

<b>PLACER VINEYARDS SPECIFIC PLAN POLICY CONSISTENCY REVIEW</b> <b>SMALL LOT MAP PROPERTY #15</b>			
<b>Policy No.</b>	<b>Policy</b>	<b>Map Consistent</b>	<b>Remarks</b>
<b>3.1</b>	<p><b>Urban/Rural Transitions:</b> The Placer Vineyards Specific Plan shall provide buffers to existing rural and agricultural development located outside of its project boundaries, including the Special Planning Area, for as long as these rural/agricultural uses persist. Buffers may include streets, landscaping, and open space areas. Buffers provided next to the Special Planning Area are identified in Figure 7.8, "Special Planning Area Open Space Buffer and Trails Diagram.</p>	<p>Yes</p>	<p>Though Property 15B is not adjacent to the Special Planning Areas, internal open space corridors traverse the property.</p>
<b>3.2</b>	<p><b>Agricultural Uses within the Specific Plan Area:</b> Agricultural Uses within the Specific Plan urban area boundary may continue until such time as development pursuant to this Specific Plan is implemented. In the absence of a health and safety issue, urban developments shall not be required to provide buffers for adjoining agricultural uses located in the urban area boundary. Placer County will review and analyze development proposal for potential conflicts between proposed land uses and adjacent agricultural activities. Urban development abutting continuing agricultural lands will be required, as a condition of tentative map approval, to provide home buyers with a document informing them that the adjacent land is in agriculture and that the agriculturalist has the right to continue operations under the County's Right-to-Farm ordinance.</p>	<p>Yes</p>	<p>Right-to-Farm Ordinance documents will be provided to property owners. Agriculture can occur on the property until development occurs.</p>
<b>3.3</b>	<p><b>Timing of Development:</b> The construction of a Backbone Infrastructure system will permit development to proceed anywhere within the Plan Area, as the availability of services and infrastructure allow.</p>	<p>Yes</p>	<p>The Backbone Infrastructure has received an RGP from the USACOE for impacts to wetlands, biological resources, and cultural resources. An Offsite Infrastructure Plan has been submitted for the project.</p>
<b>3.4</b>	<p><b>Natural Resource Management:</b></p> <ol style="list-style-type: none"> <li>1. The following natural features of the site are protected in open space areas and serve as the framework for the system of drainage corridors and greenways throughout the Plan Area:               <ol style="list-style-type: none"> <li>a. Environmentally sensitive areas, such as significant wetlands and streams, shall be protected in open space with landscape buffers.</li> <li>b. The existing oak tree groves on the site shall be preserved within oak parks while the existing oak trees along Dyer Lane shall be preserved within the landscape corridors.</li> <li>c. The Dry Creek riparian corridor shall be a protected natural resource area, shared between the existing plant and wildlife communities and future residents.</li> </ol> </li> </ol>	<p>Yes</p>	<p>The map includes eight Open Space/Drainage Corridor lots comprising approximately 24.0 acres. No oak groves are on this particular property.</p>

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	2. The California Department of Conservation Farmland Mapping and Monitoring Program identifies much of the Plan Area as “important farmland.” Specific Plan policies 4.34 and 4.35 describe the requirements for preserving open space land elsewhere in Placer County to offset open space land impacted within the Specific Plan area.		
<b>3.5</b>	<p><b>Location and Density Range:</b> The total of all residential units within the plan shall not exceed 14,132 units. Residential uses shall be located in areas designated in the Land Use Diagram and within the density ranges provided in Table 3-2, “Land Use Summary Table.”</p>	Yes	With approval of the Residential Density Bonus, Property 15 will have 928 approved dwelling units which is 22 units more than is allocated in the PVSP. However state law does not permit the County to count the density bonus units towards the overall approved unit count for a Specific Plan or towards the density range for a particular land use category.
<b>3.6</b>	<p><b>Mix of Densities and Variety:</b> Subject to the applicable density range, a variety of housing types and densities will be provided.</p>	Yes	Property 15 will be providing Low Density Residential, Medium Density Residential, High Density Residential, and Commercial Mixed Use. The CMU lot will contain 38 dwelling units.
<b>3.7</b>	<p><b>Secondary Dwelling Units:</b> Secondary dwellings shall be counted as a residential unit for the purposes of calculating the total number of units allowed for a property under Table 3-3. Lots where secondary dwellings are proposed to be constructed shall be identified as part of any application for the tentative subdivision map for the property and shall comply with the following standards:</p> <ol style="list-style-type: none"> <li>1. Design and Development Standards: <ol style="list-style-type: none"> <li>a. General Requirements: Construction associated with a secondary dwelling shall conform to the height, setback, Design/Site Review, fees, charges, and other requirements generally applicable to a primary dwelling unit located within the same land use designation where the property is located.</li> <li>b. Minimum Lot Area: 5,000 square feet</li> <li>c. Maximum Lot Coverage: The maximum combined building coverage for the primary dwelling unit and secondary dwelling shall not exceed 50 percent.</li> <li>d. Maximum Floor Area: The floor area allowed for a secondary dwelling shall not exceed 40% of the primary dwelling unit’s living area and shall not exceed 1,200 square feet.</li> </ol> </li> </ol>	Yes	The State has adopted new regulations for secondary dwellings. The County is currently processing an updated ordinance to reflect the new regulations. The project will be consistent with these updates.

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	<ul style="list-style-type: none"> <li>e. Setbacks: Secondary dwellings shall maintain the setbacks required in the land use designation in which it is located. In addition, a minimum of 10 feet shall be maintained between the primary dwelling and a detached secondary dwelling.</li> <li>f. Outdoor Covered Areas: Covered porches, decks, landing places and similar architectural features may be added to a secondary dwelling structure provided that any such covered feature is open on at least two sides and occupies an area no larger than 25% of the allowable living space of the secondary dwelling.</li> <li>g. Appearance: Secondary dwellings shall be architecturally compatible with the primary dwelling unit and shall be subordinate to the primary residence.</li> <li>h. Parking Requirement: Parking required is in addition to the parking that is required for the primary dwelling unit. Each secondary dwelling shall provide at least 1 off-street parking space. Parking may be located in tandem with other on-site parking.</li> <li>i. Deed Restriction: Prior to issuance of a building permit for the secondary dwelling, the owner shall record a deed restriction which addresses the restrictions on such units contained herein.</li> </ul> <p>2. Fees: Each secondary dwelling shall be subject to payment of all fees payable by the primary dwelling unit, including those required under the applicable provisions of the Development Agreement.</p>		
<b>3.8</b>	<p><b>Active Adult Community:</b>  The eastern portion of the Plan Area (designated under property 1A on Figure 3.3, “Land Use Ownership Diagram”) shall be reserved as a residential community for active adults (55+ years and older).</p>	N/A	No portions of Property 15 are required to be reserved as an active adult community.
<b>3.9</b>	<p><b>Commercial Services:</b>  A hierarchy of regional and local commercial areas shall provide a range of products and services to the Plan Area.</p> <ul style="list-style-type: none"> <li>1. The regional commercial centers are highly visible shopping areas and offices concentrated at high-traffic intersections along Base Line Road. The power center provides for large-scale volume purchases not generally available in smaller shopping centers. Together, these centers will serve the needs of the larger region; they will not compete directly with the retail and services provided in the Placer Vineyards town center, village centers, or convenience centers.</li> <li>2. The town center shall be located in the geographic center of the community, just south of Base Line Road, along Town Center Dr., in between 14<sup>th</sup> St. and 16<sup>th</sup> St. The town center is an easily accessible, pedestrian-friendly, mixed-use center with specialty retail shops and restaurants located on the ground floor for outside dining potential. Housing and offices may be located on the floors above. The town center is also a community focal point, providing locations for public and civic services such as a library,</li> </ul>	Yes	Property 15 will be providing one C/MU neighborhood center in the southwest corner of the property in Lot C.

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	<p>religious facility, and civic offices as well as recreational opportunities such as parks, open markets, and theatres.</p> <p>3. 2 village centers serve the east and west communities of the Plan Area. Like the town center, they are easily accessible to the community, but are smaller mixed-use centers, providing retail and more localized community shopping and services. The east village center will provide for bus rapid transit access, a transit terminal, a fire station location, and ground-floor commercial uses surrounded by high density housing. The west village center provides commercial uses in proximity to a community park and surrounding residential neighborhoods.</p> <p>4. Neighborhood centers provide convenience-type retail uses within local residential neighborhoods and are dispersed throughout the community within the Commercial/Mixed-Use (C/MU) land use categories.</p>		
<b>3.10</b>	<p><b>Employment:</b> Higher intensity employment uses shall be concentrated along Base Line Road and secondarily in the town center and along Watt Avenue.</p>	Yes	The C/MU lot, Lot C, is located at the southwest corner of the property. This land use would allow for commercial uses however no commercial uses are proposed with the small lot tentative map. Future commercial uses will comply with Table A-13 in Appendix A.
<b>3.11</b>	<p><b>Parks:</b> A variety of parks shall be distributed throughout the Plan Area and shall provide recreational opportunities for residents of all ages and abilities.</p> <p>1. 8 neighborhood parks shall be located adjacent to school facilities to allow opportunities for shared use and maintenance of public facilities. (See Chapter VII, "Parks and Open Space," for additional park policies and guidelines, and Chapter VIII, "Public Utilities and Service," for additional school policies and guidelines. See the Development Agreement for the timing and details related to the construction of parks).</p> <p>2. Parks are distributed throughout the Plan Area to provide general parity or access to all residents.</p> <p>3. Neighborhood developments are encouraged to provide landscaped features, and tot lots.</p> <p>4. Parks shall be provided at a minimum standard of 5 acres per 1,000 residents.</p>	Yes	One neighborhood park, on Lot D, is proposed in Property 15. The ultimate design of the park including landscaping will be reviewed with in the Design Review and Improvement Plans.

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<b>3.12</b>	<p><b>Religious Facilities Location:</b> Figure 3.1, the “Land Use Diagram” indicates, at a minimum, the number of Religious Sites within the Plan Area. Additional religious and institutional uses may be provided elsewhere in the Plan Area, subject to County review and approval.</p>	N/A	Lot M is designated P/QP for a Religious Site.
<b>3.13</b>	<p><b>Land Use Designations:</b> The land use designations in the Specific Plan shall take precedence over existing comparable zoning designations in the Placer County Zoning Ordinance. Table 3-1 shows the relationship between Placer County zoning designations and Specific Plan land use designations (shown here for reference only). Permitted uses for each land use designation are included in Appendix A.</p>	N/A	No commercial uses are proposed with the small lot tentative map. Future commercial uses will comply with Table A-13 in Appendix A.
<b>3.14</b>	<p><b>Land Use Designations to the Plan:</b> The development program (number of residential units in the Plan Area, permissible intensity of commercial development, and allocation of public uses for each parcel) is specified in Figure 3.1, the “Land Use Diagram” and Table 3-3, the “Land Use Ownership Summary.” The development program also allocates a specific allowable number of residential units and indicates the commercial development potential for each property of record in the Plan Area, as described in the following sections. Any subsequent development plan that exceeds the intensities assigned by the plan may be subject to the subsequent environmental review process. See Section 9.2.6, “Environmental Review,” in Chapter IX, “Implementation.”  The assigned residential intensities and total commercial acreages are listed in Table 3-3 and will also be identified in the Development Agreement for Placer Vineyards. Commercial intensities, defined by the floor area ratios (FAR), are provided under the commercial land use designation headings that follow and in Appendix A, “Land Use and Development Standards.” Likewise, allowable residential densities are identified under the residential land use designation headings that follow and are further defined and identified in the Development Standards in Appendix A.</p>	Yes	Property 15 proposes 928 residential dwelling units. A Residential Density Bonus is proposed to allow 22 MDR units.
<b>3.15</b>	<p><b>Allowable Land Uses:</b> Permitted land uses and Development Standards for each land use designation are included as Appendix A of this Specific Plan. Appendix A shall identify the uses allowed by right, uses allowed by Administrative Review Permit, uses allowed by Use Permit, and prohibited uses. The purpose of these permit requirements is to allow the County to evaluate proposed uses, to determine whether problems may occur, to ensure compatibility of adjoining uses, to provide the public the opportunity to review projects and identify issues and concerns in a public hearing (if determined to be necessary), to work with the applicants to adjust the project through conditions of approval, and to solve identified problems or to disapprove a project if problems cannot be adequately resolved.</p>	N/A	No uses are proposed that are not allowed under the zoning. No specific uses have been proposed for the C/MU lot however, any uses would need to comply with the zoning.

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<b>3.16</b>	<p><b><i>Nuisance Uses:</i></b> Land uses that involve outdoor manufacturing or uses that may emit any visible gases, particulates, steam, heat, odor, vibration, glare, dust, or excessive noise from the exterior of a building are not allowed in the Plan Area. Such uses may include metal and plastic fabrication, heating and ventilation, dry cleaning, painting, and other similar activities that may be allowed if contained completely within the building interior.</p>	N/A	No nuisance uses are proposed.
<b>3.17</b>	<p><b><i>Specialty Grocery Stores:</i></b> It is the intent of the Specific Plan to have the first specialty grocery store located in the town center, if feasible. The purpose of having the first specialty grocery store in the town center is to provide a catalyst that would assist in generating an intensity of commercial and pedestrian use in the heart of the Placer Vineyards community. To that end, the town center will have the exclusive rights for specialty grocery stores less than 25,000 square feet in size. Examples of specialty grocery stores are Trader Joe’s, Whole Foods Market, or other similar type store concepts with a store size of less than 25,000 square feet.</p>	N/A	The town center is not located in Property 15.
<b>3.18</b>	<p><b><i>Grocery Stores:</i></b> Similar to the intent expressed in the preceding policy, the Specific Plan encourages the siting of the first traditional grocery store in the town center. However, this policy also recognizes that if plans for other projects in the vicinity of Placer Vineyards include lands designated for a grocery store, market pressures may make it necessary to override this policy. As a result, the town center will have the exclusive right within the Plan Area to open a traditional grocery store, such as a Safeway, Albertson’s, Raley’s, or similar type stores for a period of 12 months following the issuance of a certificate of occupancy on the 250<sup>th</sup> residential unit within the Specific Plan. Notwithstanding the foregoing, if the City of Roseville approves a specific plan for a project adjacent to the Plan Area that is immediately north of Base Line Road, and the project includes a traditional grocery store component, then the right of exclusivity for traditional grocery stores in the town center shall become null and void, and any commercial owner in the Plan Area with properties zoned as PC, BP/PC and COM will be allowed to open a traditional grocery store without the restrictions described above. This right of exclusivity shall not apply to non-traditional grocery stores, such as a Wal-Mart, Food 4 Less, or similar type store.</p>	N/A	No specific uses have been proposed in the C/MU lot, however grocery stores less than 15,000 sf are allowed in this land use.
<b>3.19</b>	<p><b><i>Movie Theater and Other Entertainment Uses:</i></b> To encourage pedestrian activity and provide attractions that support local shops and restaurants in the town center, the town center shall have exclusive right to all movie theater uses within the Plan Area. Other entertainment uses including dance clubs, live music, theaters, and art galleries shall also be located primarily in the town center.</p>	N/A	The town center is not located in Property 15.

