

uses on specific parcels (including public facilities), density transfers, or changes in policies. For the purposes of implementation, these changes to the Specific Plan shall be categorized as either a Major Amendment or an Administrative Modification. Both types of proposed changes shall be submitted to the County in application form and shall include a justification statement explaining why the proposed change is warranted. The Planning Director may request additional exhibits or other supporting materials necessary to fully evaluate the proposed changes, which shall be submitted with the application. Any changes which substantially affect an approved Vesting Tentative Map shall require a revised Vesting Tentative Map to be reviewed and approved by the Placer County Planning Commission. Any changes not requiring a revised Vesting Tentative Map will be subject to a review and finding of Substantial Conformance by the County Surveyor when the Final Map is submitted.

## Major Amendments

A Major Amendment is any change proposed to the Specific Plan that could significantly increase environmental impacts or other changes determined to be significant by the Planning Director. A Major Amendment is the appropriate procedure where changes to the Specific Plan are proposed that meet one or more of the following criteria:

- A new category of land use not specifically discussed in the Specific Plan is introduced.
- Significant changes to the distribution of land uses beyond those allowed under the Specific Plan.
- Any density adjustments.
- Any proposed changes affecting land use that may substantially affect the Specific Plan.
- Proposed changes to the Design Guidelines and/or Development

Standards, if adopted, which would substantially change the physical character of the Plan Area as envisioned by the Specific Plan and as determined by the Planning Director.

Major Amendments require approval by the County Planning Commission and Board of Supervisors.

## Administrative Modifications

Administrative Modifications do not have a significant impact on the character of the Plan Area and are consistent with the spirit and intent of the Specific Plan's visions, goals, and policies acted upon by. The Administrative Modification procedure shall be utilized for requests that conform to one or more of the following criteria or circumstances:

- The Planning Director determines that the proposed adjustments to the Development Standards or Design Guidelines are offset by the merits of the proposed design and do not significantly change the anticipated physical characteristics, goals or intent of the Specific Plan.
- Granting of the Administrative Modification will result in design improvements, or site restrictions preclude literal compliance with the Development Standards or Design Guidelines without hardship.
- Granting of the Administrative Modification, with any conditions imposed, will not be materially detrimental to the public welfare or injurious to property or improvements within the vicinity.
- Proposed changes to the alignment of collector, arterial and local streets, if adopted, would not substantially alter the land use or circulation concepts set forth in the Specific Plan.
- Proposed changes to land use diagram shapes or to street alignments which maintain the general land use pattern and/or provide an improved circulation

system consistent with the intent and direction of the visions, goals, and policies of the Specific Plan.

- The proposed change is not expected to significantly increase environmental impacts beyond the levels identified in the Final EIR.
- The Planning Director determines that a new land use not specifically addressed in the Specific Plan is similar in nature to a land use specifically allowed in the Plan Area.

An Administrative Modification may be reviewed and acted upon by the Planning Director and/or the County Surveyor, as appropriate. In granting an Administrative Modification, the Planning Director may impose conditions to safeguard public health and safety, and to ensure that authorized development is consistent with the objectives and intent of the Specific Plan. No Planning Commission or Board of Supervisors review is required, unless the Administrative Modification is appealed.

### Unit Transfer and Density Adjustment

Each residential land use classification has been assigned a density and allocated units, based upon factors such as site location, conditions and anticipated market demand for a variety of housing products. As individual residential projects are designed, a more detailed assessment of these factors may result in the need to adjust (reduce or increase) the number of units assigned to a particular land use classification under the Specific Plan. It is the intent of the Specific Plan to permit flexibility in adjusting the number of residential units assigned to any LDR, MDR or HDR land use parcel in response to market demand, subdivision design or other factors. To further this intent, units assigned to specific land use classifications or large-lot parcels may be transferred within the Specific Plan area, provided that all of the following criteria are met:

- The transferring and receiving land uses are within the Riolo Vineyard Specific Plan Area and the total number of

approved units for the Specific Plan is not increased (unless such an increase is separately approved by the County).

- The transferring and receiving land uses are Low Density Residential (LDR), Medium Density Residential (MDR), or High Density Residential (HDR), and the densities for each land use are within the range established by the Specific Plan.
- The adjustments would not have a significant adverse effect on planned infrastructure, roadways, schools, or other public facilities.

