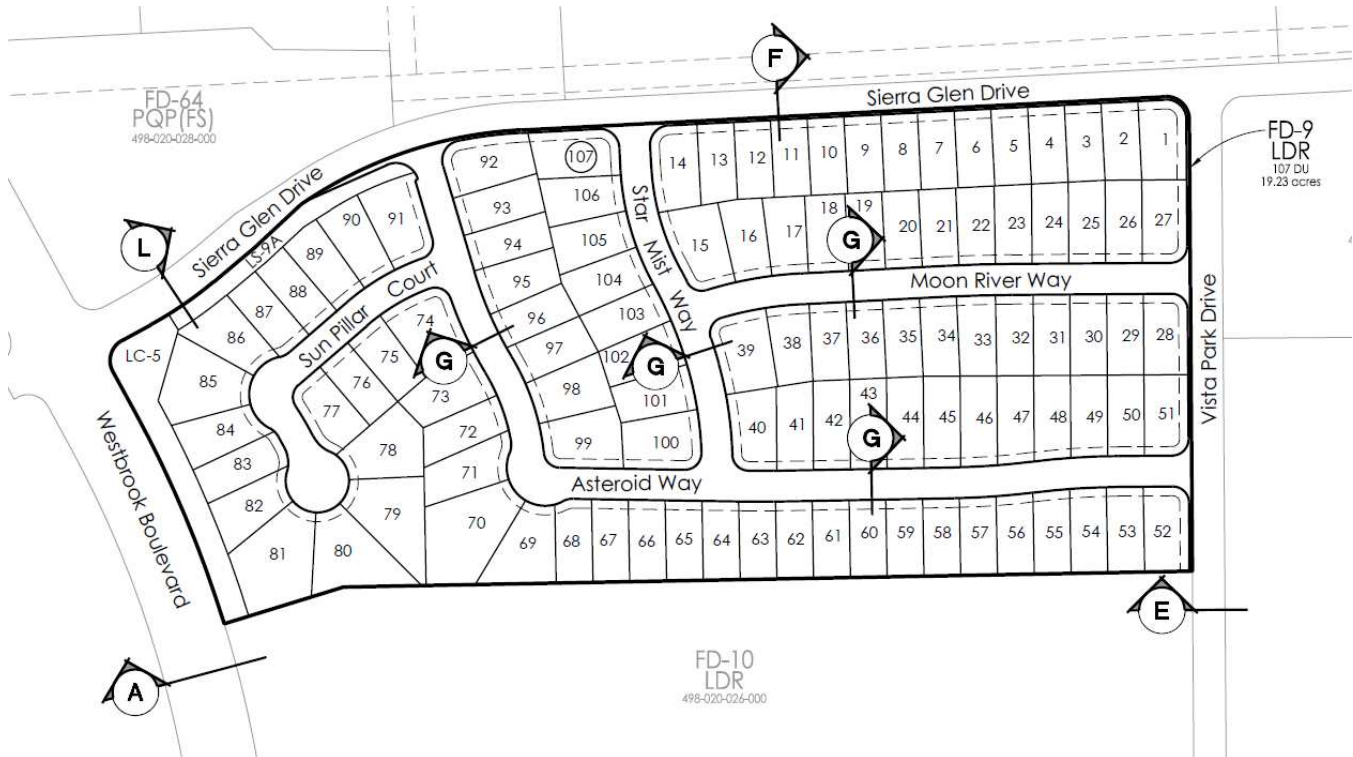


Parcel FD-9

This 107-lot subdivision (Figure 4), which has a typical lot size of approximately 50 feet by 105 feet contains lots that conform to the RS/DS standards. The proposed unit density is 5.6 units per acre, which is consistent with the LDR land use designation. This parcel is bordered by roadways on three sides and MDR parcel FD-10 to the south. Access to the subdivision will be provided by two points on Sierra Glen Drive to the north and two points on Vista Park Drive to the east. The subdivision is bordered to the north by Open Space parcel FD-85 and to the east by Park parcel FD-53 and future middle school FD-65. Consistent with the SVSP, homes front onto the open space via a single-loaded street. A single-loaded street is also provided along the school and park parcels, allowing for easy connections to these amenities for future residents.

SVSP Figure B-3, Location of Walls and Fences, recommends a masonry wall on the western boundary along Westbrook Boulevard. An optional masonry wall is also identified along the northern boundary adjacent to Westbrook Drive. The tentative subdivision map is consistent with these fencing recommendations. A wood fence is proposed along the southern boundary where homes back up to the adjacent subdivision.

Figure 4. FD-9 Subdivision



- 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 applicable development standards. The proposed parcel configurations preserve the location of watercourses and do not create a physical condition that would be impractical for the proposed improvements.

- 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: MAJOR GRADING PLAN (PARCELS FD-40, FD-63, FD-64)

Grading Ordinance Section 16.20.080 stipulates that three findings must be made in order to approve a Major Grading Plan. The required findings are listed below in ***bold italics*** and are followed by an evaluation.

1. The grading plan conforms to the requirements of the city's improvement standards and the provisions of Chapter 16.20 of the Roseville Municipal Code.

The project includes a request to rough grade Parcels FD-40, FD-63, and FD-64, in addition to the grading that will take place on the three residential subdivisions. The work will balance approximately 38,150 cubic yards of cut and fill across the six parcels in the project. The Engineering Division reviewed the Grading Plan and the rough grading plans are included as Exhibit E.

As part of the Grading Permit, the applicant will be required to submit a Storm Water Pollution Prevention Plan (SWPPP) prior to the commencement of work. This plan will ensure that storm water will either be contained on site or will be treated and will not impact surrounding properties and water bodies prior to discharge from the site. With the recommended conditions of approval the project will meet the requirements of the City's Improvement Standards and Grading Ordinance, and will be consistent with the master grading and drainage plan for the SVSP.

2. The grading has been designed to accommodate, and/or mitigation conditions have been imposed to compensate for any potential impacts to any of the natural features of the property or to adjacent properties, and the grading will not result in any increase in water surface elevation in any stream channel located on the property and associated with the grading as approved.

The City's Grading Ordinance and General Plan require City staff to evaluate the impacts to wetlands and other natural resource areas and recommend changes to a project if there are opportunities to preserve these areas. Long term preservation of natural resources is best achieved through placement in Open Space areas. The three parcels identified in the Grading Plan have Zoning Designations and Land Use Designations of Community Commercial (FD-40) and Public/Quasi-Public (FD-63 and FD-64) and are anticipated for development in the SVSP. Buildout of the SVSP area, including Parcels FD-40, FD-63, and FD-64, was evaluated in the SVSP EIR and mitigation measures were adopted to compensate for any loss of wetlands. Per the SVSP EIR mitigation measures, any fill that will impact wetland areas will require the applicant to receive approval of an Army Corps of Engineers "404" permit and a Regional Water Quality Control Board "401" certification. The applicant has received approval of the required permits for the project area and has provided staff with the permit documentation. The proposed grading will not result in an increase in water surface elevation of any stream channel.

3. The proposed grading is necessary to allow development of the property consistent with the general plan land use allocation for the property.

Parcel FD-40 has an existing General Plan land use designation of Community Commercial and FD-63 and FD-64 are designated Public/Quasi-Public. The property will require grading to allow development of the site and the Major Grading Plan will facilitate the property being developed consistent with the land use allocation.

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 Press Tribune on August 13, 2021 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 1). 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 **5th Addendum to the Sierra Vista Specific Plan EIR**;
- B. Recommend the City Council approve the **GENERAL PLAN AMENDMENT (LAND USE MAP) – 1260 WESTBROOK BOULEVARD – SVSP PCL FD-2, FD-5, FD-9, FD-40, FD-63, FD-64 – SOLAIRE PHASE 6 – FILE #PL21-0111**;
- C. Recommend the City Council approve the **SPECIFIC PLAN AMENDMENT (TEXT AND LAND USE MAP) – 1260 WESTBROOK BOULEVARD – SVSP PCL FD-2, FD-5, FD-9, FD-40, FD-63, FD-64 – SOLAIRE PHASE 6 – FILE #PL21-0111**;
- D. Recommend the City Council approve the **DEVELOPMENT AGREEMENT AMENDMENT (WESTPARK FEDERICO) – 1260 WESTBROOK BOULEVARD – SVSP PCL FD-2, FD-5, FD-9, FD-40, FD-63, FD-64 – SOLAIRE PHASE 6 – FILE #PL21-0111**;
- E. Adopt the three (3) findings of fact and approve the **TENTATIVE SUBDIVISION MAP – 1260 WESTBROOK BOULEVARD – SVSP PCL FD-2, FD-5, FD-9, FD-40, FD-63, FD-64 – SOLAIRE PHASE 6 – FILE #PL21-0111** subject to eighty (80) conditions of approval;
- F. Adopt the three (3) findings of fact and approve the **MAJOR GRADING PLAN – 1260 WESTBROOK BOULEVARD – SVSP PCL FD-2, FD-5, FD-9, FD-40, FD-63, FD-64 – SOLAIRE PHASE 6 – FILE #PL21-0111** subject to twenty-seven (27) conditions of approval; and

CONDITIONS OF APPROVAL FOR THE TENTATIVE SUBDIVISION MAP (FD-2, FD-5, FD-9) – FILE #PL21-0111

1. 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)
2. 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)
3. 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 Development Services- Engineering Division. (Engineering)
4. 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)

5. 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 the 5th Addendum, and shall include all applicable mitigation measures as notes on the grading plans. (Planning)
6. Fulfillment of all backbone dedication requirements for Irrevocable offers of dedication and easements shall occur prior to the approval of any Improvement, Grading Plans, and/or recordation of any Final or Parcel Map as required by the Development Agreement between the City of Roseville and Westpark Federico, LLC. (Engineering)

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 SVSP Roseville Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning, Engineering, Parks, Fire, Environmental Utilities)
8. The applicant shall submit to the Engineering Division the appropriate Army Corps of Engineers permit or clearance, the California Department of Fish and Wildlife Stream Bed Alteration Agreement, and/or the Regional Water Quality Control Board Water Quality Certificate. (Planning)
9. 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)
10. 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)
11. 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)
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. All private subdivision entrances shall be designed and constructed per City Standards. The entrances shall be owned and maintained by the HOA. (Engineering)
17. 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)
18. Any backbone improvements, not constructed adjacent to (or needed to serve) a proposed subdivision shall be completed by the applicant. (Engineering)
19. The developer may qualify for reimbursement of non CIP improvements through the Sierra Vista Fee Program per the Federico-Mourier Development Agreement.
20. The phasing of infrastructure shall be consistent with the Solaire Phase 6 Infrastructure Matrix, the Sierra Vista Specific Plan and as defined by the Development Agreement between the City of Roseville and Westpark Federico, LLC. (Engineering)
21. The east bound entrance from Earl Rush Drive into Village FD-2 at Hawking Drive, shall include a standard right turn curb flare (City Std ST-23). (Engineering)
22. The east bound entrance from Sierra Glen Drive into Village FD-9 at Asteroid Way, shall include a standard right turn curb flare (City Std ST-23). (Engineering)
23. Per the Solaire Phase 6 Infrastructure Matrix, Sierra Glen Drive (SG-1), is from Westbrook Blvd east to Lot 92/107 in FD-9. If FD-5 is constructed first, it will be responsible for SG-1, the Emergency Vehicle Access (EVA) and the water line infrastructure (WL-1). (Engineering)

24. Per the Solaire Phase 6 Infrastructure Matrix, Silver Spruce Drive shall be completed, including all underground infrastructure and dry utilities, from Earl Rush Drive to the FD-2 southern boundary, if not previously constructed. (Engineering)
25. 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)
26. Per the Development Agreement, for all phases of subdivisions adjacent to the open space with a planned bike trail, the developer shall be responsible for preliminary design, permitting and rough grading. (Engineering, Alternative Transportation)
27. Per the Development Agreement, if the City has sufficient funds to reimburse Landowner, Landowner shall prepare the final design and construct Class I bike trail improvements where adjacent to residential subdivisions. (Alternative Transportation)
28. The design of the trail shall be consistent with City standards and shall incorporate the following:
- a. The Emergency Vehicle Access Road through FD-85 shall be striped for a Class 1 bike trail. (Engineering, Alternative Transportation)
 - b. Where an overland release crosses a bike trail, the trail design shall accommodate the potential drainage through grading, concrete paving and scour control as determined necessary by Development Services/Engineering. (Engineering, Alternative Transportation)
29. Per the Sierra Vista Specific plan, pedestrian sidewalks along the open spaces will be installed at the time of adjacent roadway construction. (Engineering, Alternative Transportation)
30. 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)
31. The applicant shall dedicate a separate drainage easement to the City of Roseville for any 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)
32. 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 or natural drainage coarse. (Engineering)
33. 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. If located within a private subdivision, the storm drain system and proposed BMP’s shall be privately owned and maintained by the property owner, unless otherwise identified on the approved tentative

map. Prior to the issuance of any permits, the owner shall provide a plan for the maintenance of the proposed BMP's. (Engineering)

34. Prior to approval of improvement plans, drainage calculations must be submitted that are consistent with the Master Drainage Study for Sierra Vista or the Master Drainage Study shall be amended as necessary to accommodate any change in sheds. Detention and drainage swales shall also be consistent with the Master Drainage Study or the Master Drainage Study amended to reflect any proposed changes. (Engineering)
35. Prior to approval of grading within the Open Space, developer shall provide a plan that demonstrates that the proposed detention storage volume used to mitigate the 100 year peak flows match the requirements identified in the Drainage and Stormwater Master Plan. (Engineering)
36. 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)
37. 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)
38. 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)
39. 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)
40. Improvement plans shall show the Preserve boundary and label it as a protected area. The Pre-Construction meeting shall address the presence of the Preserve, the sensitive habitats present and minimization of disturbance to the Preserve. During grading and construction, the preserve area shall be avoided and shall not be used for parking, storage, or project staging. The contractor shall remove all trash blown into the preserve from adjacent construction on a daily basis. After construction is complete, the temporary fencing shall be removed from the preserve, along with all temporary erosion control measures (e.g., straw bales, straw waddles and stakes, silt fencing). (Engineering, Development Services, Planning)
41. Prior to construction within any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve. Fencing shall be maintained daily until permanent fencing is installed, at which time the temporary fencing shall be removed from the project site. (Engineering, Development Services, Planning)
42. With the exception of access required for maintenance and/or emergency vehicles, the project shall be designed to prevent vehicle access into the Preserve. Post and cable fencing or other improvements shall be utilized to meet this requirement. (Engineering, Development Services, Planning)
43. Landscaping adjacent to the Preserve shall be California native, drought-tolerant groundcover, shrubs, plants, and trees. (Development Services, Planning)
44. **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)

45. 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)
46. 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)
47. 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)
48. Any backflow preventers visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventers shall be screened with landscaping and shall comply with the following criteria:
 - a. There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventer to the landscaping.
 - b. For maintenance purposes, the landscaping shall 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)
49. 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)

50. Lots at the end of dead end courts without bulb out will need to bring trash bins to the main street for pick up. Location is to be dedicated and wording to be added to CC&Rs. (Environmental Utilities)
51. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 500' on center. (Fire)
52. 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)
53. 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)
54. All Electrical Department facilities, including street lights where applicable, shall be designed and built to the "City of Roseville Specifications for Residential Trenching". (Electric)
55. 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)
56. 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)
57. 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)
58. 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

59. The following easements shall be provided and shown on the Final Map or by separate instrument, unless otherwise provided for in these conditions:
 - a. A 12.5-foot wide public utilities easement along all road frontages;
 - b. Water, drainage and sewer easements as necessary.

Easement widths shall comply with the City's Improvement Standards and Construction Standards. The easement documents shall be drafted for approval and acceptance by the City of Roseville and recorded at the Placer County Recorder's Office. (Environmental Utilities, Electric, Engineering)
60. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)
61. 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)
62. 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.

i. 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)

- 63. Any structures crossing Lot/Parcel lines created by the Final/Parcel map shall be removed. (Engineering)
- 64. Lettered lots (LS or LC) shall be dedicated as an easement (or in fee) to the City for the purposes of (floodplain, open space, or public access). (Engineering)
- 65. Street names shall be approved by the City of Roseville. (Engineering)
- 66. 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)
- 67. 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)
- 68. 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)
- 69. The cost of any facilities which are identified in the CIP and are beyond those needed for this project may be reimbursed to the developer. In accordance with §66485 and §66486 of the Subdivision Map Act, any improvements constructed by the subdivider which contain supplemental size, capacity, number, or length for the benefit of property not within the subdivision and which improvements are to be dedicated to the public, the subdivider shall be entitled to reimbursement for that portion of the cost of the improvements which is in excess of the construction required for the subdivision. (Engineering)
- 70. 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)
- 71. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

- 72. 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)
- 73. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
- 74. 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)
- 75. 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)

76. 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)
77. 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)
78. 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)
79. 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)
80. The Tentative Subdivision Map shall not be deemed approved until the actions on the Development Agreement Amendment, General Plan Amendment, and Specific Plan Amendment are approved and become effective. (Planning)

CONDITIONS OF APPROVAL FOR THE MAJOR GRADING PLAN (FD-40, FD-63, FD-64) – FILE #PL21-0111

1. This Grading Plan approval shall be effectuated within a period of one (1) year from **August 26, 2021** and if not effectuated shall expire on **August 26, 2022**. (Planning)
2. The project is approved as shown in **Exhibit E** and as conditioned or modified below. (Planning)
3. 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 the 5th Addendum, and shall include all applicable mitigation measures as notes on the grading plans. (Planning)
4. The design and construction of all improvements shall conform to the Improvement Standards and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
5. The applicant shall not commence with any on-site improvements until such time as grading plans are approved and grading and/or encroachment permits are issued by the Department of Public Works. (Engineering)

PRIOR TO ISSUANCE OF GRADING PERMIT:

6. 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 Engineering prior to approval of any plans. (Engineering)
7. The grading plans shall be designed in accordance with the City's Improvement Standards and Construction Standards, and shall reflect the following:
 - a) Grading shall comply with the City grading ordinance. There shall be no cut and/or fill slopes steeper than a 4:1 ratio, unless approved otherwise. Erosion control devices (sediment traps, ditches, straw bales, etc.) shall be shown on the grading plans and 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 the applicant's responsibility to ensure that necessary measures are taken to minimize silt discharge from the site. Modification of the erosion control plan may be warranted during wet weather conditions.
8. The applicant shall apply for and obtain an encroachment permit from the Engineering Department prior to the commencement of on-site work that will require material to be trucked to or from the site within City right-of-ways. (Engineering)
9. Grading plans shall include a fencing plan for the installation of temporary construction fencing to protect oak trees or wetland areas. The fencing plan is subject to the review and approval of the Planning Division. Prior to any onsite work, the applicant shall contact the Planning Division to inspect installed fencing and verify compliance with the fencing plan. (Planning)
10. The applicant shall submit to the Planning and Engineering Departments any applicable Army Corps of Engineers permit or clearance, the California Department of Fish and Wildlife Stream Bed Alteration Agreement, and/or the Regional Water Quality Control Board Water Quality Certificate. (Planning)
11. Grading plans shall show the Preserve boundary and label it as a protected area. The Pre-Construction meeting shall address the presence of the Preserve, the sensitive habitats present and minimization of disturbance to the Preserve. The following shall apply:
 - a) Prior to grading or other site work, high-visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve. Fencing shall be maintained daily until grading or other construction activities are complete, at which time fencing and all temporary erosion control measures shall be removed.
 - b) During grading and construction the preserve area shall be avoided and shall not be used for parking, storage, or project staging. The contractor shall remove all trash blown into the preserve from adjacent construction on a daily basis.
 - c) Slopes between the project site and Preserve shall be 3:1 or less, unless approved otherwise. (Parks, Recreation, and Libraries)
12. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

DURING CONSTRUCTION & PRIOR TO NOTICE OF COMPLETION:

13. Easement widths shall comply with the City's Improvement Standards and Construction Standards. The following easements shall be provided by separate instrument and shown on the grading plan, unless otherwise provided for in these conditions: a 12.5-foot wide public utilities easement along all residential road frontages. (Engineering, Environmental Utilities, Electric)

14. 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. (Engineering, Environmental Utilities, Electric)
15. The following note shall be added to the grading plans:

To minimize dust and 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, to minimize dust.
 - b) Use tarpaulins or other effective covers on all stockpiled earth material and on all haul trucks to minimize dust.
 - c) Sweep the adjacent street 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 opinion of city staff, inadequate dust control or excessive wind conditions contribute to fugitive dust emissions. (Engineering)
16. 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)
17. All improvements being constructed in accordance with the approved grading plans shall be accepted as complete by the City. (Engineering)
18. Prior to grading, the site shall be scarified and all deleterious vegetation shall be removed. (Engineering)
19. All fill shall be placed in standard lifts, and shall be compacted to a minimum of 90% relative compaction. Prior to the approval and acceptance of the grading operation as complete, the applicant shall provide a soils report generated from a registered geotechnical engineer certifying that the fill has been properly constructed. (Engineering)
20. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance, provided all construction equipment is fitted with factory installed muffling devices and is maintained in good working order, project construction noise 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. (Engineering)
21. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
22. 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, retaining walls, and structures of any type. (Electric)
23. 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:

24. The applicant shall pay City's actual cost for providing plan check, installation, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities)
25. All existing public utility, electric, water, sewer and reclaimed water easements shall be maintained. (Electric, Engineering, Environmental Utilities)
26. 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)
27. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor or person responsible for the building permit must notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. (Fire)

ATTACHMENTS

1. 5th Addendum to the SVSP EIR
2. SVSP RS/DS Standards

EXHIBITS

- A. GPA/SPA Exhibit
- B. SVSP Change Pages
- C. Draft Fifth Amendment of the Westpark Federico DA
- D. Tentative Subdivision Maps
- E. Mass Grading Plan

<u>Note to Applicant and/or Developer:</u> 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.
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5th ADDENDUM TO THE SIERRA VISTA SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT (SCH #2008032115, ADOPTED ON MAY 5, 2010)

Project Title/File Number:	SVSP PCL FD-2, FD-5, FD-9, FD-40, FD-63, FD-64 – Solaire Phase 6; File #PL21-0111
Project Location:	1260 Westbrook Boulevard, Roseville, Placer County, CA; The project includes several parcels within the Sierra Vista Specific Plan, which are generally located south of Pleasant Grove Boulevard, east of Santucci Boulevard, west of Market Street, and north of Vista Grande Boulevard; Roseville, CA 95747; Placer County
Project Description:	The proposed project will create 294 single-family residential lots within the Sierra Vista Specific Plan (SVSP). The project entitlements include a General Plan Amendment to change the land use designation of Parcel FD-2 from Low Density Residential (LDR) to Medium Density Residential (MDR), a Specific Plan Amendment to reflect the land use change and to transfer units among several large lot parcels within the SVSP, a Tentative Subdivision Map to create 294 single-family lots on parcels FD-2, FD-5, and FD-9, and a Major Grading Plan to allow rough grading for parcels FD-40, FD-64, and FD-63. Lastly, a Development Agreement Amendment is included to reflect the land use change and unit transfers.
Project Applicant:	Eric Crow, MacKay & Soms
Property Owner:	Ryan O'Keefe, Solaire Community Builders LLC
Lead Agency Contact:	Sean Morales, Assistant Planner; Phone (916) 774-5282

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.

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PROJECT DESCRIPTION

Project Location

The project address is 1260 Westbrook Boulevard, within the western portion of the Sierra Vista Specific Plan (SVSP), south of Pleasant Grove Boulevard, east of Santucci Boulevard, west of Market Street, and north of Vista Grande Boulevard (see Figure 1).

Figure 1: Project Location (parcels bordered in red)



Background

The project site is within the Sierra Vista Specific Plan (SVSP). The SVSP was adopted on May 5, 2010 and includes 2,064 acres west of Fiddymont 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. The requested entitlements would allow for development of 294 units on approximately 55 acres in the western portion of the SVSP area (see Figure 1).

Environmental Setting

The project site is undeveloped, and is dominated by relatively flat topography supporting annual grasslands. There are no structures on the properties. No native oak trees or other trees are present on the subject parcels, as the area has historically been grazed and maintained. New subdivisions are currently under development east and southeast of the project area.

Proposed Project

The proposed project will create 294 single-family residential lots within the SVSP and includes the following entitlements:

- A. General Plan Amendment (GPA)** – The project includes a GPA to amend the land use designation of Parcel FD-2 from Low Density Residential (LDR) to Medium Density Residential (MDR). The proposed changes will add MDR acreage and decrease LDR 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 General Plan Amendment exhibit reflecting the land use change.
- B. Specific Plan Amendment (SPA)** – The project includes an Amendment to the SVSP, which includes land use changes consistent with those described in the General Plan Amendment. The Specific Plan Amendment also includes changes to the text, tables, and figures to reflect the land use change. The applicant has proposed a gated community for Parcel FD-5, which is not currently shown as gated within the SVSP. Therefore, the project will revise SVSP Figure B-25, which identifies the locations where gated communities are permitted. Exhibit C includes the map amendment and Exhibit D includes the proposed change pages for the text, tables, and figures of the SVSP.
- C. Development Agreement (DA) Amendments** – The project includes an amendment to the Westpark Federico Development Agreement (Exhibits E). The amendment reflects the proposed land use changes and the change in the number of units within the development agreement.
- D. Tentative Subdivision Map** – The applicant proposes new subdivisions on Parcels FD-2, FD-5, FD-9. Subdivisions on Parcels. Parcel FD-2 will be a 97-unit MDR subdivision; Parcel FD-5 will be a 90-unit LDR subdivision; and Parcel FD-9 will be a 107-unit LDR subdivision. The Tentative Subdivision Maps are included as Exhibit G.
- E. Major Grading Plan** – The applicant requests a Major Grading Plan approval to allow rough grading of Parcels FD-40, FD-63, and FD-64. The grading plan will allow the applicant to cut and fill on parcels that are otherwise unentitled. Earthwork will be balanced among the six parcels included in the project and will require no excess cut or fill. The mass grading plan is included as Exhibit H.

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) EIR¹ 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 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 project includes a General Plan Amendment to amend the land use designation of Parcel FD-2 from Low Density Residential (LDR) to Medium Density Residential (MDR) and a Specific Plan Amendment to allow the transfer of units between two large lot parcels located within the SVSP. The GPU EIR assumed a rate of 2.7 persons per unit when calculating VMT per capita. The proposed project will involve transferring of units, but does not change the total number of units anticipated for buildout of the SVSP or 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.

¹ General Plan Update EIR: www.roseville.ca.us/GeneralPlan

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 proposed uses are substantially consistent with the build out assumptions and would not increase the severity of already identified significant impacts.

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: 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. For operational impacts,

the proposed project changes the balance of land uses in the area, but not in a manner that would increase emissions. The impacts of the project fall within the scope of the impacts and mitigation already established in the SVSP EIR.

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 September 22, 2020 to tribes which had requested such notice pursuant to Assembly Bill 32 (AB32) and Senate Bill 18 (SB18). No request for consultation was received during the request for consultation period. 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.					

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 would allow development of 294 single-family residential units. 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.					

Construction activity associated with the proposed project remains consistent with the scale of activity and resulting scope of impacts anticipated in the SVSP EIR. For operational impacts, the proposed project changes the balance of land uses in the area, but not in a manner that would increase emissions. Greenhouse gas emissions, from both the construction and operational phases, will result in impacts consistent with those analyzed in the SVSP EIR. 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 through 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 involves the same use types within the same development footprint, and therefore the conclusions of SVSP EIR remain applicable to the proposed project.

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.

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, including Vista Grande Boulevard. Mitigation was found to reduce noise volumes to levels within General Plan standards, and so impacts were found to be less than significant.

Consistent with the mitigation measures in the EIR, 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, but the project increases the amount of MDR units and decreases the amount of LDR units. For the purpose of population estimates, LDR and MDR population rates are the same, so the project will not have a new or more severe impact on the population growth rate of the area. Thus, the project will result in the same previously identified impacts. 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. Although the project involves a change in land use for Parcel FD-2 from LDR to MDR, the student generation factor for these land uses is the same. In addition, the project will not change the overall number of housing units in the SVSP. Therefore, the conclusions of SVSP EIR remain applicable to the proposed project.

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 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 involves unit transfers but will not change the total number of units anticipated for buildout of the SVSP area. As such, the project will not increase the number of residents anticipated for the SVSP nor decrease the amount of area dedicated to park and recreation uses; 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
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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. The LDR and MDR land uses have the same trip generation rate of one trip per unit (based on the Institute of Transportation Engineers trip rates), and the unit transfers among the parcels maintain the same overall number of units allocated to the project area. Therefore, 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 FEIR 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. 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 September 22, 2020. No request for consultation was received during the request for consultation period. 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. 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 FEIR have occurred” relative to Tribal Cultural Resources.

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.

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 project involves a change in land use on Parcel FD-2 from Low Density Residential to Medium Density, which also spurs a decrease in density on Parcel FD-5 from 5.2 to 3.9 units/acre. The increased demand factor for the Parcel FD-5 based on the lower density would increase water demand for the project area overall by 3.6 AFY. The City's Environmental Utilities Department determined this to be a de minimis amount of water and there are sufficient water supplies available to allocate the additional water demand; the project would not require new or expanded water supply entitlements.