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<b>3.20</b>	<p><b><i>Parking in Commercial/Mixed-use Sites:</i></b>                      For mixed-use projects, including the town center and village centers, parking may be shared between uses. To facilitate shared parking, a parking analysis shall be prepared during the Design/Site Review process that lists the project specific assumptions for the mix of uses, outlines peak parking periods for each use type, and demonstrates that adequate parking will be provided. To relax the individual parking requirements, the County Planning Director shall determine that, based on the findings in the shared parking analysis, the entire project will not result in a parking shortfall.</p>	N/A	A Design/Site Review is not required to be submitted for Small Lot Tentative Map approval. Parking will be analyzed during the Design/Site Review process after the Small Lot Tentative Map is approved.
<b>3.21</b>	<p><b><i>Land Use for Unused School Sites:</i></b>                      If the responsible School District decides that a school site shown in the Land Use Diagram is not needed, residential development will be permitted at the residential density of the predominant land use adjacent to the designated school site. The total number of residential units allocated to the underlying parcel of record as of the date of the adoption of this Specific Plan (see Table 3-3) will not be increased by the readjustment of the land use. The neighborhood park site located adjacent to the excess school site shall remain as indicated on the Land Use Diagram, providing a central focus for the neighborhood. If subsequent to the development of the property adjacent to a school site, the School District decides it no longer has a need for the property, it will be necessary to amend the Specific Plan to define the appropriate use of the property.</p>	N/A	There are no lots in Property 15 designated for schools.
<b>3.22</b>	<p><b><i>Special Planning Area:</i></b>                      This Specific Plan does not revise or designate zoning for the SPA properties. The corresponding existing zoning for these SPA properties and existing County administrative processes shall govern. Refer to Chapter IX, Section 9.2.7-D, "Entitlements in the Special Planning Area" for the procedures for requesting entitlements in the SPA.</p>	N/A	Property 15 is not adjacent to SPA properties and no changes are proposed to those areas with this map.
<b>3.23</b>	<p><b><i>Affordable Housing Requirement:</i></b>                      In compliance with State Law, new development shall provide at least 10 percent of the total residential units in the Plan Area (1,372 units) at a price affordable to very low-, low-, and moderate income households (see Table 3.5).</p>	Yes	An Affordable Housing Plan has been submitted to the County and fulfills the requirements of this policy.
<b>3.24</b>	<p><b><i>Affordable Housing Obligation:</i></b>                      Owners of residential land will be required to satisfy the affordable housing obligation by constructing a minimum of 10 percent of the units for occupancy by very low-, low-, and moderate-income households, concurrent to and in proportion with development of market rate units within the balance of the property, as defined in the Development Agreement.</p>	Yes	An Affordable Housing Plan has been submitted to the County and fulfills the requirements of this policy.

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3.25	<p><b>Affordable Housing Options:</b>                      While individual property owners are responsible for ensuring that land sufficient to accommodate the number of affordable units is available, the Development Agreement shall provide flexibility regarding how the units are provided. Property owners have two options:</p> <ol style="list-style-type: none"> <li>1. They shall construct the units as part of their market-rate developments generally concurrently and in proportion with the development of market rate units within the balance of the property, as defined in the Development Agreement, or</li> <li>2. They shall choose to use one or more of the affordable housing options also specified in the Development Agreement.</li> </ol>	Yes	An Affordable Housing Plan has been submitted to the County and fulfills the requirements of this policy.
3.26	<p><b>Distribution:</b>                      Affordable housing units shall be provided as either purchase or rental units, or a mixture of both. For sale/purchase affordable units, including duplex units, may be located anywhere with the Plan Area, provided that the affordable units shall not be clustered together in one location.</p>	Yes	An Affordable Housing Plan has been submitted to the County and fulfills the requirements of this policy.
3.27	<p><b>Concurrent Development of Affordable Units:</b>                      Landowners and the County shall enter into Development Agreements that ensures, generally, concurrent development of affordable housing units and development of market-rate units. At the time of approval of the Specific Plan, a Development Agreement will be required to identify the terms for the implementation of affordable housing units. Affordable units shall also be identified on all individual tentative subdivision maps and disclosed to future property owners.</p>	Yes	An Affordable Housing Plan has been prepared for this project. Additionally, the project is proposing a Residential Density Bonus for 22 additional MDR units and 9 additional HDR units. In exchange for the additional units, the project will be providing additional Very Low Income units.
3.28	<p><b>Compatibility to Adjoining Large-Lot Rural and Agricultural Uses:</b>                      The design and land use pattern of Placer Vineyards shall be organized to provide an appropriate level of compatibility to adjoining rural residential and agricultural uses.</p> <ol style="list-style-type: none"> <li>1. Land use intensities and densities in Placer Vineyards should be stepped down approaching or adjoining rural residential and agricultural uses to create a more compatible transition between uses.</li> <li>2. Open space buffers shall be provided along the entire edge of the Special Planning Area (SPA). Refer to Section 7.3, "Open Space," in Chapter VII, "Parks and Open Space," for the design of open space landscape buffer areas adjacent to the SPA (see Figure 7.10 for required open space buffer setbacks and locations).</li> <li>3. To buffer land in agricultural preserve under the Williamson Act, located north of Baseline Road, a</li> </ol>	Yes	Property 15 contains an Open Space/Drainage Corridor that runs through the central portion of the property. The map shows landscape buffers between adjoining uses, and also shows cul-de-sacs, loop roads, and single-loaded streets. Property 15 is not adjacent to the Williamson Act property or the Special Planning Area.



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	<p>minimum 200-foot setback shall be maintained from the northern existing edge of pavement of Baseline Road for all non-open space and non-infrastructure-related land uses located south of Baseline Road. This 200-foot setback shall only apply to those parcels that are located south of lands that are in active rice farming or located in an agricultural preserve that remains under Williamson Act contract at the time of development. See Figure 3.4 for a map of the location of the Williamson Act agricultural preserve.</p> <ol style="list-style-type: none"> <li>4. Open space setbacks and surface drainage swales shall be used as a buffer between residential and adjoining agricultural and rural land uses.</li> <li>5. Site design of residential neighborhoods shall employ a number of techniques as a buffer to adjoining uses, including larger lots, larger front or rear yard setbacks, loop roads, cul-de-sacs, single-loaded streets, and open space and landscaped setback buffers. Refer to Section 6.4.1, "General Lot Design," in Chapter VI, "Community Design," for residential lot design guidelines.</li> <li>6. Local streets in new residential neighborhoods shall have limited connections to existing local rural lanes and streets to avoid traffic and parking in adjoining agricultural areas.</li> <li>7. To provide an appropriate level of compatibility between rural residential uses in the Special Planning Area (SPA) and the development of the business park property at the southeast corner of Baseline Road and Newton Street, the following provisions shall apply.               <ol style="list-style-type: none"> <li>a. Provide a minimum 115-foot buffer from the west side of Newton Street to the nearest business park building. This buffer shall consist of a 30 foot distance provided by existing Newton Street, a 40-foot landscaped berm, and 45-foot on-site building side yard setback. The 45 foot on-site side yard setback shall be landscaped and may also include parking (see Figure 7.10 for the conceptual berm and buffer plans and Figure 7.11 for the conceptual buffer section).</li> <li>b. Loading docks and circulation, including ingress and egress into the Business Park property, shall not be provided from or located adjacent to Newton Street.</li> <li>c. Lighting fixtures shall be selected and designed to minimize glare and excess lighting spillage into the SPA. All street and parking lights shall utilize cut-off fixtures to minimize visibility from adjacent areas of the community. Lighting shall not be blinking, flashing, or be of unusual intensity or brightness.</li> <li>d. Buildings shall be designed at heights and intensities that provide an appropriate level of compatibility to the SPA. Business Park development projects shall be subject to the requirements of the Design/Site Review process.</li> </ol> </li> </ol>		
<b>3.29</b>	<p><b><i>Compatibility of Residential Uses Adjacent to Commercial and Employment Uses:</i></b>            The design and land use pattern of Placer Vineyards shall be organized to provide an appropriate level of compatibility between residential neighborhoods and adjoining commercial and higher intensity office uses.</p>	N/A	The CMU lot is adjacent to residential uses and there will be 38 dwelling units within the CMU lot. As uses are proposed for the

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	<ol style="list-style-type: none"> <li>1. Residential densities in Placer Vineyards should create a transition between commercial and office uses and adjoining low density residential neighborhoods. Transitional uses may include higher density residential uses, public and quasi-public uses, open spaces, and parks.</li> <li>2. Local streets will avoid direct connections between large commercial centers and surrounding residential areas that could allow commercial traffic to pass through the residential neighborhoods and affect local streets with commercial parking.</li> <li>3. Open space setbacks, parks, and surface drainage swales are appropriate buffers between residential uses and adjoining higher intensity commercial and office uses.</li> <li>4. Site design of residential neighborhoods can employ a number of techniques as a buffer to adjoining uses, as indicated in Figure 6.18, "Lotting Conditions Adjacent to Major Roadways," in Chapter VI, "Community Design." Such techniques include larger setbacks, loop roads, cul-de-sacs, frontage roads, single loaded streets, open space, and landscaped buffers.</li> </ol>		CMU site, the Design Review process will ensure that residential and commercial uses are separated by a buffer.
<b>4.1</b>	<p><b><i>Open Space Mitigation and Management Plans:</i></b>            One acre of open space will be preserved within the Placer County for each acre of open space affected within the Specific Plan area. The process through which this will be accomplished will be the approval and implementation of a series of Open Space Mitigation and Management Plans that address the management of a specific property to be preserved for mitigation of lost open space, agricultural land, and habitat. An Open Space Mitigation and Management Plan will be required for each individual development project or grouping of projects within the Specific Plan area</p>	No	A Condition of Approval will be imposed on the map to require the Open Space Mitigation and Monitoring Plan be submitted prior to Improvement Plan approval.
<b>4.2</b>	Individual development projects shall, to the extent feasible, develop plans that will preserve and protect existing wetland areas.	Yes	The entirety of an existing drainage will be contained within the proposed open space lot (Lot D).
<b>4.3</b>	Where wetland avoidance is not feasible, a wetland mitigation plan will be developed before site disturbance to mitigate all wetland impacts. Mitigation plans will be prepared in accordance with all state and federal regulations and in conjunction with the request for permits from regulatory agencies.	N/A	No construction is proposed for the small lot tentative map; however, the project is required to comply with MMRP requirements for wetlands prior to any ground disturbance or grading permit approval.
<b>4.4</b>	Wetland feasibility studies will be prepared to ensure successful establishment of the compensation wetlands in conjunction with the request for permits from regulatory agencies.	N/A	No construction is proposed for the small lot tentative map; however, the project is required

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			to comply with MMRP requirements for wetlands prior to any ground disturbance or grading permit approval.
4.5	Compensation wetlands will be constructed within designated open space areas of the Plan Area, or wetland mitigation credits will be purchased from the USFWS approved mitigation bank, or land at an off-site location will be purchased to preserve and/or construct mitigation wetlands, or a combination of these alternatives will be implemented.	N/A	No construction is proposed for the small lot tentative map; however, the project is required to comply with MMRP requirements for wetlands prior to any ground disturbance or grading permit approval.
4.6	Maintenance and monitoring of wetland compensation areas will be conducted in accordance with requirements of USACE and pursuant to the issuance of a Section 404 permit.	N/A	No construction is proposed for the small lot tentative map; however, the project is required to comply with USACE requirements and Section 404 permit requirements.
4.7	Maintenance of wetland compensation areas will be the responsibility of a County Service Agency (CSA) or other funding mechanism satisfactory to USACE and Placer County.	N/A	No construction is proposed for the small lot tentative map, however, wetland compensation maintenance funding will comply with USACE and Placer County requirements.
4.8	Monitoring of the efficacy of the mitigation program will comply with federal agency requirements and the California Clean Water Act and DFG Code, Streambed Alteration Agreements, and all DFG provisions.	N/A	No construction is proposed for the small lot tentative map; however, the MMRP will comply with all necessary agency requirements and provisions.
4.9	Maintenance and monitoring programs will be required for compensation wetlands purchased in mitigation banks.	N/A	No construction is proposed for the small lot tentative map; however, the MMRP contains requirements for the maintenance and monitoring of wetland compensation in mitigation banks.

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4.10	Only passive recreation activities compatible with natural communities will be allowed in wetland preserve areas.	N/A	The project does contain a Drainage Corridor, however this lot is for the protection of an ephemeral drainage. Property 15 does not contain any wetland preserve areas.
4.11	Hunting, dumping, operation of motorcycles, or any other activities that could be detrimental to the wetland ecosystems are strictly prohibited.	N/A	These uses will not be allowed in the Open Space/Drainage lot.
4.12	Biological surveys will be conducted to identify potentially occurring special status species before disturbance of habitat areas and in conjunction with requests for permits from regulatory agencies.	N/A	No development is proposed with the small lot tentative map. However, the Property 15 Conditions of Approval and the MMRP require special status surveys be conducted prior to the approval of grading plans for the project.
4.13	Where special-status species habitats are indicated, project-specific mitigation measures will be developed in consultation with Placer County, DFG, and/or USFWS.	Yes	The Conditions of Approval for Property 15 as well as the MMRP will require that specific mitigation measures be developed in concurrence with the applicable agencies.
4.14	Where state or federally listed special-status species may be adversely affected, required consultation will be conducted and/or appropriate permits obtained before disturbance of habitat areas.	Yes	No construction is proposed for the small lot tentative map, however if any special status species may be adversely affected, the project is required to consult with the listed agencies prior to ground disturbance.
4.15	Oaks and other native trees with trunk diameters of 6 inches or greater, measured at breast height, will be preserved wherever feasible.	N/A	There are no native trees on Property 15. A stand of Eucalyptus trees, which are considered non-native exist on the western portion of the property by an existing pond.

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<b>4.16</b>	Location and preservation of oaks and other native trees will be indicated on site-specific, tentative maps.	N/A	There are no native trees on Property 15. A stand of Eucalyptus trees, which are considered non-native exist on the western portion of the property by an existing pond.
<b>4.17</b>	<p>Mitigation for trees removed from existing riparian or improved drainage corridors will be accomplished according to the following procedures:</p> <ul style="list-style-type: none"> <li>For each riparian tree removed, one 15-gallon tree, one 2-inch by 10-inch tube container (Deepot 40) seedling for each inch of diameter of the removed tree, and three 1-gallon shrubs will be planted in the riparian or improved drainage corridors.</li> <li>For each oak tree greater than 6 inches diameter at breast height that is removed, one 15-gallon tree, one 2-inch by 10-inch tube container (Depot 40) seedling for each inch of diameter of the removed tree, and three 1-gallon shrubs will be planted.</li> </ul>	N/A	There are no native trees on Property 15. A stand of Eucalyptus trees, which are considered non-native exist on the western portion of the property by an existing pond.
<b>4.18</b>	Site-specific design and tree preservation, removal, and mitigation will be identified on an individual project basis and shall conform to the requirements developed in the Mitigation, Monitoring, and Reporting Program.	N/A	There are no native trees on Property 15B. A stand of Eucalyptus trees, which are considered non-native exist on the western portion of the property by an existing pond.
<b>4.19</b>	During construction, brightly colored, temporary plastic fencing that is at least 4 feet tall will be erected 1 foot outside the outermost edge of the tree's dripline or around the combined dripline of groves or lines of trees for protection. Signs will be erected in accordance with the Placer County Tree Preservation Ordinance.	N/A	There are no native trees on Property 15B. A stand of Eucalyptus trees, which are considered non-native exist on the western portion of the property by an existing pond.
<b>4.20</b>	Soil disruptions within driplines of existing oaks and other native trees identified for preservation will be avoided where feasible. Paving shall not be placed in the driplines of trees to be preserved.	N/A	There are no native trees on Property 15B. A stand of Eucalyptus trees, which are considered non-native exist on the western portion of the property by an existing pond.
<b>4.21</b>	Grading and landscaping will be designed to prevent overspray or runoff within tree driplines.	N/A	There are no native trees on

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			Property 15B. A stand of Eucalyptus trees, which are considered non-native exist on the western portion of the property by an existing pond.
4.22	Irrigation will not occur within the driplines of indigenous oaks, except as prescribed by the project arborist or landscape architect.	N/A	There are no native trees on Property 15B. A stand of Eucalyptus trees, which are considered non-native exist on the western portion of the property by an existing pond.
4.23	Plantings within driplines of indigenous oaks will be limited to species that require no irrigation and are tolerant of the natural semi-arid habitat of the oaks.	N/A	. There are no native trees on Property 15B. A stand of Eucalyptus trees, which are considered non-native exist on the western portion of the property by an existing pond.
4.24	<p><b>Storm water Quality Improvements:</b></p> <p>Storm water management improvements disbursed through the Plan Area provide treatment to runoff before it enters the natural drainage conveyance systems in open space areas. In addition, by integrating the storm water management system throughout the Plan Area, individual parcels can provide specific storm water management elements that respond to the particular site conditions. This will promote the removal of various potential pollutants from each parcel before they are discharged into the drainage system. The following standards will apply to development projects.</p> <ol style="list-style-type: none"> <li>1. During construction, BMPs shall be provided to stabilize soils in place and minimize the amount of sediment entering the storm drain system and drainageways. BMPs shall generally consist of a combination of the following measures: minimizing soil disturbance, hydroseeding, fiber rolls, inlet protection, and stabilized construction access.</li> <li>2. After construction, regional water quality facilities identified in the Master Project Drainage Report shall be constructed concurrently with the backbone drainage infrastructure for permanent water quality treatment.</li> <li>3. Development projects shall provide on-site, site-specific post-construction water quality treatment facilities to capture and remove the pollutants before they are discharged from the site. Water quality</li> </ol>	Yes	The Preliminary Drainage and Grading Plans identify areas for detention and BMP requirements. BMPs will also be identified on the Improvement Plans for the project.