Unit transfers and density adjustments that fulfill the above criteria, and are consistent with the intent of the Specific Plan and EIR, will not require an amendment to the Specific Plan.

To request a unit transfer or density adjustment, the owner or owners of both the transferring and receiving parcels shall submit to the County Planning Director all information needed to determine compliance with the above criteria. This submittal shall include information identifying the parcels and designating the number of units being transferred; a Minor Amendment application with filing fee; and any other necessary documentation requested by the Planning Director. The applicant shall also provide a revised Specific Plan table reflecting the adjusted unit counts and densities, as well as any necessary supporting exhibits. Changes in project densities that affect an approved Vesting Tentative Subdivision Map may require a revised Vesting Tentative Subdivision Map to be reviewed and approved by the County.

## 8.4 PHASING

### Overview

The Riolo Vineyard Specific Plan provides a comprehensively designed infrastructure system coordinated with each phase of development. The Plan Area is anticipated to develop over the course of several years and may evolve in a variety of ways depending upon several

factors. These include shifts in market demand for various housing types and changes in the development goals and capabilities of property owners within the Plan Area. The phase boundaries are intended to be conceptual in nature and may be amended, revised or combined as development progresses, as approved by the County.

*The Phasing Plan is shown on Figure 8.1.*

Infrastructure requirements for each phase of development include on-site backbone infrastructure and off-site facilities necessary for each phase to proceed. Each phase of improvements includes roadways, sewer, water, recycled water, drainage, dry utilities, and other related facilities. Frontage improvements along Watt Avenue, PFE Road, and Walerga Road (including any necessary transitions) will occur as that phase is developed. Development is anticipated to occur as depicted on Figure 8.1. However, it is recognized that construction of one or more phases may occur concurrently as factors dictate.

In addition, because all of the necessary supporting infrastructure will be phased with the development, the opportunity exists for any and all parcels within a particular phase to proceed with development in any order, subject to applicable tentative tract map conditions of approval and/or site plan review as approved by the County (if required).

*Table 8.1 summarizes the acreages and dwelling units for each phase.*

## **Phasing Performance Standards**

Phasing performance standards are intended to provide guidance in determining the required elements and conditions of phased development within the Plan Area. The following is a general series of standards for phased development to assure adequate provision of public services and adherence to sound planning principles:

- Developers are responsible for the funding, design and construction of all facilities and infrastructure required

to serve the development identified in each phase. It is recognized that facilities are sequential; accordingly, parcels developed out of phase may be required to construct additional infrastructure and facilities outside of the phase boundary as necessary to provide services to the phase in question.

- Upon request by a developer, the County may approve a deferral of certain segments of infrastructure for a particular phase or parcel, provided that the provision of services and community services is not adversely affected and that financial assurances for the deferred improvements are provided by the developer.
- The project will comply with Section 15.04.060 of the Placer County Code for the timing of issuance of building permits.
- Developers may propose the installation of interim facilities should the timing to complete certain permanent infrastructure components otherwise result in a delay of project construction. Proposals for interim facilities to serve one or more phases of development within the Plan Area shall be accompanied by studies demonstrating the adequacy of the proposed interim facilities to provide service pending completion of permanent facilities.
- Developers may request to enter into reimbursement agreements with the county for on-site or off-site improvements constructed by the developer which benefit other properties or projects.

## **8.5 PUBLIC IMPROVEMENT FINANCING**

The construction of backbone infrastructure and other public facilities and improvements (including but not limited to, trail systems, parks, wetland mitigation, etc.) designed to serve the Plan Area will be funded by a variety of mechanisms. The Riolo Vineyard Specific Plan Financing Plan identifies all major backbone

infrastructure and public facilities improvements needed to serve the Plan Area, and describes the financing mechanisms that will be used to create these improvements in a timely manner.

## **Financing Plan**

The financing plan focuses on the major backbone infrastructure improvements, describing the nature of the improvements, costs, timing, and funding mechanisms.

## **Timing of Infrastructure**

Backbone infrastructure and public facilities will be constructed prior to, or concurrent with, the development of the initial phase, and will be conditioned accordingly during the Tentative Map process. Several different financing sources will be used to fund the infrastructure and public facilities required to serve the Specific Plan area and to mitigate impacts on surrounding development.