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 project land use changes do 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. Solid waste generation is based on population, and as the project will not change the estimated population for the plan area, 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:

Sean Morales, Assistant Planner
City of Roseville, Development Services–Planning Division

Attachments:

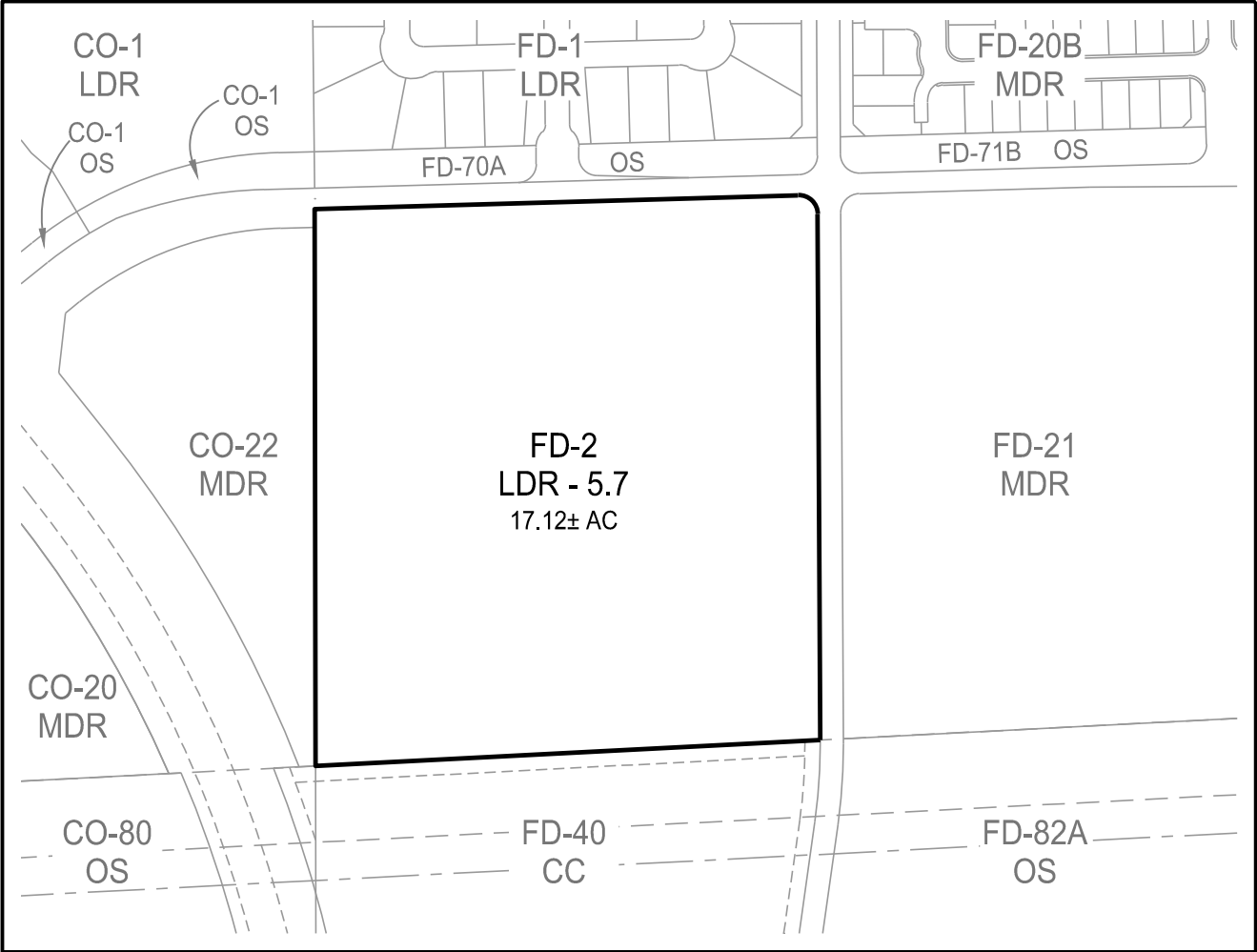
1. Applicable SVSP Mitigation Measures
2. Tentative Subdivision Maps

PC Attachment 2

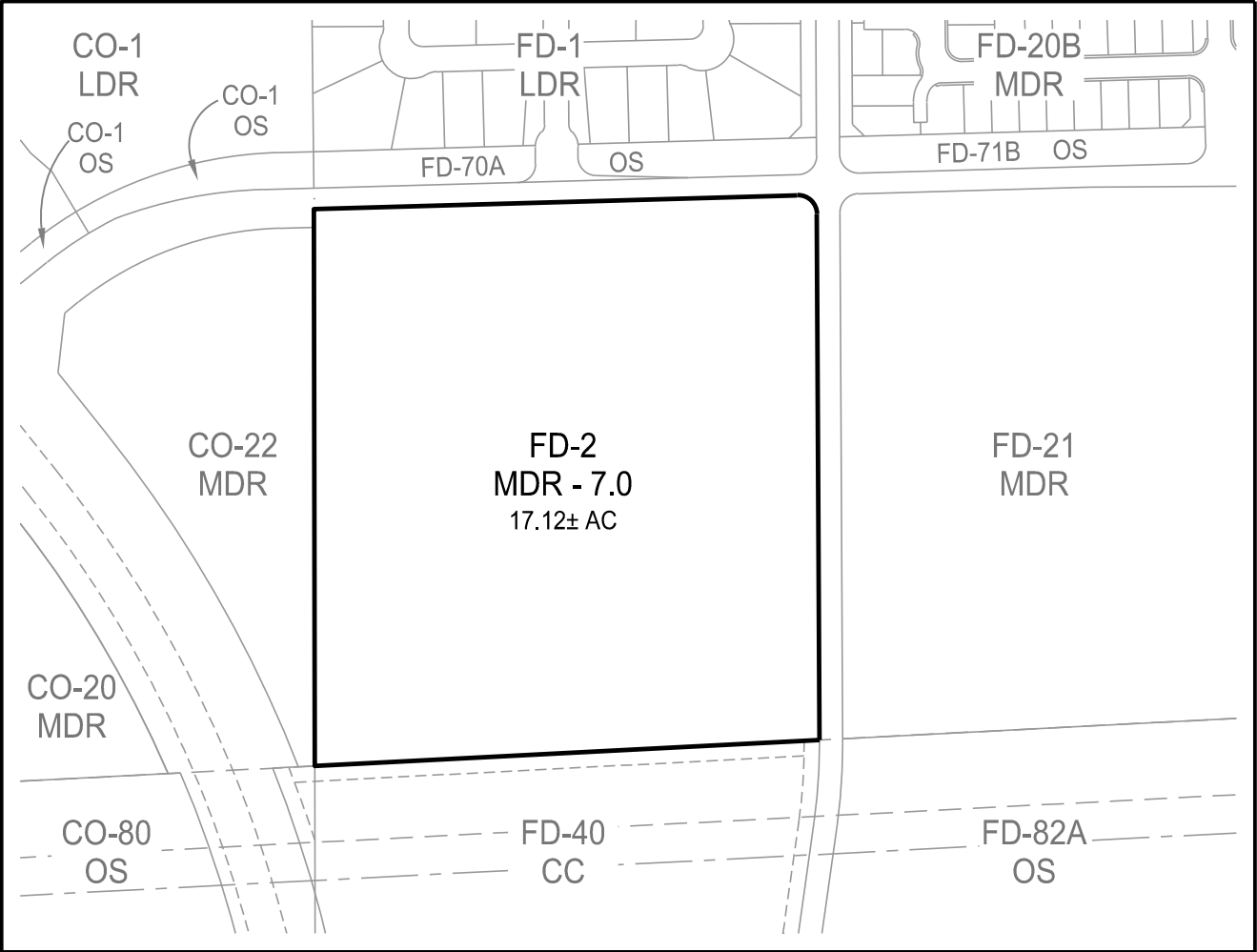
Table A-1: RS/DS Development Standards

Single Family with Attached Sidewalk ⁴		Single Family with Separated Sidewalk ^{1, 4}
Lot Size (minimum)		
Area, Interior Lot	4,500 sq. ft.	4,275 sq. ft. ¹
Area, Corner Lot	5,500 sq. ft.	4,710 sq. ft. ¹
Width, Interior	45 ft.	45 ft.
Width, Corner	55 ft.	50 ft.
Permitted Density (maximum per lot)		
Residential Density	1 dwelling; 1 second unit	1 dwelling; 1 second unit
Setbacks (minimum)		
Front ²	15 ft. to living space or side wall of garage; 12.5 ft. to porch 18 ft. min. driveway depth	10 ft. to first-floor living space or side wall of garage 7.5 ft. to porch, but in no case may encroach into a PUE 15 ft. to second-floor living space 18 ft. min. driveway depth
Sides ² Interior Lots: Corner Lots:	5 ft. 5 ft. interior side 12.5 ft. street side on first floor 15 ft. street side on second floor	5 ft. 5 ft. interior side 10 ft. street side on first floor 13 ft. street side on second floor
Rear	10 ft. minimum with minimum usable open space of 700 s.f. or 500 s.f. where a usable front porch is provided ³	10 ft. minimum with minimum usable open space of 500 s.f. ³
Coverage (maximum)		
Site Coverage	None ³	None ³
Height (maximum)		
Height	35 ft.	35 ft.
Supplemental Design Standards		
1. Front Yard Stagger	None required, but optional per unit design	
2. Stagger for 3 rd Car Garages	2 ft. between 3 rd car bay and two-car garage	
3. Two-story unit mix	No limit	
4. Separation Between Second Story Elements	A minimum of 10 feet shall be provided between second story elements of adjacent two-story dwellings	
5. Building Exterior	Architectural treatment shall be applied to all elevations of a building. At a minimum, all doors, windows and other wall openings shall be trimmed consistent with the architectural style. Panelized windows or other architectural treatment shall be used on all garage doors.	

- 1 Sidewalk separated from back of curb by 5-foot planter strip
- 2 Front setback (and side setback where adjacent to street) is measured from back of walk. Fence side yard setback is 5' from back of walk where facing a street. In the absence of a sidewalk, setback is measured from edge of right-of-way.
- 3 The rear and side yards may be utilized to meet the minimum usable open space provided the minimum dimension, measured perpendicular to the applicable rear or side yard is ten (10) feet. Maximum coverage is a function of lot size, required setbacks and usable open space. A minimum usable open space of 500 s.f. may be applied where a front porch is provided with minimum dimension of 6 ft. x 10 ft. exclusive of entry way.
4. Variations to the standards and other housing product types may be permitted subject to processing of a Design Review Permit for Residential Subdivisions (DRRS) concurrent with the approval of a tentative subdivision map and review of product type.

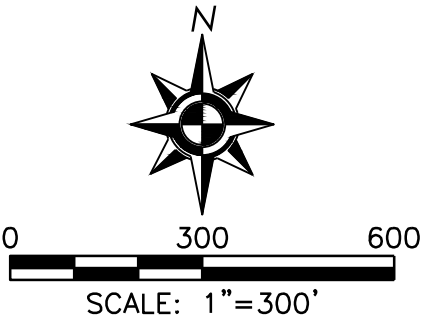
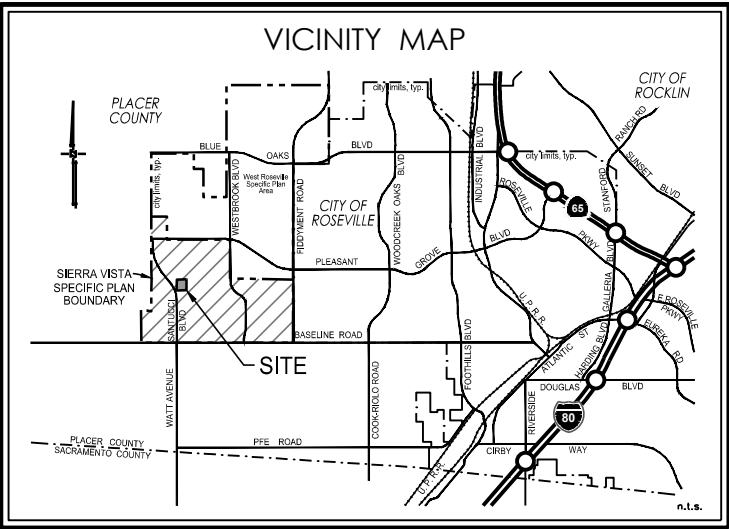


EXISTING LAND USE



PROPOSED LAND USE

Existing Land Use					Proposed Land Use				
Parcel	Land Use	Units	Acres	Density	Parcel	Land Use	Units	Acres	Density
FD-2	LDR (Low Density Residential)	97	17.12 ac.	5.7	FD-2	MDR (Medium Density Residential)	120	17.12 ac.	7.0
TOTAL		97	17.12 ac.	5.7	TOTAL		120	17.12 ac.	7.0



GENERAL PLAN AMENDMENT &
SPECIFIC PLAN AMENDMENT EXHIBIT
for Lot FD-2

SOLAIRE PHASE 6
of the Sierra Vista Specific Plan

Roseville, CA

July 14, 2021



4.1 Overview

The Sierra Vista Specific Plan provides for a mix of land uses to achieve the desired community form and Plan Area objectives. These land use designations include low-, medium-, and high-density residential uses; commercial and office uses, which in some cases are sited with one another and/or with residential uses; public/quasi-public uses for schools and civic facilities; parks and open space uses; and an urban reserve land use, which functions as a transitional area along a portion of the western Plan Area boundary.

At buildout, the Plan Area will provide for approximately 8,658 dwelling units, accommodate roughly 22,045 residents, add approximately 4.1-million square feet of retail and office uses, and provide in excess of 9,000 jobs.

4.2 Land Use Plan

The Sierra Vista Specific Plan land use designations are summarized in Table 4-1, with an accompanying Land Use Map on Figure 4-1.

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	~~635.2~~ 597.6	~~30.7~~ 29.8%	~~3,169~~ 3,049	~~36.5~~ 35.1%
LDR	LDR – Age Restricted	RS/DS	94.3	4.6%	493	5.7%
MDR	Medium Density Residential	RS/DS	~~303.6~~ 341.2	~~14.7~~ 15.5%	~~2,431~~ 2,551	~~28.0~~ 29.4%
HDR	High Density Residential	R3	92.0	4.4%	2,337	26.9%
Sub-totals			1,125.1	54.3%	8,430	97.1%
Commercial and Employment						
CC	Community Commercial (Commercial Mixed Use)	CMU/SA	29.1	1.4%	249	2.9%
CC/BP	Community Commercial/ Business Professional (Mixed Use)	CC/SA	25.4	1.2%	--	--
CC	Community Commercial	CC & GC	177.5	8.6%	--	--
Sub-totals			232.0	11.2%	249	2.9%
Open Space/Public						
P/QP	Public/Quasi-Public	P/QP	64.7	3.1%	--	--
PR	Parks & Recreation	PR	104.6	5.0%	--	--
OS	Open Space	OS	302.0	14.6%	--	--
OS	Paseo (60'-wide)	OS	13.4	0.6%	--	--
UR	Urban Reserve	UR	38.7	1.9%	--	--
Sub-totals			523.4	25.3%	--	--
Right of Way/ Landscape Corridor			191.6	9.2%	--	--
TOTAL			2072.2 ac	100%	8,679 du	100%

Note: See Table 7-4 for net Paseo total acres

Last Updated April 2021

PC Exhibit B

SIERRA VISTA LAND USE PLAN

Figure 4-1

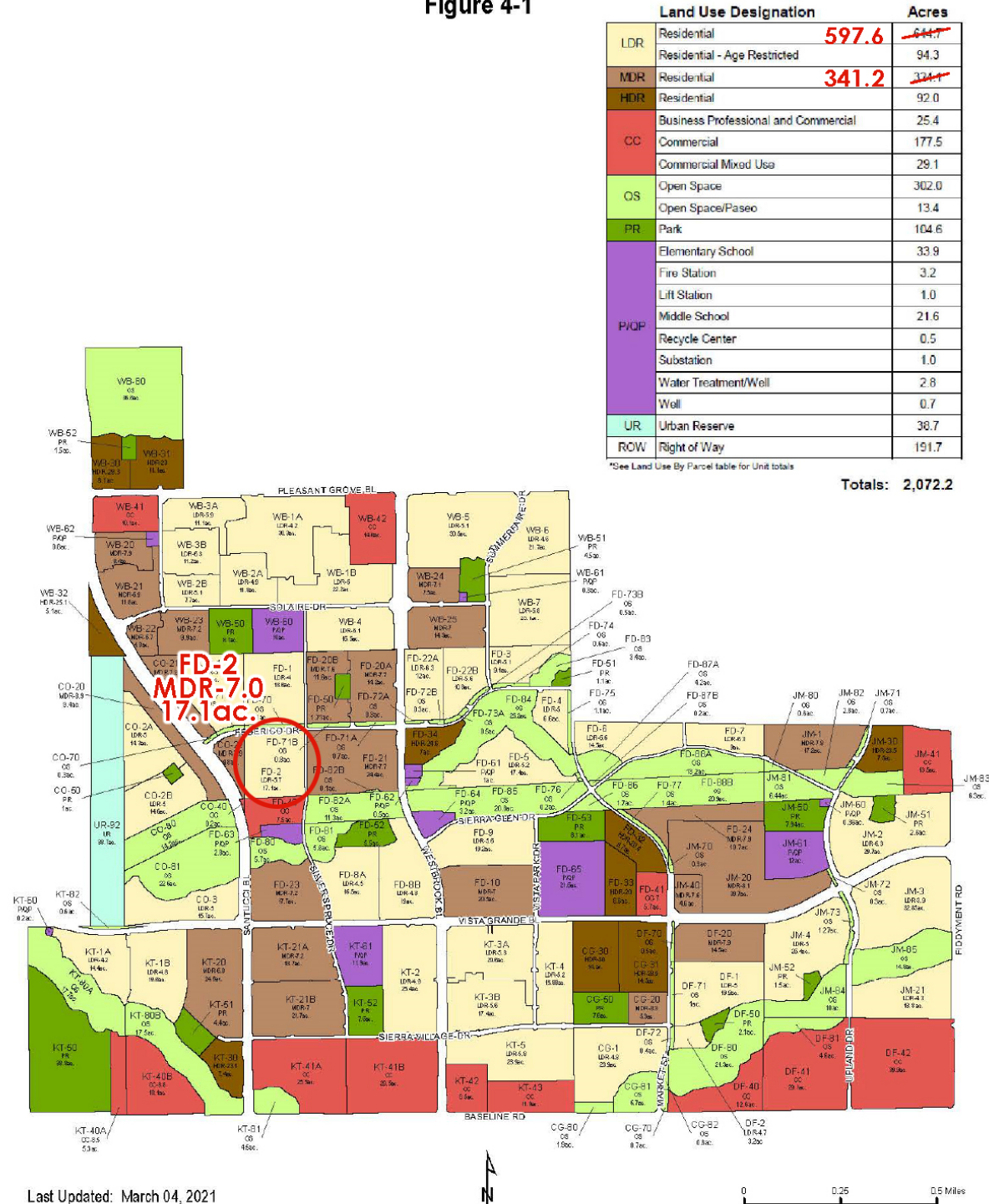


Figure 4-1: Land Use Map

Table 4-2: Land Use, Zoning, & Acreage by Parcel

PARCEL	GENERAL PLAN LAND USE (Specific Plan Land Use)	ZONING	ACRES	ALLOCATED UNITS	DENSITY
CG-1	LDR (Residential)	RS/DS	23.86	115	4.9
CG-20	MDR (Residential)	RS/DS	5.34	44	8.3
CG-30	HDR (Residential)	R3	13.99	420	30.0
CG-31	HDR (Residential)	R3	14.54	420	29.0
CG-50	PR (Park)	PR	7.60		
CG-70	OS (Open Space/Paseo)	OS	0.67		
CG-80	OS (Open Space)	OS	1.86		
CG-81	OS (Open Space)	OS	6.70		
CG-82	OS (Open Space)	OS	0.78		
Sub-totals (CGB)			75.34	999	

CO-1	LDR (Residential)	RS/DS	17.25	86	5.0
CO-2A	LDR (Residential)	RS/DS	14.25	71	5.0
CO-2B	LDR (Residential)	RS/DS	14.58	73	5.0
CO-3	LDR (Residential)	RS/DS	15.70	78	5.0
CO-20	MDR (Residential)	RS/DS	9.40	84	8.9
CO-21	MDR (Residential)	RS/DS	7.80	62	7.9
CO-22	MDR (Residential)	RS/DS	4.8	38	7.9
CO-40	CC (Commercial)	CC	0.16		
CO-50	PR (Park)	PR	1.00		
CO-70	OS (Open Space/Paseo)	OS	0.26		
CO-71	OS (Open Space/Paseo)	OS	0.52		
CO-80	OS (Open Space)	OS	14.22		
CO-81	OS (Open Space)	OS	22.94		
Sub-totals (Conley)			122.88	492	

DF-1	LDR (Residential)	RS/DS	19.90	100	5.0
DF-2	LDR (Residential)	RS/DS	3.16	15	4.7
DF-20	MDR (Residential)	RS/DS	14.50	115	7.9
DF-40	CC (Commercial)	GC	12.64		
DF-41	CC (Commercial)	GC	29.14		
DF-42	CC (Commercial)	GC	39.90		
DF-50	PR (Park)	PR	2.08		
DF-70	OS (Open Space/Paseo)	OS	0.52		
DF-71	OS (Open Space/Paseo)	OS	1.00		
DF-72	OS (Open Space/Paseo)	OS	0.38		
DF-80	OS (Open Space)	OS	21.31		
DF-81	OS (Open Space)	OS	4.62		
Sub-totals (DF Properties)			149.15	230	

Table 4-2: Land Use, Zoning, & Acreage by Parcel

PARCEL	GENERAL PLAN LAND USE (Specific Plan Land Use)	ZONING	ACRES	ALLOCATED UNITS	DENSITY
FD-1	LDR (Residential)	RS/DS	18.60	74	4.0
FD-2	~~LDR~~ -MDR (Residential)	RS/DS	17.12	~~97~~ 120	~~5.7~~ 7.0
FD-3	LDR (Residential)	RS/DS	9.14	46	5.0
FD-4	LDR (Residential)	RS/DS	6.56	33	5.0
FD-5	LDR (Residential)	RS/DS	17.36	~~90~~ 67	~~5.2~~ 3.9
FD-6	LDR (Residential)	RS/DS	14.53	95	6.5
FD-7	LDR (Residential)	RS/DS	8.97	57	6.4
FD-8A	LDR (Residential)	RS/DS	16.51	75	4.5

PC Exhibit B

Table 4-2: Land Use, Zoning, & Acreage by Parcel (cont.)

PARCEL	GENERAL PLAN LAND USE (Specific Plan Land Use)	ZONING	ACRES	ALLOCATED UNITS	DENSITY
FD-8B	LDR (Residential)	RS/DS	18.96	81	4.3
FD-9	LDR (Residential)	RS/DS	19.24	107	5.6
FD-10	MDR (Residential)	RS/DS	20.46	143	7.0
FD-20A	MDR (Residential)	RS/DS	14.21	110	7.6
FD-20B	MDR (Residential)	RS/DS	11.56	88	7.6
FD-21	MDR (Residential)	RS/DS	24.44	187	7.7
FD-22A	LDR (Residential)	RS/DS	11.97	76	6.3
FD-22B	LDR (Residential)	RS/DS	10.76	60	5.6
FD-23	MDR (Residential)	RS/DS	17.66	127	7.2
FD-24	MDR (Residential)	RS/DS	10.71	84	7.8
FD-32	HDR (Residential)	R3	8.74	178	20.4
FD-33	HDR (Residential)	R3	8.59	172	20.0
FD-34	HDR (Residential)	R3	7.04	172	24.4
FD-40	CC (Commercial)	CC	7.55		
FD-41	CC (Commercial Mixed Use)	CMU/SA	5.71	40	20.0
FD-50	PR (Park)	PR	1.71		
FD-51	PR (Park)	PR	1.12		
FD-52	PR (Park)	PR	5.51		
FD-53	PR (Park)	PR	8.07		
FD-61	Public/Quasi-Public (Electrical Substation)	P/QP	0.99		
FD-62	Public/Quasi-Public (Recycle Center)	P/QP	0.50		
FD-63	Public/Quasi-Public (Water Treatment/Well)	P/QP	2.83		
FD-64	Public/Quasi-Public (Fire Station)	P/QP	3.19		
FD-65	Public/Quasi-Public (Middle School)	P/QP	21.59		
FD-70	OS (Open Space/Paseo)	OS	1.13		
FD-71A	OS (Open Space/Paseo)	OS	0.70		
FD-71B	OS (Open Space/Paseo)	OS	0.82		
FD-72A	OS (Open Space/Paseo)	OS	0.25		
FD-72B	OS (Open Space/Paseo)	OS	0.27		
FD-73A	OS (Open Space/Paseo)	OS	0.51		
FD-73B	OS (Open Space/Paseo)	OS	0.49		
FD-74	OS (Open Space/Paseo)	OS	0.65		
FD-75	OS (Open Space/Paseo)	OS	1.14		
FD-76	OS (Open Space/Paseo)	OS	0.15		
FD-77	OS (Open Space/Paseo)	OS	1.35		
FD-80	OS (Open Space)	OS	5.71		
FD-81	OS (Open Space)	OS	5.57		
FD-82A	OS (Open Space)	OS	11.33		
FD-82B	OS (Open Space)	OS	0.14		
FD-83	OS (Open Space)	OS	3.39		
FD-84	OS (Open Space)	OS	25.24		
FD-85	OS (Open Space)	OS	20.80		
FD-86	OS (Open Space)	OS	1.68		
FD-87A	OS (Open Space)	OS	4.15		
FD-87B	OS (Open Space)	OS	0.20		
FD-88A	OS (Open Space)	OS	13.17		
FD-88B	OS (Open Space)	OS	20.89		
Sub-totals (Federico)			472.63	2,192	

PC Exhibit B

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	29.70	187	6.3
JM-3	LDR (Residential)	RS/DS	30.20	127	4.2
JM-4	LDR (Residential)	RS/DS	26.40	132	5.0
JM-20	MDR (Residential)	RS/DS	39.70	322	8.1
JM-21	LDR (Residential)	RS/DS	18.80	80	4.3
JM-30	HDR (Residential)	R3	7.51	176	23.5
JM-40	MDR (Residential)	RS/DS	4.57	35	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	14.80		
Sub-totals (Mourier Investments LLC)			255.75	1,194	

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	20.60	110	5.3
KT-3B	LDR (Residential)	RS/DS	17.40	97	5.6
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	8.5
KT-40B	CC (Commercial Mixed Use)	CMU/SA	18.10	163	8.8
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	38.80		
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)			411.62	1,543	

PC Exhibit B

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)			38.72	0	
WB-1A	LDR (Residential – Age-Restricted)	RS/DS	30.30	126	4.2
WB-1B	LDR (Residential – Age-Restricted)	RS/DS	22.20	133	6.0
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	11.10	66	5.9
WB-3B	LDR (Residential – Age-Restricted)	RS/DS	11.23	71	6.3
WB-4	LDR (Residential)	RS/DS	16.50	100	6.1
WB-5	LDR (Residential)	RS/DS	30.50	157	5.1
WB-6	LDR (Residential)	RS/DS	21.70	103	4.7
WB-7	LDR (Residential)	RS/DS	25.14	145	5.8
WB-20	MDR (Residential)	RS/DS	8.88	66	7.9
WB-21	MDR (Residential)	RS/DS	11.80	81	6.9
WB-22	MDR (Residential)	RS/DS	4.80	32	6.7
WB-23	MDR (Residential)	RS/DS	9.88	71	7.3
WB-24	MDR (Residential)	RS/DS	7.50	53	7.1
WB-25	MDR (Residential)	RS/DS	14.30	100	7.0
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)			365.64	2,029	
ROW	Right of Way/Landscape Corridors		191.60		
Sub-totals (ROW)			191.60	0	
Total			2,072.16	8,679	

Table Updated April 2021
(GIS acreages revised January 2021)

PC Exhibit C

**FIFTH AMENDMENT OF DEVELOPMENT AGREEMENT
BY AND BETWEEN
THE CITY OF ROSEVILLE AND WESTPARK SIERRA VISTA, LLC, AS
ASSIGNEE OF WESTPARK FEDERICO, LLC, MOURIER INVESTMENTS,
LLC, AND FEDERICO-TYLER FAMILY LIMITED PARTNERSHIP RELATIVE
TO THE SIERRA VISTA SPECIFIC PLAN**

This Fifth Amendment of Development Agreement is entered into this ____ day of _____, 2021, by and between the CITY OF ROSEVILLE, a municipal corporation (“City”) and SOLAIRE COMMUNITY BUILDERS, LLC, a California limited liability company (“Solaire” or “Landowner”), as Assignee of WESTPARK SIERRA VISTA, LLC, a California limited liability company (“Westpark Sierra Vista”), pursuant to Sections 65864 through 65869.5 of the Government Code of California.

RECITALS

A. Westpark Sierra Vista’s predecessor in interest, Westpark Federico, along with Mourier Investments, LLC (“Mourier”), and the Federico-Tyler Family Limited Partnership (“Federico”), 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. 2010-0045943-00. Westpark Federico assigned its interest in the Development Agreement to Westpark Sierra Vista pursuant to that certain Assignment and Assumption Agreement Relative to the Sierra Vista Specific Plan Development Agreement dated as of January 5, 2011, and recorded January 12, 2011, as Document No. 2011-0003089-00, in the Official Records of Placer County, California. Except as otherwise defined herein, all capitalized terms used herein shall have the meanings ascribed thereto in the Original Development Agreement.

B. Westpark Sierra Vista’s predecessor in interest, Westpark Federico, along with Mourier, Federico, and City, entered into the Original Development Agreement relative to development within a portion of the Sierra Vista Specific Plan Area (“Specific Plan”, “SVSP” or “Plan Area”), as more precisely defined in Exhibits “A” and “B” of the Original Development Agreement (the “Property”).