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	treatment facilities shall generally consist of a combination of the following measures: vegetated swales, infiltration trenches/basins, filter strips, sand/oil separators, trench drains, and porous pavement.		
<b>4.25</b>	<p><b>Low-Impact Development Design:</b> To the extent feasible, site-specific development projects shall incorporate low impact development design strategies that may include:</p> <ol style="list-style-type: none"> <li>1. Minimizing and reducing impervious surfaces of site development (e.g., roadways, sidewalks, driveways, parking areas, and rooftops);</li> <li>2. Breaking up large areas of impervious surface and directing flows from these areas to stabilized vegetated areas; and</li> </ol>	Yes	The Preliminary Drainage and Grading Plans identify outfalls and drainage easements to direct flows to stabilized vegetated areas.
<b>4.26</b>	<p>Site grading will be undertaken and controlled so that sediment runoff is minimized. In locations approved by the County, detention basins may be located in open space areas so as to minimize increases in peak flows from the site. The basins may facilitate groundwater recharge, but to a limited degree because of the predominance of clay soils in the area. To minimize runoff, paved parking areas will be designed to provide the minimum amount of paving area necessary to meet required parking and circulation standards. The following standards apply to site-specific development projects.</p> <ol style="list-style-type: none"> <li>1. Storm water management plans will be prepared that comply with all standards and requirements of the National Pollutant Discharge Elimination System (NPDES) and the grading, erosion, and improvement standards in the Placer County Storm water Management Plan.</li> <li>2. Grading plans submitted for Placer County review and approval will contain an erosion and sediment control plan that includes erosion control measures to protect waterways from erosion and debris during and after construction activities.</li> <li>3. Grading plans will be designed to minimize run-off and the area of disturbance during construction.</li> <li>4. A Storm Water Pollution Prevention Plan (SWPPP) will be prepared and implemented for site-specific projects.</li> <li>5. Concurrent with construction of site improvements, storm water BMPs will be constructed and maintained in accordance with the SWPPP as approved by the Central Valley Regional Water Quality Control Board.</li> <li>6. Drainage reports will be prepared for site-specific projects and shall comply with the Placer County Storm Water Management Manual, Land Development Manual, and the PV Master Project Drainage Report.</li> </ol>	N/A	A Stormwater Management Plan and Storm Water Pollution Prevention Plan for Property 15 will be submitted with the Improvement Plans. Per Placer County grading requirements, the Grading Plan will contain an erosion and sediment control plan and will be designed to minimize runoff.
<b>4.27</b>	<p><b>Impacts on Streams and Riparian Areas:</b> Impacts on Curry Creek and Dry Creek shall be avoided through the conveyance of open space buffers and</p>	N/A	Curry Creek and Dry Creek do not enter Property 15.

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	the location of adjacent land uses. A 100-foot setback shall be provided for perennial streams (Curry Creek). The majority of the active floodplain of Dry Creek lies on the opposite bank and not within the reach of Dry Creek adjacent to the Plan Area. Adequate open space protection has been designated in the Specific Plan to mitigate impacts on Dry Creek. Implementation of the Specific Plan will also ensure that there would be no net loss of riparian habitat (see Policy 4.17).		
<b>4.28</b>	<p>Construction of stream crossings or other improvements in the Dry Creek and Curry Creek corridors will be kept to the absolute minimum necessary and will meet the following standards:</p> <ol style="list-style-type: none"> <li>1. A Streambed Alteration Agreement will be obtained from the DFG before commencement of construction of stream crossings.</li> <li>2. Areas adjacent to finished improvements in Curry Creek and Dry Creek that are disturbed during construction activities will be hydroseeded and revegetated.</li> <li>3. Disturbed areas in Curry Creek and Dry Creek not actively being developed will be planted, mulched, or otherwise protected by an acceptable means for the duration of the winter.</li> <li>4. Construction activities will not be permitted within Curry Creek or Dry Creek that would result in disturbed areas being left unprotected between October 15 and March 15.</li> <li>5. Construction roads crossing creek systems will be used only when necessary and other access routes are not feasible.</li> <li>6. Construction roads crossing creek systems will incorporate culverts if roads remain in place during the winter season.</li> <li>7. Erosion control measures will be in place before the onset of the rainy season, but no later than October 15 during construction.</li> <li>8. Permanent roadway stream crossings will be designed for a 100-year flood event.</li> <li>9. Stream crossings will be designed with approaches as close to a right angle wherever feasible.</li> <li>10. Stream crossings will be designed to reduce erosion and stream degradation by the placement of structures.</li> <li>11. Rock energy dissipaters or other Placer County–approved methods will be used at outflow points of all culverts.</li> </ol>	N/A	Dry Creek and Curry Creek do not enter Property 15. The proposed Drainage Corridor in OS Lots E through K do not propose crossings.
<b>4.29</b>	Developers shall provide a schedule of construction projects to Placer County. Placer County will provide inspection of construction sites to ensure that erosion control measures are operative through the winter period.	N/A	The construction schedule will be provided during the Improvement Plan phase. Construction inspections will occur when construction begins.
<b>4.30</b>	Maintenance access easements will be dedicated to Placer County on all portions of open space and stream	Yes	The Tentative Map will require



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	corridors as identified on the tentative maps of development projects and approved by the County.		access easements for all utilities.
<b>4.31</b>	Maintenance access easements will include areas required for preserving trees, special-status species habitat, and wetland resources.	Yes	The Tentative Map will require access easements for all utilities.
<b>4.32</b>	Use of low-water-consumption plant materials and irrigation systems will be encouraged by Placer County and the following standards will be met and implemented by site-specific development projects. <ol style="list-style-type: none"> <li>Where available and feasible, recycled water will be used to irrigate all parks, schools, and public rights-of-way. Irrigation equipment shall be compatible with the use of reclaimed water.</li> <li>Low-volume spray irrigation systems shall be utilized for turf and groundcover areas and drip irrigation systems for shrubs and trees.</li> <li>Where recycled water is available, water-intensive landscaping may be used.</li> <li>Landscaping in improved common areas will incorporate drought-resistant varieties where practical and consistent with Placer County design guidelines.</li> <li>Landscaping within medians should be by subsurface drip irrigation systems.</li> </ol>	N/A	Landscaping plant materials and irrigation systems will be shown on the Final Landscape Plans submitted with the Design Review.
<b>4.33</b>	Use of currently available water conservation devices will be encouraged by Placer County in all existing development. To accomplish this, Placer County will meter the use of potable water, and new construction must meet the following standards. <ol style="list-style-type: none"> <li>Water-conserving design and equipment will be required in all new construction.</li> <li>Recycled water will be used for irrigation where feasible.</li> </ol>	N/A	Irrigation and water-conserving design and equipment will be identified on the plans submitted for Design Review
<b>4.34</b>	Require the preservation of other open space/agricultural lands elsewhere in Placer County at a ratio of 1 acre of land for each acre of land affected within the Plan Area.	N/A	Off-site preservation sites will be identified in the Open Space Mitigation Program.
<b>4.35</b>	No additional agricultural land dedications shall be required beyond the 1:1 open space dedication required under Policy 4.34 so long as a substantial portion, as determined by County staff, of the open space lands acquired are: <ol style="list-style-type: none"> <li>In agricultural production or have the potential to support agriculture;</li> <li>Undeveloped and have an NRCS soils classification of the same or greater value than lands being impacted within the Specific Plan project; or</li> <li>Undeveloped and have the same or higher value CDC categorization as lands being impacted within the Specific Plan project property at issue. In-kind mitigation is not required for agricultural land developed within the project area.</li> </ol>	N/A	Off-site preservation sites will be reviewed in the Open Space Mitigation Program to ensure compliance with this policy.
<b>4.36</b>	All residential units will be developed in compliance with State of California Title 24 energy conservation measures.	N/A	Title 24 compliance will be ensured at the Building Permit

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			stage.
<b>4.37</b>	Use of passive and active solar devices such as solar collectors, solar cells, and solar heating systems, integrated into the building designs, are encouraged.	N/A	Solar devices will be reviewed at the Building Permit stage.
<b>4.38</b>	Building and site design should take into account the solar orientation of buildings during design and construction.	N/A	The building design and orientation is not required to be shown on the Tentative Maps. Building design will be finalized at the Building Permit stage.
<b>4.39</b>	Local area source emissions shall be minimized through a variety of strategies: <ol style="list-style-type: none"> <li>1. Promote low-emission energy use by requiring building design features that accommodate and encourage use of alternative energy sources.</li> <li>2. Promote low-emission energy use by incorporating landscaping conducive to passive solar energy uses: <ol style="list-style-type: none"> <li>a. Buildings that are oriented in a south-to-southwest direction, where feasible;</li> <li>b. Deciduous trees that are planted on the west and south sides of structures;</li> <li>c. Landscapes with drought-resistant species and groundcovers rather than pavement to reduce heat reflection; and</li> <li>d. Maximum parking lot shading at all non-residential developments.</li> </ol> </li> </ol>	N/A	Building design features will be finalized at the Building Permit stage.
<b>4.40</b>	Provide, on a project-specific basis, adequate buffers designed to separate emission and nuisance sources from residential uses, consistent with the Placer County General Plan.	N/A	No construction is proposed with the small lot tentative map. The design of buffers including landscape berms and sound walls will be reviewed during Design Review.
<b>4.41</b>	Construction activities will comply with all requirements of grading permits and PCAPCD.	N/A	Final grading plans will be submitted with the Improvement Plans and checked to ensure compliance with County grading standards and the requirements of the PCAPCD.
<b>4.42</b>	PCAPCD may replace or supplement air pollution control measures for individual projects as new technology and feasible measures become available over the course of the Plan buildout.	N/A	PCAPCD will review the Improvement Plans and Final Grading Plans and may determine if supplemental air pollution control measures are warranted.

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<b>4.43</b>	Grading shall be performed in a manner to prevent the occurrence of standing water or other areas suitable for the breeding of mosquitoes or other vectors. Water detention and related surface water conveyance features shall also be designed to prevent the breeding of mosquitoes.	N/A	All grading will be required to comply with County grading standards.
<b>4.44</b>	The Placer Mosquito Abatement District shall be granted access in perpetuity to perform vector control in all common areas, including drainage, open space corridors, and park areas. Such access shall be a condition of approval of all tentative maps approved within the Plan Area.	Yes	The Conditions of Approval for the Property 15 Tentative Map will contain a requirement to allow access to the Placer Mosquito Abatement District to perform vector control.
<b>4.45</b>	<p>Edge treatments and building orientations along arterial streets will reduce outdoor noise levels to 60 dB DNL or less for residential uses and 70 dB DNL for commercial uses such as offices. In those instances where the noise level is in excess of the standard, design practices shall be implemented to reduce noise levels in outdoor use areas.</p> <ol style="list-style-type: none"> <li>1. Future residential or sensitive development along arterials and collectors shall not exceed County noise standards. Creative site planning shall be the primary means to achieve a 60 dB DNL noise level at the outdoor use area (i.e., side and rear yards, patios, balconies, decks, or enclosed courtyards). When necessary, building facades and noise barriers may be placed between the arterial roadway and the outdoor use areas (see Policy 6.44, "Edge Treatments for Use in Low- and Medium-Density Residential Area.")</li> <li>2. Commercial uses along Baseline Road and Watt Avenue and some residential uses along interior arterial streets may be exposed to excessive noise levels. Where it is not possible to reduce noise in outdoor activity areas to 60 dB DNL or less in residential developments using a practical application of the best available noise reduction measures, an exterior noise level of up to 65 dB DNL may be allowed, provided that available noise level reductions have been implemented and interior noise levels are not in excess of 45 dB DNL. Acoustical analyses shall be prepared for all uses exposed to levels in excess of "normally acceptable" noise levels to show how both the outdoor uses areas and indoor noise thresholds shall be met in these locations.</li> <li>3. All residences, hotels, motels, churches, nursing homes, and theaters uses exposed to a noise level in excess of 60 dB DNL will require sound-rated windows, added wall insulation, and mechanical ventilation capable of achieving the indoor noise requirements of 45 dB DNL, as determined by an acoustical analysis.</li> <li>4. To determine compliance with noise standards, site specific acoustical analyses shall be required as a</li> </ol>	No	The Noise Study submitted for this project demonstrates that sound walls will reduce outdoor noise levels to be consistent with this policy.

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	<p>part of the Subsequent Conformity Review process, during the submittal of tentative subdivision designs and grading maps. Acoustical analyses shall be used to determine appropriate noise attenuation measures (i.e. setbacks, berms, building orientation, noise walls and other noise mitigation measures within the Placer County General Plan Noise Element and the design guidelines found under Section 6.4.3 “Walls, Fences, and Screening” of this Specific Plan) required to reduce traffic noise to levels that meet County noise level standards.</p> <p>5. “The Landscape Master Plan” that will be subsequently prepared for the project shall include the design of noise attenuating features within the landscape setbacks and landscape corridor lots in the Plan Area, especially along Baseline Road, Watt Avenue, and Dyer Lane, where the greatest noise impacts are anticipated to occur</p>		
<b>4.46</b>	<p><b><i>Impacts of noise-generating uses will be minimized.</i></b> Impacts of noise-generating uses will be minimized. Noise attenuation strategies shall be incorporated into all potential noise generating uses, and may include the following:</p> <ol style="list-style-type: none"> <li>1. Outdoor use spaces shall be located behind buildings so that the building mass shields noise-sensitive uses from the noise sources.</li> <li>2. Noise barriers shall be constructed between commercial uses and residences.</li> <li>3. Limitations on hours of operation, maximum sound levels, and types of uses may be placed on the proposed uses of amplified sound at schools, parks, bars, restaurants, clubs, and other events.</li> <li>4. Mechanical equipment noise at commercial and residential areas must be controlled. Methods may include quiet equipment, sound-attenuating enclosures, and noise barriers.</li> <li>5. Full disclosure shall be required for all residential uses that are adjacent to, or directly across from schools, houses of worship, neighborhood parks, playgrounds, nightclubs, bars, and restaurants with live music and entertainment venues. The disclosure should state the typical hours of operation and noises associated with the use.</li> <li>6. Additional acoustical analysis may be required for specific noise-generating activities that have the potential to adversely affect adjacent residences or other noise-sensitive uses (e.g., hospitals, retirement homes, day-care centers, and schools) The analysis should identify the potential noise level and the means by which outdoor and indoor noise levels can be controlled to achieve the acceptable standards under the County Noise Ordinance.</li> </ol>	Yes	<p>All proposed uses require compliance with the Noise Ordinance. Sound barriers will be constructed in locations suggested in the Noise Study. Full disclosure will be provided to residents near noise-generating sources. The County may require additional noise analysis for proposed uses that may be expected to exceed Noise Ordinance standards to establish proper noise attenuation.</p>
<b>4.47</b>	<p>Construction noise shall be controlled to meet applicable County codes and minimize annoyances on surrounding land uses. Construction noise abatement is critical in later phases of Placer Vineyards development when portions of residential neighborhoods are already in place. Mitigation measures to reduce constructing noise impacts may include the following:</p> <ol style="list-style-type: none"> <li>1. Construction noise emanating from any construction activities for which a grading and building permit is</li> </ol>	N/A	<p>No construction is proposed with the Tentative Map. The Improvement Plans will contain limitations for when construction can occur.</p>