## **Funding of Infrastructure**

Placer County and other Public Agencies serving the Specific Plan area have established or will establish development impact fee programs to fund a portion of roads, water, sewer, drainage, parks, and capital facilities. Plan Area fees will be utilized to fund the remaining costs for these types of infrastructure. Infrastructure and facilities improvements constructed by Specific Plan developers that are included within a County Capital Improvement Program (CIP) shall be eligible for fee credit and reimbursement

## **Advance Funding of Infrastructure**

As with most development impact fee programs, developers will be required to construct facilities, and will then be eligible for fee credits toward constructing improvements included on

the County's capital improvement project list. The developer(s) may also enter into reimbursement agreements for constructing public improvements which benefit other properties and/or developments, either within or outside the Specific Plan Area.

## **Financing of Infrastructure**

Debt financing (Assessment District or Mello-Roos financing) may be used to fund facilities at strategic times. Debt financing will be limited to prudent levels and will be consistent with County guidelines. The developer(s) will be eligible for fee credits toward constructing facilities included on the County's capital improvement projects list. Should bond capacity be insufficient to fund all improvements, phasing may be modified or additional financing mechanisms (e.g. private financing) will be needed.

It is expected that costs will change over time and therefore each funding mechanism should include a method for adjusting the amount of funding to reflect current costs at the time of construction.

## **Financing Strategy**

The financing strategy is designed to achieve the following goals:

- Fully fund all on-site facility and infrastructure improvements when the improvements are needed to serve the Project Area.
- Utilize existing Placer County and Special District fee programs which allow developer(s) to be eligible for fee credits, to the extent possible.
- Make appropriate use of municipal debt-financing mechanisms and developer financing for improvements.
- Three financing sources will be used to fund the major infrastructure and facilities costs required to serve the Specific Plan area development and to mitigate impacts on surrounding

developments.

1. The County of Placer and the Special Districts serving the Specific Plan area have established development impact fee programs to mitigate development impacts on existing facilities by fair share funding a portion of the following backbone infrastructure and facilities: sewer treatment, water, off-site roads identified in the Placer County Traffic Mitigation Fee Program, and County capital facilities.
2. An Assessment District is proposed to assist in funding the majority of the backbone infrastructure and public facilities costs for the project. The proposed Assessment District (or alternatively a Mello-Roos CFD) will be formed consistent with the guidelines of the Placer County Bond Screening Committee.
3. Developer funding and/or security will be used for all improvements. Developer funding is proposed to fund standard street frontage improvements, local water distribution lines, local sewer collection lines, and internal storm drainage. The developer will be eligible for fee credits and reimbursement, if applicable, for improvements included in the CIP.

## Financing Programs

Riolo Vineyard will use a variety of financing techniques to fund the public infrastructure improvements. The following is a description of financing sources that will be used to assist in developing the infrastructure and facilities required by the Specific Plan development.

## County Impact Fees

Placer County and other agencies serving the Specific Plan area already have established development impact fees to fund a portion of the infrastructure and facility requirements serving new development. The Specific Plan area development will participate

in these programs. Facilities funded partially or wholly through existing development impact fee programs include water, sewer, fire, traffic, and County capital facilities. The County traffic fees, City of Roseville sewer fee, PCWA and California American water fees, and County capital facilities fees are discussed below.

*Table 8.2 summarizes maintenance providers and funding sources.*

## Regional Road and Traffic Mitigation Fees

The Countywide Traffic Mitigation Fee Program funds roadway improvements throughout the unincorporated areas of the County. These unincorporated areas have been divided into benefit districts each with their own Capital Improvement Program (CIPs). Riolo Vineyard lies within the Dry Creek Benefit District of the program. The County has indicated its intent to update the CIP for the Dry Creek Benefit District to revise the improvements included and the associated costs.

The Placer County-City of Roseville Joint Traffic Fee Program funds regional improvements that benefit both the City and the County. Currently included in the program are improvements to Base Line Road, Fiddymont Road, and the Walerga Road Bridge. Proposed improvements to be added to the program are along Watt Avenue and Blue Oaks Boulevard.

The SPRTA Fee Program funds major regional road improvements, rail transit and interchanges. Some of the funding is for projects including the proposed Placer Parkway, SR 65 widening, the Lincoln Bypass and Sierra College Boulevard.

In addition, the project may be subject to two proposed fees. The Walerga Road Bridge Construction Fee Program is to supplement any existing fee program and provide additional money for the construction of the new bridge. Another proposed fee will contribute to the interchange that is being proposed at the intersection of State Highways 99/70 and Reigo Road in Sutter County.