C. Westpark Sierra Vista, Mourier, Federico, and City entered into a First Amendment to the Original Development Agreement (the “First Amendment”) which was approved by the City Council of City on December 20, 2017, and recorded on February 21, 2018, in the Official Records of Placer County as Document No. 2018-0010796-00.

D. Westpark Sierra Vista, Mourier, Federico, and City entered into the First Amendment relative to development within certain portion of the Property, as is more precisely defined in Exhibits “A” and “B” of the First Amendment.

PC Exhibit C

E. Mourier and Federico assigned their interest in a portion of the Property to Westpark Sierra Vista in that certain Assignment and Assumption Agreement Relative to the Sierra Vista Development Agreement dated as of May 16, 2019, and recorded May 16, 2019, as Document No. 2019-0032322-00, in the Official Records of Placer County. The portion of the Property so assigned by Mourier and Federico to Westpark Sierra Vista was described in Exhibit A to that Assignment and Assumption Agreement Relative to the Sierra Vista Development Agreement.

F. Westpark Sierra Vista assigned its interest in the Development Agreement for a portion of the Property to Solaire pursuant to that certain Assignment and Assumption Agreement Relative to the Sierra Vista Specific Plan Development Agreement dated as of June 3, 2019, and recorded June 4, 2019, as Document No. 2019-0037499-00, in the Official Records of Placer County.

G. On March 4, 2020, City approved the Second Amendment to the Development Agreement (the “Second Amendment”) for a portion of the Property owned by Mourier. The Second Amendment was recorded on April 13, 2020, as Document No. 2020-0032961-00, in the Official Records of Placer County. The Original Development Agreement, the First Amendment, and the Second Amendment are hereinafter collectively referred to as the “Development Agreement.”

H. On October 7, 2020, City approved the Third Amendment to the Development Agreement (the “Third Amendment”) affecting certain portions of the Property (the “Third Amendment Property”), as described in Exhibit “A” and shown in Exhibit “B” attached to the Third Amendment. The Third Amendment was recorded on November 10, 2020, as Document No. 2020-0128930-00, in the Official Records of Placer County.

I. Westpark Sierra Vista assigned its interest in the Development Agreement for an additional portion of the Property to Solaire pursuant to that certain Assignment and Assumption Agreement Relative to the Sierra Vista Specific Plan Development Agreement dated October 13, 2020, and recorded October 15, 2020, as Document No. 2020-0116422-00, in the Official Records of Placer County.

J. Mourier assigned a portion of its interest in the Development Agreement with respect to the Fourth Amendment Property (as defined below) to John Mourier Construction, Inc. (“JMC”) pursuant to that certain Assignment and Assumption Agreement Relative to the Sierra Vista Specific Plan Development Agreement dated January 12, 2021, and recorded January 15, 2021, as Document No. 2021-0005796-00 in the Official Records of Placer County, California.

K. On April 21, 2021, City approved the Fourth Amendment to the Development Agreement (the “Fourth Amendment”) affecting certain portions of the Property (the “Fourth Amendment Property”), as described in Exhibit “A” and shown in Exhibit “B” attached to the Fourth Amendment. The Fourth Amendment was recorded

PC Exhibit C

on July 1, 2021, as Document No. 2021-0085266-00 in the Official Records of Placer County, California.

L. This Fifth Amendment to the Development Agreement (the “Fifth Amendment”) affects a certain portion of the Property commonly known as SVSP Parcel FD-2 (the “Fifth Amendment Property”), as described in Exhibit “A” and shown in Exhibit “B” attached to this Fifth Amendment, and shall run with the land described in Exhibits “A” and “B” hereto. This Fifth Amendment does not affect or apply in any manner with respect to the remainder of the Property described in the Development Agreement.

M. Concurrent with its consideration of this Fifth Amendment, City is processing a General Plan Amendment (Reso. No. _____), Specific Plan Amendment (Reso. No. _____), , and a Small Lot Tentative Subdivision Map (PL _____) for purposes of redesignating, and subdividing the Fifth Amendment Property. City and Landowner wish to enter into this Fifth Amendment in order to provide for consistency with these land use approvals for the Fifth Amendment Property.

N. City and Landowner wish to enter into this Fifth Amendment in order to amend a provision of the Development Agreement for the Fifth Amendment Property.

O. The Fifth Amendment is authorized by Section 1.4 of the Development Agreement.

NOW THEREFORE, THE PARTIES MUTUALLY AGREE AS FOLLOWS:

1. AMENDMENT OF DEVELOPMENT AGREEMENT. The following section of the Development Agreement is hereby amended as it pertains to the portion of the Property first assigned to Westpark Sierra Vista:

a. REVISED SECTION 2.2. The summary table of Section 2.2 of the Development Agreement (“Vested Entitlements”) as it relates to property originally assigned to Westpark Sierra Vista from Mourier and Federico, is revised as follows:

“Low Density Residential	463 units on 93.1 Net Acres;
Medium Density Residential	318 units on 42.4 Net Acres;”

b. EXHIBITS. The exhibits attached to this Fifth Amendment are for this Fifth Amendment only, as follows:

Exhibit A – Legal Description of Fifth Amendment Property
Exhibit B -- Plat of Fifth Amendment Property

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

PC Exhibit C

3. AMENDMENT. This Fifth Amendment amends, but does not replace or supersede, the Development Agreement, except as specified herein, and is limited and applies only to development of the Fifth 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. As amended hereby, the Development Agreement remains in full force and effect.

4. FORM OF AMENDMENT. This Fifth 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 Fifth Amendment in duplicate by its City Manager and attested to by its City Clerk under the authority of Ordinance No. _____, adopted by the Council of the City of Roseville on the ____ day of _____, 2021.

CITY OF ROSEVILLE,
a municipal corporation

By: _____
Dominick Casey
City Manager

ATTEST:

By: _____
Sonia Orozco
City Clerk

APPROVED AS TO FORM:

By: _____
Michelle Sheidenberger
City Attorney

APPROVED AS TO SUBSTANCE:

By: _____
Mike Isom
Development Services Director

LANDOWNER:

SOLAIRE COMMUNITY BUILDERS,
LLC, a California limited liability
company

By: _____
Jeff Jones
Its: Manager

PC Exhibit C

18254.FED

05/14/2021

MJW

EXHIBIT "A"

DESCRIPTION OF FD-2

All that real property situated in the City of Roseville, County of Placer, State of California, being a portion of Section 26, Township 11 North, Range 5 East, Mount Diablo Meridian being further described as follows:

Lot 17 as shown and so designated on Sheet 11 of that certain final map titled "Sierra Vista – Federico, Large Lot Subdivision, Subdivision No. PL15-0192" recorded February 16, 2018 in Book EE of Maps, at Page 6, Placer County Records.

Containing 17.12 acres of land, more or less.

See Exhibit "B", plat to accompany description, attached hereto and made a part hereof.

This legal description was prepared by me or under my supervision pursuant to Section 8729 (2) of the Professional Land Surveyors Act.

FOR REVIEW
PURPOSES ONLY

Paul Ferguson, Jr., PLS 9265
License Expiration Date: 03/31/22

Date: _____



Description prepared by:

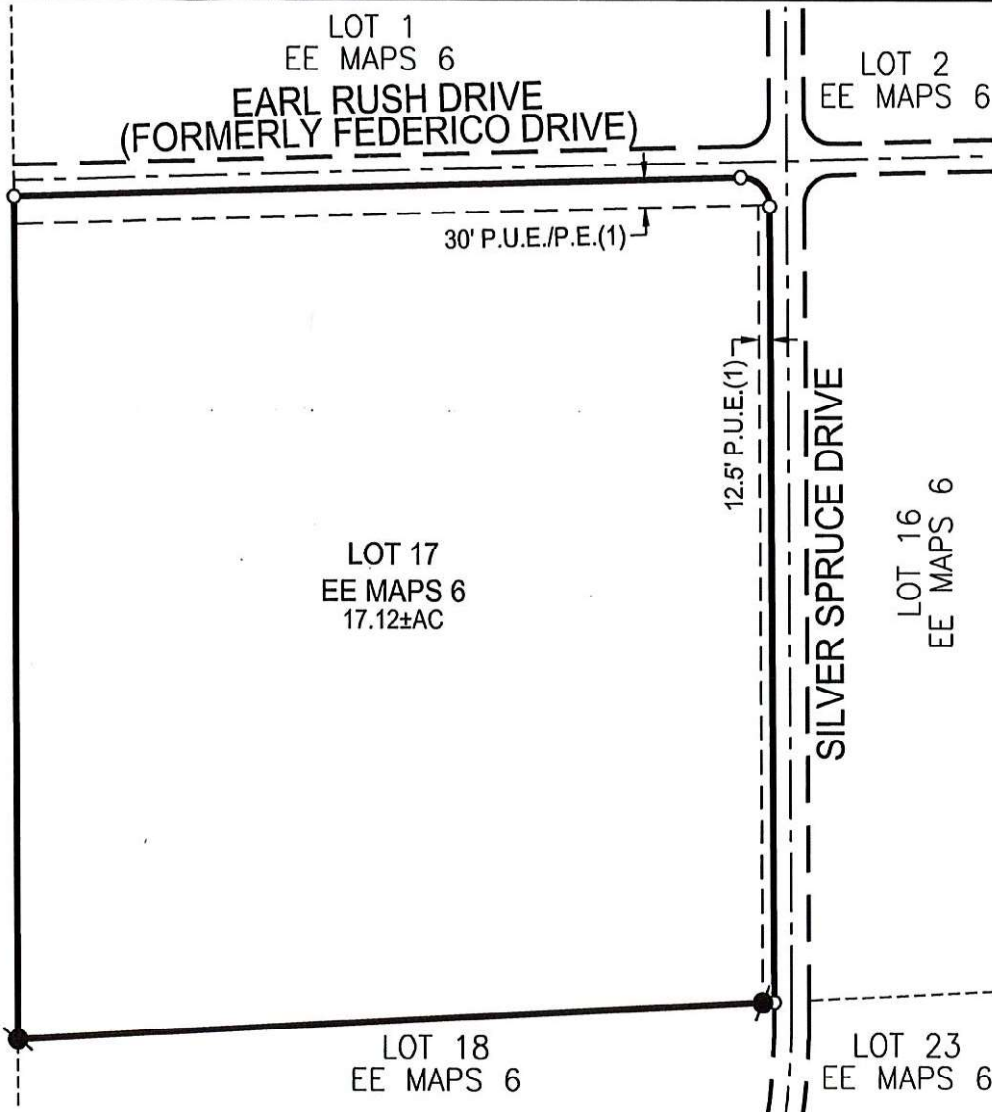
MACKAY & SOMPS CIVIL ENGINEERS, INC

1025 Creekside Ridge Dr, Suite 150, Roseville, CA. 95678

P:\18254\survey-MS\mapping\desc\SV-DA AMEND 4-FD2\SV-DA AMEND 4-FD2.docx

PC Exhibit C

MOURIER INVESTMENT LLC.
DOC. 2007-0076354



LEGEND

- 3/4" IRON PIPE WITH PLASTIC PLUG
STAMPED "LS 7944" PER (1)
- DIMENSION POINT
- AC. ACRES
- P.E. PEDESTRIAN EASEMENT
- P.U.E. PUBLIC UTILITY EASEMENT

REFERENCES:

- (1) EE MAPS 6



SHEET 1 OF 1

EXHIBIT "B" PROPERTY DESCRIPTION FD-2

SECTION 26, T. 11 N., R. 5 E., M.D.M.

CITY OF ROSEVILLE

COUNTY OF PLACER

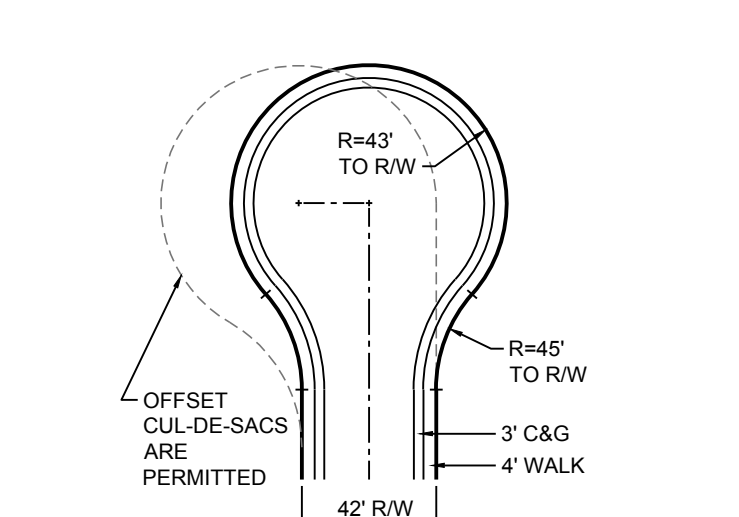
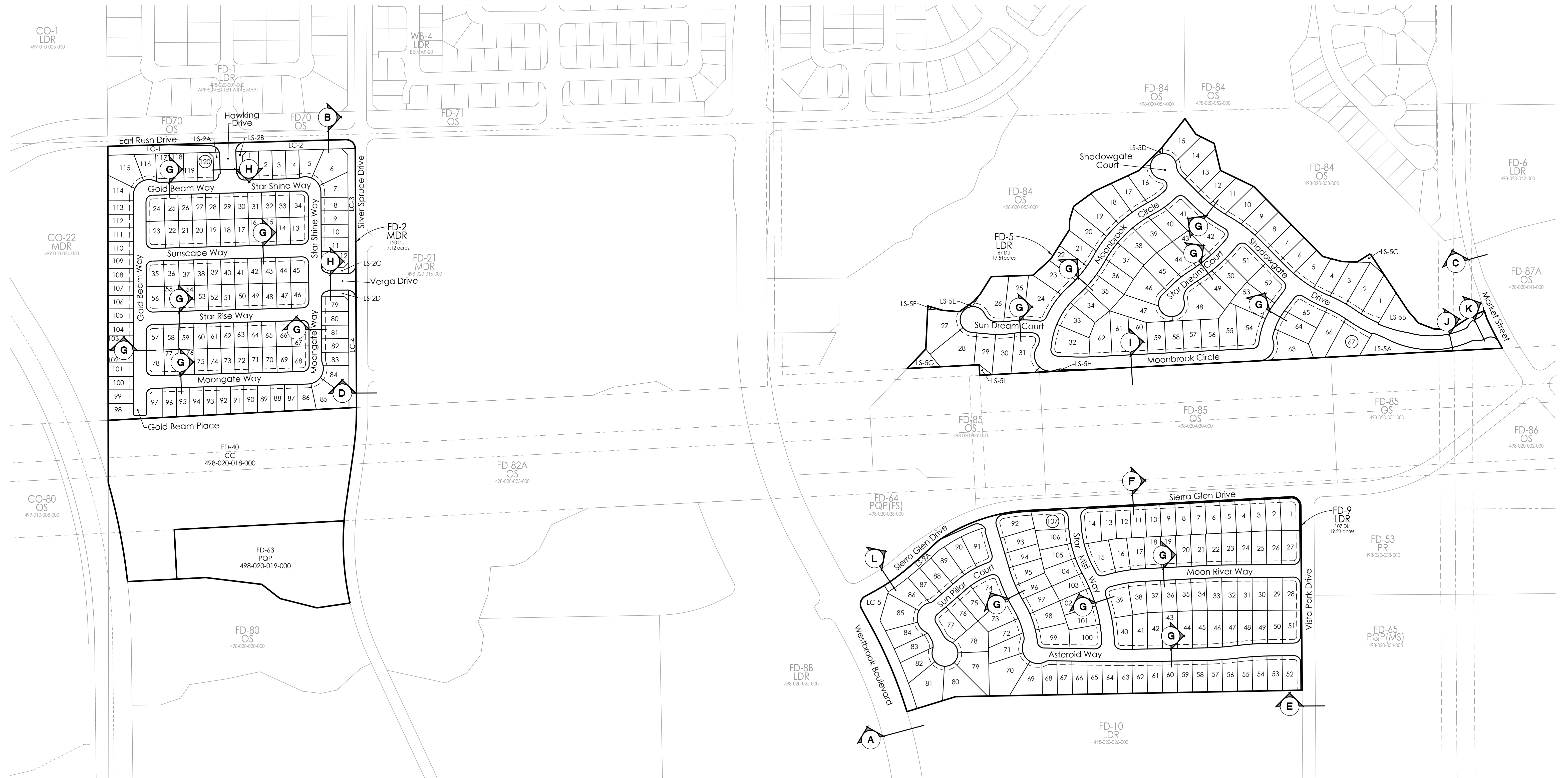
STATE OF CALIFORNIA

MACKEY & SOMPS

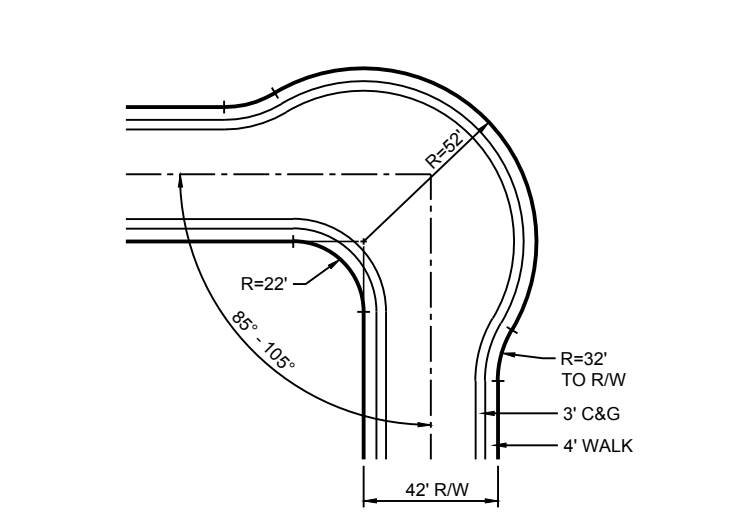
ENGINEERS PLANNERS SURVEYORS
1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1189

IF A DISCREPANCY EXISTS BETWEEN THIS EXHIBIT AND THE ASSOCIATED DESCRIPTION,
THE DESCRIPTION HOLDS. THIS EXHIBIT IS FOR GRAPHIC PURPOSES ONLY.

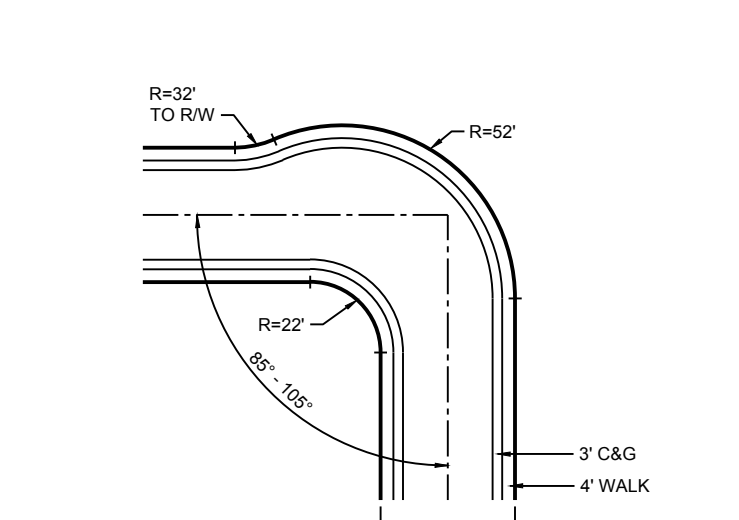
MJW	1"= 200'	05/14/2021	18254.FED
DRAWN BY	SCALE	DATE	JOB NO.



STANDARD CUL-DE-SAC
(CITY OF ROSEVILLE STD. DWG ST-14 & 15)
n.t.s.



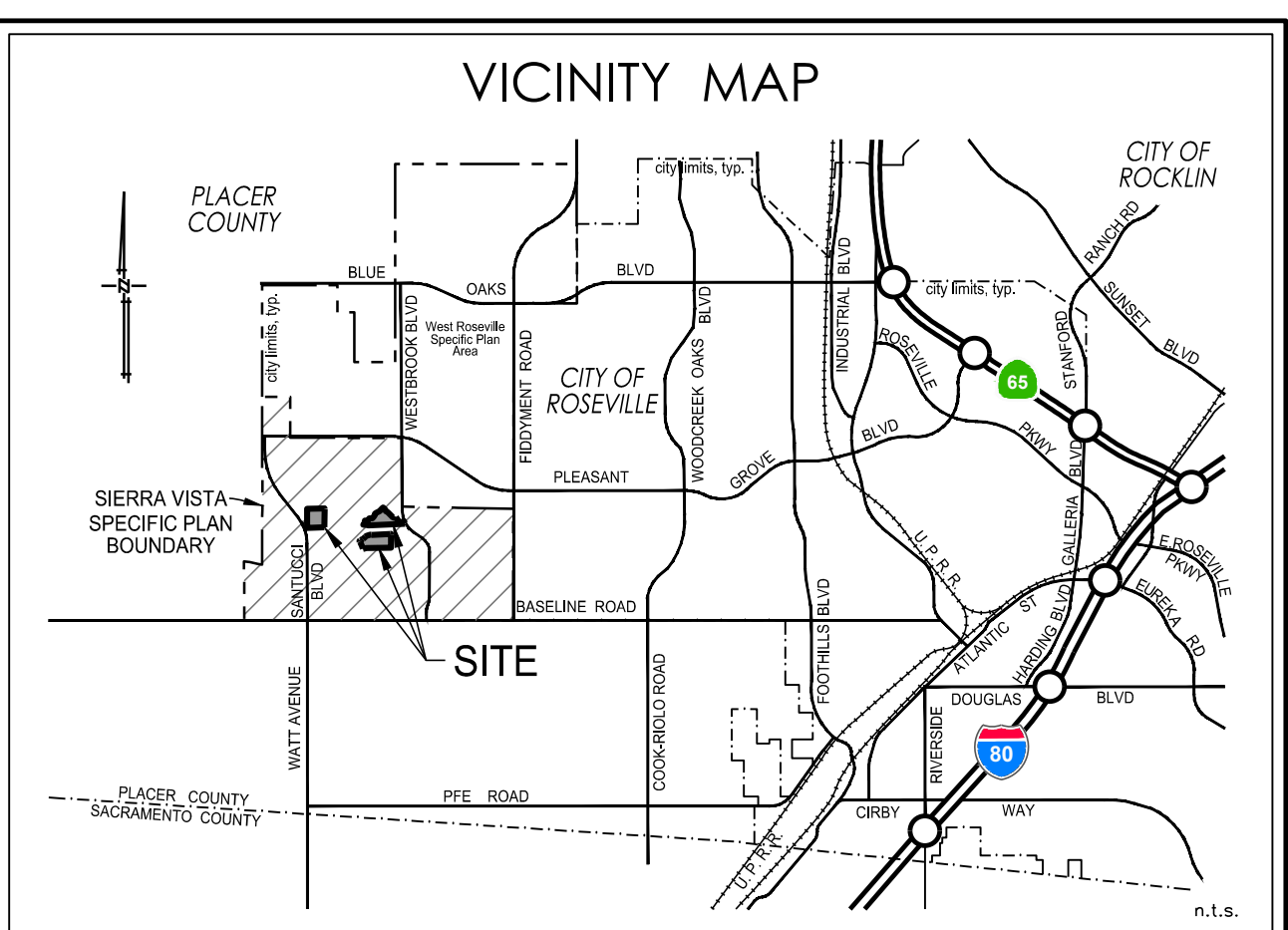
STANDARD ELBOW
(CITY OF ROSEVILLE STD. DWG ST-16)
n.t.s.



MODIFIED ELBOW
n.t.s.

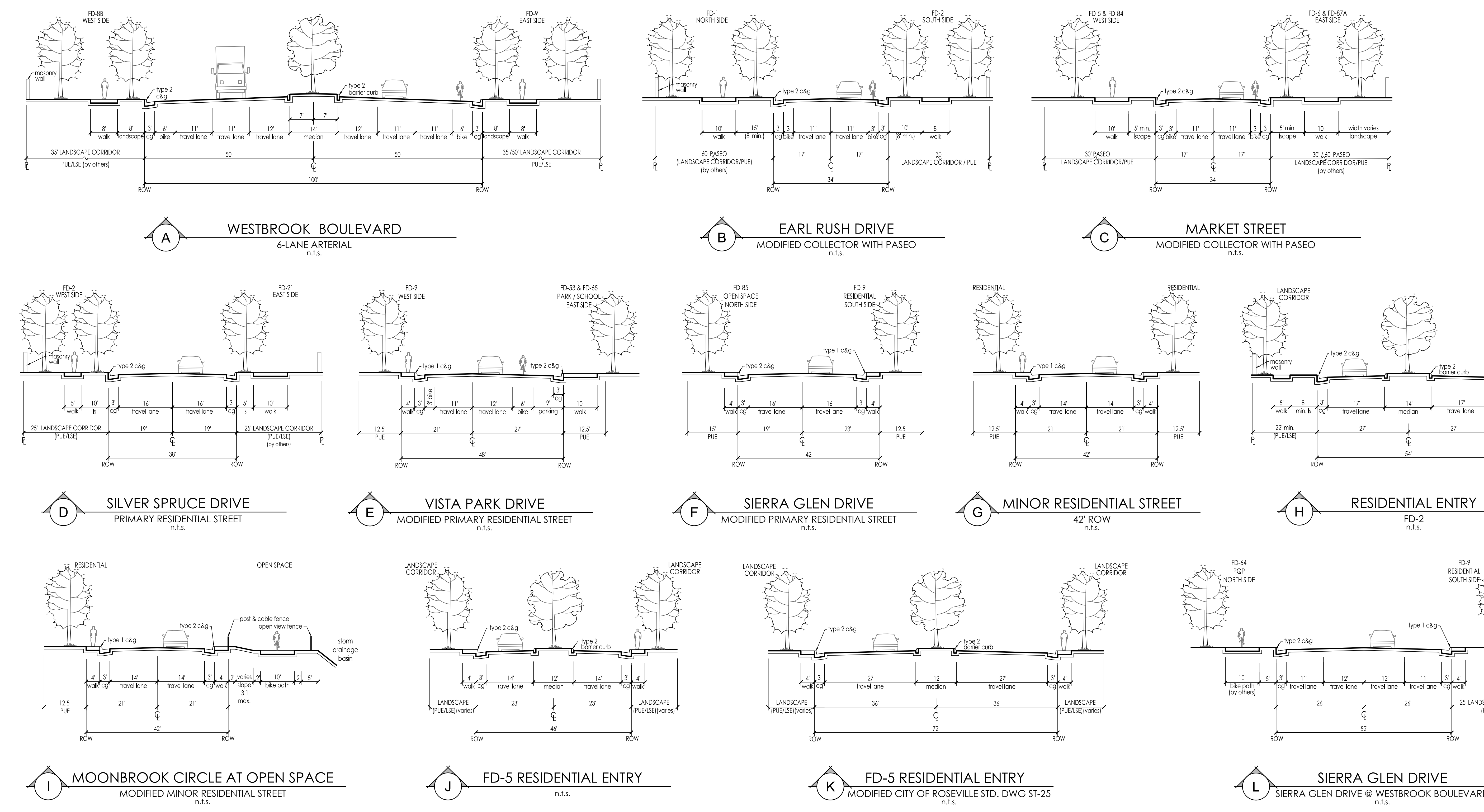
ESTIMATED EARTHWORK SUMMARY
CUT: 166,750 c.y.
FILL: 166,750 c.y.
NET: 0 c.y.
* Please see the "Mass Haul Diagram" for additional information.