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	<p>required is prohibited on Sundays and federal holidays and shall only occur:</p> <ol style="list-style-type: none"> <li>a. Monday through Friday, 6 a.m. to 8 p.m. (during Daylight Savings Time);</li> <li>b. Monday through Friday, 7 a.m. to 8 p.m. (during Standard Time); and</li> <li>c. Saturday, 8 a.m. to 6 p.m.</li> </ol> <p>2. Truck traffic shall be routed through less noise-sensitive areas.</p>		
<b>5.1</b>	<p><b>Level of Service Standards:</b>            Within the boundaries of the Specific Plan Area and on its boundaries, the Placer Vineyards roadway system will be developed and managed to accommodate a Level of Service (LOS) D. Outside the Specific Plan Area, roadways shall conform to General Plan Standards that require the County to develop and maintain a minimum LOS “C” for rural and urban/suburban roadways, except within 1/2 mile of state highways where the standard shall be LOS “D,” or as provided in Policy 5.2.</p>	Yes	The Traffic Technical Appendix for Property 15 shows that with improvements including traffic signals, roadways and intersections would conform to LOS policies.
<b>5.2</b>	<p><b>Exceptions to General Plan Level of Service Standards:</b>            The County will allow exceptions to these LOS standards where it finds that the improvements or other measures required to achieve the LOS standards are unacceptable based on established criteria. In allowing any exception to the standards, the County shall consider the following factors:</p> <ol style="list-style-type: none"> <li>1. The number of hours per day that the intersection or roadway segment would operate at conditions worse than the standard</li> <li>2. The ability of the required improvement to significantly reduce peak hour delay and improve traffic operations</li> <li>3. The right-of-way needs and the physical impacts on the surrounding properties</li> <li>4. The visual aesthetics of the required improvement and its impact on community identity and characters</li> <li>5. Environmental impacts, including air quality and noise impacts</li> <li>6. Construction and right-of-way acquisition costs</li> <li>7. The impacts on general safety</li> <li>8. The impacts of the required construction phasing and traffic maintenance</li> <li>9. The impacts on quality of life as perceived by residents</li> <li>10. Consideration of other environmental, social, or economic factors on which the County may base findings to allow an exceedance of the standards</li> </ol> <p>Exceptions to the standards will be allowed only after all feasible measures and options are explored, including alternative forms of transportation.</p>	Yes	<p>A Methodology of Assessment (MOA) was prepared by DPWF to address traffic increases related to residential density bonuses. The MOA recognizes the environmental benefits of providing higher densities in areas that are closely connected to jobs and local economic opportunities. Small amounts of added vehicle delay (less than or equal to 5%) is tolerated for residential density bonuses that do not exceed 3% of the approved unit count and no additional further traffic impact assessments are required in those cases.</p>
<b>5.3</b>	<p><b>Roadway System:</b>            The roadway system shall comply with Figure 5.2, the street sections in Figure 5.3, and the policies and design guidelines presented in this chapter and in Chapter VI, “Community Design.” Figure 5.2 is intended</p>	Yes	The roadway improvements identified on the Property 15 small lot tentative map complies

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	<p>to be a guide to internal roadway traffic needs. As each area is developed, additional roundabouts or traffic signals may be added in the future, as determined necessary by the County, for traffic flow and traffic calming. Local streets providing property access are not indicated in Figure 5.2.</p>		<p>with Figure 5.2, and the street sections in Figure 5.3.</p>
<p align="center"><b>5.4</b></p>	<p><b>Street Section Design:</b> The project shall dedicate rights-of-way of sufficient width to accommodate all future anticipated lanes, including auxiliary lanes, and intersection widening for dual left-turn lanes and free right-turn lanes. Refer also to Chapter VI, "Community Design," for more specific landscape and streetscape design guidelines and to Appendix C for traffic intersection designs.</p> <ol style="list-style-type: none"> <li>The landscape rights-of-way and parkways of all streets shall be dedicated at the same time as street rights-of-way.</li> <li>The roadway measurements indicated in Figure 5.3 are measured to the back of the curb.</li> <li>Thoroughfares: Base Line Road and Watt Avenue. The General Plan describes thoroughfares as major arterial streets designed to carry high volumes of thru-traffic with limited travel delay. Base Line Road and Watt Avenue shall be designed as thoroughfares with on-street bike lanes adjacent to 50-foot landscape corridors and meandering bike and pedestrian trails. They shall also include 20-foot-wide landscape medians. Drive-through breaks shall be provided at intervals along the roadway with medians at a spacing to be determined by the Department of Public Works in consultation with the California Department of Forestry. The County will maintain all median landscaping with funding provided by a County Services CFD. Base Line Road is projected to become 6 lanes divided by a raised median. Figure 5.3, Section A, illustrates the proposed street sections for Base Line Road. At ultimate build-out, Watt Avenue is anticipated to be 6 to 8 lanes with 2 lanes dedicated for bus rapid transit (BRT) right-of-way. Figure 5.3, Section B, illustrates the proposed initial phasing and ultimate build-out street sections for Watt Avenue with and without the BRT system. Thoroughfares will provide limited access at the locations indicated in Figure 5.2. No new connections shall be allowed on thoroughfare roads in addition to those shown in Figure 5.2, unless it can be shown that the new connection will benefit overall traffic flows. Access points shall be coordinated with the County to prevent driveways with parking along thoroughfare streets.</li> <li>Arterials: Dyer Lane and 16th Street. Arterial streets are high-volume streets with limited, controlled intersections. Their proposed street sections are illustrated in Figure 5.3, Sections D and E. Local and collector streets feed arterial streets to provide linkages between neighborhoods and major retail and employment centers. Arterial streets shall be designed to be 4-lane divided streets with 14-foot medians, on-street bike lanes, and 35-foot landscape corridors with a separated, multi-use trail. Drive-through breaks shall be provided at intervals</li> </ol>	<p align="center">Yes</p>	<p>The roadway improvements identified on the Property 15 small lot tentative map complies with Figure 5.2, and the street sections in Figure 5.3.</p> <p>Roadway improvements provide sufficient rights-of-way to accommodate future lanes and widening.</p>

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	<p>along the roadway with medians at a spacing to be determined by the Department of Public Works in consultation with the California Department of Forestry. Arterials will provide limited access with minimum intersection spacing at approximately every 1/4 mile (1,200 feet). Right-in and right-out access points without median breaks may be provided at a minimum spacing of 600 feet. To the extent possible, the street alignment for Dyer Lane shall be designed to avoid removing and/or disturbing the existing oak trees on Dyer Lane.</p> <p>5. Major Collector Streets: Palladay Road, Tanwood Avenue, and 14th Street. Major collector streets carry moderate traffic volumes. Major collector street sections are illustrated in Figure 5.3, Section F. Major collector streets provide access to individual development areas, neighborhoods, schools, parks, and other community amenities. Major collector streets are generally characterized as 2-lane roadways with on-street bike lanes, parallel parking, and separated tree lined sidewalks. The minimum distance from intersections to driveways shall be 600 feet or a distance determined appropriate by the County for safe access and traffic flow.</p> <p>6. Collector Streets Collector streets carry light to moderate traffic volumes. Collector street sections are illustrated in Figure 5.3, Sections G, H, TC1, and TC2. Collector streets provide access to individual development areas, neighborhoods, schools, parks, and other community amenities. Collector streets are generally characterized as 2-lane roadways with on-street bike lanes, parallel parking, and separated tree-lined sidewalks. For properties located adjacent to a neighborhood commercial development, the minimum distance from intersections to driveways shall be 300 feet or a distance determined appropriate by the County for safe access and traffic flow. The minimum distance from intersections to driveways may be less than 300 feet if determined appropriate by the County for safe access and traffic flow.</p> <p>7. Commercial Streets Commercial streets serve parcels within the commercial, business park, power center, and town center areas. They typically do not include bike lanes. Standards for commercial streets not included in the town center are shown in Figure 5.3, Section C. Standards and street sections for the town center commercial streets are provided in Figures 6.9 through 6.11 of Chapter VI, "Community Design."</p> <p>8. Local Streets Local streets are not located in the circulation diagram. They provide access to neighborhoods within the Plan Area and include non-residential and residential streets. Local streets are low traffic volume, 2-lane roadways with parallel parking, separated sidewalks, and tree-lined landscape parkways. Local streets will be determined in conjunction with specific site development at the time of tentative map submittal. Sections for local residential streets</p> <p>9 Residential Alleys Residential alleys, as shown in Figure 5.3, Section R4 shall be designed to the following standards:</p>		

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	<p>a. Residential alleys are encouraged to be continuous through a block. However, if dead end alleys are allowed. Dead end alleys shall be no more than 150 feet long and shall provide visibility from one end of the alley to the other.</p> <p>b. Landscaping shall be provided, consistent with Policy 6.6-4.</p>		
<b>5.5</b>	<p><b>Private Local Streets:</b>  Private local streets will be allowed within a development site subject to the review and approval of the County. Where access is to be provided by private local streets, the private street easement width can be less than 40 feet but cannot be less than the roadway dimensions (from back of curb to back of curb) shown on the street sections in Figure 5.3. Setbacks for private streets shall be measured from the back of the sidewalk. 12.5 feet wide public utilities easements (PUE) shall be provided adjacent to the private road for the benefit of utility companies serving the development. Exceptions to the 12.5 feet wide PUE may be granted upon approval by utility providers, if such easements are not needed. Private streets shall be created as either a private roadway, public utility and emergency access easement, or as a separate parcel to be owned and maintained by a private entity, such as a Homeowner’s Association. Placer County or a CSA will not accept the dedication or maintenance of private streets.</p>	Yes	Private local streets comply with the Roadway Sections described in Figure 5.3.
<b>5.6</b>	<p><b>Locust Road Circulation Study:</b>  Prior to approval of improvement plans for any Phased Improvements to be constructed as part of the first Development Phase approved by the County, the Developer and/or Development Group shall fund a study shall be undertaken by the County to identify and review the feasibility of alternatives to retaining Locust Road as a through roadway between Base Line Road and West Town Center Drive. The study shall be funded by developers as provided in the Development Agreement. Any such study shall:</p> <ol style="list-style-type: none"> <li>1. Review the impacts upon the roadway systems in the Specific Plan and adjacent jurisdictions and identify the need for new or additional infrastructure, if any;</li> <li>2. Examine the application of strategies contained in the County’s Neighborhood Traffic Management Program and evaluate their effectiveness at addressing residents’ concerns;</li> <li>3. Include an analysis of the necessary amendments to the Specific Plan, the County General Plan, and/or the Dry Creek West Placer Community Plan to implement any such alternatives;</li> <li>4. Identify the costs associated with any such alternatives; and</li> <li>5. Specify compliance with the California Environmental Quality Act and any other applicable legal requirements. The County shall utilize the study to determine whether modifications to Locust Road are in the best interests of the County. The developers acknowledge that modifications to this Plan, the Plan Area roadway system, and required infrastructure, including the Backbone infrastructure, as the County may determine is necessary to effectuate the intent of this policy, may be required.</li> </ol> <p>The County shall utilize the study to determine whether modifications to Locust Road are in the best</p>	N/A	Locust Road is not the vicinity of Property 15 .



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	interests of the County. The developers acknowledge that modifications to this Plan, the Plan Area roadway system, and required infrastructure, including the Backbone Infrastructure, as the County may determine is necessary to effectuate the intent of this policy, may be required.		
<b>5.7</b>	<b>Regional Transportation Improvements:</b> Relative to the traffic impacts generated by the project Placer Vineyards Landowners and the County shall define Development Agreements to ensure that the project pays for its fair share of transportation improvements.	Yes	Development Agreements have been defined for each property.
<b>5.8</b>	<b>Off-site Transportation Improvements:</b> Placer Vineyards shall provide traffic signals and off-site intersection improvements, in conjunction with development in the Plan Area at the following locations: 1. Riego Road and East Natomas Road 2. Riego Road and Pleasant Grove Road 3. Base Line Road and Pleasant Grove Road 4. Watt Avenue and PFE Road	N/A	These locations are not within Property 15.
<b>5.9</b>	<b>On-site Transportation Improvements:</b> The Placer Vineyards development shall fund and construct all transportation network improvements, including roadway design, traffic signalization, and traffic calming, necessary to support the new development when and as they are needed.	N/A	No construction is proposed with the Tentative Maps. The Improvement Plans will contain transportation network improvements and design.
<b>5.10</b>	<b>Concurrency:</b> Roadway improvements shall be constructed to coincide with the demands of new development as required to satisfy minimum level of service standards, as set by this Specific Plan.	N/A	No construction is proposed with the Tentative Maps. The Improvement Plans will contain roadway improvements and ensure roadway improvements meet LOS standards.
<b>5.11</b>	<b>Local Intersection Improvements:</b> Placer Vineyards shall provide local intersection improvements as guided by Figure 5.2. 1. Signalized intersections for the thoroughfares, Base Line Road and Watt Avenue, are provided in Figure	Yes	Though no construction is proposed with the Tentative Maps, the Phasing Plan does

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	<p>5.2 at the following locations:</p> <ol style="list-style-type: none"> <li>a. On Base Line Road, signalized intersections shall be located on Locust Road, Dyer Lane (west), Palladay Road, 16th Street, 14th Street, 12<sup>th</sup> Street, Tanwood Avenue, Watt Avenue, Dyer Lane (east), and Park Street.</li> <li>b. On Watt Avenue, signalized intersections shall be provided at A Street, Town Center Drive (east), Oak Street, and Dyer Lane.</li> <li>c. On Dyer Lane, signalized intersection shall be provided at A Street (east and west), Town Center Drive (east and west), 18th Street, Palladay Road, 16th Street, Tanwood Avenue, and 11th Street.</li> <li>d. For commercial developments on A Street, signalized intersections shall be provided at Palladay Road, 16th Street, 14th Street, and 12th Street.</li> </ol> <ol style="list-style-type: none"> <li>2. Base Line Road and Watt Avenue intersections shall be planned and designed to accommodate the needs of thru-traffic. This will include traffic synchronization and intersection designs that favor through movements and minimize conflict points. This may also include additional turning lanes or other special features, such as pedestrian amenities that highlight intersection crossings.</li> <li>3. Roundabouts shall be located along the major east-west collector streets and lower volume traffic streets, focused at the intersections of residential neighborhoods.</li> <li>4. Roundabouts shall be considered as an alternative, where all-way stops or traffic signals are indicated in the future (i.e., project build-out).</li> <li>5. The County shall also reserve the right during the large lot or small lot tentative map process to require additional traffic signals or roundabouts, as determined to be necessary for traffic flow or safety.</li> <li>6. The County shall also reserve the right to modify the minimum distance from a street intersection to a development driveway, as determined to be necessary for the traffic flow or safety of a specific site condition.</li> </ol>		<p>show signalized intersections at Palladay Road/Dyer Lane and 16<sup>th</sup> Street/ Dyer Lane. Intersection design will be reviewed at the Improvement Plan stage. Roundabouts are shown on South Town Center Drive/16<sup>th</sup> Street, South Town Center Drive/17<sup>th</sup> Street, South Town Center Drive/Palladay Road, "G" Street/16<sup>th</sup> Street, "G" Street/17<sup>th</sup> Street, Town Center Drive/16<sup>th</sup> Street and Town Center Drive/17<sup>th</sup> Street. The County will require additional roundabouts or traffic signals if the County determines these features are necessary beyond what has been shown on the plans.</p>
<b>5.12</b>	<p><b>Access within the Development Site:</b>            Primary access to development will be avoided on high-volume arterial and thoroughfare roadways, and instead will be provided on collector or neighborhood streets and shall comply with the following standards:</p> <ol style="list-style-type: none"> <li>1. Thoroughfares shall provide limited access. No driveways shall be permitted on Base Line Road or Watt Avenue. Access to properties fronting on Base Line Road shall be provided mainly from A Street and to a lesser extent from the roads that connect A Street to Base Line Road. Access to parcels from these connector roads shall be located at sufficient distance from Base Line Road so as not to impede the flow of traffic or create safety issues.</li> <li>2. Access to development sites from thoroughfares and arterials allowing for left turns into and out of the</li> </ol>	Yes	<p>Base Line Road and Watt Avenue are not within the vicinity of Property 15. The Infrastructure Phasing Layout shows signalized intersections that allow left turns into and out of the site. Minor right-turn-in and right-turn-out locations have been identified and reviewed. Property 15 does not contain any neighborhood</p>