TENTATIVE MAP INFORMATION	
APPLICANT:	Solaire Community Builders, LLC 1420 Rocky Ridge Drive, Suite 265 Roseville, CA 95661
ENGINEER:	MacKay & Sompas Civil Engineers, Inc. 1025 Creekside Ridge Drive, Suite 150 Roseville, CA 95678 916-773-1189
SITE ADDRESS:	3430 Market Street and 1260 & 1501 Westbrook Boulevard Roseville, CA 95747
ASSESSOR'S PARCEL NUMBER:	498-020-012, 498-020-17 & 498-020-027
SITE AREA:	53.9 ± AC.
GENERAL PLAN LAND USE:	LDR & OS LDR, MDR & OS
ZONING:	Existing: RS/DS & OS Proposed: RS/DS & OS
NUMBER OF LOTS/PARCELS:	313 TOTAL LOTS 174 LDR Lots 120 MDR Lots 5 ROW/Landscape Corridor Lots 14 Landscape Lots
SERVICE PROVIDERS:	Parks & Recreation: City of Roseville Police & Fire Protection: City of Roseville Sanitary Sewer: City of Roseville Domestic & Recycled Water: City of Roseville Electricity: AT&T & Consolidated Communications Gas: PG&E Cable: Comcast/Consolidated Communications

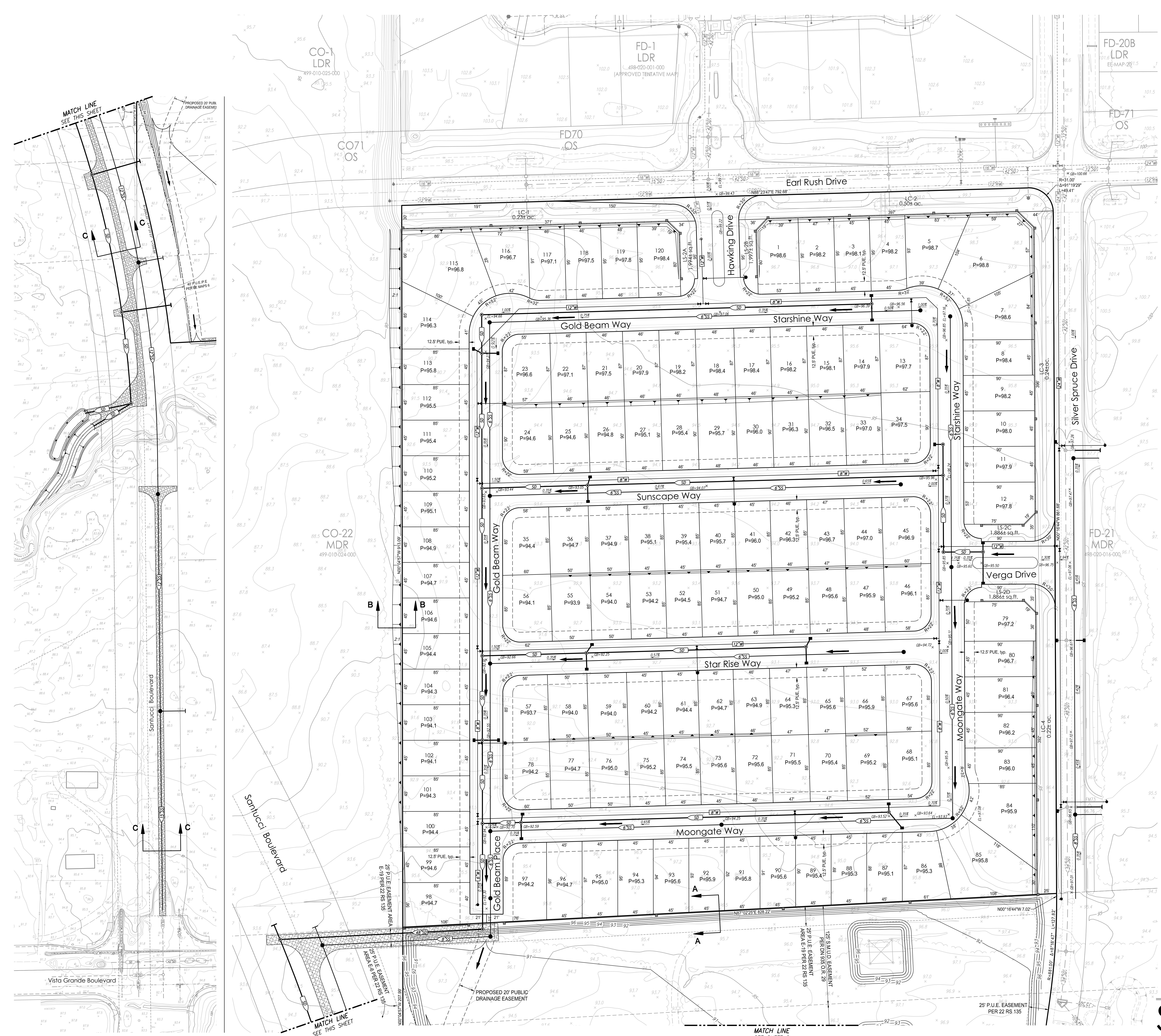


- TENTATIVE MAP NOTES**
- PROPERTY DESCRIPTION: Lots 12, 17, and 27 in Book EE of Maps at Page 6, Placer County Records.
 - Lot dimensions and acreages are approximate and are subject to change.
 - Lot lines and lot areas may be adjusted at the time of Final Map(s) preparation provided no additional lots are created, subject to approval by the City of Roseville. Flexibility in Large Lot parcel configuration and phasing as shown herein is permitted with the Final Map provided that the configuration is in substantial compliance with this Phased Tentative Subdivision Map, subject to approval by the City of Roseville.
 - The Final Mapping and subsequent development of parcels and streets may be phased. Project improvements are deferred to individual Small Lot Final Maps or project development plans.
 - Pursuant to Government Code Section 64463.1, the subdivision may file multiple Final Maps based upon this Phased Tentative Subdivision Map. The filing of a Final Map on a portion of this Phased Tentative Subdivision Map shall not invalidate any part of this Phased Tentative Subdivision Map.
 - The Final Mapping and subsequent development of parcels and streets may be phased. Phasing is to be consistent with the performance criteria in the Development Agreement and applicable infrastructure phasing matrix.
 - Additional easements to accommodate new public utility improvements, access required for parcel development, rights to construct, or other similar mapping requirements needed to accomplish the first design may be added prior to each Small Lot Final Map based on this Phased Tentative Subdivision Map.
 - Portions of Earl Rush Drive (from the easterly boundary of Parcel FD-2 to Silver Spruce Drive), Silver Spruce Drive (from Earl Rush Drive to the southerly boundary of Parcel FD-2), Westbrook Boulevard (from Sierra Glen Drive to Vista Grande Boulevard), Sierra Glen Drive (from Westbrook Boulevard to Market Street), Vista Park Drive (from Sierra Glen Drive to the southerly boundary of Parcel FD-9), and Market Street (from Earl Rush Drive to Sierra Glen Drive), as depicted on this Phased Tentative Subdivision Map, shall be offered as ROW(s) to the City of Roseville with the corresponding phase of the time of each Final Map. Refer to infrastructure phasing matrix for phasing of improvements.
 - Silver Spruce Drive, Sierra Glen Drive, and Vista Park Drive are classified as Primary Residential Streets along their entire extent as shown on this Phased Tentative Subdivision Map.
 - Street sections are per the Sierra Vista Specific Plan (Chapter 6) and the Sierra Vista Design Guidelines (Appendix B), except as modified herein.
 - A minimum 12.5' Public Utility Public Easement (PUE) will be located adjacent to all rights-of-way unless otherwise noted.
 - Landscape corridor widths may be reduced for ancillary right-of-way lanes, auxiliary lanes, bus turn-outs, standard tapers, and the like per the provisions in the Sierra Vista Specific Plan.
 - Paseo lots are to be dedicated as street rights-of-way (ROW).
 - The following lots are to be offered to the City of Roseville with the corresponding phase of the time of each Final Map: OS (Paseo) Lots FD-7A and FD-7B, ROW Lots LC-1 through LC-5 and Landscape Lots LS-2A through LS-2A through LS-5 and LS-9A. Some OS lots, where adjacent to existing OS parcels, may be offered to the City of Roseville at time of each Final Map.
 - Landscape corridor lots, paseo lots, and landscape lots are not to be counted as "lot" towards any future boundary line adjustment.
 - Design and placement of entry signage and masonry walls to be consistent with previous phases of the Solaire project.
 - Parcel FD-5 may be a gated community, to be determined at the time of improvement Plans.
 - If Parcel FD-5 is determined to be a gated community, the builder will be required to provide additional entry, gate, and fencing exhibits subject to the approval of the City of Roseville.

PARCEL SUMMARY TABLE					Landscape Lot Summary	
Parcel Summary	Acres	Approved Units	Proposed Units	Lot Size (sq ft)	Parcel	Sq. Ft. (ac.)
FD-2 (Medium Density Residential)	15.75 ac.	97 du	120 du	45' x 85'	LS-2A	1,994 sf
FD-5 (Low Density Residential)	16.71 ac.	90 du	67 du	60' x 105'	LS-2B	1,997 sf
FD-9 (Low Density Residential)	18.60 ac.	107 du	107 du	50' x 105'	LS-2C	1,886 sf
FD-7A&B (Open Space-Paseo)	0.00 ac.				LS-2D	1,086 sf
subtotal	51.06 ac.	294 du	294 du		LS-2E	12,875 sf
Right of Way & Landscape Lots					LS-2F	1,564 sf
LC-1 (Landscape Corridor)	0.23 ac.				LS-2G	677 sf
LC-2 (Landscape Corridor)	0.30 ac.				LS-2H	444 sf
LC-3 (Landscape Corridor)	0.24 ac.				LS-2I	268 sf
LC-4 (Landscape Corridor)	0.22 ac.				LS-2J	3,397 sf
LC-5 (Landscape Corridor)	0.42 ac.				LS-2K	793 sf
Landscape Lots	1.19 ac.				LS-2L	712 sf
subtotal	2.80 ac.				LS-2M	9,148 sf
TOTAL	53.86 ac.	294 du	294 du		TOTAL	51,940 sf (1.19 ac.)

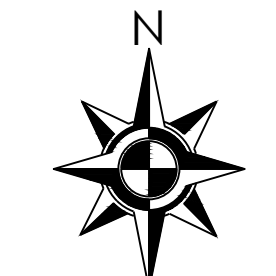
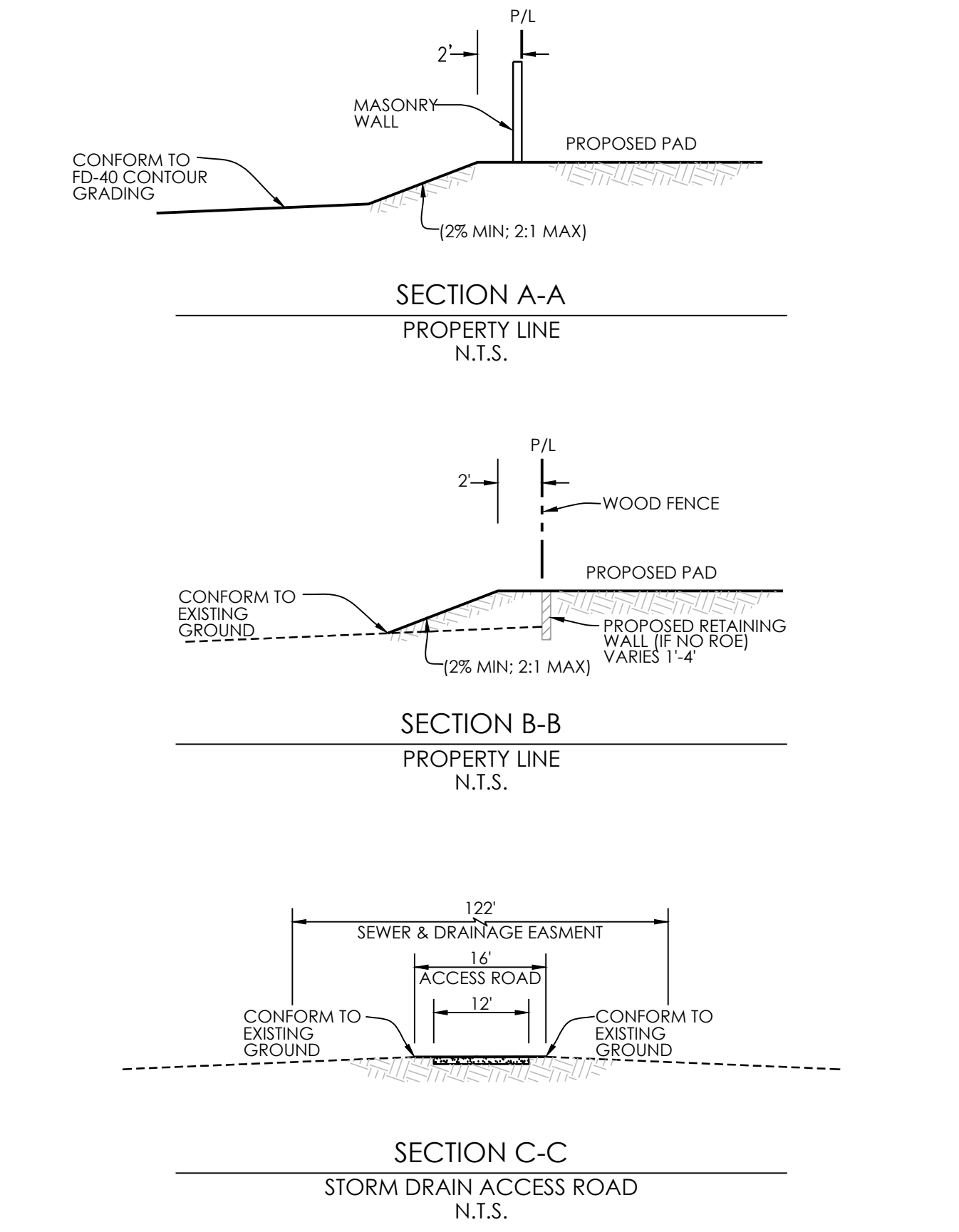


COVER SHEET
TENTATIVE SUBDIVISION MAP
SOLAIRE PHASE 6
Parcels FD-2, FD-5 and FD-9 of the Sierra Vista Specific Plan
Roseville, CA
Westpark Communities
MacKay & Sompas
ENGINEERS PLANNERS SURVEYORS
July 14, 2021
Sheet 1 of 6



LEGEND		
PROPOSED	DESCRIPTION	EXISTING
	SANITARY SEWER PIPE	
	SANITARY SEWER MANHOLE	
	WATER LINE	
	RECYCLED WATER LINE	
	GATE VALVE	
	FIRE HYDRANT	
	BLOW-OFF VALVE	
	STORM DRAIN PIPE	
	STORM DRAIN MANHOLE	
	DROP INLET	
	STORMWATER FACILITY	
	PAD GRADE	
	OVERLAND RELEASE FOR DRAINAGE	
	MASONRY WALL WITH PILASTERS	

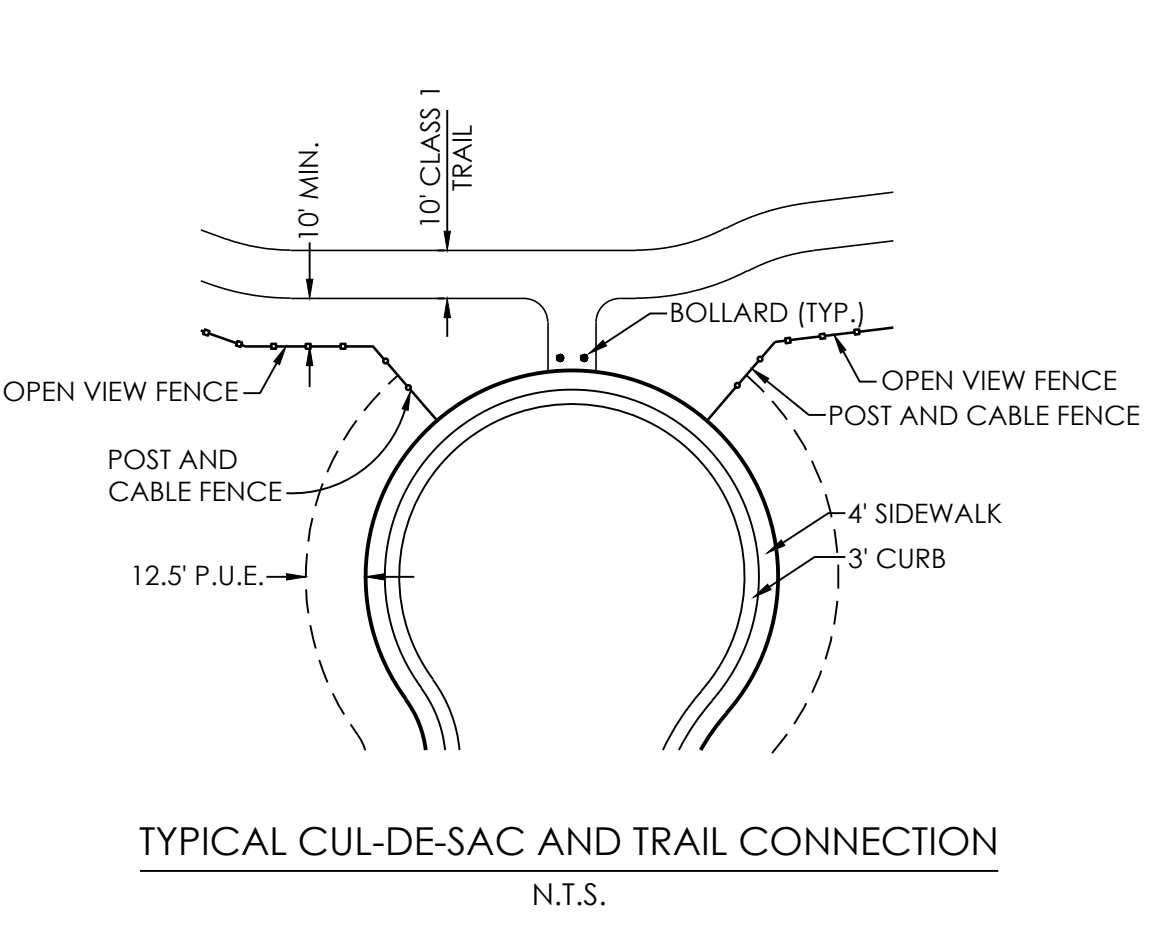
- UTILITY NOTES
- ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE.
 - UTILITIES MAY BE PHASED DEPENDING UPON THE DEVELOPMENT SEQUENCE OF THE PROJECT, SUBJECT TO THE REVIEW OF THE CITY OF ROSEVILLE.
 - THE SIZE AND LOCATION OF PROPOSED WATER, RECYCLED WATER, SEWER, AND STORM DRAINAGE INFRASTRUCTURE IS SUBJECT TO CHANGE DURING FINAL DESIGN, SUBJECT TO REVIEW AND APPROVAL BY THE CITY OF ROSEVILLE WITH IMPROVEMENT PLANS.
 - ANY OFFSITE GRADING SHALL REQUIRE RIGHT OF ENTRY FROM ADJOINING PROPERTY OWNERS. IF A RIGHT OF ENTRY CANNOT BE OBTAINED, RETAINING WALLS ALONG PROPERTY LINES ARE TO BE CONSTRUCTED AS SHOWN HEREON.



SCALE: 1"=40'

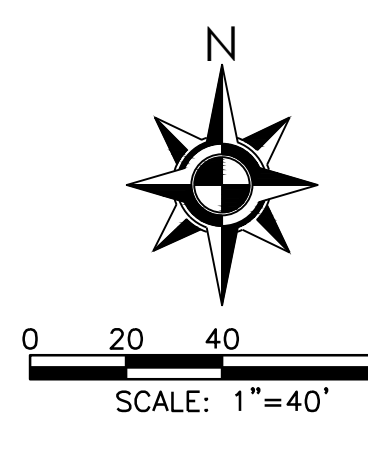
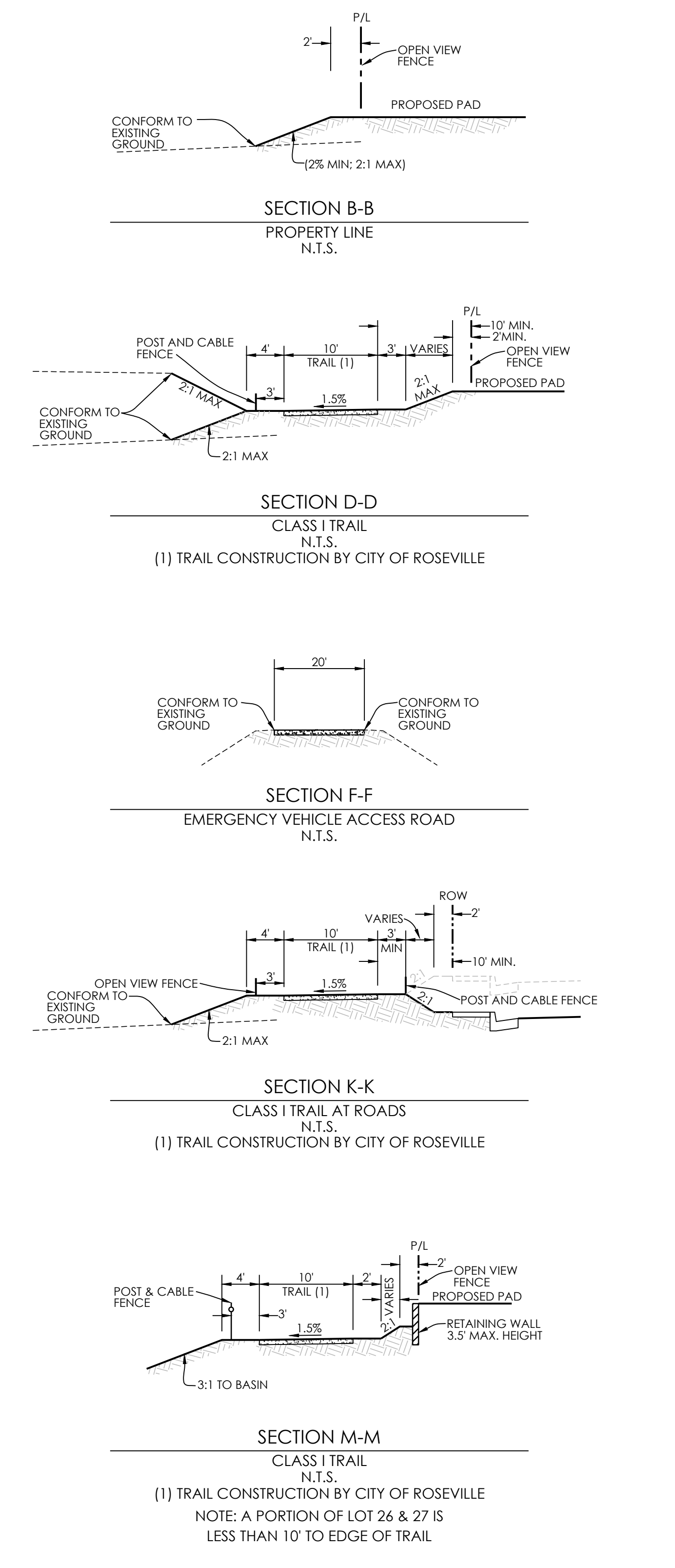
CONCEPTUAL
GRADING, DRAINAGE, & UTILITIES
TENTATIVE SUBDIVISION MAP

SOLAIRE PHASE 6
Parcel FD-2, FD-5 and FD-9 of the Sierra Vista Specific Plan



LEGEND		
PROPOSED	DESCRIPTION	EXISTING
	SANITARY SEWER PIPE	
	SANITARY SEWER MANHOLE	
	WATER LINE	
	RECYCLED WATER LINE	
	GATE VALVE	
	FIRE HYDRANT	
	BLOW-OFF VALVE	
	STORM DRAIN PIPE	
	STORM DRAIN MANHOLE	
	DROP INLET	
	STORMWATER FACILITY	
	PAD GRADE	
	OVERLAND RELEASE FOR DRAINAGE	
	MASONRY WALL WITH PILASTERS	

- UTILITY NOTES**
1. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE.
 2. UTILITIES MAY BE PHASED DEPENDING UPON THE DEVELOPMENT SEQUENCE OF THE PROJECT, SUBJECT TO THE REVIEW OF THE CITY OF ROSEVILLE.
 3. THE SIZE AND LOCATION OF PROPOSED WATER, RECYCLED WATER, SEWER, AND STORM DRAINAGE INFRASTRUCTURE IS SUBJECT TO CHANGE DURING FINAL DESIGN, SUBJECT TO REVIEW AND APPROVAL BY THE CITY OF ROSEVILLE WITH IMPROVEMENT PLANS.
 4. ANY OFFSITE GRADING SHALL REQUIRE RIGHT OF ENTRY FROM ADJOINING PROPERTY OWNERS. IF A RIGHT OF ENTRY CANNOT BE OBTAINED, RETAINING WALLS ALONG PROPERTY LINES ARE TO BE CONSTRUCTED AS SHOWN HEREON.



CONCEPTUAL
GRADING, DRAINAGE, & UTILITIES
TENTATIVE SUBDIVISION MAP

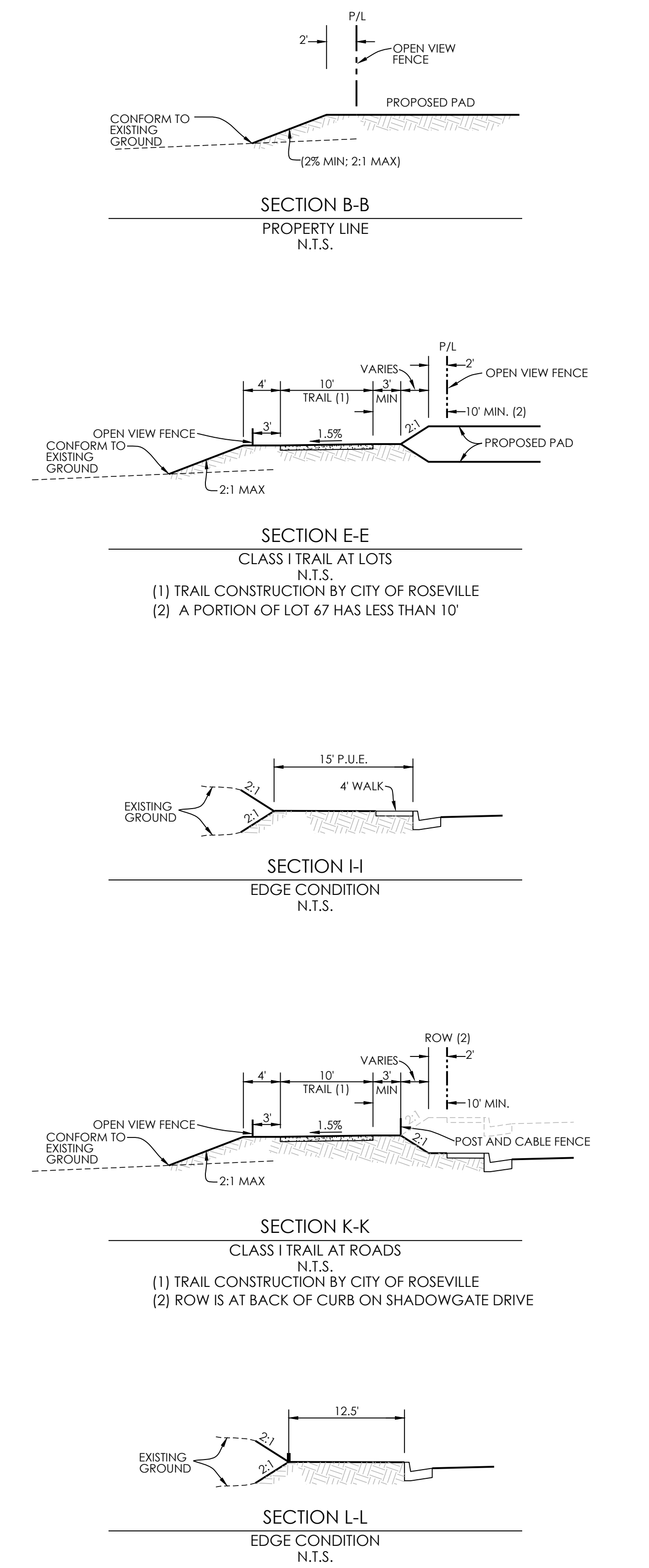
SOLAIRE PHASE 6

Parcel FD-2, FD-5 and FD-9 of the Sierra Vista Specific Plan



LEGEND		
PROPOSED	DESCRIPTION	EXISTING
	SANITARY SEWER PIPE	
	SANITARY SEWER MANHOLE	
	WATER LINE	
	RECYCLED WATER LINE	
	GATE VALVE	
	FIRE HYDRANT	
	BLOW-OFF VALVE	
	STORM DRAIN PIPE	
	STORM DRAIN MANHOLE	
	DROP INLET	
	STORMWATER FACILITY	
	PAD GRADE	
	OVERLAND RELEASE FOR DRAINAGE	
	MASONRY WALL WITH PILASTERS	

- UTILITY NOTES
- ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE.
 - UTILITIES MAY BE PHASED DEPENDING UPON THE DEVELOPMENT SEQUENCE OF THE PROJECT, SUBJECT TO THE REVIEW OF THE CITY OF ROSEVILLE.
 - THE SIZE AND LOCATION OF PROPOSED WATER, RECYCLED WATER, SEWER, AND STORM DRAINAGE INFRASTRUCTURE IS SUBJECT TO CHANGE DURING FINAL DESIGN, SUBJECT TO REVIEW AND APPROVAL BY THE CITY OF ROSEVILLE WITH IMPROVEMENT PLANS.
 - ANY OFFSITE GRADING SHALL REQUIRE RIGHT OF ENTRY FROM ADJOINING PROPERTY OWNERS. IF A RIGHT OF ENTRY CANNOT BE OBTAINED, RETAINING WALLS ALONG PROPERTY LINES ARE TO BE CONSTRUCTED AS SHOWN HEREON.



CONCEPTUAL
GRADING, DRAINAGE, & UTILITIES
TENTATIVE SUBDIVISION MAP

SOLAIRE PHASE 6

Parcel FD-2, FD-5 and FD-9 of the Sierra Vista Specific Plan

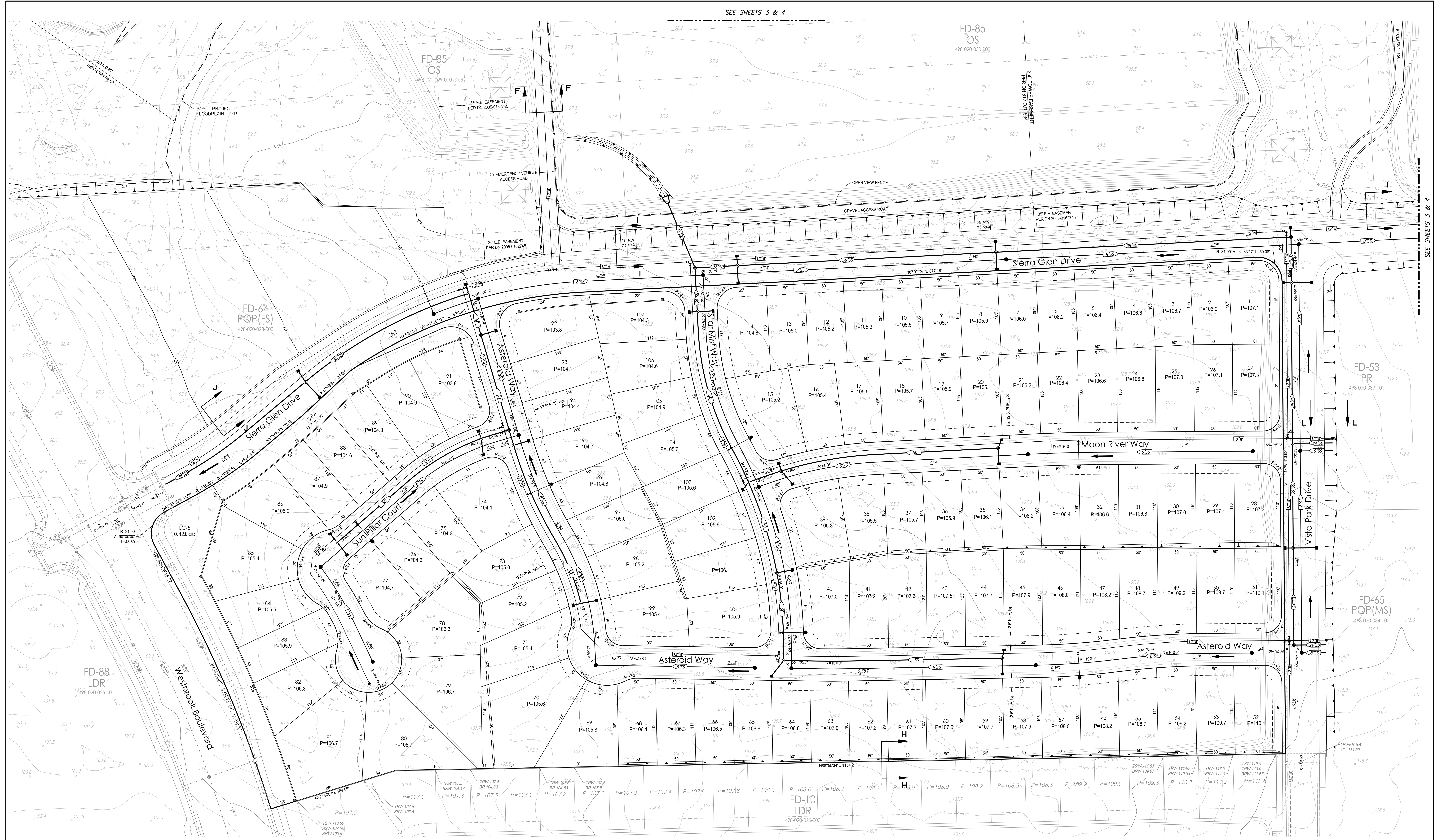
Roseville, CA

Westpark Communities

Mackay & Somp

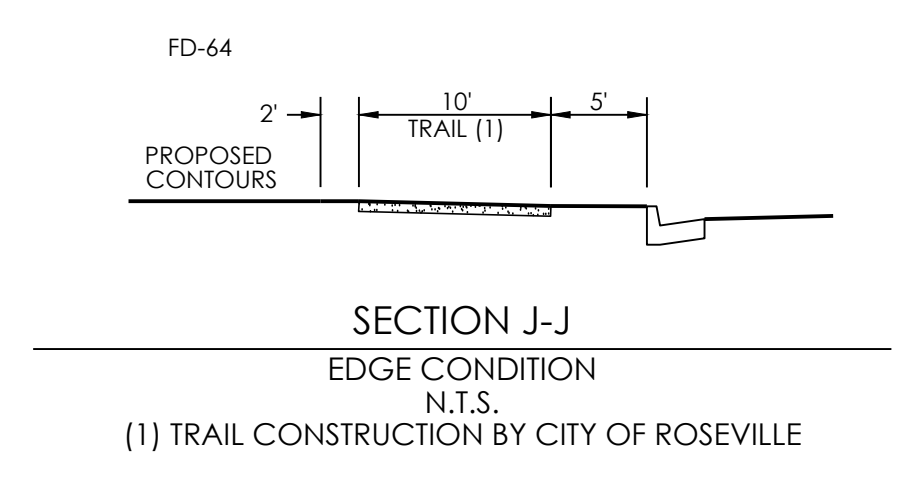
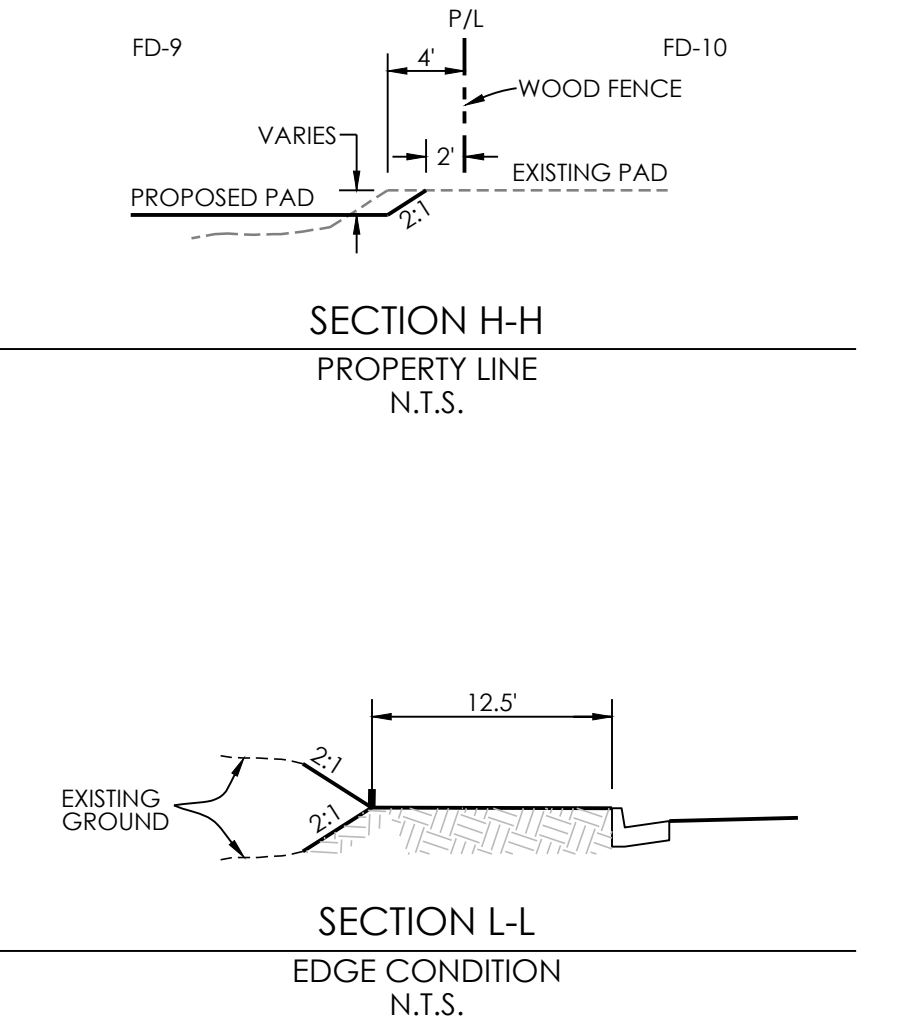
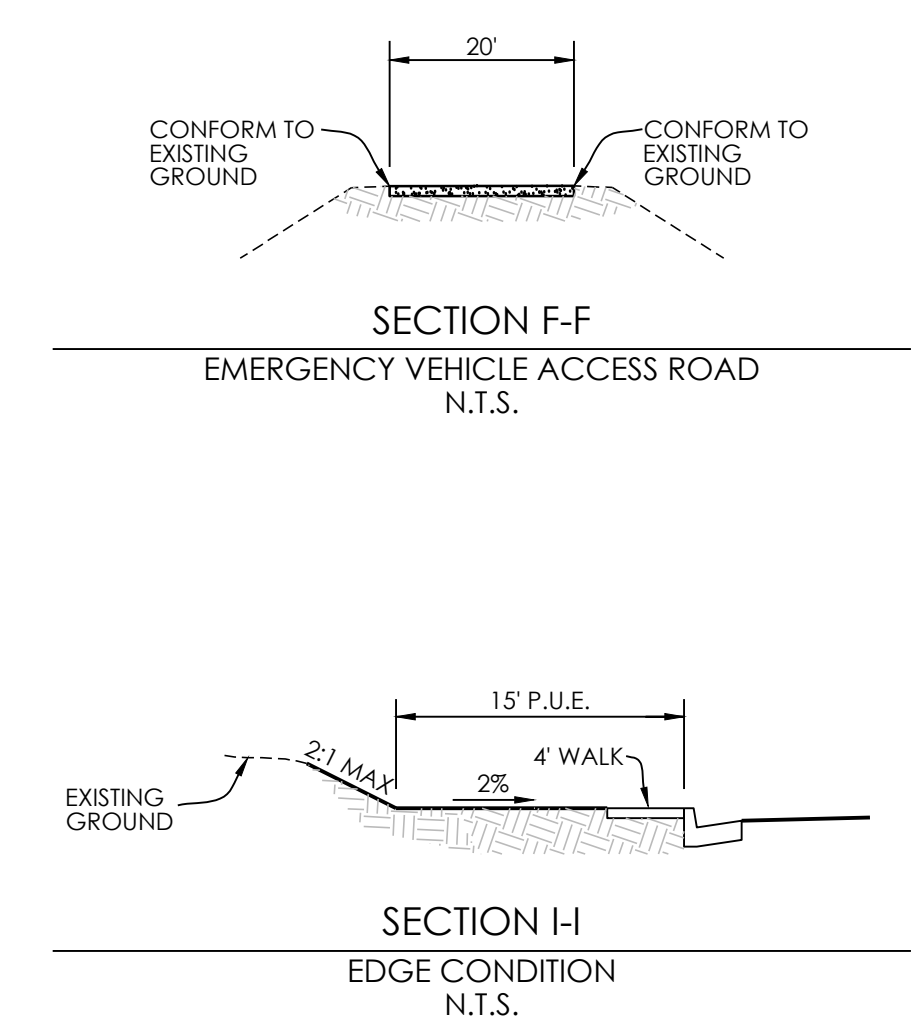
July 14, 2021

Sheet 4 of 6



PROPOSED	DESCRIPTION	EXISTING
	SANITARY SEWER PIPE	
	SANITARY SEWER MANHOLE	
	WATER LINE	
	RECYCLED WATER LINE	
	GATE VALVE	
	FIRE HYDRANT	
	BLOW-OFF VALVE	
	STORM DRAIN PIPE	
	STORM DRAIN MANHOLE	
	DROP INLET	
	STORMWATER FACILITY	
	PAD GRADE	
	OVERLAND RELEASE FOR DRAINAGE	
	MASONRY WALL WITH PILASTERS	

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CONCEPTUAL
GRADING, DRAINAGE, & UTILITIES
TENTATIVE SUBDIVISION MAP

SOLAIRE PHASE 6

Parcel FD-2, FD-5 and FD-9 of the Sierra Vista Specific Plan

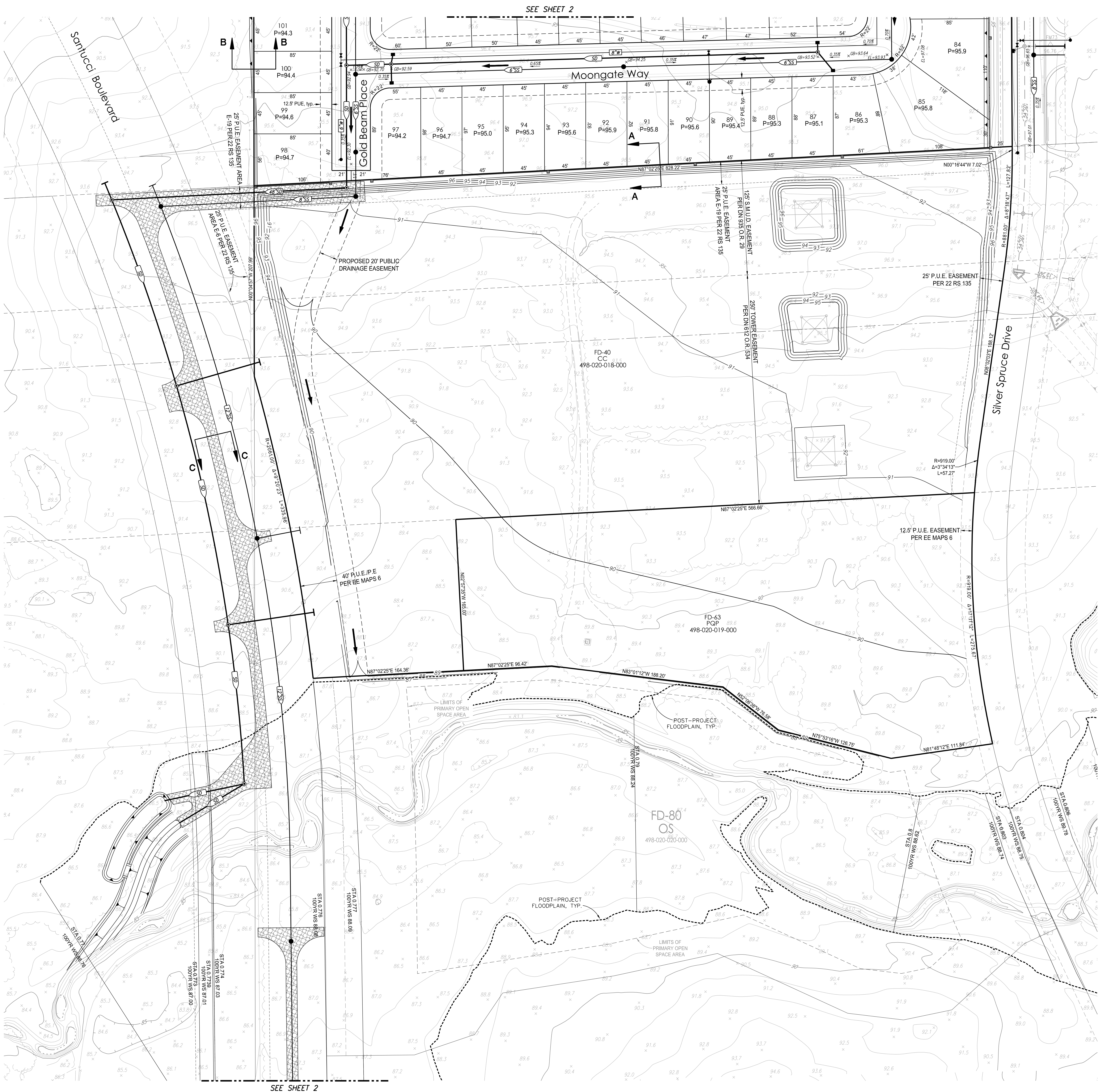
Roseville, CA

July 14, 2021

WESTPARK COMMUNITIES

MACKAY & SOMPS ENGINEERS PLANNERS SURVEYORS

Sheet 5 of 6

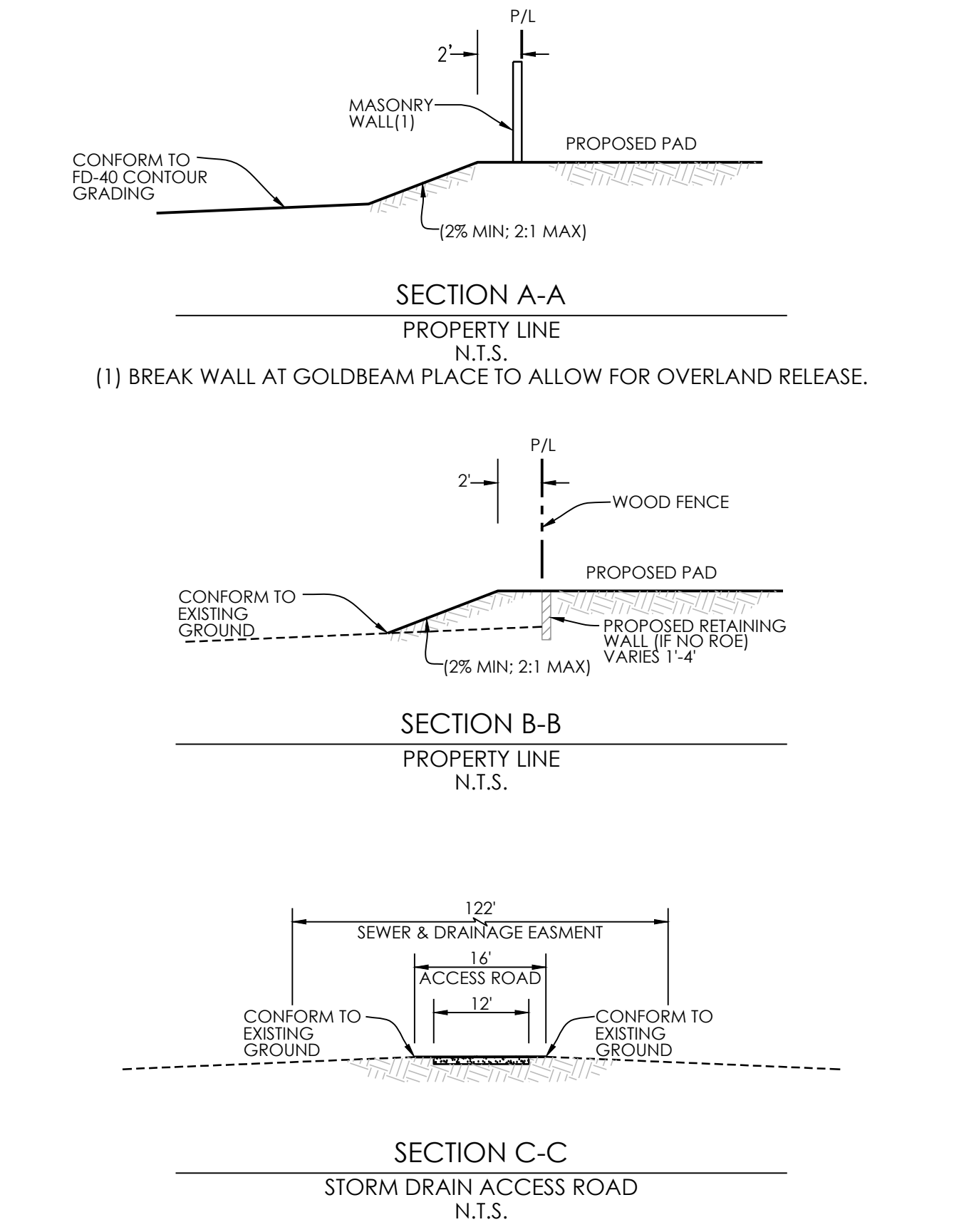


LEGEND

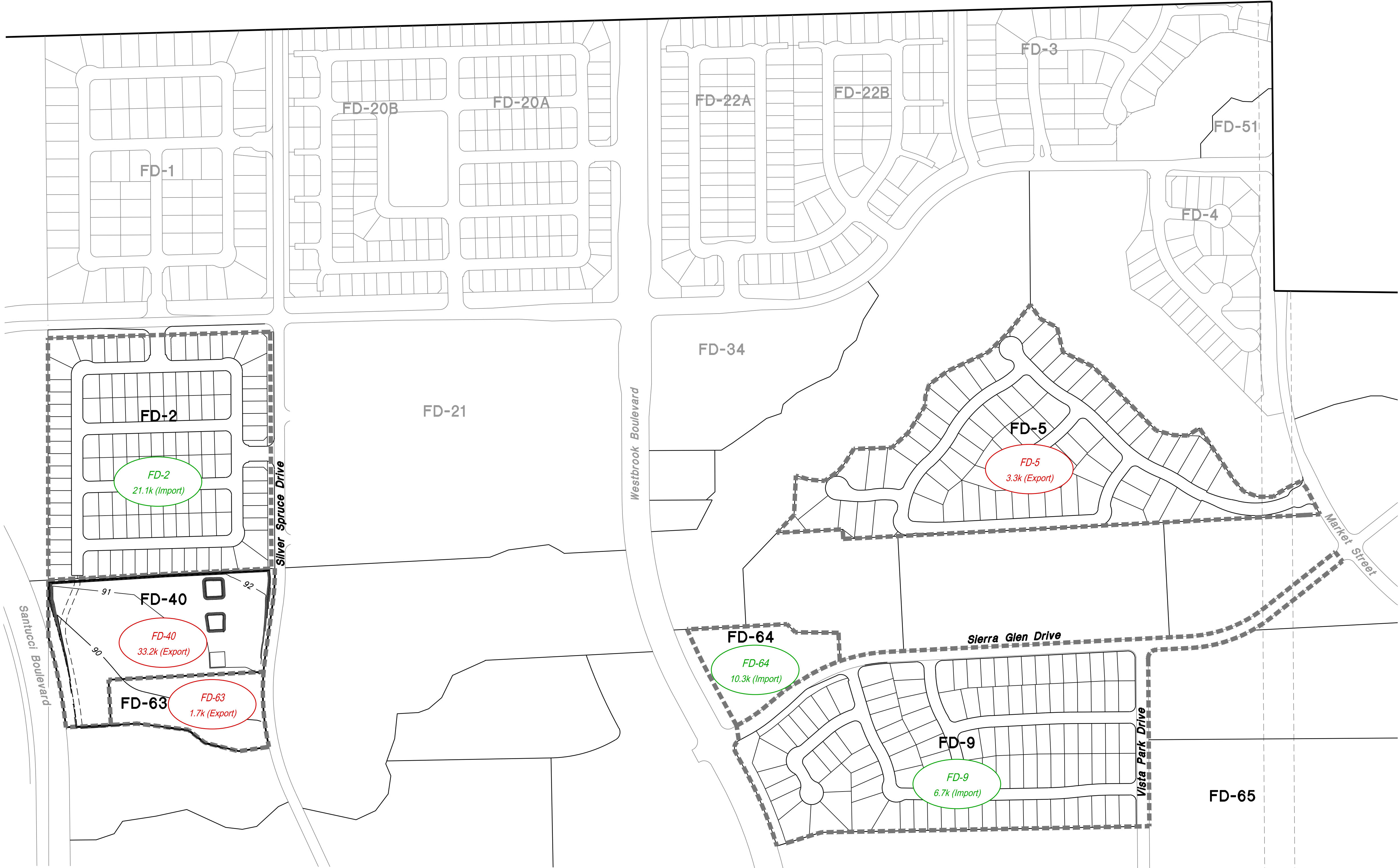
PROPOSED	DESCRIPTION	EXISTING
	SANITARY SEWER PIPE	
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	DROP INLET	
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	MASONRY WALL WITH PILASTERS	

UTILITY NOTES

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SCALE: 1"=40'
CONCEPTUAL
GRADING, DRAINAGE, & UTILITIES
TENTATIVE SUBDIVISION MAP
SOLAIRE PHASE 6
Parcel FD-2, FD-5 and FD-9 of the Sierra Vista Specific Plan



- EARTHWORK ASSUMPTIONS:**
- 1. PARCELS FD-2, FD-5, AND FD-9 BASED ON PAD GRADING SHOWN WITH THESE ENTITLEMENTS, SEE SHEETS 2-5
 - 2. PARCELS FD-40, FD-63, AND FD-64 GRADES BASED ON PRELIMINARY CONTOURS FOR EACH PARCEL

- NOTES:**
- 1. ALL IMPORTS / EXPORTS SHOWN IN CUBIC YARD (CY)
 - 2. FILL QUANTITIES INCLUDES A 12% SHRINK FACTOR
 - 3. IMPORT OF MATERIAL FROM FD-65 OR SOME OTHER UNKNOWN LOCATION MAY BE USED TO BALANCE EARTHWORK ON PARCELS FD-2, FD-9, AND FD-64

LEGEND:

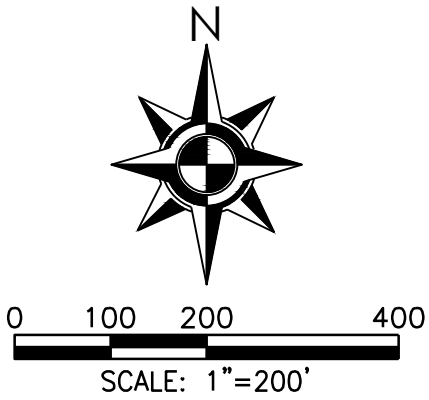
Region
Import Available

AMOUNT OF IMPORT REQUIRED FROM OTHER REGIONS

Region
Export Available

AMOUNT OF EXPORT AVAILABLE TO OTHER REGIONS

Mass Grading Summary					
Region	Area (SF)	Cut (Raw) CY	Fill (12%) CY	Net Cut	Net Fill
FD-2	716,327	19,400	40,500		21,100
FD-5	798,414	48,500	45,200	3,300	
FD-9	861,662	62,100	68,800		6,700
FD-40	309,585	34,200	1,000	33,200	
FD-63	121,697	2,550	900	1,650	
FD-64	114,598	0	10,350		10,350
Sub-Totals	2,922,283	166,750	166,750	38,150	38,150
Total				0	



ATTACHMENT A
MASS HAUL DIAGRAM

SOLAIRE PHASE 6

Parcels FD-2, FD-5, FD-9, FD-40, FD-63, & FD-64 of the Sierra Vista Specific Plan

Roseville, CA



July 14, 2021

MEMORANDUM

To: Planning Commission

From: Sean Morales, Assistant Planner

Date: August 25, 2021

Re: Item 6.1 SVSP PCL FD-2, FD-5, FD-9, FD-40, FD-63, FD-64 – Solaire Phase 6 (File # PL21-0111)

This memorandum is to notify the Planning Commission that three errors were made in the materials for this item published with the Planning Commission agenda.

Staff Report

On page 2 of the staff report under Project Description the incorrect unit counts were used when describing the Tentative Subdivision Maps for FD-2 and FD-5. The correct units are used throughout the rest of the report and the evaluations of each subdivision. A corrected redline of the Project Description is provided below:

“Tentative Subdivision Map – The applicant proposes new subdivisions on Parcels FD-2, FD-5, FD-9. Parcel FD-2 will be a **120-unit** ~~97-unit~~ MDR subdivision; Parcel FD-5 will be a **67-unit** ~~90-unit~~ LDR subdivision; and Parcel FD-9 will be a 107-unit LDR subdivision. The Tentative Subdivision Maps are included as Exhibit D.”

On page 3 in Table 1 in the staff report the units are correctly stated but the percent change is incorrect for subdivision FD-2.

Table 1: Proposed Unit Transfers

Parcel	Existing Land Use	Proposed Land Use	Existing Units	Proposed Units	Difference	% Change	Transfer from
FD-2	LDR	MDR	97	120	+23	~~24%~~ 4.9%	FD-5
FD-5	LDR	Unchanged	90	67	-23	26%	--
FD-9	LDR	Unchanged	107	107	--	--	--
TOTAL			294	294			

Attachment 1 – 5th Addendum to the SVSP EIR

Similar to the Project Description in the staff report, on page 4 of “Attachment 1 – 5th Addendum to the SVSP EIR”, the units for two subdivisions are incorrect in the Proposed Project section. A redline version is provided below.

D. Tentative Subdivision Map – The applicant proposes new subdivisions on Parcels FD-2, FD-5, FD-9. Subdivisions on Parcels. Parcel FD-2 will be a **120-unit** ~~97-unit~~ MDR subdivision; Parcel FD-5 will be a **67-unit** ~~90-unit~~ LDR subdivision; and Parcel FD-9 will be a 107-unit LDR subdivision.”



PLANNING COMMISSION COMMUNICATION

Title: INFILL PCL 187 – Auto Repair & Car Wash, 106 Bonny Knoll Rd, File # PL21-0081

Contact: Kinarik Shallow, kshallow@roseville.ca.us, (916) 746-1309

Meeting Date: 8/26/2021

Item #: 6.2.

ATTACHMENTS:

Description

Staff Report

Attachment 1 Operational Description

Attachment 2 Environmental Noise Assessment

Exhibit A Preliminary Site Plan

Exhibit B Preliminary Drainage Plan

Exhibit C Elevations

ITEM 6.2: **Conditional Use Permit Modification and Design Review Permit Modification – 106 Bonny Knoll Road – INFILL PCL 187 – Auto Repair & Car Wash – File # PL21-0081**

REQUEST

The project is a request for a Conditional Use Permit Modification and Design Review Permit Modification to convert two of the three existing car wash bays into auto repair uses, add one bay for auto repair, and modify the building exterior at 106 Bonny Knoll.

Applicant – Michael Wixon, MSW Consulting
Property Owner – George H. Yandolino

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 Conditional Use Permit Modification subject to six (6) conditions of approval; and
- B. Adopt the two (2) findings of fact and approve the Design Review Permit Modification subject to fifty-one (51) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

The project site is currently developed with a 1,916-square-foot building that was previously used as a self-service car wash established in 1960. The site was developed without benefit of a Design Review Permit. The building is proposed to be used in conjunction with the existing automotive repair business located to the north at 1080 Douglas Boulevard (Automotive Service of Roseville). The existing building consists of steel roll-up doors facing Bonny Knoll Road (see Figure 1 below). The applicant is proposing to keep the doors and include an additional roll-up door on the proposed building addition.



Staff reviewed the project for consistency with the City's Community Design Guidelines, which encourage service bays with roll up doors be screened from public view by being oriented internally and away from the street frontage. Condition #3 has been added to the Design Review Permit Modification to require the roll-up doors be removed for the auto repair bays along the east side of the building and filled in with a solid

wall system. The condition also requires the elevations be revised to the satisfaction of the Planning Division prior to issuance of building permits. However, the property owner is requesting the Planning Commission approve the building design as proposed in the plans (included as Exhibit A). Further discussion is provided in the Conditional Use Permit Modification and Design Review Permit Modification evaluation sections of this report.