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	<p>sites shall be limited to the identified signalized intersections in the Placer Vineyards Specific Plan, unless otherwise required under future development patterns.</p> <p>3. Minor right-turn-in and right-turn-out access points may be permitted by the County upon further detailed review and analysis of potential traffic and circulation impacts.</p> <p>4. See Figure 6.17 in Chapter 6, "Community Design," for conceptual site access designs for neighborhood commercial sites on high-volume roadways.</p>		commercial sites.
<b>5.13</b>	<p><b>Minimizing Barriers to Access:</b>                      The circulation and site plans for individual developments proposed within the Plan Area shall minimize barriers to access by pedestrians, the disabled, and bicyclists. Handicap ramps shall be incorporated into the design of all intersections and bicycle racks shall be located convenient to all retail, office, and civic sites.</p>	N/A	No construction is proposed with the Tentative Maps. The Design Review plans and Improvement Plans will be required to show the project's conformity to ADA-accessibility laws.
<b>5.14</b>	<p><b>Fire and Emergency Access:</b>                      All new development shall be coordinated with the local fire department to ensure that adequate emergency access is provided to all development areas and that emergency access routes are designed to the specification of the Placer County Fire Department.</p>	N/A	No construction is proposed with the Tentative Maps. The servicing fire department will review the Design Review plans and Improvement Plans to ensure applicable California Fire Code policies are adhered to.
<b>5.15</b>	<p><b>Sound Walls:</b>                      Use of sound walls is discouraged. Where sound walls are required because of noise levels and traffic volumes on major streets, screen landscaping and mounding should be provided to minimize their visual impact and create a more attractive streetscape. Refer to Section 4.10 for additional policies related to noise levels and to Section 6.4.3 for wall, fence, and screening techniques and design guidelines.</p>	Yes	The Noise Study shows sound walls adjacent to residential uses along Palladay Road, 16 <sup>th</sup> Street and Dyer Lane. Landscaping will be used to screen and soften the look of the sound walls.
<b>5.16</b>	<p><b>Traffic Calming Roadway Design:</b>                      Use of traffic calming roadway design techniques in the design of residential streets and intersections is required. Techniques may include corner bulb-outs at intersections, traffic circles and rotaries, chokers, chicanes, etc. See the chart below and Figure 5.4 for recommended traffic calming designs. In all cases, traffic calming devices shall not restrict access by emergency vehicles or limit emergency response times below the required level of service standard.</p>	Yes	Though construction is not proposed with the Tentative Maps and traffic calming features will be reviewed with the Improvement Plans, the Lotting Plans for Property 15 show roundabouts, center island narrowing, medians, and pedestrian crossways.
<b>5.17</b>	<p><b>Bus Rapid Transit System:</b></p>	Yes	Bus turnouts are shown near

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	A public transit system and dedication of right-of-way corridors for future bus rapid transit with a feeder bus network shall be provided along Watt Avenue from Base Line Road to the Dyer Lane intersection just north of Dry Creek.		Town Center Drive/16 <sup>th</sup> Street, Town Center Drive/17 <sup>th</sup> Street, and near the intersections of 16 <sup>th</sup> Street/Dyer Lane, 17 <sup>th</sup> Street/Dyer Lane, and Palladay/Dyer Lane.
<b>5.18</b>	<b>Streetcar Right-of-Way:</b> Dedication of rights-of-way for a future streetcar system shall be provided along the north side of Town Center Drive, extending from the transit center on Watt Avenue to the town center, ending at 16th Street.	N/A	Rights-of-way for a future streetcar system are not required for Property 15.
<b>5.19</b>	<b>Multi-modal Transit Center:</b> A transit center site is located on Town Center Drive to serve as a transfer point for regional and local transit services. The transit center site shall be of sufficient size to accommodate all future anticipated uses. It will include covered shelters, bus staging areas, park-and-ride lots, and bicycle storage facilities.	N/A	The multi-modal transit center is not required on Property 15.
<b>5.20</b>	<b>Transit Service and Facilities:</b> Placer Vineyards shall participate in regional service with connection to light rail transit on Watt Avenue in Sacramento County, Regional University, Galleria Mall, and other regional centers. As each parcel is developed, provisions for bus stops, turnouts, shelters, park-and-ride lots, bike lockers, lighting, and other transit-support facilities will be examined and constructed.	N/A	The Tentative Maps are not required to propose participation in regional transit services.
<b>5.21</b>	<b>Provision of Park-and-Ride Lots:</b> Park-and-ride lots shall be established and maintained at the town center and transit center at the east village center. The majority of the park-and-ride spaces shall be accommodated in the transit center where a majority of local and regional commute trips will be concentrated. A minimum of 50 spaces shall be provided in the town center, established as shared parking. Other smaller park-and-ride lots are encouraged to be established as a shared parking use incorporated into the overall parking design of other commercial and office centers or adjacent to public transit. In total, a minimum of 193 parking spaces shall be distributed between the park-and-ride lots. More park-and-ride lots should be provided, especially adjacent to neighborhood activity centers, transit routes, and major transit corridors to encourage ridesharing, promote use of public transit and reduce air pollution.	N/A	Property 15 does not contain a transit center.
<b>5.22</b>	<b>Class I Bike Paths &amp; Multi-Purpose Trails System:</b> Class I Bike Paths and Multi-Purpose_Trails shall be provided as identified by Figure 5.6, "Class I Bike Paths and Multi-Purpose Trails Diagram."	N/A	The Tentative Map shows a Class I trail consistent with Fig. 5.6. This trail is not proposed to be constructed with the build out of 15.

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5.23	<p><b><i>Class I Bike Paths and Multi-Purpose Trails:</i></b> Class I bike paths and multi-purpose Trails shall offer a variety of experiences, including connections within and between parks and other public open space lands or to schools, and connections to regional trails and transit facilities within and outside of the Plan Area.</p>	N/A	The Class I bike path will be constructed alongside South Town Center Drive.
5.24	<p><b><i>Provision of Provision of Class I Bike Paths and Multi-Purpose Trails:</i></b> Private developers shall incorporate Class I bicycle paths and multi-purpose trail routes that are within their proposed tentative maps as identified in the Class I Bike Paths and Multi-Purpose trails diagram (see Figure 5.6). Placer Vineyards Class I bike paths and multi-purpose trails shall conform to the following standards:</p> <ol style="list-style-type: none"> <li>1. In the Dry Creek corridor only, Class I bicycle paths shall be 12-foot wide hard surface paving with a 2-foot-wide decomposed granite path on one side of the paving. Class I bike paths adjacent to roadways with Class II bike lanes shall be hard paved with a minimum width of 8-feet. In all other areas, Class I bike paths shall be 10-feet wide with hard surface paving.</li> <li>2. In open space areas, natural surface (gravel, earth) multi-purpose trails may be set a minimum of 10 feet off the hard surface paved trail (for activities such as equestrian riding and mountain biking).</li> <li>3. Informational signs will be placed throughout the trail system (e.g., “2.4 miles to town center”).</li> <li>4. Class I Bike Paths and Multi-Purpose Trails will be set back a minimum of 10 feet from residences.</li> <li>5. Class I Bike Paths and Multi-Purpose Trails will be set back a minimum of 25 feet from preserved or reconstructed wetlands, whenever possible.</li> <li>6. Collapsible bollards or other similar devices approved by the County will be placed at entries to restrict vehicular access where trails and streets intersect.</li> <li>7. Class I Bike Paths and Multi-Purpose Trail crossings of drainage ways will occur at appropriate intervals.</li> <li>8. Traffic calming methods and signage shall be used to enhance the safety of the trail systems where they cross major or collector streets.</li> <li>9. A Class I bike path crossing shall be provided under the Watt Avenue bridge within the Dry Creek corridor.</li> <li>10. As depicted on Figure 5.6, a Class I bike path shall also be provided on the east side of the Dry Creek bridge and along Watt Avenue, extending to the Placer/Sacramento County line. The Class I bike path on the east side of the bridge will be separated from traffic by a railing.</li> </ol>	Yes	No construction is proposed with the Tentative Maps and the surfacing and width of the trails will be reviewed with the Improvement Plans.
5.25	<p><b><i>Construction of Class I Bike Path &amp; Multi-Purpose Trail Improvements:</i></b> Class I Bike path and multi-purpose trail improvements are planned to connect Morgan Creek to Gibson Ranch Park. Landowners shall design and construct Class I bike path and multi-purpose trail improvements within the open space portions of their property, according to the following standards and provisions of the Development Agreement.</p> <ol style="list-style-type: none"> <li>1. In conjunction with the construction of a-backbone roadway system, a set of backbone trails adjacent to</li> </ol>	N/A	No construction is proposed with the small lot tentative maps. Trails are required to be constructed with backbone infrastructure. Trail design and location will be reviewed during

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	<p>these roadways, as described in Section 9.3 and the Public Facilities Financing Plan, shall be constructed at the same time that the core backbone roadways are constructed.</p> <ol style="list-style-type: none"> <li>2. Landowners shall install sections of the trail when they install subdivision improvements within the parcels adjacent to the open space. Trail connections to the backbone trails shall be included as part of the subdivision improvements.</li> <li>3. Class I Bike path sections shall be constructed and improved according to Figure 5.6, "Class I Bike Path &amp; Multi-Purpose Trails Diagram." Class I Bike path shall be designed in accordance with the County's design standards for off-street bike paths and the guidelines provided in the Specific Plan.</li> <li>4. Landowners shall proceed to complete the construction of Class I bike path improvements at the same time that they install and complete the balance of the subdivision improvements for the parcel(s) adjacent to the open space.</li> <li>5. Landowners shall be responsible for all costs associated with the design and construction of Class I bike path improvements, including the costs of preparing required plans and drawings and obtaining all required permits.</li> <li>6. Upon completion of Class I bike path improvements by the landowner, the County and/or the Park District shall accept the dedication of the Class I bike paths and multi-purpose trails and applicable open space area and assume ownership and maintenance of these facilities, provided that the cost of maintenance shall be funded by a Park Services CFD.</li> </ol>		the Design Review and Improvement Plans to ensure consistency with applicable policies and requirements of the Specific Plan.
<b>5.26</b>	<p><b>Fire Trails/Access through Open Space:</b>            Fire access routes shall be integrated into the open space trails system and shall comply with Placer County Fire Department standards.</p> <ol style="list-style-type: none"> <li>1. Class I bike paths and multi-purpose trails shall include design features that minimize barriers to emergency response, such as knock-down bollards for emergency access at trailheads.</li> <li>2. Rolled curb access points shall be provided in open space areas. Open space access points shall be provided at each cul-de-sac that abuts an open space and spaced every 1,000 feet along streets adjacent to open space areas. These access points shall be identified with signage and painted red curbs. Emergency access easements shall be provided for each emergency access area.</li> </ol>	N/A	No construction is proposed with the Tentative Maps. The Improvement Plans will show emergency access locations, knock-down bollard locations, signage, and curb design.
<b>5.27</b>	<p><b>Roadway Crossings in Utility Corridors:</b>            Roadway crossings shall be minimized through utility corridors to reduce the fragmentation of trails and open space.</p>	Yes	Two utility corridors are in the Specific Plan identified in Figure 5.2: Roadway Circulation Diagram. If any additional

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			roadway crossings are proposed in utility corridors, they will be analysis to determine their approval or disapproval.
<b>5.28</b>	<p><b><i>Provision for Multi-Purpose Trails:</i></b> Multi-purpose trails are located in the open space buffer areas adjacent to the SPA and next to the Placer/Sacramento County line, as indicated in Figure 5.6, “Class I Bike Paths and Multi-Purpose Trails Diagram.” The multi-purpose trails planned adjacent to the SPA will be separated from the Placer Vineyards development area with landscape berms (refer to Figures 7.10-7.14 for plans and sections of the berms and buffers next to the SPA). The multi-purpose trails planned in the open space buffer areas along the Placer/Sacramento County line, shall connect to the facilities at Gibson Ranch Park and link into the multi-purpose trail system proposed along the south side of Dry Creek, as directed by the Dry Creek/ West Placer Community Plan.</p>	N/A	The SPA is not in the immediate vicinity of Property 15.
<b>6.1</b>	<p><b><i>Landscape Design and Landscape Master Plans.</i></b> In order to ensure the implementation of a cohesive image for the community, a detailed Landscape Master Plan shall be developed and approved by the County. This Master Plan shall address the design of streetscapes, entries, and other image features. The Landscape Master Plan shall define the public landscape areas of the community. The Landscape Master Plan shall be guided by the following features:</p> <ol style="list-style-type: none"> <li>1. The landscape design treatment for Placer Vineyards shall consider the context, historical land use, and ecology of the region. Design elements consistent with the historic rural image of the area are encouraged.</li> <li>2. Use landscape materials, trees, shrubs, and ground cover that are native to the area, have low water use, and fit into the local environmental conditions. Refer to Appendix B, “Recommended Plant List.”</li> <li>3. The streetscape designs described in the following sections of this chapter and the conceptual design figures that accompany them will be further refined and modified during the preparation of the Landscape Master Plan.</li> </ol>	N/A	Landscape Design will be reviewed and approved as part of the Design Review process.
<b>6.2</b>	<p><b><i>View Protection.</i></b> Landscape elements shall be designed to create vistas and frame views of important community features, such as natural site features, significant buildings, or landmarks.</p>	N/A	Landscape elements will be reviewed and approved as part of the Design Review process.
<b>6.3</b>	<p><b><i>Natural Resource Preservation.</i></b> Where possible, open space areas shall interconnect with the oak woodlands, grasslands, wetlands, and other natural resources in the Plan Area.</p>	Yes	An existing drainage will be protected in the project’s Open Space/Drainage Corridor lots.
<b>6.4</b>	<p><b><i>Recommended Plant Palette.</i></b></p>	N/A	Landscape Design will be reviewed and approved as part of

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	Appendix B of this Specific Plan contains a list of plants recommended for use in Placer Vineyards. This list should be used when designing open space, landscape buffer corridors, streetscapes, gateways, and parks. Plants similar to those listed in the table may also be used, subject to County review and approval.		the Design Review process.
<b>6.5</b>	<p><b><i>Landscape Corridors on Major Streets.</i></b></p> <p>Street landscape corridors will be developed along thoroughfares and arterials (i.e., Watt Avenue, Dyer Lane, and 16th Street; see Figures 6.1 and 6.2) and along major collector streets.</p> <ol style="list-style-type: none"> <li>1. These parkways are wide and heavily landscaped with double rows of street trees, ground cover, and flowering accent vegetation.</li> <li>2. Walkways shall be designed as joint-use pedestrian and bicycle paths running through the parkway.</li> <li>3. The streetscapes shall also provide linkages to neighboring open spaces, parks, schools, and major activity nodes, allowing for pedestrian and bicycle circulation as well as for other passive recreational and educational opportunities.</li> <li>4. The corridors will have walks and trails separated from the streets. Landscaping will be expanded at entries to the development and blended in with the adjoining park sites and open space areas.</li> </ol>	Yes	Landscape lots are shown throughout the site. Final landscape design will be reviewed as part of the Design Review process.
<b>6.6</b>	<p><b><i>Street Landscape Corridor Design.</i></b></p> <p>Street landscape corridors shall be designed with different plant palettes to give a unique character to the streets. Landscaping along roadway corridors shall provide a unifying element to a neighborhood. Refer to Appendix B for a list of recommended streetscape trees, shrubs, vines, and ground covers, and Figures 6.1 through 6.2 for sample street corridor designs for Base Line Road and Watt Avenue.</p> <ol style="list-style-type: none"> <li>1. Thoroughfares: Base Line Road, Watt Avenue and Arterial Streets: Dyer Lane and 16th Street. Thoroughfares (see Figures 5.3-A, B) will have a 50-foot landscaped setback buffer and a 14-foot planted median throughout the project area. Arterial streets (see Figure 5.3-D and E) will include a 35-foot landscape setback on both sides of the street and a 14-foot planted median. Landscape buffers will include earthen berms and plants, deciduous trees, evergreen trees, and drought-tolerant shrubs and ground covers. Berms and plants, such as 3-4-foot tall hedges, should be used to screen parking areas and/ or sound walls.</li> </ol> <p>For thoroughfares and arterial streets, a row of trees for shade with drought tolerant shrubs and ground covers will be planted in the road medians. Low drought-tolerant plants shall be installed as temporary landscaping in the future BRT right-of-way on Watt Avenue. Deciduous and evergreen canopy trees will be planted between curbs and sidewalks, with evergreen screen trees placed between sidewalks and residential walls. Landscaping shall provide for a consistent use of plant materials for the thoroughfares and each arterial street.</p> <p>Unless recycled water is used for irrigation, irrigated turf will be limited to 25% of the total landscape corridor area. Turf areas will be limited to accent areas near intersections, project signage, buildings,</p>	N/A	Landscape design will be reviewed as part of the Design Review process.