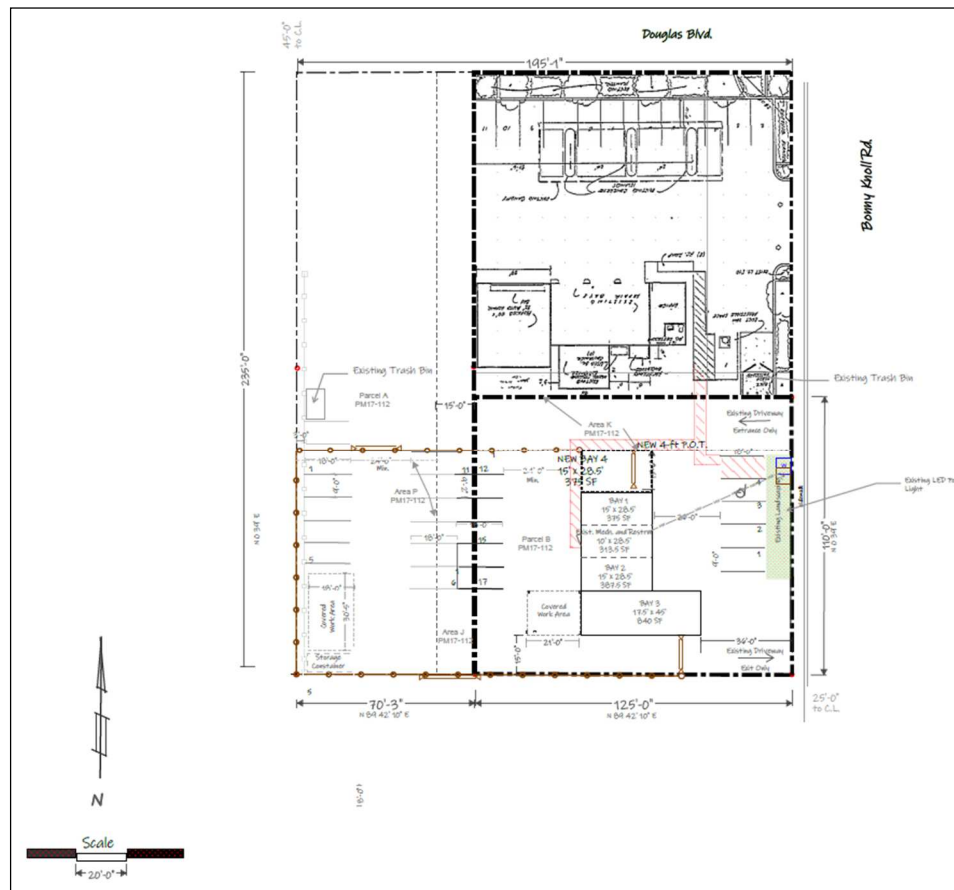
BACKGROUND

The project site is located at 106 Bonny Knoll Road, within the City's Infill planning area (see Figure 2). The property has a zoning designation and General Plan land use designation of Community Commercial (CC). As mentioned, it is currently developed with a 1,916-square-foot building previously used as a self-service car wash with three bays. The parcel located immediately west of the site is used as a parking lot for the building and is under the same ownership. The site is located adjacent to an existing auto repair business to the north, a single-family residence to the south, single-family residences across Bonny Knoll Road to the east, and Bethel Lutheran Church to the west.

Figure 2: Project Location



Figure 3: Proposed Site Plan



EVALUATION: CONDITIONAL USE PERMIT MODIFICATION

Section 19.78.060(J) of the City of Roseville Zoning Ordinance requires two findings of fact be made in order to approve a Modification for the Conditional Use Permit. The required findings are listed below in ***italicized bold*** print and are followed by an evaluation.

- 1. The proposed modification is substantially consistent with the intent of the original approval.***
- 2. The proposed modification complies with all applicable standards and requirements of the Zoning Ordinance, with the applicable goals, policies and objectives set forth in the General Plan, and the applicable Community Design Guidelines.***

The project site has a zoning designation of Community Commercial (CC). The Zoning Ordinance allows for automotive repair and car wash uses in the CC zone district with approval of a CUP. The Zoning Ordinance does not establish any specific development standards for these use types, with the exception of parking requirements. The parking requirement for automotive repair uses is one (1) space per 400 square feet, plus one (1) per bay, plus one (1) for every company vehicle. The business does not consist of any company vehicles. The building square footage amounts to 2,291 square feet and consists of four (4) bays. Based on this, the project requires a total of ten (10) spaces. The project will provide a total of 21 spaces, exceeding the parking requirement. As such, the project complies with the Zoning Ordinance.

The project site has a land use designation of Community Commercial (CC). The site is located within the Infill area of the City and not within a Specific Plan area. The CC land use designation is intended to include retail stores and businesses with a full range of goods and services that are provided to an expanded service area. The primary uses listed in the General Plan for the CC land use include auto

repair. The General Plan relies on the Zoning Ordinance through the Conditional Use Permit process to address compatibility issues with auto repair and car wash uses. Below is a discussion on areas of interest.

Operations: The original approval of the CUP for 1080 Douglas Boulevard allowed for “light” automotive repair services, which did not include major vehicle overhauls and were typically provided as same-day service. The proposed use will be an expansion of the existing automotive repair business and will consist of similar services. The applicant has provided an operational description of the business that is included as Attachment 1. The proposed hours of operation are Monday through Saturday, 8 a.m. to 6 p.m. In approving the original CUP, the Planning Commission adopted a condition requiring all repair work to be conducted indoors. Consistent with the original approval, Condition #5 has been added to this CUP Modification to also require all work be conducted indoors. This will reduce any potential land use compatibility impacts related to noise and aesthetics.

Noise: Consistent with the General Plan noise policies, an Environmental Noise Assessment was prepared for the project by Saxelby Acoustics to ensure the project complies with the sound limits identified in the City’s Noise Ordinance (Chapter 9.24). The Environmental Noise Assessment is included as Attachment 2. The noise analysis concluded that the project noise levels at the nearest sensitive receptors (e.g., residential uses and the church) would not exceed the City’s noise level standards. In addition, the noise levels would not cause an increase above the existing ambient noise environment at the nearby sensitive receptors. No noise mitigation measures were recommended given the project will be consistent with the City’s noise level standards.

Aesthetics: The existing building was originally constructed as a self-service car wash with three pull-through bays. Roll-up doors were recently installed for the bays on the west and east elevations without review and approval of a DRP Modification. The west elevation is internal to the site, however the east elevation directly faces Bonny Knoll Road with single-family residences across the street. The Community Design Guidelines encourage service bays with roll-up doors be screened from public view by being oriented internally and away from the street frontage. The intent of this is to reduce any impacts related to noise and aesthetics, particularly when the roll-up doors are open. Although the noise study concluded that the project would not exceed the City’s noise level standards, staff has concerns with the potential visual impacts. The applicant indicated the roll-up doors will remain closed while the business is in operation, however this would be difficult to enforce. Therefore, staff does not support the current design and as described below, has included a condition requiring the roll-up doors be removed and replaced with a solid wall system.

The service bays for the existing business at 1080 Douglas Boulevard are also oriented towards the street frontage along Douglas Boulevard. Alternatives to the design were considered at the time, however the circulation features on the site necessitated the positioning of the service bays. To reduce the visual impacts, a landscape planter was constructed along the site’s frontage and the building was setback approximately 78 feet from Douglas Boulevard located behind a canopy. Furthermore, the service bays do not face any residential uses and are adjacent to commercial uses. In contrast, the project site directly faces existing single-family residential uses across Bonny Knoll Road. To reduce noise and visual impacts, the DRP Modification includes Condition #3, which requires the roll-up doors be removed for the auto repair bays and replaced with a solid wall system, while the roll-up door for the car wash bay can remain due to the pull-through nature of the use.

As conditioned, the proposed use is substantially consistent with the intent of the original approval, and complies with all applicable standards and requirements of the Zoning Ordinance, General Plan, and the Community Design Guidelines.

EVALUATION: DESIGN REVIEW PERMIT MODIFICATION

The evaluation of the Design Review Permit Modification has been based on the applicable development and design standards within the City’s Zoning Ordinance, the General Plan, and the City’s Community

Design Guidelines (CDG). Section 19.78.060(J) of the Zoning Ordinance requires two findings of fact be made in order to approve a Design Review Permit Modification. The required findings are listed below in ***italicized, bold print*** and are followed by an evaluation.

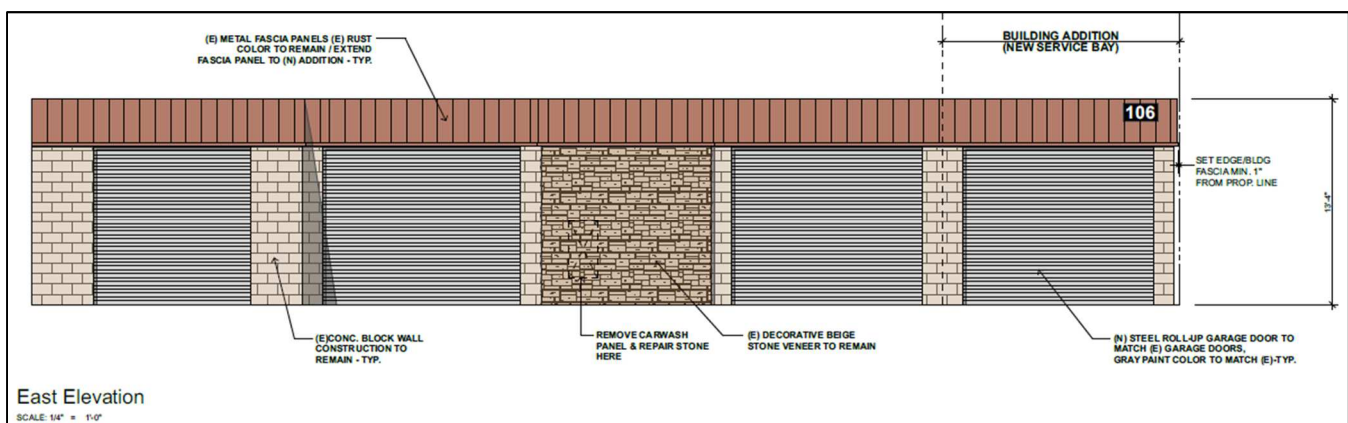
- 1. The proposed modification is substantially consistent with the intent of the original approval.***
- 2. The proposed modification is in compliance with all standards and requirements of the City's Zoning Ordinance, with the applicable goals, policies and objectives set forth in the General Plan, and the applicable Community Design Guidelines.***

The existing building at the project site is approximately 1,916 square feet and consists of three service bays. The building is situated approximately 36 feet from the back of the sidewalk along Bonny Knoll Road to the east, 15 feet from the adjacent residence to the south, and approximately 110 feet from the Bethel Lutheran Church to the west. The proposed modifications consist of a 375-square-foot building addition on the northern portion of the building that will be used as an additional service bay for the proposed auto repair use.

Building Design: The existing building is approximately 13 feet in height and consists of a concrete block wall in a beige color, decorative stone veneer, a metal panel roof in a rust color, and steel roll-up doors. The proposed service bay addition will consist of the same colors and materials. The building is designed to complement the existing building located at 1080 Douglas Boulevard.

As shown in Figure 4 below, the applicant is proposing to keep the roll-up doors along the eastern elevation, facing Bonny Knoll Road. This design is not consistent with the intent of the CDG, which require that auto service bays be located internal to a site and not be directly facing the primary street frontage. Staff suggested alternatives to the building design, including the removal of the doors on the east elevation and incorporating a faux rock wainscot to add visual interest and texture to the façade. Consistent with the CDG, further architectural elements such as clearstory windows should be used to enhance views from the streetscape. As indicated previously, Condition #3 of the DRP Modification requires the elevations be revised to the satisfaction of the Planning Division prior to issuance of building permits.

Figure 4: East Elevation along Bonny Knoll Rd.



Vehicle Access, Circulation, and Parking: The site has two existing driveways off of Bonny Knoll Road that provide vehicle access into and out of the site. The northern driveway provides ingress only and the southern driveway provides egress only. The project was reviewed by City Engineering and Fire Department staff and was found to comply with vehicle access and circulation standards and emergency circulation requirements.

Landscaping and Lighting: The project site has an existing landscape planter along Bonny Knoll Road that measures approximately 10 feet wide and consists of three shade trees. The project is conditioned

to provide 50% shading of the parking lot as required by the CDG and is also conditioned to comply with the Water Efficient Landscape Ordinance. The final landscape plan will be reviewed as part of the improvement plans. Parking lot lighting is conditioned to comply with the CDG, which require lighting to have no glare onto adjacent residential properties. The photometric plan will be reviewed as part of the building permit process.

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 Press Tribune on August 13, 2021 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

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 traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services. Consistent with this exemption, the project is located within city limits on no more than five acres and is consistent with the general plan designation and zoning designation. The site has no value as habitat for endangered, rare, or threatened species, does not result in any significant effects relating to traffic, noise, air/water quality, and can be adequately served by all required utilities and public services.

RECOMMENDATION

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

- A. Adopt the two (2) findings of fact and approve the **CONDITIONAL USE PERMIT MODIFICATION – 106 BONNY KNOLL ROAD – INFILL PCL 187 – AUTO REPAIR & CAR WASH – FILE #PL21-0081** subject to six (6) conditions of approval; and
- B. Adopt the two (2) findings of fact and approve the **CONDITIONAL USE PERMIT MODIFICATION – 106 BONNY KNOLL ROAD – INFILL PCL 187 – AUTO REPAIR & CAR WASH – FILE #PL21-0081** subject to fifty-one (51) conditions of approval.

CONDITIONS OF APPROVAL FOR THE CONDITIONAL USE PERMIT MODIFICATION

- 1. The project is approved as shown in Exhibits A—B, and as conditioned or modified below. (Planning)
- 2. The project is subject to the previously approved conditions of approval for the Auto Service Roseville Special Use Permit (file #SUP 95-49) and Conditional Use Permit Modification (file #CUPMOD 97-13), except as conditioned or modified below. (Planning)
- 3. Project operations shall conform to the operational description included as Attachment 1. Any modifications to the operations shall require approval of a Conditional Use Permit Modification. (Planning)
- 4. Hours of operation shall be Monday through Saturday, 8:00 a.m. to 6:00 p.m. (Planning)

5. All vehicle service and repair activities shall occur indoors. Outdoor repair of vehicles is not permitted. (Planning)
6. Project operations shall comply with the City's Noise Ordinance. (Planning)

CONDITIONS OF APPROVAL FOR THE DESIGN REVIEW PERMIT MODIFICATION

1. This Design Review Permit approval shall be effectuated within a period of two (2) years from **August 26, 2021** and if not effectuated shall expire on **August 26, 2023**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **August 26, 2024**. (Planning)
2. The project is approved as shown in Exhibits A—B, and as conditioned or modified below. (Planning)
3. The roll-up doors for the auto repair bays along the east side of the building which face Bonny Knoll Rd. shall be removed and be replaced with a solid wall system. The roll-up door for the car wash bay may remain. The building elevations (included as Exhibit C for reference) shall be revised to include clearstory windows, and shall utilize building materials which match the rest of the building. The elevations shall be revised to the satisfaction of the Planning Division prior to issuance of building permits. (Planning)
4. The project shall be addressed as 106 Bonny Knoll Road. All projects with multi-tenants or buildings must submit a site plan with building footprint(s) to the Development Services Department (Business Services – Addressing) for building/suite addressing. (Business Services)
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. (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. (Public Works)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

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

building. The Building Official, or the designee, shall approve said plan prior to building permit approval. Refer to the *City of Roseville Addressing Guidelines*. (Building)

13. A separate Architectural Site Accessibility Plan which details the project's site accessibility information as required by California Title 24, Part 2 shall be submitted as part of the project Building Permit Plans. (Building)
14. For Multiple Building Complexes: As part of the required Architectural Site Accessibility Plan, the developer shall delineate the extent of the site accessibility improvements being installed as part of the initial improvements for the project, and those that are planned to be developed as part of subsequent phases (i.e. around future pad buildings). (Building)
15. Building permit plans shall comply with all applicable code requirements (California Building Code – CBC – based on the International Building Code, California Green Building Standards Code–CGBSC, California Mechanical Code – CMC – based on the Uniform Mechanical Code, California Plumbing Code – CPC – based on the Uniform Plumbing Code, California Fire Code – CFC – based on the International Fire Code – with City of Roseville Amendments – RFC, California Electrical Code – CEC – based on the National Electrical Code, and California Energy Standards – CEC T-24 Part 6), California Title 24 and the American with Disabilities Act - ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Division for applicable Code editions). (Building)
16. For restaurants, other food services, or commercial swimming pools: The developer shall obtain all required approvals and permits from the Placer County Health Department. (Building)
17. 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)
18. 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)
19. Bike parking and clean air vehicle spaces shall be provided per the California Green Building Standards. Bike rack/locker design and location shall be approved by Alternative Transportation. (Alternative Transportation, Building).
20. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
21. 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)
22. 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)
23. 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)

24. 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)
25. 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)
26. 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
27. 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)
28. 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)
29. 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:

30. 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)
31. 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)
32. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
33. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
34. 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)
35. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
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 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)
38. 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)
39. 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:

40. Signs shown on the elevations are not approved as part of the Design Review Permit. A Sign Permit is required for all project signs. (Planning)
41. 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)
42. 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)
43. 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)
44. 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)
45. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor or person responsible for the building permit must notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. (Fire)
46. 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)
47. All commercial air conditioning units 5 tons or less (<65,000 btu/ h) shall meet the current Consortium for Energy Efficiency ("CEE") Tier I specifications. The SEER/EER ratings will be specified on building plans and Title 24 compliance certificates at the time building permits are requested. The SEER and

EER ratings will be verified with appropriate documentation. These requirements shall be utilized in the overall energy compliance calculations required for issuance of any building permit for any commercial building in the Plan Area. Any variances, with the exception of Tier 2 compliance, must be approved by the Electric Department's Retail Energy Services Department. (Electric)

48. 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)
49. 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)
50. 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)
51. Concurrent with submittal for plan check and prior to a request for final building inspection, the applicant may request City approval of an occupancy phasing plan to allow individual or multiple building occupancies. This request shall be made in writing to the Building Division and shall include 10 copies of the following:
 - a. A description of measures that will be undertaken to minimize conflict between residents/building occupants and construction traffic (e.g. fencing, etc.);
 - b. A phasing plan showing the proposed buildings, internal roads and access routes, landscaping, trash enclosure locations, and any other improvements planned for each phase; and
 - c. An estimated time frame for each phase and a specific date for the first phase. (Planning, Building)

ATTACHMENTS

1. Operational Description
2. Environmental Noise Assessment

EXHIBITS

- A. Preliminary Site Plan
- B. Preliminary Drainage Plan
- C. Elevations

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.

PROJECT DESCRIPTION: 106 BONNY KNOLL (1080 DOUGLAS BLVD)

PROJECT GOAL:

Our goal is to convert two of the three car wash bays into auto repair uses and add one bay (about 430 s.f.) as part of the existing auto repair use at 1080 Douglas Blvd. We also wish to obtain a CUP for the existing car wash.

Our goal includes a modification of the entire exterior of the existing building at 106 Bonny Knoll, with the addition of the new bay, to match the façade of the building facing Douglas Blvd.

We wish to do this, if possible, by operating the auto repair and car wash as a single operation, without combining the existing parcels.

EXISTING CONDITIONS AND PROPOSED CHANGES:

Uses and Ownership: The project site consists of 2 parcels (1080 Douglas Blvd and 106 Bonny Knoll). Both parcels contain 4,116 s.f. of existing building area and just over 2,000 s.f. of covered space. Both parcels are completely developed and are used for auto related services (car wash and auto repair). Both parcels have the same owner, Mr. George Yandolino. Mr. Yandolino has operated the existing businesses for many years and has established a reputation as a knowledgeable, trustworthy, and high-quality auto repair business in the community.

Proposed – the applications will modify the existing CUP to bring into conformity the existing car wash in 1 bay (375 SF) and allow new auto repair uses in the 2 existing bays (763 SF). The project will also add a 3rd bay for auto repair (375 SF). Another way to rephrase the project description is to say it will convert 1,163 SF of area from car wash use to auto repair use, legalize the existing car wash in Bay 1 (375 SF), and add 375 SF of new building area for auto repair (Bay 4).

Access and parking: In total, the project site has four driveway access points to adjacent streets (1 access onto Douglas Blvd and three access points to Bonny Knoll). Parcels 1 and 2 were legally created by a previous recorded parcel map. The parcel map provided an access alley between the two parcels and another access easement to Douglas Blvd. Adequate parking is presently provided for the existing auto repair use on Parcel 1, as required by the previously issued CUP. Adequate parking also exists for the car wash bays on Parcel 2 (4 spaces), but they will be restriped and provide for an ADA path of travel as may be required by code.

Existing Permits: The parcel located at 1080 Douglas Blvd. (Parcel 1) has a valid CUP and CUP Mod for auto repair uses. The parcel located at 106 Bonny Knoll (Parcel 2) has an existing car wash consisting of 3 bays. The building at 106 Bonny Knoll Rd. also has a mechanical room and bathroom. The car wash is presently considered a legal non-conforming use because it does not have a Conditional Use Permit to operate, but the use has been grandfathered in as a legal use preceding the current Zoning Ordinance.

Landscaping: Both parcels have existing landscape strips along the frontages of Douglas Blvd and Bonny Knoll. 2-3 new shade trees will be added to provide adequate shading for the parking area, in compliance with both the Water Efficient Landscape Ordinance and Zoning Code.

Storm Water Drainage: Both parcels are fully developed. No additional pavement or resurfacing is proposed. Further, the existing drainage system on site, as shown in the Storm Drainage Exhibit, already provides drainage to each bay and the proposed bay using an oil-sand separator – no improvements or additions to the existing system appear to be needed for the uses as proposed.

Site Improvements: All dry and wet utilities are available and extended to both site and the existing buildings, which are in an urban infill area. Also, no new paved surfaces are proposed. As such, no new connection fees are expected because all existing connections are appropriately sized. Landscaping is existing, but new trees will be provided to meet the shading requirements for newly designated parking spaces.

The site has transit services available along the street frontage of Douglas Blvd.

Noise: Noise levels along Bonny Knoll Rd. are typical for both and are that contains residential and commercial uses. Noise levels measured on February 5, 2021 at 3:35 p.m. (a clear day) varied from 26 DB to 70 DB and an average sound level of 43.1 DB.

Noise levels from the self-serve car wash will be greatly reduced because the vacuums which existed along the road frontage were recently removed to facilitate the auto repair uses. Also, the self-serve car wash was open 24 hours, but hours have recently been curtailed to facilitate the proposed auto repair uses; the remaining car wash in Bay 1 is for use by employees only during normal business hours.

Noise in the City's General Plan and current municipal code are considered from both transportation sources and individual noise sources. The General Plan indicates noise levels due to transportation sources are 70 dB Ldn in the project area, primarily due the area's proximity to I-80 and Douglas Blvd. As noted above, noise levels measured for limited time periods at the site varied from 26 dB to 70 dB. Individual occurrences of noise will be greatly reduced with the removal of the self-serve car wash in two existing bays, and with the removal of related equipment along frontage of Bonny Knoll Rd.

The project will have hours of operation from 8 a.m. to 6 p.m. Monday through Saturday;

Today's modern auto repair businesses have quieter operations because the older air tools have been mostly replaced with electric hand tools (ratchet wrench, lifts). It is estimated that 10% of the tools used for the auto repair operation will rely upon air compression, while 90% of other power tools will be electrically operated. Auto repair air compression tools can generate individual noise levels as high as 105 dB according to equipment manufacturers and regulating authority information charts (e.g. OSHA).

As shown in the Noise Exhibit for the project site, simple distance separation between uses reduces noise levels at the site by more than 40 dB. Individual noise levels would not be expected to exceed 65 dB to the nearest noise sensitive land use in the worst case, unattenuated. Further, air compressors and other mechanical equipment for the proposed use will be placed inside a sound proofed room surround on three side with a block wall (4th side will have an access door to an inside room), and HVAC equipment will either be roof mounted or placed behind the building. Roof mounted equipment will be behind a parapet wall along the front of the building insuring that no sound will have a potential negative impact upon the nearest residential uses.

Moreover, these types of uses were considered and are consistent with the General Plan EIR recently adopted. The site is located within a 70 dB Ldn noise contour level as a base for existing and future noise

conditions from I-80. Therefore, the existing residential uses nearby are already in an area that well exceeds the 60 dB Ldn exterior noise levels desired for residential uses, and the proposed uses are commercial in nature, consistent with the Zoning Code. Further still, noise itself is not additive. Therefore, background noise levels are the determining factor for most noise in the area.

The General Plan Noise Element states for fixed noise sources”

“Goal N1.1 Protect City residents from the harmful and annoying effects of exposure to excessive noise.

Goal N.12 Protect the economic base of the City by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.

Policy N1.3 The City’s exterior noise compatibility standards for uses affected by non-transportation-related noise are defined within the City’s Noise Ordinance and should be applied consistent with the Noise Ordinance.”

In summary, as proposed the project should not generate noises that would exceed the City’s Noise Ordinance standards.

The proposed business will have hours of operation, Monday through Saturday, from 8 am to 6 pm.

The nearest residential building at 105 Bonny Knoll Drive is over 135-feet from the proposed auto repair bays and 117 feet from Bay 1 (a car wash bay). The residential use, a noise sensitive use, has its property line approximately 104 feet in distance from the nearest auto repair bay on-site; distance alone reduces noise levels by 40 dB. The same home and residential use is less than 70-feet away from the existing outdoor order station at Popeye’s Restaurant, an existing noise generator, and is subject to existing and projected freeway noise levels as shown in the City’s General Plan and most recent General Plan EIR.

Compressors will be placed with an enclosed room constructed with masonry block walls. HVAC equipment would be roof mounted and screened from a direct line of site (and sound) in accordance with the City’s Design Guidelines. Approximately 90% of the tools used in the auto repair operation will be electric power tools, not relying upon compressors for power. The other 10% of power tools used which reply upon air compressors could be expected to have maximum noise levels of 105 dB from time to time. As such, the sound levels at the nearest property line for a sensitive land use would be expected to be 65 Db during normal business hours without any further sound attenuation.



Environmental Noise Assessment

106 Bonny Knoll Auto Repair and Car Wash

City of Roseville, California

June 22, 2021

Project #210506

Prepared for:

George Yandolino
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Prepared by:

Saxelby Acoustics LLC

Luke Saxelby, INCE Bd. Cert.
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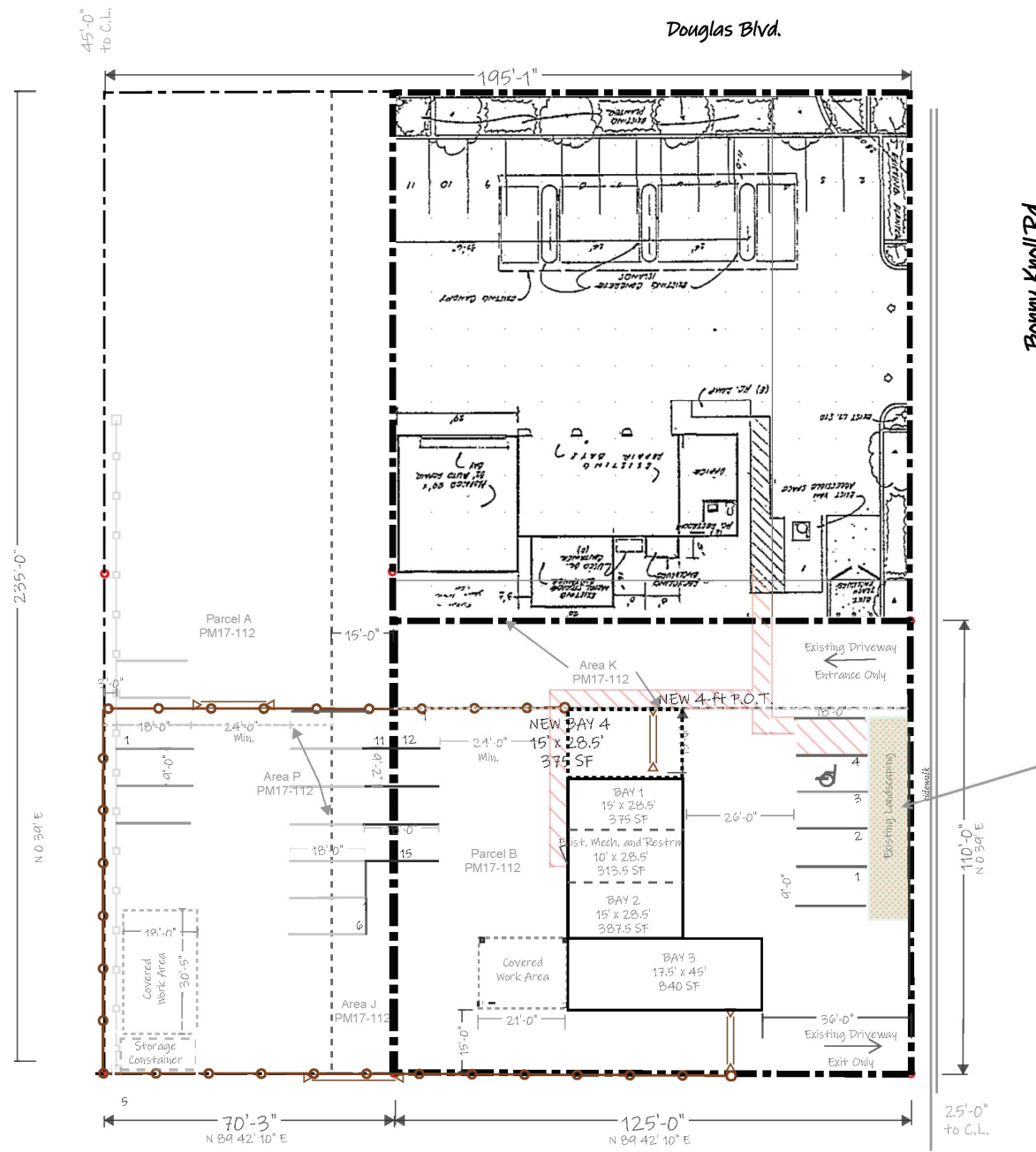


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INTRODUCTION

The proposed project includes the conversion of two existing unused car wash bays into auto repair bays and the addition of a third auto repair bay. One existing bay contains an car wash which will continue to operate without changes to operations. The project is located at the existing Auto Service of Roseville (ASR) repair facility located at the southwestern corner of the intersection of Douglas Boulevard and Bonny Knoll Road in the City of Roseville, California. This analysis will evaluate the potential of the proposed project to generate noise levels exceeding the applicable the City of Roseville exterior noise level standards at existing noise-sensitive receptors or to substantially increase existing noise levels. Adjacent land uses include residences to the east and south of the project site and commercial uses to the north and west of the project site. A church lies directly west of the project site and includes an outdoor playground for children.