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	<p>and areas between the back of the curb and sidewalks.</p> <p>2. Major Collector Streets: Palladay Road, Tanwood Avenue, 14th Street. Select collector streets, as shown in Figure 5.3, Section F, will be landscaped with a 20-foot landscape setback area. A single, large deciduous canopy tree or other thematic landscape combination should be established per street. The same tree or repetition of trees will be planted within landscaped areas on both sides of the street at regular intervals for the entire road segment. In addition, other planting will consist of drought-tolerant ground covers, vines, and shrubs to screen walls or fences that abut the collector street landscape areas.</p> <p>3. Minor Collector Streets and Local Streets. Local streets will be landscaped with a single, large deciduous canopy tree planted at regular intervals (at approximately 25-30-foot intervals or at a distance that provides appropriate spacing for the type of tree selected) on both sides of the street for the entire length of the road. In addition, other planting will consist of ground covers, vines, and shrubs to screen walls that “side-on” to local streets (see Figure 5.3, Sections G, H, R1 through R3, R5, and R6 for typical street cross sections). 4. Residential Alleys. All unpaved alley setback areas shall be landscaped.</p> <p>4. Residential Alleys. All unpaved alley setback areas shall be landscaped.</p>		
<b>6.7</b>	<p><b>Street Tree Design.</b> Street tree planting throughout Placer Vineyards will vary depending on the type and size of each street and the desired character of the individual neighborhoods. Street tree conditions will serve as visual screens and buffers from development.</p> <p>1. In general, street trees shall be planted at regular intervals (approximately 25- 30 feet apart), depending on the type of tree selected, to create a shaded canopy along the pedestrian travel way (see Appendix B for a recommended plant palette).</p> <p>2. Street tree planting shall also be modified to incorporate existing trees and native oaks, when possible.</p> <p>3. Street trees along major roadways shall be larger, scaled in relation to the street corridor and automobile travelers. Along thoroughfare and arterial streets, the dominant tree specified will be used 70% of the time.</p> <p>4. Neighborhood streets shall be designed to include one row of large deciduous canopy trees.</p>	N/A	Landscape design will be reviewed as part of the Design Review process.
<b>6.8</b>	<p><b>Community Gateway Signage.</b> Community gateway signage will consist of monument signs set in medians or on one or both sides of the street. These monument signs shall be located outside the right-of-way when they are proposed along the sides of streets and may be incorporated into walls or other architectural features to emphasize the</p>	N/A	Community gateway signage is not shown on the map. If signage is proposed, it will be reviewed as part of the Design Review

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	transition. A complete signage program design for Placer Vineyards will be developed as a part of the Landscape Master Plan (see Policy 6.1).		process.
<b>6.9</b>	<b>Minor Entries.</b> Minor entries shall be located outside the right-of-way at intersections to the internal street system to identify and mark the transition into residential neighborhoods in Placer Vineyards. Entries are small-scale landscape or architectural features, signs, or monuments at the street corners that may include special lighting, flowering plants, or public art. These features are smaller in scale than community entries and serve as landmarks that give special identity and character to each residential neighborhood or block.	N/A	Minor entry features will be reviewed as part of the Design Review process.
<b>6.10</b>	<b>Community Gateway Theme.</b> All entries shall include thematic architectural or landscape design elements that incorporate a special landmark feature or public art to identity destinations in the community, representative of the Placer Vineyards character. Public art shall be subject to Design/Site Review approval.	N/A	Community Gateway themes and public art will be reviewed as part of the Design Review process.
<b>6.11</b>	<b>Northern Community Gateways and Entries.</b> The primary northern entries will be provided on Base Line Road at Dyer Lane, 16th Street, Watt Avenue, and East Dyer Lane. Minor entries will be located at other additional collector roadways intersecting Base Line Road, as indicated in Figure 6.3.	N/A	Community Gateways and entry features will be reviewed as part of the Design Review process.
<b>6.12</b>	<b>Southern Community Gateways and Entries.</b> South of the project site, primary entries will be located along the Sacramento/ Placer County Line at 16th Street, Tanwood Avenue, and at Watt Avenue where it intersects with Dry Creek (see Figure 6.3).	N/A	None of the proposed southern community gateways or entries are proposed in Property 15.
<b>6.13</b>	<b>Lighting of Entryway Signs.</b> Lighting of entry signs shall consist of either indirect lighting with the light source at ground level or internal halo-type lighting. In both cases, the lighting source shall not be visible from traveled roadways.	N/A	Lighting will be reviewed as part of the Design Review process.
<b>6.14</b>	<b>General Sign Requirements.</b> All signage shall be subject to the approval of a sign permit by the Placer County Planning Department and shall conform with the sign standards of the Placer County Zoning Ordinance (see Sections 17.54.170 through 17.54.200), unless this is superseded by the adoption of a separate signage program for Placer Vineyards and cost-effective lighting.	N/A	No signage is proposed with the Small Lot Tentative Map. Signage would be reviewed during the sign permit process.
<b>6.15</b>	<b>General Lighting Requirements.</b> Lighting shall be designed and located to meet minimum, necessary ambient light levels for any given location consistent with public safety standards.	N/A	Lighting will be reviewed as part of the Design Review process.

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	<ol style="list-style-type: none"> <li>1. Lighting shall occur at intersections, areas of major pedestrian activity, and building entries, and generally shall be minimized elsewhere.</li> <li>2. Street lighting shall be directed and regularly spaced, and shall project light down to the road surface and away from the building.</li> <li>3. Decorative pedestrian-scaled lighting fixtures shall be used in the town center, village centers, commercial centers, parks, and other major pedestrian activity areas.</li> <li>4. The selection and design of lighting fixtures shall minimize glare and excess spillage onto neighboring properties. All street lights shall utilize cut-off fixtures to minimize visibility from adjacent areas of the community and public use areas.</li> <li>5. No lighting shall blink, flash, or be of unusually high intensity or brightness.</li> <li>6. Lighting fixtures shall be energy efficient and provide a balance between energy efficiency and pleasing light color and coverage. Avoid low-pressure sodium fixtures. Acceptable light sources include mercury vapor, metal halide, and similar sources.</li> </ol>		
<b>6.16</b>	<p><b>Street Lights.</b>  Street lights on Base Line Road and Watt Avenue shall be simple cobra-head light fixtures, located particularly at major intersections. Street lights for collectors and local streets should be decorative fixtures that are compatible with the character of the Placer Vineyards streetscape. The selection of street lights for Placer Vineyards will be addressed in the Landscape Master Plan.</p> <ol style="list-style-type: none"> <li>1. <b>Color:</b> The color of street light poles and fixtures shall be consistent throughout the community. All specified metals shall utilize anodized coatings, rather than painted colors.</li> <li>2. <b>Materials:</b> Street light poles shall be either metal or wood fixtures.</li> <li>3. <b>Town Center:</b> Street lighting in the town center shall consist of ornamental street lights flanking the roadways. Street lights shall be located in parallel pairs along the length of the street, spaced to provide illumination levels of 0.5 footcandle, and shall not exceed 14-feet in height.</li> <li>4. <b>Village Centers:</b> Village centers shall use a design in the same design family as the ornamental street lights in the town center, however, each village center shall utilize a light fixture designed to give the center a unique character and identity.</li> <li>5. <b>Base Line Road and Watt Avenue:</b> Street lights on Base Line Road and Watt Avenue shall be simple, single- or double arm, cobra-head lights, spaced as required to maintain illumination levels of 1.75 footcandle, and shall not exceed 40 feet in height.</li> <li>6. <b>Arterial Streets:</b> Street lights on arterial streets shall be selected decorative fixtures, spaced, as required, to maintain illumination levels of 1.0 footcandle on alternating sides of the street, and shall</li> </ol>	N/A	Lighting will be reviewed as part of the Design Review process.

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	<p>not exceed 25 feet in height.</p> <p>7. <b>Collector and Local Residential Streets:</b> Street lighting on collector and local streets in residential neighborhoods shall be ornamental or decorative street light fixtures, spaced, as required, to maintain illumination levels of 0.5 footcandle on alternating sides of the street, and shall not exceed 14 feet in height.</p> <p>8. <b>Neighborhood Entries:</b> Street lights at neighborhood entries shall consist of ornamental or decorative fixtures flanking the roadway, located in pairs,</p>		
<b>6.17</b>	<p><b>Pedestrian Oriented Lighting:</b>                      Pedestrian oriented lighting will be provided within the town center, village centers, commercial centers, parks, and major pedestrian activity areas. Pedestrian lighting shall consist of smaller pole fixtures, spaced to maintain illumination levels of 0.5 footcandle, and shall not exceed 14 feet in height.</p>	N/A	Lighting will be reviewed as part of the Design Review process.
<b>6.18</b>	<p><b>Recreation Areas and Athletic Facilities:</b>                      Lighting for athletic fields and court facilities shall be designed to minimize illumination and spillage onto neighboring uses and residential areas. Athletic facility lighting shall be provided only in the two community park facilities and the town center recreation center. Mercury vapor or metal halide lamps, mounted 30-50-foot high, are recommended.</p>	N/A	Lighting will be reviewed as part of the Design Review process.
<b>6.19</b>	<p><b>Public Parking Lot Lighting:</b>                      Parking lot lights shall be no higher than necessary to provide efficient lighting of the parking areas and shall not exceed 25 feet in height for larger parking lots, including the base. Illumination levels shall be maintained at 1.0 footcandle. Spacing between light poles shall be determined by the required level of illumination.</p> <ol style="list-style-type: none"> <li>The fixture design style and colors shall be compatible with the architectural design of the site.</li> <li>Within the town center and village centers, the design and color of parking lot light fixtures, shall be consistent with the design of street lights.</li> </ol>	N/A	Lighting will be reviewed as part of the Design Review process.
<b>6.20</b>	<p><b>Landscape Lighting:</b>                      Landscape lighting shall be limited to important landscape areas, entryway features, signage, or pedestrian areas.</p> <ol style="list-style-type: none"> <li>The design of landscape light fixtures shall be hidden from direct view unless designed as an integral part of the area's design.</li> <li>The light source shall be shielded from direct view at night, with the emphasis on the object or area being lighted. Up-lighting and mood lighting in trees and landscaping can be effective design feature for special entries, signs, water features, and landmarks.</li> </ol>	N/A	Lighting will be reviewed as part of the Design Review process.

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	3. Landscape light fixtures shall be durable and easily maintained. For ease of maintenance, landscape light fixture types and lamps shall be consistent with landscape design and street lighting for each neighborhood.		
<b>6.21</b>	<p><b><i>Service Areas and Security Lighting:</i></b> Lighting in services areas shall be designed to avoid spillover onto adjacent properties and activity areas, and shielded from direct view of the light source at night.</p> <ol style="list-style-type: none"> <li>1. Building-mounted flood light fixtures shall not be used unless the light source is completely shielded from public view.</li> <li>2. Low-pressure sodium fixtures or other lighting types that contrast excessively with lighting in the surrounding use area shall be avoided unless completely shielded from public view. Mercury vapor, metal halide, and similar fixture types are permitted.</li> </ol>	N/A	Lighting will be reviewed as part of the Design Review process.
<b>6.22</b>	<p><b><i>Building Identification and Street Number Lighting:</i></b> Lighting of building identification and street numbers on buildings shall be used to help locate buildings during evening hours.</p> <ol style="list-style-type: none"> <li>1. Lighting of street identification or numbers shall be internally lit, back lit, or externally lit. External spot lighting is preferred.</li> <li>2. Street number lighting shall be subdued and not contrast excessively with the surrounding area lighting.</li> <li>3. Numbers and lighting shall be conveniently placed near the building entry and shall be visible from the street and adjoining parking lots.</li> <li>4. Buildings placed back from and not visible from the street may use freestanding lighted monuments or small pedestrian pole lights with mounted street numbers to identify the street address of the buildings from the street.</li> </ol>	N/A	Building identification and street number lighting will be reviewed as part of the Design Review process. If building signage lighting is proposed, it will be reviewed as part of the Sign Permit process.
<b>6.23</b>	<p><b><i>Pedestrian Orientation:</i></b> Design elements that accommodate pedestrians and cyclists shall be equally treated or take precedence over elements that primarily accommodate automobiles, especially in the town center, village centers, neighborhood centers and access areas leading into parks, schools and other public facilities. Retail centers and commercial areas shall be designed to provide maximum pedestrian accessibility.</p>	Yes	The maps show pedestrian facilities including trails and sidewalks. Final design of these features will be reviewed as part of the Design Review process.
<b>6.24</b>	<p><b><i>Density within Centers of Activity:</i></b> The town center, village centers, and Base Line Road commercial corridor should be established at sufficient densities to support express bus transit from Placer Vineyards and other neighborhood areas in the region.</p>	N/A	The town center, village center, and Base Line Road commercial corridor are not located in Property 15.
<b>6.25</b>	<p><b><i>Parking Lot Shading:</i></b> New parking lots serving non-residential developments shall include tree planting designed to result in 50%</p>	N/A	Parking lot landscaping will be reviewed as part of the Design Review process.

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	shading of parking lot surface areas within 15 years per the requirements of the Placer County Landscape Design Guidelines (latest edition). These shading requirements shall apply to all impervious surfaces on which a vehicle can drive including parking stalls, drives, and maneuvering areas within the property.		
<b>6.26</b>	<p><b>Building Heights:</b>  Taller buildings will be located along the major commercial nodes, at the town center and within the office and commercial areas along Base Line Road. Lower story buildings and less intense development will be located adjacent to existing neighborhoods in the Special Planning Area to provide appropriate transitions to more intense development at the center and along the major transportation corridors in the Plan Area.</p>	N/A	The small lot tentative maps do not propose building construction. Final building height will be reviewed at the Building Permit stage.
<b>6.27</b>	<p><b>Town Center Design:</b>  The town center shall be designed to serve as the public, institutional, and social focal point for the community. The town center will contain:</p> <ul style="list-style-type: none"> <li>• A site for a centrally located government center and sheriff station that anchors and serves as a visual landmark for the town green,</li> <li>• A library site, and</li> <li>• A religious site.</li> </ul>	N/A	The Town Center is not located on Property 15.
<b>6.28</b>	<p><b>Town Center Design Standards.</b>  Within the town center, the following standards shall apply. Refer also to Appendix A, Section 3.4 for Town Center Commercial development standards.</p> <ol style="list-style-type: none"> <li>1. At least 70% of the frontage at a build-to-line shall be occupied by a building with the façade placed at the back of the sidewalk (see Figure 6.6, “Town Center Design Framework” for the location of build-to-lines for the town center).</li> <li>2. At least 70% of the façade of the first floor of all buildings in the town center on the blocks with build-to-lines shall have transparent storefront glass, windows, entries, doorways or other active spaces fronting onto the public streets and sidewalks.</li> <li>3. Buildings in the town center shall be a minimum of 25 feet in height.</li> </ol>	N/A	The Town Center is not located on Property 15.
<b>6.29</b>	<p><b>Town Center Sidewalk Design.</b>  Sidewalk designs shall be guided by Figures 6.8 through 6.11 and the following:</p> <ol style="list-style-type: none"> <li>1. Any sidewalk that fronts on to commercial development shall maintain a minimum 6-foot wide</li> </ol>	N/A	The Town Center is not located on Property 15.

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	<p>clearance for pedestrian traffic.</p> <ol style="list-style-type: none"> <li>2. All sidewalks shown in street section T2 shall be a minimum of 16' in width. Sidewalks shown in street section T3 shall be a minimum of 12' in width. All other sidewalks shall be guided by widths shown in the appropriate street sections.</li> <li>3. Sidewalks at outdoor eating areas shall be a minimum of 16' in width unless buildings are designed to inset a portion of the outdoor eating area onto the commercial development site.</li> <li>4. The width of sidewalks as part of the overall Town Center design will be reviewed during the Design/Site Review process.</li> </ol>		
<b>6.30</b>	<p><b>Parking in the Town Center.</b> The following parking standards apply to the town center (refer also to Appendix A, Section VI: "Parking Standards"):</p> <ol style="list-style-type: none"> <li>1. For mixed-use projects, parking may be shared between uses, as defined in Policy 3.20.</li> <li>2. Within the town center, all on-street parking will be used in the calculation of parking requirements for all land uses. Calculation of on-street parking includes all parallel</li> <li>3. Off-street common parking areas shall be located in the middle of most blocks where feasible. Reciprocal access and use agreements shall be recorded between property owners of the businesses that use the parking facility.</li> <li>4. Off-street parking lots shall be screened with shrubs, trees, landscaped berms, and low fences, walls, or other landscape design elements.</li> <li>5. Parking structures, if required or desired, shall be architecturally incorporated into the design of surrounding buildings and landscaping in the town center.</li> <li>6. Parking structures facing onto the retail streets shall incorporate ground-floor retail uses along the street.</li> </ol>	N/A	The Town Center is not located on Property 15.
<b>6.31</b>	<p><b>Village Centers.</b> Village centers are higher density centers surrounded by high-density residential neighborhoods and located within one-quarter mile walking distance of lower density residential neighborhoods. Two mixed-use, pedestrian-oriented village centers will be created in Placer Vineyards. The east village center is located at the intersection of Watt Avenue and Town Center Drive. The west village center is located at the intersection of West Dyer Lane and Town Center Drive. Village centers incorporate civic and public uses such as a public green or plaza, day care uses, religious facilities, a post office, transit stops, and other similar uses that support civic activity and community life.</p>	N/A	Village centers are not proposed in Property 15.
<b>6.32</b>	<p><b>Transit Access</b> Village centers shall be transit-oriented activity nodes. Bus turnouts, shelters, and clear pedestrian paths</p>	N/A	Village centers are not proposed in Property 15.

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	from the street to the commercial centers, transit centers, parks, and other public facilities should be incorporated into the design of the village centers.		
<b>6.33</b>	<p><b>Base Line Road Commercial Corridor.</b>                      The Base Line Road commercial corridor offers products, services, and employment catering to the broader Placer Vineyards region. It is guided by the following standards:</p> <ol style="list-style-type: none"> <li>1. The Base Line Road commercial corridor will provide easy access and transportation connections to neighborhood areas;</li> <li>2. Direct access connections shall be avoided from Base Line Road (see Policy 5.12, Access within the Development Site);</li> <li>3. Structures in the Plan Area (not including parking and landscaping uses) located immediately south of lands in active rice farming or lands under the Williamson Act contract, shall be setback 200-feet from the existing Base Line Road northern edge of pavement (see Policy 3.28 and Figure 3.4).</li> </ol>	N/A	The Base Line Road Commercial Corridor is not located in the vicinity of Property 15.
<b>6.34</b>	<p><b>Commercial Center Design.</b>                      Commercial buildings located next to Base Line Road and a 50-foot landscape corridor shall provide buffers internally in the Plan Area to the noise and traffic generated on Base Line Road.</p>	N/A	Property 15 is not adjacent to Base Line Road.
<b>6.35</b>	<p><b>Location of the Power Center.</b>                      A Power Center will be strategically located in the Base Line Road commercial corridor at the southwest corner of Watt Avenue and Base Line Road to supply large-volume goods and services.</p>	N/A	The Power Center is not located within Property 15.
<b>6.36</b>	<p><b>Neighborhood Commercial Centers.</b>                      Neighborhood commercial centers are mixed-use core areas that provide local services and retail to serve the surrounding neighborhoods. These centers will provide neighborhood commercial needs, offering professional services, public/quasi-public facilities, high density residential uses, and easy access to transit services.</p>	N/A	The Neighborhood Commercial Centers are not located within Property15.
<b>6.37</b>	<p><b>Pedestrian Access.</b>                      Neighborhood commercial centers shall be designed to encourage pedestrian access along the face of commercial buildings and along public sidewalks.</p>	N/A	The Neighborhood Commercial Centers are not located within Property15.
<b>6.38</b>	<p><b>Auto Access.</b>                      Auto access connections shall be designed to slow and discourage cut-through traffic with the use of traffic calming devices, stop signs, or delineated pedestrian crossings and other features.</p>	Yes	Pedestrian crossings, traffic circles, and medians are shown on the site plans throughout Property 15. The final design of these features will be reviewed as part of the Design Review process.



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6.39	<p><b><i>Transit Access.</i></b> Bus turnouts, shelters, and clear pedestrian paths from the street to the major commercial tenants shall be incorporated into the design of neighborhood centers.</p>	N/A	The Neighborhood Centers are not located within Property 15.
6.40	<p><b><i>Lot and Development Standards.</i></b> All development in Placer Vineyards shall comply with the intensities found in Table 3.3 in Chapter III, Table 3.3 in Chapter III, "Land Use," and in Appendix A, "Land Use and Development Standards."</p>	Yes	The project is requesting approval of a Residential Density Bonus to increase the total unit count by 31 units for a total of 928 units. Per state law, the County is not permitted to count the density bonus units towards the overall approved unit count for a Specific Plan or towards the density range for a particular land use category.
6.41	<p><b><i>Residential Neighborhood Site Design.</i></b> Residential neighborhood site design shall provide opportunities for pedestrian and bicycle connections to core areas and other neighborhoods.</p> <ol style="list-style-type: none"> <li>1. Streets shall be laid out in a pattern that allows for internal connections between adjacent residential neighborhoods without having to drive to an exterior thoroughfare or arterial street.</li> <li>2. Residential developments shall be compatible with and connect to the broader community.</li> <li>3. Residential developments shall avoid using sound walls, when possible, or site designs that insulate or separate the development.</li> </ol> <p>4 Residential development shall be designed to have single-loaded streets, located along parks, drainage ways and open space areas. Single loaded streets shall always be provided adjacent to the Dry Creek corridor. Frontages without single-loaded streets may also be approved under certain conditions. Potential conditions when side-on or back-on lot designs next to parks or open space may be approved are:</p> <ol style="list-style-type: none"> <li>a. In small housing development areas where fronting streets is difficult or infeasible, and</li> </ol>	Yes	<p>Internal connections between adjacent residential neighborhoods are shown on the maps and would connect to the broader community. Property 15 will be installing sound walls. Single-loaded streets are provided throughout the development. The sound walls will need to be screened with landscaping and possibly bermed.</p>

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	<p>b. Frontages along drainage corridors when frequent openings (i.e. open ended cul-de-sacs and pedestrian ways) are provided.</p> <p>When homes are planned to back onto parks, drainage ways, and open space areas, rear lot conditions shall not extend more than 400-feet without being broken with an open-ended cul-de-sac or pedestrian accessway.</p>		
<b>6.42</b>	<p><b>Gated Developments.</b></p> <p>Gated developments are allowed but not encouraged in the Plan Area. Gated developments will only be allowed at the discretion of the County. When evaluating gated development proposals, the County will ensure that the development is well integrated into the fabric of the Specific Plan and that public pedestrian connection areas through the gated community are provided to adjacent developments and open space areas. The County will also ensure that the design and location of the gates will provide safe and sufficient circulation for emergency service providers and the ability for vehicles to turn around in front of the gate to prevent them from backing out into the adjacent roadways. Gated communities must be designed to ensure that through streets are provided, connecting adjacent neighborhoods and developments and that overall traffic circulation within Placer Vineyards is accommodated.</p>	Yes	Gated entryways are not proposed in Property 15.
<b>6.43</b>	<p><b>Attenuating Noise at Low- and Medium-Density Residential Areas Along Major Roadways:</b></p> <p>The following shall establish the primary and secondary means for achieving acceptable sound levels along streets that will carry varying levels of traffic. See Policy 6.44 for a description of the means of implementing these techniques.</p> <ol style="list-style-type: none"> <li><b>1. Thoroughfares and Arterials.</b> Watt Avenue and Dyer Lane will carry the highest level of traffic within the community. Residential uses along these streets will be protected from sound levels in excess of the 60 dB DNL standard by the use of sound walls and landscape berms. Open ended cul-de- sacs and loop streets (see Figure 6.18, Plan A, B and D) shall be used to minimize the unbroken length of the sound walls. On Dyer Lane west of Palladay Road and on 16th Street, north of Dyer Lane, where traffic volumes will be lower, design features described as appropriate for collector streets shall be implemented, if approved by the County.</li> <li><b>2. Collector Streets.</b> Many of the collector streets within the community will carry traffic volumes likely to generate noise levels requiring strategic site planning to accommodate noise impacts. Figures 6.20 and 6.21 present examples of designs for neighborhood subdivisions. The designs in these figures are discouraged and encouraged, respectively, when considering the goal of providing residential interconnections on collector and residential streets, where the use of sound walls is discouraged. Appropriate design techniques include open-ended cul-de-sacs (Figure 6.18, Plan D), front-facing development, frontage streets, and loop streets (Figure 6.18 Plans A, B, and C). Figure 6.25 shows a</li> </ol>	Yes	<p>The Noise Study demonstrates that sound walls are needed to reduce road noise to comply with PVSP noise standards. Sound walls are suggested adjacent to residential uses along Palladay Road, 16<sup>th</sup> Street and Dyer Lane. Landscaping will be used to screen the sound walls.</p>

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	typical street design plan designed in accordance with these standards that minimize the impact of sound walls.		
<b>6.44</b>	<p><b>Edge Treatments for Use at Low- and Medium-Density Residential Areas:</b></p> <p>The use of sound walls shall be considered only in conjunction with a minimum of one of the other practical design-related noise mitigation measures described below. Access through sound walls should be provided according to the guidelines listed below so long as it does not introduce noise levels into neighborhoods that exceed County General Plan Noise Element standards. Conceptual designs for a typical residential layout and neighborhood entry along a collector street are shown in Figures 6.23, 6.24, and 6.25.</p> <p>1. <b>Sound Attenuation on Collector Roadways.</b> The preferred treatment to accommodate noise levels on collector streets shall be the use of rear loaded homes fronting onto the street and buildings that act as noise barriers. Homes shall be designed such that the home and side and rear yard fence placement ensures a maximum 60 dB DNL in the outdoor activity area. The minimum sound wall opening dimension shall be 25'. Greater width openings are preferred if it is designed in accordance with County noise standards, as demonstrated by an acoustical study. The preferred noise attenuation treatment shall consist of relatively short lengths of sound wall, interrupted by street intersections, open-ended cul-de-sacs, use of landscape berms with lower built-in walls or fences, pedestrian access easements, and wall offsets (see discussion of these features in the points that follow). Sound walls shall be designed such that the entire length of a street will have a consistent appearance. The aesthetic design of sound walls shall be standardized along the streets. Sound wall designs shall be addressed in the Landscape Master Plan (See Policy 6.1). For conditions where a sound wall is required, the height of sound walls shall be no more than 6 feet measured from the adjoining finished grade on the street side of the wall and no more than 8 feet from the finished grade on the residential/ commercial side of the wall. When changes in elevation occur linearly along the wall or fence, the structure shall be stepped in equal vertical increments. No step shall exceed 18 inches in height.</p> <p>The preferred sound wall design shall be split face concrete masonry with pilasters. Trees, shrubs, and vines shall also be planted along the length of the sound wall. Unless otherwise determined by the Planning Director during the Subsequent Conformity Review process, for the purposes of this Specific Plan, the outdoor activity area is defined as a private outdoor living space enclosed by side and rear yard fences, or an enclosed courtyard, balcony, private patio, or deck. Alternatively, a fence or wall designed and maintained as a noise barrier can be used to obtain the 60 dB DNL transportation noise standard at the outdoor activity area. This would require an acoustical study and barrier maintaining entity, and shall be approved by the County as part of the Subsequent Conformity Review process described in Chapter IX, "Implementation." The following types of housing can be designed for acceptable noise levels while fronting on these streets: townhomes, multiunit buildings that have the appearance of a single home from the street, small lot, motor court, and large lot rear-loaded single</p>	Yes	The Noise Study suggests sound walls to reduce road noise adjacent to residential uses along Palladay Road, 16 <sup>th</sup> Street and Dyer Lane. Landscaping will be used to screen the sound walls. The design of the walls will be reviewed during the Design Review process.

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	<p>family homes. (Refer also to Appendix A, "Land Use and Development Standards," for examples of these housing types).</p> <ol style="list-style-type: none"> <li>2. <b>Sound Walls.</b> Sound walls that may be required along Watt Avenue and high traffic sections of Dyer Lane, 16th Street, and A Street shall generally not exceed a maximum unbroken length of 400 feet. Sound walls on collector streets, shall be avoided, however, if they are required, as determined by the County, they shall not extend more than 300 feet along these streets without being broken by the use of an open-ended cul-de-sac, a section of fronting streets, or homes</li> <li>3. <b>Frontage and Loop Streets.</b> Frontage and loop streets allow residential development to face the arterial street without the need for a wall or fence along the street. The right-of-way for the frontage or loop street may be reduced in width and the sidewalk on the opposite frontage of the residences may be eliminated. See Figure 6.18, Plans A, B, and C.</li> <li>4. <b>Open-Ended Cul-de-Sacs.</b> Open-ended cul-de-sacs that end at collector streets are intended to reduce the length of sound walls facing onto the major streets and provide pedestrian and bicycle access to the roadways. See Figure 6.18, Plan D.</li> <li>5. <b>Large Lots.</b> Large lots with single-family homes or multiple dwellings are typically accessed from intersecting side streets or from the rear with the primary entries facing the street. Sound or privacy walls and fences in front yards are allowed only as specifically approved by the County.</li> <li>6. <b>Landscaped Setbacks and Buffers.</b> Additional setback buffer areas that are landscaped can be used between residential areas and streets. In this condition, local streets, loop streets, or frontage roads face onto a landscape buffer. Privacy walls or fences are not allowed in front yards of adjacent residential lots. The landscape buffer may incorporate earth berms, trees, shrubs, and other screening vegetation. The right-of-way of local streets adjacent to the landscaped buffer may be reduced in width and the sidewalk may be eliminated from the landscape buffer side of the street.</li> <li>7. <b>Landscaped Berms.</b> Landscaped berms shall be designed not to exceed a maximum 2:1 slope. Policy 6.45 Edge Treatments at Other Areas Along Major Roadways.</li> </ol>		
<b>6.45</b>	<p><b>Edge Treatments at Other Areas Along Major Roadways:</b></p> <ol style="list-style-type: none"> <li>1. <b>Compatible Land Uses.</b> All parks, houses of worship, and other noise sensitive uses shall be protected from exposure to noise levels in excess of 60 dB DNL. See noise policies in Chapter IV, "Environmental Resources." Commercial, office, public and other nonresidential uses are planned along the major arterial thoroughfares, Base Line Road and Watt Avenue. These non-residential uses will not require the use of sound walls along the street. Where sound walls are required, sound walls shall be designed according to the standards found in Policy 6.44(2), "Sound Walls." A variety of landscaping, berming, or</li> </ol>	Yes	The Noise Study suggests sound walls adjacent to residential uses on Palladay Road, 16 <sup>th</sup> Street and Dyer Lane. Landscaping will be used to screen the sound walls. The design of the sound walls will be reviewed during the Design Review process.

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	<p>other screening techniques should be used to screen parking lots from pedestrian sidewalks.</p> <p>2. <b>Front-Facing Development.</b> Buildings facing onto the street are the preferred treatment in the Town Center, high-density residential developments throughout the Plan, and along collector streets. Residential uses exposed to transportation noise in excess of 60 dB DNL will be required to design effective mitigation measures to reduce noise in outdoor activity areas to 60 dB DNL and noise in interior spaces to 45 dB DNL.</p> <p>Appropriate noise mitigations will give preference to proper site planning and design over the use of noise barriers or sound walls. For example, high-density projects should be designed such that active outdoor spaces are shielded from noise impacts by buildings or parking areas between the street and the building or active outdoor space. Building may also be designed with sound-rated windows and added wall insulation to act as noise barriers, capable of achieving the indoor noise requirement of 45 dB DNL.</p> <p>Sound walls shall only be considered after all other practical design-related noise mitigation measures have been integrated into the project. The applicant may be required to prepare a study demonstrating how these standards shall be met.</p>		
<b>6.46</b>	<p><b>Edge Treatment at Corner Lots on Neighborhood Streets.</b></p> <p>The side-yard treatment occurs in conjunction with intersecting side streets, open-ended cul-de-sacs, or loop streets. Privacy walls and fences may be used for side yard conditions along the street. These privacy walls and fences on side yards shall not overlap the front house façade. This side yard wall or fence should be terminated 3 feet behind the front façade. Buildings on corners shall provide windows and entries that orient toward the street corners. This treatment does not apply to rear loaded lot conditions (see Figure 6.24).</p>	N/A	Edge treatment and specific building design will be reviewed during the Design Review.
<b>6.47</b>	<p><b>Single Loaded Streets Fronting Open Spaces and Parks.</b></p> <p>This condition occurs when local streets, loop streets, or frontage roads are facing onto an open space corridor or park adjacent to the arterial roadway (see Figure 7.9). The additional open space setback provides a buffer between the residential units and the arterial street. Privacy walls or fences are not allowed in the front yards. Low fences or view fences are preferred (see Policies 6.49 and 6.50).</p>	N/A	Open space buffers will be reviewed during the Design Review.
<b>6.48</b>	<p><b>Variation in Edge Treatments.</b></p> <p>Variations in the recommended edge treatments identified above will be allowed as determined by Placer County if one or more of the following conditions apply:</p> <ol style="list-style-type: none"> <li>1. The treatment fails to provide adequate noise protection.</li> <li>2. The proposed development provides an alternative treatment that meets the goal and intent of the edge treatment policies of this Specific Plan.</li> </ol>	N/A	Edge treatments will be reviewed with the Design Review.