Figure 1 shows the project site plan. **Figure 2** shows an aerial photo of the project site.

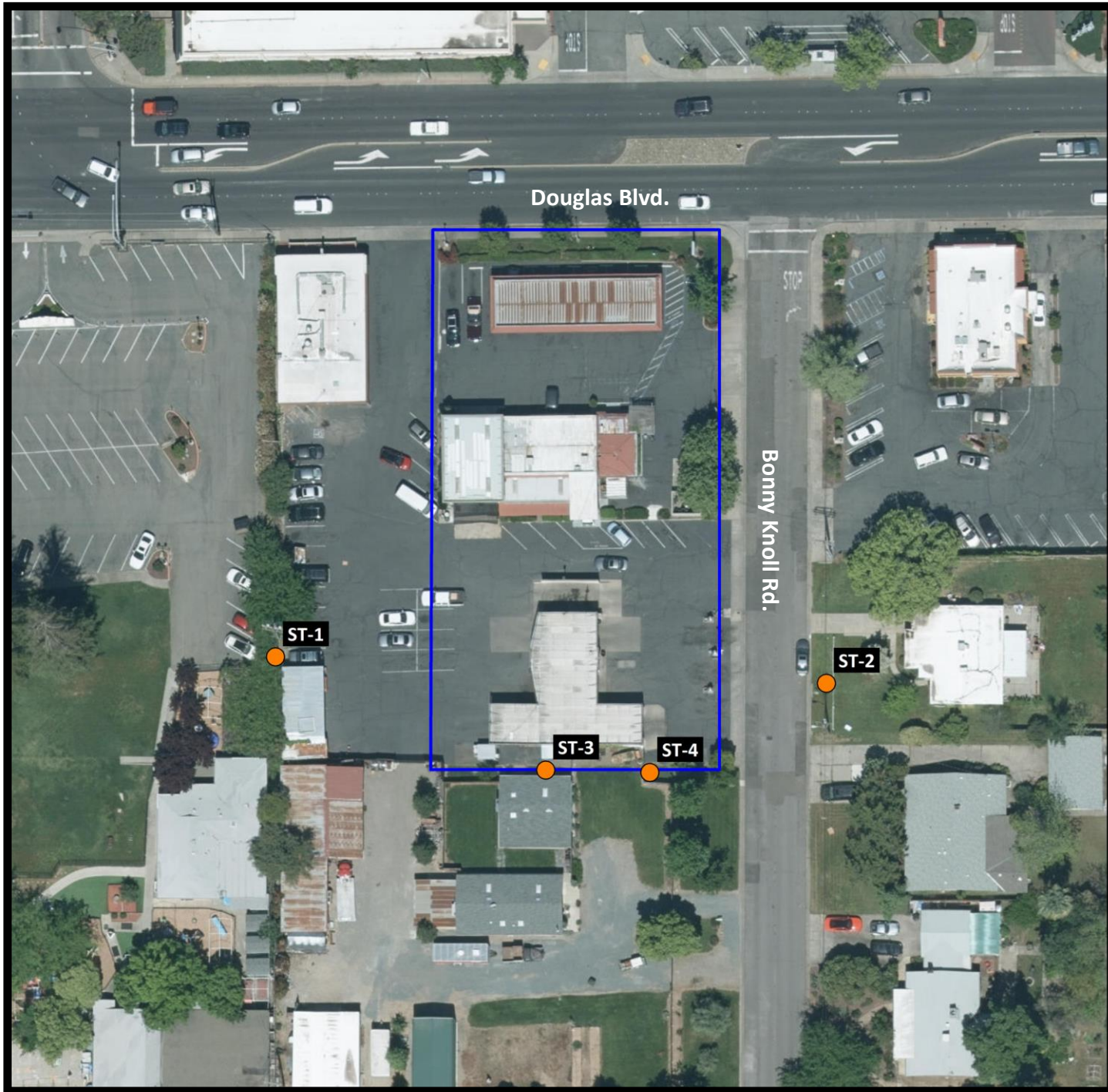


106 Bonny Knoll Auto Repair and Car Wash

City of Roseville, California

Figure 1

Project Site Plan



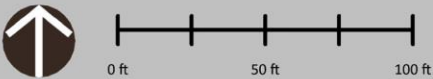
Bonny Knoll Auto Repair

Roseville, California

Figure 2
Noise Measurement Sites

Legend

-  Project Site
-  Noise Measurement - Short Term



Projection: Mercator / WGS84 / meters
Rev. Date: 06/24/2021



ENVIRONMENTAL SETTING

BACKGROUND INFORMATION ON NOISE

Fundamentals of Acoustics

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

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 uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

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 A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. 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, but are expressed as dB, unless otherwise noted.

The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60 dBA sound.

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 environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn} , and shows very good correlation with community response to noise.

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.

Table 1 lists several examples of the noise levels associated with common situations. **Appendix A** provides a summary of acoustical terms used in this report.

TABLE 1: TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft.)	--100--	
Gas Lawn Mower at 1 m (3 ft.)	--90--	
Diesel Truck at 15 m (50 ft.), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft.) Garbage Disposal at 1 m (3 ft.)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft.)	--70--	Vacuum Cleaner at 3 m (10 ft.)
Commercial Area Heavy Traffic at 90 m (300 ft.)	--60--	Normal Speech at 1 m (3 ft.)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing
Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. September, 2013.		

Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1-dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6-dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

EXISTING AMBIENT NOISE LEVELS

The existing ambient noise environment in the project vicinity is primarily defined by traffic on the local roadways adjacent to the project site, including Douglas Boulevard and Bonny Knoll Road.

To quantify the existing ambient noise environment on the project site, Saxelby Acoustics conducted a noise measurement survey. The noise measurement location is shown on **Figure 2**. A summary of the noise level measurement survey results is provided in **Table 2**. **Appendix B** contains the complete results of the noise monitoring.

The sound level meter was programmed to record the maximum, median, and average noise levels at each site during the survey. The maximum value, denoted L_{max} , represents the highest noise level measured. The average value, denoted L_{eq} , represents the energy average of all of the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L_{50} , represents the sound level exceeded 50 percent of the time during the monitoring period.

A Larson Davis Laboratories (LDL) Model 831 precision integrating sound level meter was used for the ambient noise level measurement survey. The meter was calibrated before and after use with a CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

TABLE 2: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA

Site	Date	Time	Measured Sound Level, dB			Notes
			L_{eq}	L_{50}	L_{max}	
ST-1	5/28/2021	2:57 p.m.	65	52	95	Primary noise source is traffic on Douglas Blvd. Secondary noise source is existing repair facility noise.
ST-2		3:30 p.m.	55	53	66	Primary noise source is traffic on Douglas Blvd. and Bonny Knoll Lane.1 Secondary noise source is existing repair facility noise.
ST-3		3:45 p.m.	65	52	78	Primary noise source is car wash blowers. Traffic from car wash is secondary noise source.
ST-4		3:51 p.m.	62	53	76	Primary noise source is car wash blowers. Traffic on Douglas Blvd is secondary noise source.

REGULATORY CONTEXT

FEDERAL

There are no federal regulations related to noise that apply to the Proposed Project.

STATE

There are no state regulations related to noise that apply to the Proposed Project.

LOCAL

City of Roseville General Plan

The City of Roseville General Plan Noise Element Table 1X-3 (**Table 3**) establishes an acceptable exterior noise level of 50 dBA L_{eq} for daytime (7:00 a.m. to 10:00 p.m.) for stationary noise sources.

TABLE 3: CITY OF ROSEVILLE NOISE ELEMENT TABLE 1X-3

TABLE IX-3 PERFORMANCE STANDARDS FOR NON-TRANSPORTATION NOISE SOURCES OR PROJECTS AFFECTED BY NON-TRANSPORTATION NOISE SOURCES (As Measured at the Property Line of Noise-Sensitive Uses)		
Noise Level Descriptor	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly L_{eq} , dB	50	45
Maximum level, dB	70	65
¹ For municipal power plants consisting primarily of broadband, steady state noise sources, the hourly (L_{eq}) noise standard may be increased up to 10 dB(A), but not exceed 55 dB(A) Hourly L_{eq} dB. Each of the noise levels specified above should be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. Such noises are generally considered by residents to be particularly annoying and are a primary source of noise complaints. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings). No standards have been included for interior noise levels. Standard construction practices should, with exterior noise levels identified, result in acceptable interior noise levels.		

SOURCE: CITY OF ROSEVILLE GENERAL PLAN NOISE ELEMENT 2035.

Based upon review of the City of Roseville General Plan Noise Element standards, hourly noise level limits of 50 dBA L_{eq} during the daytime (7:00 a.m. to 10:00 p.m.) and 45 dBA L_{eq} during the nighttime (10:00 p.m. to 7 a.m.) will be applied to the proposed project.

EVALUATION OF PROJECT-GENERATED NOISE AT RESIDENTIAL RECEPTORS

The proposed project includes the conversion of two existing unused car wash bays into auto repair bays, the addition of a third auto repair bay, and the continued operation of the existing car wash. Therefore, this analysis assumes continuous operation of those three repair bays.

Based upon previous measurements of a similar automotive repair facility, it is expected that three auto maintenance bays would generate noise levels of 51 dBA L_{eq} at 60 feet. Operations include the use of hand tools, lift noise, vehicle engine noise, talking by repair technicians, use of a vacuum cleaner, and use of compressed air.

Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for three proposed auto repair bays, existing and proposed buildings, terrain type, and locations of sensitive receptors. The model does not include the existing permitted uses which will continue to operate. The noise from those existing facilities is represented by the ambient noise measurements collected for the project. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:1996 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation.

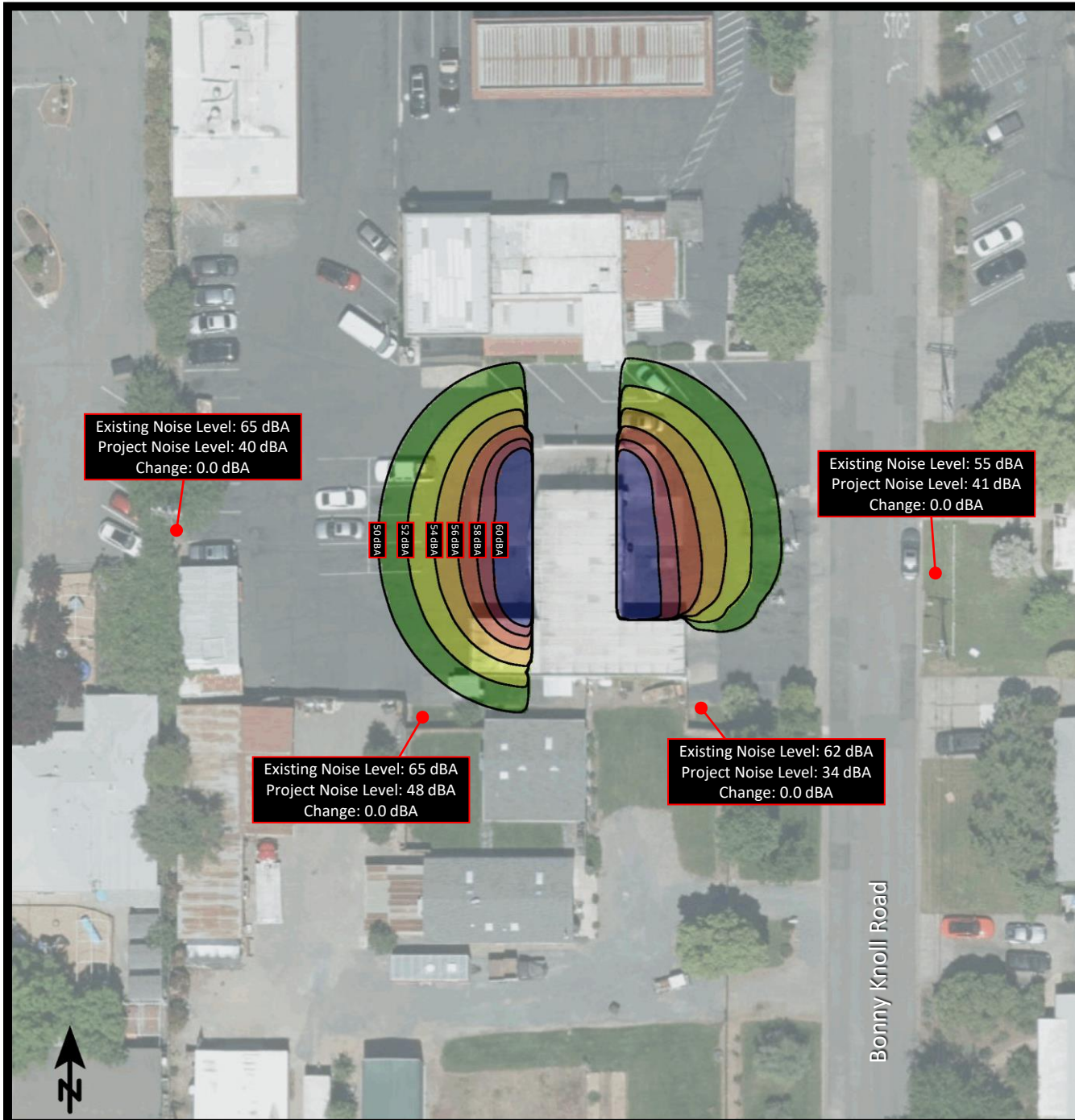
Figure 3 shows the predicted project noise level contours in terms of the average (L_{eq}) noise descriptor. **Figure 4** shows the predicted project noise level contours in terms of the maximum (L_{max}) noise descriptor.

106 Bonny Knoll Auto Repair and Car Wash

City of Roseville, California

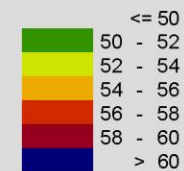
Figure 3

Project Noise Contours (dBA L_{eq})



Signs and symbols

Levels in dB(A)



1 : 700

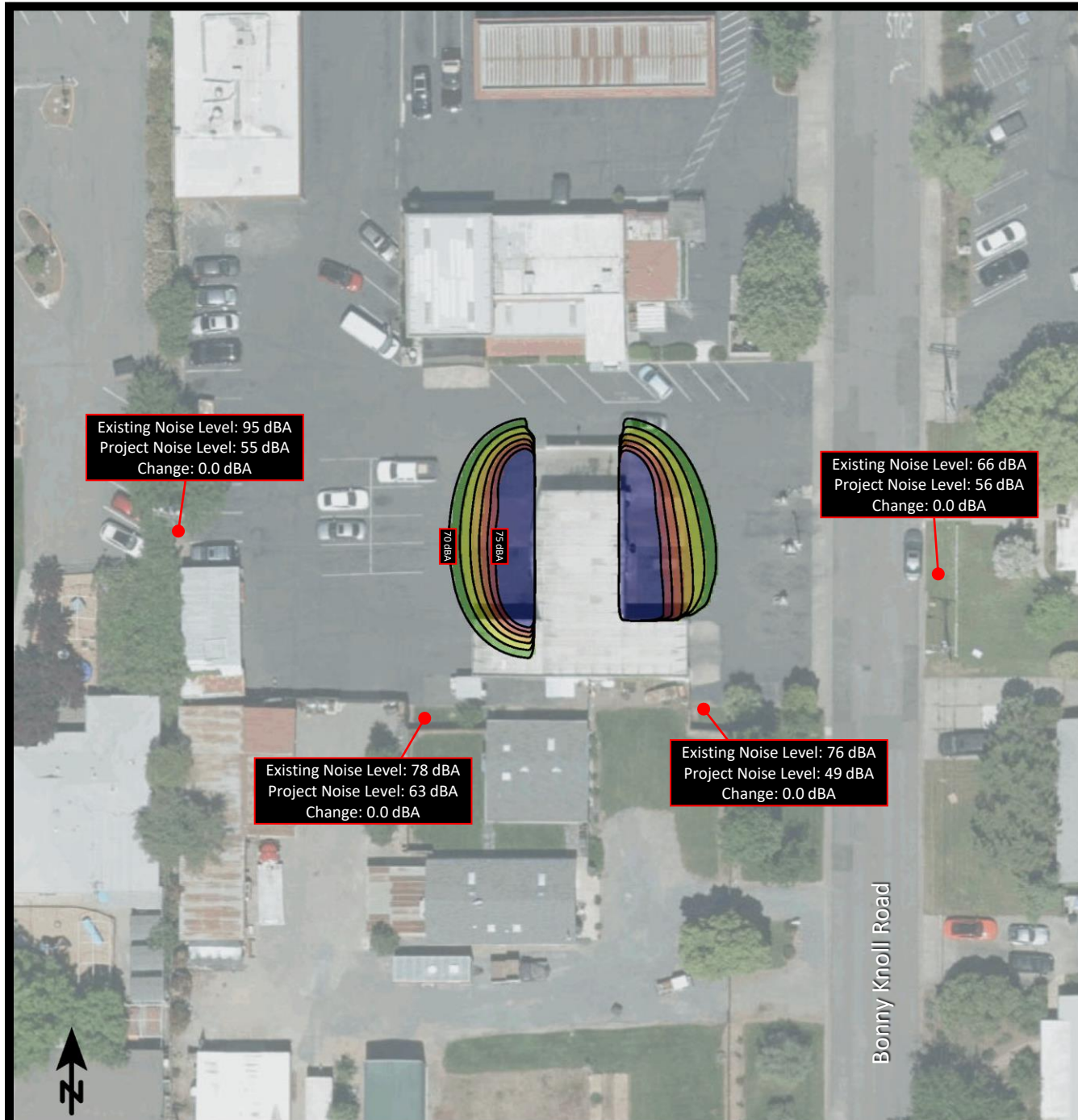


106 Bonny Knoll Auto Repair and Car Wash

City of Roseville, California

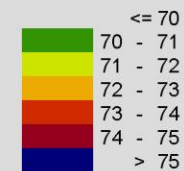
Figure 4

Project Noise Contours (dBA L_{max})



Signs and symbols

Levels in dB(A)



1 : 700



CONCLUSIONS

The noise analysis indicates that project noise levels at the existing single-family residential uses would be less than 50 dBA L_{eq} and 70 dBA L_{max} . Specifically, project-related noise levels at the nearest receptors are predicted to range between 34-48 dBA L_{eq} and 49-63 dBA L_{max} . These noise levels would not cause an increase above the existing ambient noise environment at the nearby sensitive receptors. Nighttime (10:00 p.m. to 7:00 a.m.) operation is not expected to occur. Therefore, no additional noise control measures are recommended.

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.
ASTC	Apparent Sound Transmission Class. Similar to STC but includes sound from flanking paths and correct for room reverberation. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
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 +5 dBA and nighttime hours weighted by +10 dBA.
DNL	See definition of Ldn.
IIC	Impact Insulation Class. An integer-number rating of how well a building floor attenuates impact sounds, such as footsteps. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).
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.
L(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one-hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
NIC	Noise Isolation Class. A rating of the noise reduction between two spaces. Similar to STC but includes sound from flanking paths and no correction for room reverberation.
NNIC	Normalized Noise Isolation Class. Similar to NIC but includes a correction for room reverberation.
Noise	Unwanted sound.
NRC	Noise Reduction Coefficient. NRC is a single-number rating of the sound-absorption of a material equal to the arithmetic mean of the sound-absorption coefficients in the 250, 500, 1000, and 2,000 Hz octave frequency bands rounded to the nearest multiple of 0.05. It is a representation of the amount of sound energy absorbed upon striking a particular surface. An NRC of 0 indicates perfect reflection; an NRC of 1 indicates perfect absorption.
RT60	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	Sound Exposure Level. SEL is a rating, in decibels, of a discrete event, such as an aircraft flyover or train pass by, that compresses the total sound energy into a one-second event.
SPC	Speech Privacy Class. SPC is a method of rating speech privacy in buildings. It is designed to measure the degree of speech privacy provided by a closed room, indicating the degree to which conversations occurring within are kept private from listeners outside the room.
STC	Sound Transmission Class. STC is an integer rating of how well a building partition attenuates airborne sound. It is widely used to rate interior partitions, ceilings/floors, doors, windows and exterior wall configurations. The STC rating is typically used to rate the sound transmission of a specific building element when tested in laboratory conditions where flanking paths around the assembly don't exist. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
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.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Simple Tone	Any sound which can be judged as audible as a single pitch or set of single pitches.

Appendix B: Ambient Noise Measurement Results



Appendix B1 : Short Term Noise Monitoring Results

Site: ST-1

Project: Bonny Knoll Auto Repair Facility

Meter: LDL 831-4

Location: Car Wash Blowers E Boundary

Calibrator: CAL200

Coordinates: 38.743260°, -121.275730°

Start: 2021-05-28 14:57:09

Stop: 2021-05-28 15:42:15

SLM: Model 831

Serial: 2893

Measurement Results, dBA

Duration: 0:44

L_{eq} : 65

L_{max} : 95

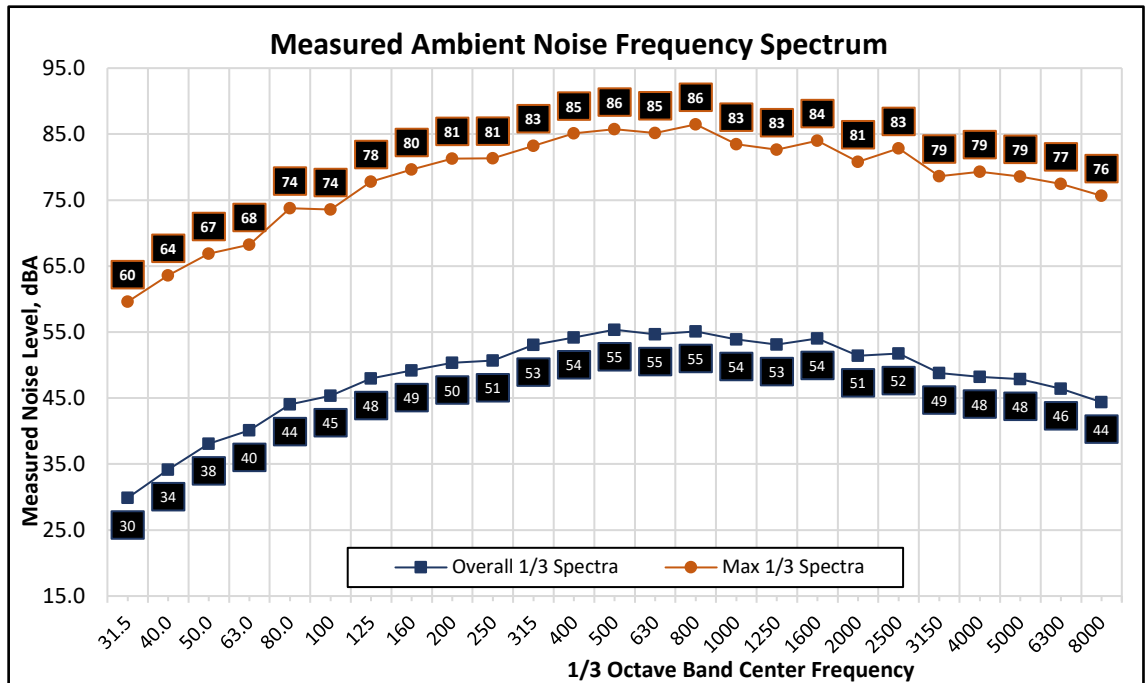
L_{min} : 44

L_{50} : 52

L_{90} : 48

Notes

Car wash blowers were primary noise source, traffic was secondary noise source. Vacuum was sort of a primary source since it was almost as loud as the blowers. Lmax caused by passing pickups and commercial activity at adjacent uses.



Appendix B2 : Short Term Noise Monitoring Results

Site: ST-2

Project: Bonny Knoll Auto Repair Facility

Meter: LDL 831-5

Location: Street Adjacent to Car Wash W Boundary

Calibrator: CAL200

Coordinates: 38.743380°, -121.276050°

Start: 2021-05-28 15:30:09

Stop: 2021-05-28 15:40:26

SLM: Model 831

Serial: 2658

Measurement Results, dBA

Duration: 0:10

L_{eq} : 55

L_{max} : 66

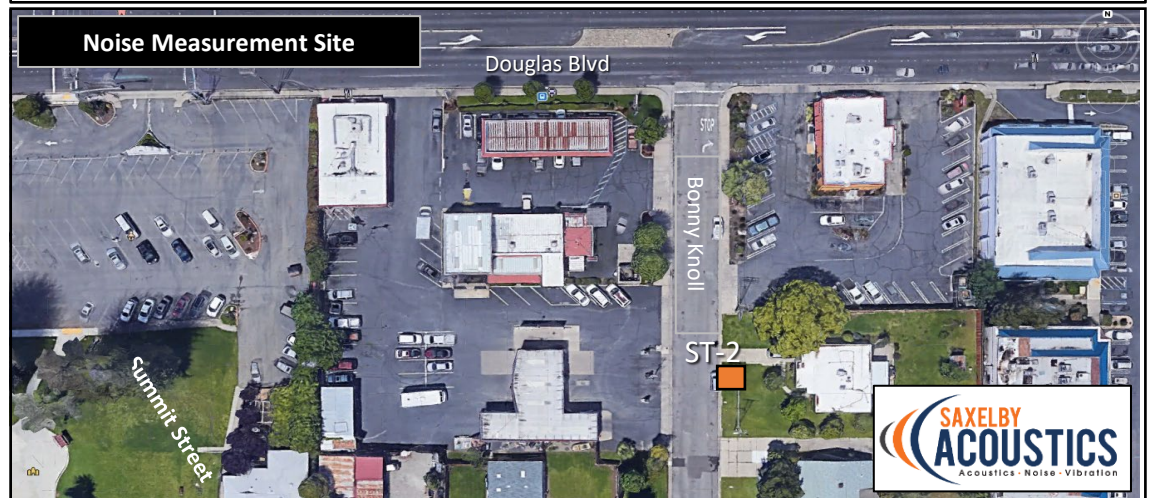
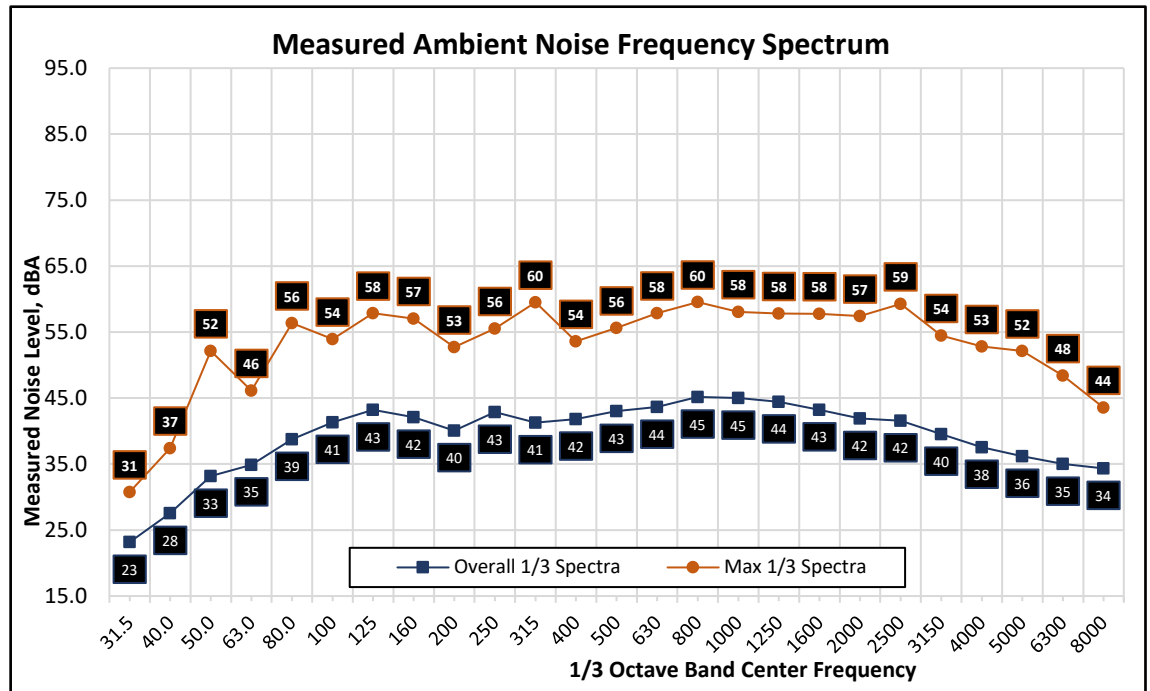
L_{min} : 47

L_{50} : 53

L_{90} : 49

Notes

Car wash blowers were primary noise source, and cars exiting from car wash were secondary noise source.



Appendix B3 : Short Term Noise Monitoring Results

Site: ST-3

Project: Bonny Knoll Auto Repair Facility

Meter: LDL 831-4

Location: Car Wash Entrance Southern Boundary

Calibrator: CAL200

Coordinates: 38.743380°, -121.275460°

Start: 2021-05-28 15:45:41

Stop: 2021-05-28 16:19:29

SLM: Model 831

Serial: 2893

Measurement Results, dBA

Duration: 0:33

L_{eq} : 65

L_{max} : 78

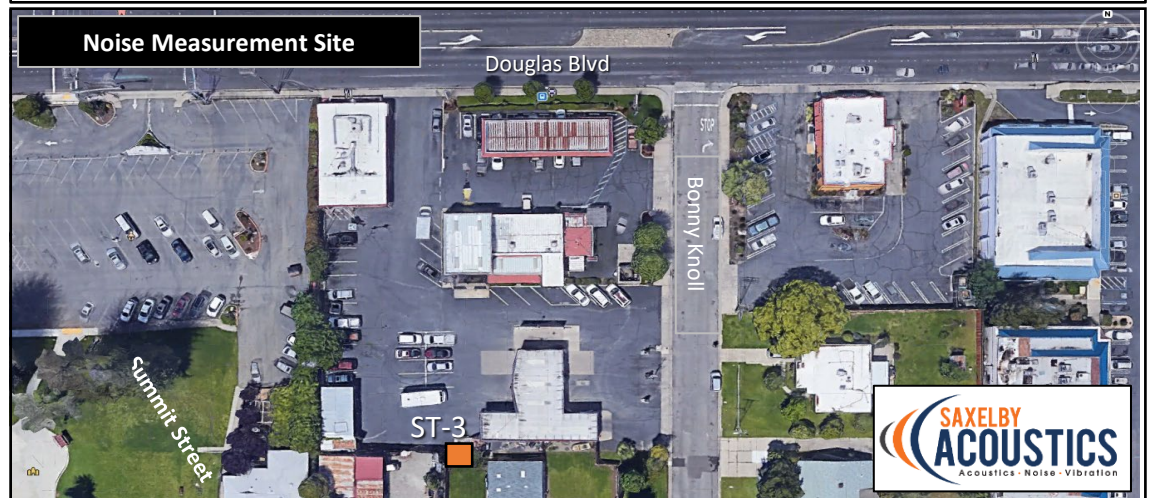
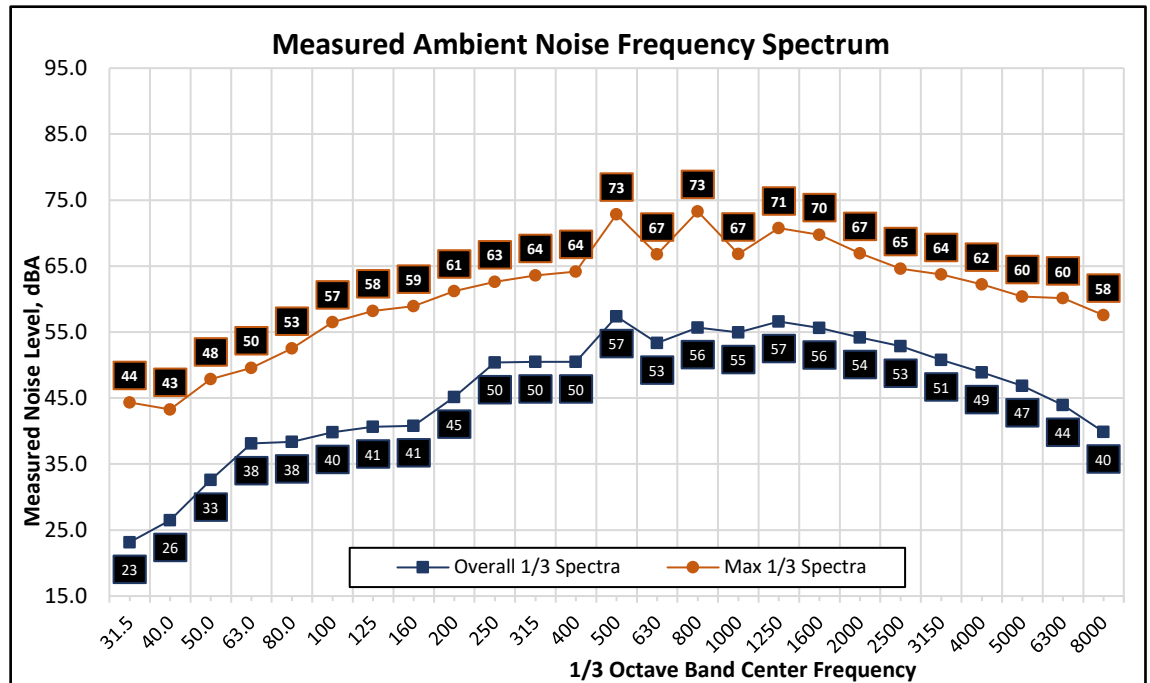
L_{min} : 44

L_{50} : 52

L_{90} : 48

Notes

Car wash blowers were primary noise source, and cars exiting from car wash were secondary noise source.



Appendix B4 : Short Term Noise Monitoring Results

Site: ST-4

Project: Bonny Knoll Auto Repair Facility

Meter: LDL 831-5

Location: Car Wash Exit Southern Boundary

Calibrator: CAL200

Coordinates: 38.743400°, -121.276310°

Start: 2021-05-28 15:51:06

Stop: 2021-05-28 16:18:45

SLM: Model 831

Serial: 2658

Measurement Results, dBA

Duration: 0:27

L_{eq} : 62

L_{max} : 76

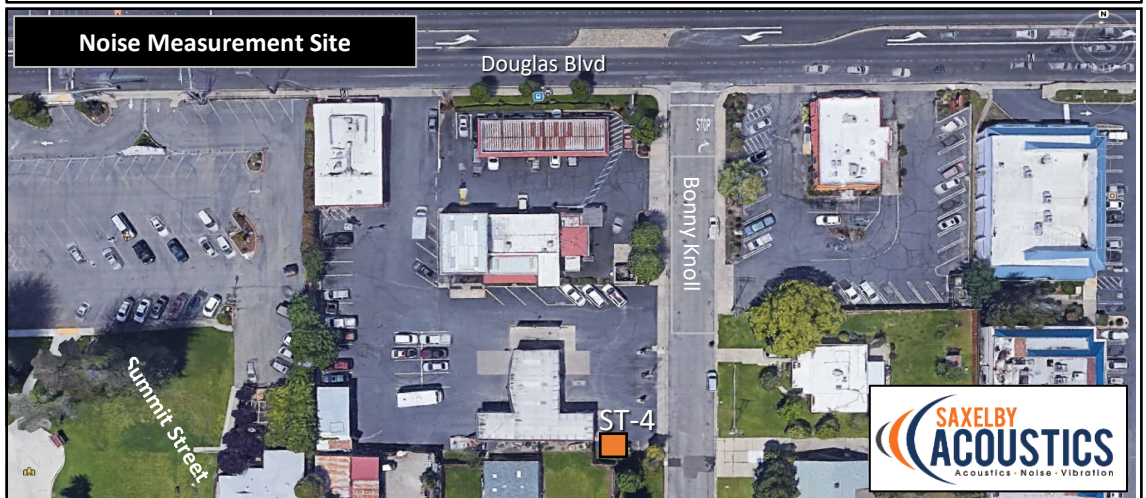
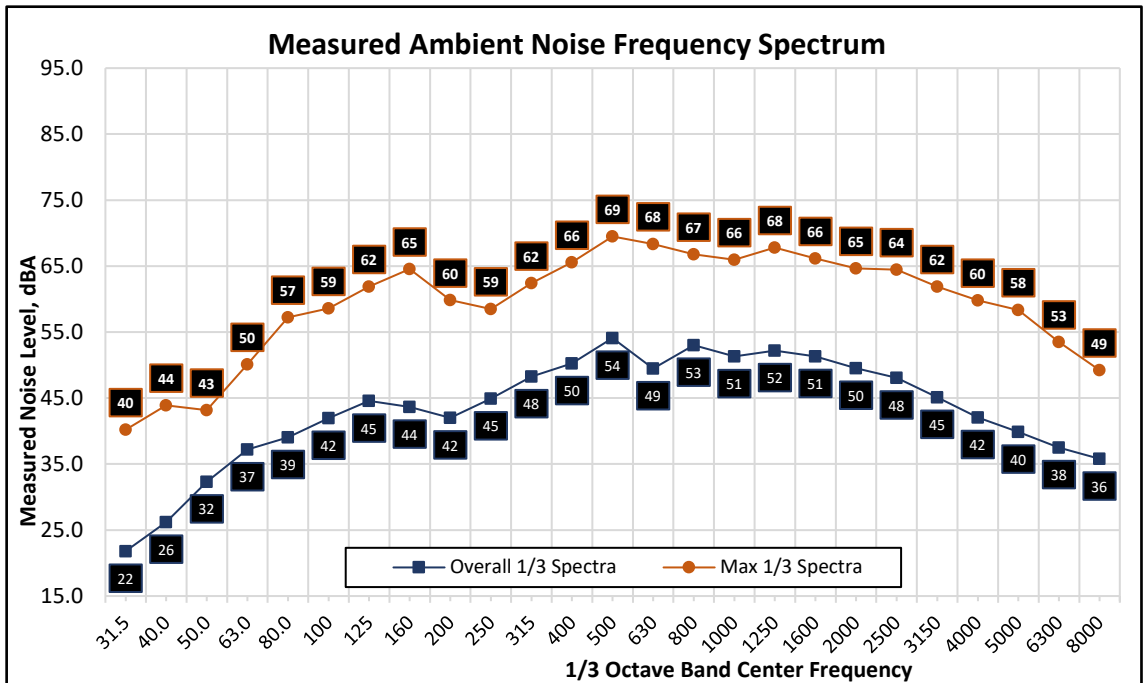
L_{min} : 46

L_{50} : 53

L_{90} : 49

Notes

Car wash blowers were primary noise source, traffic was secondary noise source.



PROJECT INFO

APNS: 014-120-054 (0.37 AC)
014-120-057 (0.31 AC)
(Parcel A PM17-112)

Existing Uses: Auto Repair, Car Wash
Proposed Uses: Auto Repair, Car Wash
Proposed Area of Uses:
Auto Repair - 1080 Douglas - No Change
Auto Repair - 106 Bonny Knoll - Bay 1, 2 and 4
Car Wash - 106 Bonny Knoll - Bay 3

Existing Building Area:
2,200 SF, 1,656 SF Covered (1080 Douglas)
1,916 SF, 357 SF Covered (106 Bonny Knoll)

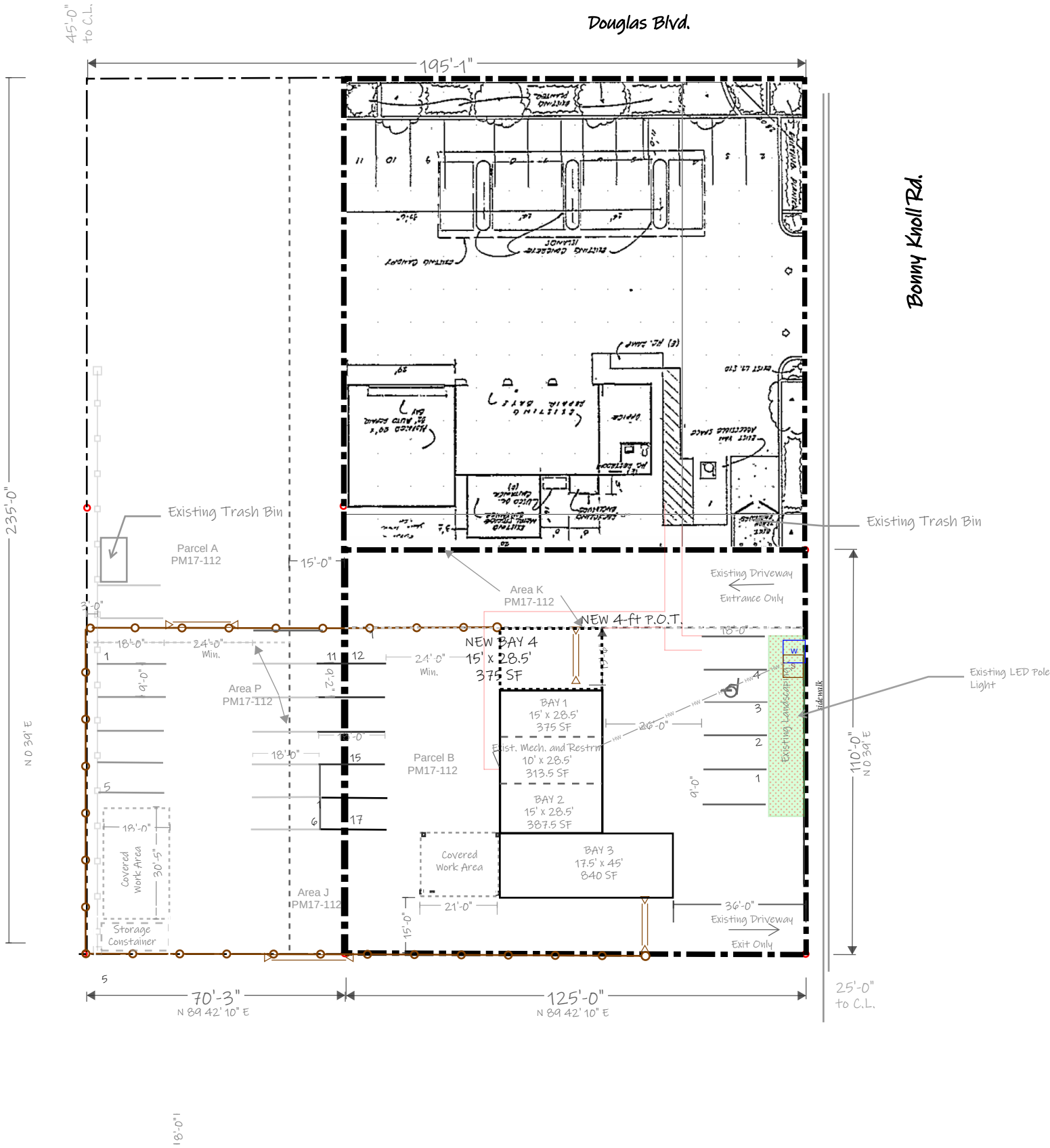
Proposed Building Area:
No Change to 1080 Douglas
375 SF New Auto Repair (Bay 4) - 106 Bonny Knoll

Property Owner: George Yandolino

- NOTES:
- 1. Drawing not for construction. All dimensions and utilities to be field verified
 - 2. 2-3 New trees to be provided in existing landscaping along Bonny Knoll for 50% shade.
 - 3. All lighting to meet 1 foot candle min. in new parking and walk area and to provide cut-offs to reduce any light spillage.
 - 4. No new drainage or hardscape surfaces proposed.
 - 5. See Noise Exhibit as evidence off-site noise levels in compliance with RMC Noise Ordinance.

LEGEND

- Existing Building
- Property Line
- Existing Easement
- Existing Cyclone Fence w/ Slats
- Existing Gate
- Existing Landscaping
- Existing Ret. Wall
- Approx. exist. water and sewer line



PRELIMINARY PLAN EXHIBIT

DATE: 2/9/2021
DRAFTED BY: MSW

PROJECT: 106 BONNY KNOLL -- AUTO REPAIR AND CAR WASH
OWNER: GEORGE YANDOLINO

PROPERTY INFO

APNs: 014-120-057 &
014-120-068 (PM17-112)

Property Area: 0.31 ac & 0.17 ac

Existing Use: Car Wash

Proposed Use: Car Wash and Auto Repair

Existing Building Area: 2,291 SF + 357 SF
Covered

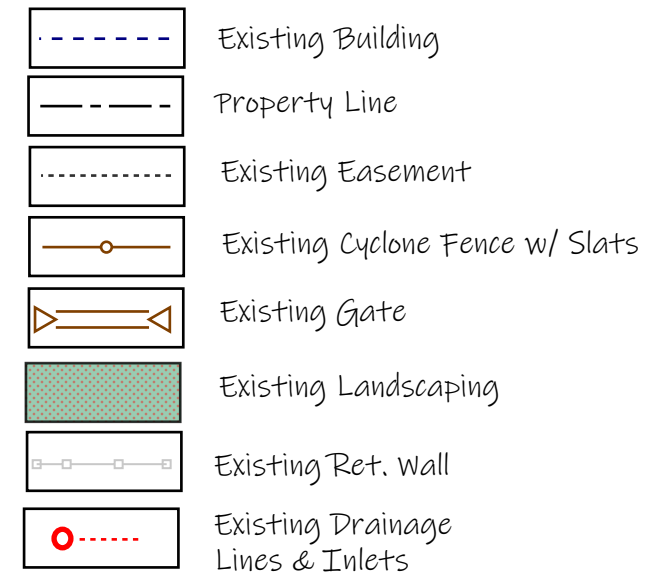
Proposed Building Area: No Change

Property Owner: George Yolandina

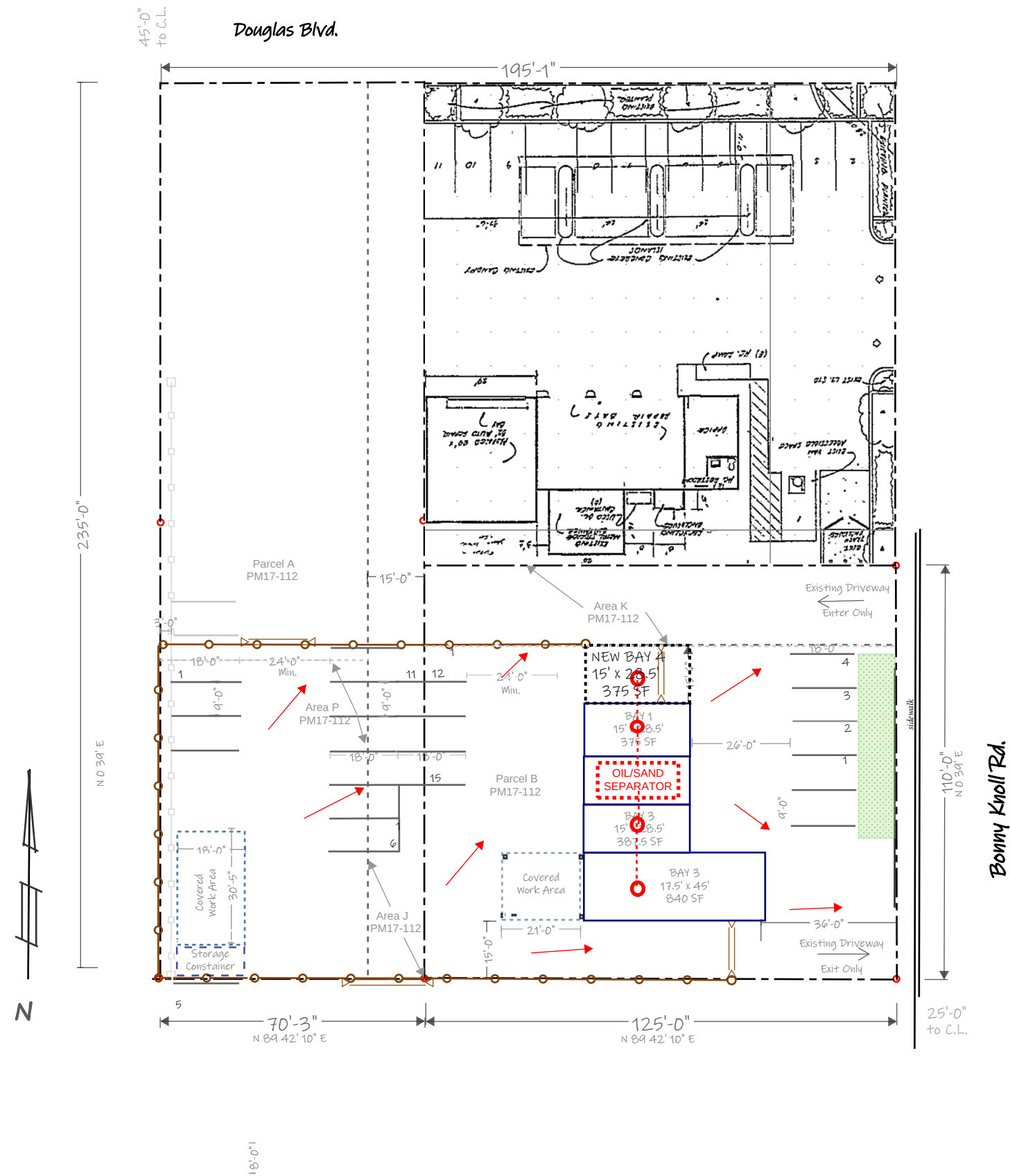
NOTES:

1. Drawing not for construction. All dimensions to be field verified.
2. 2-3 New trees to be provided in existing landscaping along Bonny Knoll for 50% shade.
3. All lighting to meet 1 foot candle min. in new parking and walk area and to provide cut-offs to reduce any light spillage.
4. No new drainage or hardscape surfaces proposed.
5. See Noise Exhibit as evidence off-site noise levels in compliance with RMC Noise Ordinance.

LEGEND



Scale



DRAINAGE PLAN EXHIBIT

DATE: 02/09/2021
DRAFTED BY: MSW

PROJECT: 106 BONNY KNOLL -- AUTO REPAIR AND CAR WASH
OWNER: GEORGE YANDOLINO

P I C H E S
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115 TAYLOR ST., ROSEVILLE, CA
TEL 916.783.4624
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AUTO REPAIR
& CAR WASH

106 BONNY KNOLL
ROSEVILLE, CA
95678

OWNER:
GEORGE YANDOLINO

MSW
CONSULTING

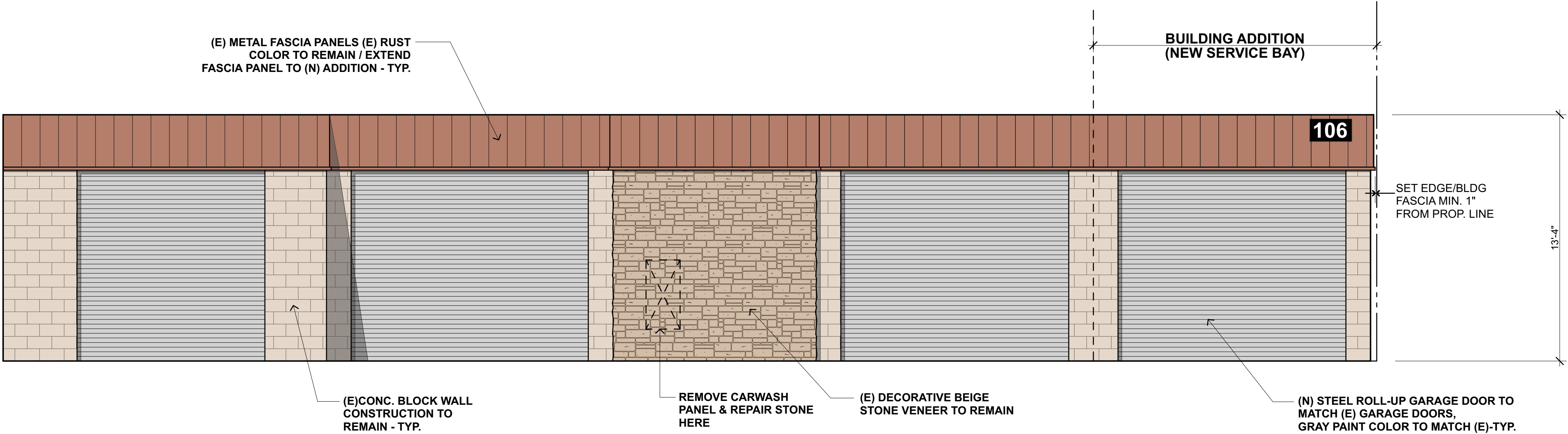
MIKE WIXON
916-742-9429
msw_consulting@outlook.com

PROJECT NO: Project No.
MODEL FILE:
YANDOLINO AUTO REPAIR.pln
DRAWN BY: DRP
COPYRIGHT:

SHEET TITLE

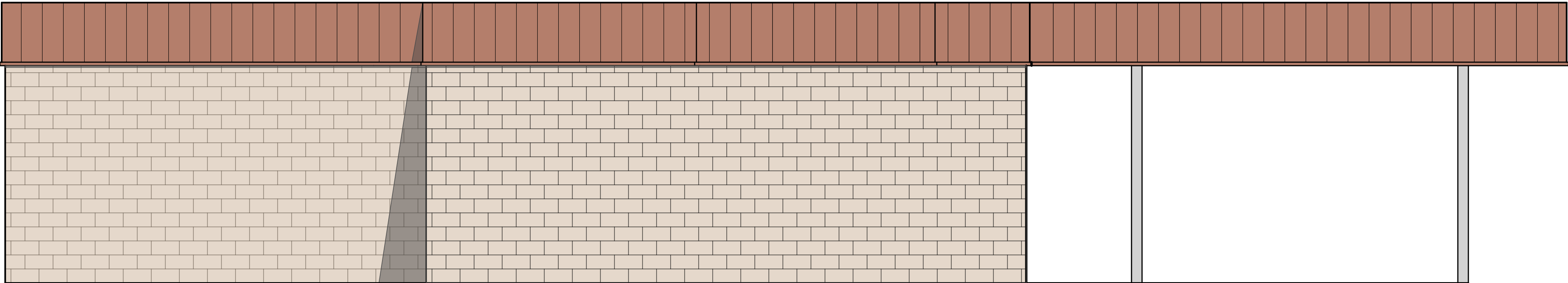
ELEVATIONS

ELEV-1



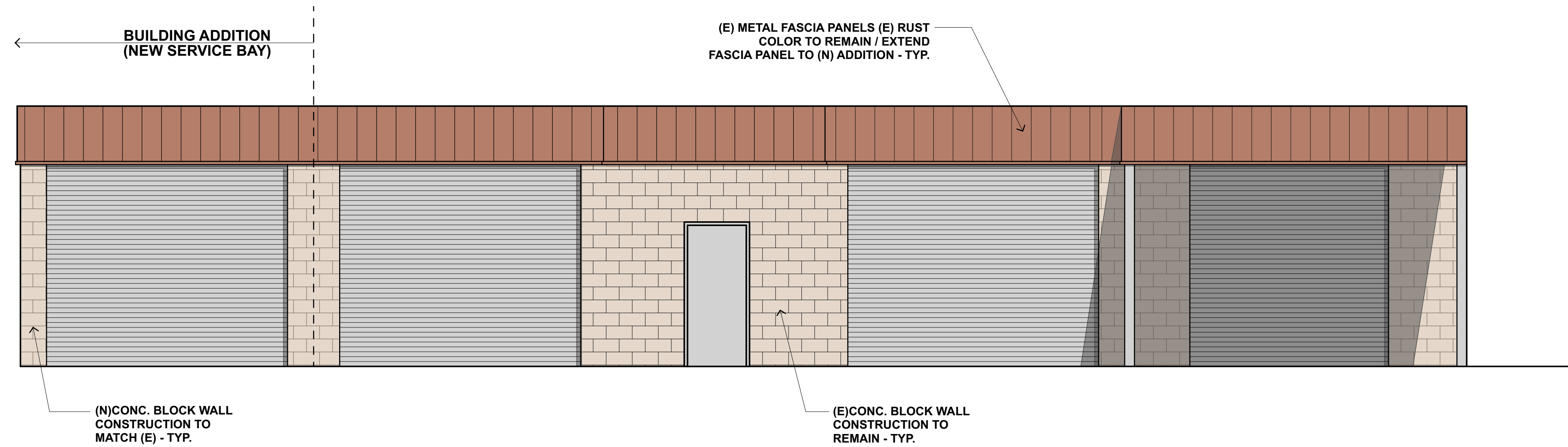
East Elevation

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

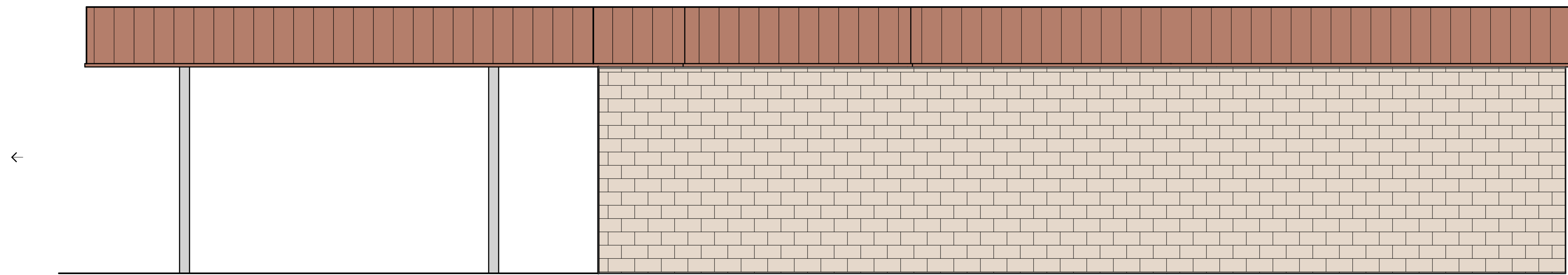


North Elevation

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



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



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

P I C H E S
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AUTO REPAIR
& CAR WASH

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OWNER:
GEORGE YANDOLINO

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PROJECT NO: Project No.
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SHEET TITLE

ELEVATIONS

ELEV-2