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<b>6.49</b>	<p><b><i>Lot and Yard Privacy Fences or Walls.</i></b> Privacy fences or walls also occur along lot lines between individual lots and structures. Generally privacy fences or walls between lots are placed on the lot line and shall not be visible from major public streets or public use areas. Privacy fences or walls shall be subject to the following design standards.</p> <ol style="list-style-type: none"> <li>1. A solid “good neighbor” fence or wall provides for privacy, security, and occurs in either the side- or rear-yard conditions.</li> <li>2. Fences (including lattice and similar attachments) and walls (measured from the finished grade of the public street side) shall be no more than 6 feet high. If located within the clear site distance triangle or within a required front yard setback, the maximum height of a wall or fence shall be 3 feet (refer to the residential setback standards in Appendix A).</li> <li>3. Design of private fences shall be compatible, complement the building architecture, and should be consistent within each residential neighborhood or development phase.</li> <li>4. Fences or walls shall be constructed of durable materials, and shall present a finished appearance from both properties.</li> <li>5. For corner lots, street side fencing shall not overlap with the front façade of the building (see Policy 6.46). Fences or walls that connect two separate units and are visible from the public streets and public use areas should be of the same materials and color, and should be compatible with and complement the building architecture.</li> <li>6. The visual prominence of walls and fences can be reduced through the use of landscape screening, trees, vines, shrubs, and hedge plants.</li> <li>7. Front, side, and rear yard fences may consist of wood-picket fencing, wood-rail fencing, decorative iron fencing, or split-rail fencing in keeping with the historic rural character of Placer Vineyards.</li> <li>8. Wall or fences along rural residential and agricultural areas adjacent to Placer Vineyards shall incorporate fencing designs characteristic of rural, agricultural fencing types to provide a transition into these areas. Use of wood-rail fences, split-rail fences, wire fencing, rock walls, or wrought iron or picket fences is preferred. Where possible, view fences should be used (see Design Guidelines for View Fences that follow).</li> </ol>	N/A	Fences are not proposed at this time. Fencing will be reviewed with the Design Review.
<b>6.50</b>	<p><b><i>Security Fences.</i></b> Security fences are restricted to be used only to enclose large facilities in the Plan Area, such as the power substation and corporate yard. The use of wrought iron is encouraged. Chain link fencing with wood slats may be used for security fencing in these conditions. Use of barbed wire or razor wire at the top of security fencing is not allowed.</p>	N/A	Property 15 does not contain the power substation or corporate yard.
<b>7.1</b>	<p><b><i>Park Recreational Facilities.</i></b></p>	N/A	Private and public park facilities

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	Recreational facilities required by the General Plan are listed in Table 7-1, "Summary of Recommended Park Facilities." Facility needs identified in the table will be met on either public or private park sites or on school sites through joint use agreements with the school district.		and design will be reviewed during the Design Review. No school sites are proposed on Property 15.
<b>7.2</b>	<b><i>Dedication of Parks and Open Space.</i></b> Landowners shall offer for dedication the areas within their property planned for parks and open space, including both active- and passive-use parks. The location and size of parks and open space are indicated in Figure 7.1. The final location of parks will be shown on small lot tentative maps for individual projects. The timing for the development of parks and open space for individual projects and details regarding park fees, land dedications, and on-site park development shall be described in the Public Facilities Financing Plan and defined in the Development Agreement.	Yes	The small lot tentative maps for Property 15 show the location and size of the park and open space lots.
<b>7.3</b>	<b><i>Operation and Funding for Recreation Programs and Park Maintenance.</i></b> Recreation programs and the maintenance of parks, trails and open space shall be operated by the County and/or Park District with funding provided from the Park Services Community Facilities District (CFD). The recreation program will include typical urban recreation services such as sports leagues, senior programs, youth programs, teen programs, and aquatic programs as determined by the County and/or Park District with input from future Plan Area residents.	N/A	A CFD will be created to fund park services.
<b>7.4</b>	<b><i>Construction of Community Parks.</i></b> The planning, design and construction of community park facilities, is the sole responsibility of the County and/or the Park District, subject only to the participating Placer Vineyards property owners obligation to pay Development Mitigation Fees and establishment of maintenance funding through a Park Services CFD or similar funding mechanism approved by the County.	N/A	Community parks are not proposed for Property 15.
<b>7.5</b>	<b><i>Neighborhood Park Design.</i></b> Neighborhood parks shall be located and designed according to the following specifications. <ol style="list-style-type: none"> <li>1. Designated neighborhood parks within the Plan Area shall be developed in the locations indicated in Figure 7.1, "Parks and Open Space Diagram."</li> <li>2. There are 98 total acres of neighborhood parks designated in the Specific Plan, which includes 22 acres of private neighborhood parks and the 3.5 acre town green.</li> </ol>	Yes	Property 15 proposes one Neighborhood Park consistent with Fig. 7.1. The park is a minimum of 3.5 acres and is sited along streets to maximize visibility. The theme, design and parking locations of the parks will be reviewed for the Design

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	<ol style="list-style-type: none"> <li>3. Approximately 35 acres of neighborhood parks may be joint-use parks, shared with and located adjacent to schools. These parks shall be a minimum of 4 acres in size.</li> <li>4. Neighborhood parks shall be sited and designed to maximize their visibility along streets and thereby enhance the public right-of- way and neighborhood character.</li> <li>5. Neighborhood parks shall generally have street frontage on all sides, except where they abut open space, drainageways, schools or public uses. Street frontage should be on collector or residential streets, as appropriate, however no more than one frontage shall be on a collector street (see Figure 7.8).</li> <li>6. Neighborhood parks shall be designed with different character or themes, landscape treatment, and uses, in order to encourage variety between residential neighborhoods. These elements will be defined in the Parks and Recreation Master Plan.</li> <li>7. Parking for neighborhood parks shall be provided on nearby streets, at adjacent schools, or on-site as required by the needs of the park as determined by the County and/or Park District.</li> <li>8. Potential Joint-use parks may be designed to operate independently of adjacent school facilities.</li> </ol>		Review.
<b>7.6</b>	<p><b>Construction of Neighborhood Parks.</b> Property owners shall design and install park improvements for a neighborhood site(s) planned for the property, according to the funding and timing mechanism identified in the Development Agreements, Public Facilities Financing Plan and the following provisions, which are included in the Development Agreements.</p> <ol style="list-style-type: none"> <li>1. The number, size, and location requirements for neighborhood park sites shall be satisfied. In addition, when more than one park site is proposed for the property, tentative subdivision maps shall identify the appropriate phases responsible for the construction of the park sites. Property owners shall dedicate neighborhood park sites to the County and/or Park District as provided for in the Development Agreement.</li> <li>2. Each park site shall be improved at the time of development of the applicable neighborhood assigned to the development of the park site. Park facilities will be constructed and improved according to a plan for the site prepared by the property owner and approved by the County and/or Park District.</li> <li>3. Park facilities will be designed in accordance to the guidelines of the Specific Plan, and the standards for facility improvements provided by the County and/or Park District.</li> <li>4. Property owners are responsible for all costs associated with the preparation and approval of the park improvement plans as defined by the Development Agreement.</li> <li>5. Upon satisfactory completion of neighborhood park improvements, the County and/or Park District shall assume responsibility for park maintenance as provided for in the Development Agreement.</li> </ol>	N/A	No construction is proposed with the Tentative Maps.
<b>7.7</b>	<b>Private Parks.</b>	N/A	The financing and maintenance of



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	<p>Private parks shall qualify for up to 50 percent credit toward the park dedication subject to the provisions of Section 16.08.100-I of the Placer County Zoning Code as well as the following requirements:</p> <ol style="list-style-type: none"> <li>1. The park and its facilities satisfy all other requirements of this Specific Plan.</li> <li>2. The facilities shall be privately owned and maintained by future residents of the development.</li> <li>3. The facilities are restricted for park and recreational uses by covenants, conditions, and restrictions.</li> <li>4. Residents are not charged additional fees for the use of the park and its facilities.</li> </ol>		the parks is part of the Development Agreement for Property 15.
<b>7.8</b>	<p><b>Types of Open Space Land.</b></p> <p>The Placer Vineyards Plan satisfies the County requirement for the dedication of 5 acres of passive park land per 1,000 Plan Area residents. The following types of open space will be considered passive parks and count toward meeting the passive park requirement:</p> <ul style="list-style-type: none"> <li>• Floodways</li> <li>• Site protected wildlife corridors</li> <li>• Greenways with potential for trail development</li> <li>• Open water (ponds, lakes, and reservoirs)</li> <li>• Protected woodland areas</li> <li>• Protected sensitive habitat area, provided that interpretive displays are provided (i.e., wetlands and habitat for rare, threatened, or endangered species)</li> </ul>	Yes	A park and an open space lots are proposed in Property 15.
<b>7.9</b>	<p><b>Dedication of Open Space Land.</b></p> <p>The Specific Plan contains 692.8 acres of open space land (approximately 21.8 acres per 1,000 residents exclusive of the SPA area). A minimum of 5 acres per 1,000 residents of passive recreation area will be provided with the total open space area to satisfy County passive park requirements. As provided for in the Development Agreement, open space land shall be dedicated to Placer County. Upon formation of the Park District, the County shall transfer open space areas to the District subject to the County’s reservation of access easements over all drainage areas including drainageways, channels, detention or retention ponds or other such ancillary drainage facilities as more fully described in the Development Agreement. It is understood that the County retains the right, but not the obligation to maintain the drainage facilities described above (refer to Policy 7.10). Where restrictions must be placed on open space lands so as to meet environmental permitting and protection requirements (i.e., preservation, protective setbacks), such land shall be restricted from public access.</p>	N/A	The open space lots will be dedicated to the County per Section 3.3 of the Property 15 Development Agreement.
<b>7.10</b>	<p><b>Maintenance of Open Space Land.</b></p> <p>Maintenance of open space land and improvements therein will be provided by the Park District, the County or other management entity with funding provided by the Park Services Community Facilities District as more fully described in the Development Agreement and the Public Facilities Financing Plan.</p>	Yes	Open Space lands will be maintained by the County per the terms of the IODs required by Section 3.3 of the Property 15

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			Development Agreement.
<b>7.11</b>	<b>Facilities in Open Space.</b> Specific design features and functions of open space corridors shall be defined by the Specific Plan.	N/A	Design features and functions will be reviewed during the Design Review.
<b>7.12</b>	<b>Facilities in Open Space Areas.</b> Recreation facilities in open space and buffer areas shall accommodate passive uses such as walking, jogging, bird watching, picnics, interpretative signage and teaching areas, rest stops, and overlooks.	N/A	Design features and facilities will be reviewed during the Design Review.
<b>7.13</b>	<b>Buffer Areas Adjacent to the Special Planning Area.</b> Buffers shall be provided along the entire edge of the Special Planning Area. Figure 7.10, the “Conceptual Special Planning Area Berm and Open Space Buffers Diagram” provides the required open space buffer setbacks and lot design treatments adjacent to the SPA. Refer also to Policy 3.28, “Compatibility to Adjoining Large-Lot Rural and Agricultural Uses.”	N/A	Property 15 is not adjacent to the Special Planning Area.
<b>7.14</b>	<b>Buffers along the County Line.</b> A 200-foot wide buffer with single loaded streets along its northern side shall be designed along the Placer/Sacramento County line from Tanwood Avenue to Palladay Road. A 50-foot wide buffer with single loaded street along its northern side shall be provided along the Placer/Sacramento County line, adjacent to Gibson Ranch Park (see Figures 7.15 and 7.16).	N/A	Property 15 is not adjacent to the County line.
<b>7.15</b>	<b>Oak Grove Open Space Areas.</b> Concentrations of significant oak trees on the site shall be preserved in 2 large oak grove open space areas. One will be located at the northwest corner of Dyer Lane and 12th Street and the other will be located on the east side of the Plan Area along the Dry Creek Corridor (see Figure 7.1). These open spaces shall preserve the existing stands of oak trees and serve as passive open space areas that provide a visual and educational resource to the community.	N/A	Oak Grove Open Space Areas are not within Property 15.
<b>8.1</b>	<b>Public Facilities Implementation:</b> The following policies provide the framework for implementation of public facilities: 1. New development and the public facilities to serve new development shall be planned and developed according to the Specific Plan Development Agreement, master plans and local state standards. 2. The Development Agreement between Placer Vineyards landowners and the County shall ensure that the project pays for its share of construction costs. 3. All public facilities shall be constructed and publicly dedicated as reflected in this Specific Plan and as specified in the Development Agreement. 4. Reasonable efforts shall be made to facilitate future connections to the system of public utilities and	Yes	The Phasing Plan Layout for Property 15 identifies on-site and off-site public infrastructure improvements. Public facilities will be constructed and dedicated in accordance with the Specific Plan and the Property 15 Development Agreement.

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	roads. 5. Utility lines shall be placed underground to the extent feasible. 6. Utilities shall be designed and constructed to minimize future operation and maintenance costs to users.		
<b>8.2</b>	<b>Public Utilities and Services to the Special Planning Area:</b> Specific Plan infrastructure (water, wastewater, and drainage) shall be sized for the subsequent extension of these services into the Special Planning Area (SPA). However, property owners in the SPA will be responsible for the costs of extending infrastructure to their property, including any hook-up, Plan Area, or Special District fees. Developers of properties west of Dyer Lane that abut the eastern project boundary of the SPA shall be required to stub water and sewer mains of a size adequate to serve the SPA to their western project boundary and shall provide any easements necessary to accommodate this infrastructure. The specific number, location, and timing of such extensions shall be established at such time as subdivision tentative maps are approved for these properties.	Yes	The Phasing Plan for Property 15 identifies the location and timing of infrastructure improvements.
<b>8.3</b>	<b>Agricultural Water Supply.</b> Development within the Plan Area should assist in the provision of agricultural water to surrounding agricultural lands. Sources of such agricultural water include reclaimed and retained water and newly developed surface water sources. Placer Vineyards shall pay agricultural water development fees to the Placer County for use in improvement projects that will increase the storage and supply of recycled water for agricultural customers in southwest Placer County.	Yes	The Financing Plan for the project as well as Exhibit 2.5.6: Summary of PVSP Fee Program requires the payment of fees for agricultural water supply.
<b>8.4</b>	<b>Service Standards.</b> All Plan Area improvements shall be designed and constructed in accordance with standards listed in the Placer County Land Development Manual and Storm Water Management Manual.	N/A	No construction is proposed with the Small Lot Tentative Maps.
<b>8.5</b>	<b>Drainage Standards for Individual Projects.</b> Individual projects shall provide appropriate short- and long-term best management practices and source controls consistent with the land use.	N/A	Drainage standards for individual projects will be reviewed during the Design Review.
<b>8.6</b>	<b>Beaver Dam Management</b> When found to create a potential health and safety hazard, beaver dams shall be breached or removed according to procedures determined by the County, including proper disposal of vegetation and woody materials removed from beaver dams.	Yes	If beaver dams are discovered onsite, their removal will be managed per County guidelines established by the Agricultural Commissioner and in accordance with the California Department of Fish and Wildlife.
<b>9.1</b>	<b>Native American Cultural Places:</b> All properties in the Plan Area shall be inspected by a qualified archaeologist or other cultural resource	N/A	No construction is proposed with the Small Lot Tentative Map. Prior

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	<p>specialist familiar with Native American Cultural Places. The applicant shall retain such an archaeologist or specialist to determine whether some or all of the affected property qualifies as a Native American Cultural Place and if such a site is identified on the property complete the process described below.</p> <ol style="list-style-type: none"> <li>1. For purposes of this policy, a Native American Cultural Place is any of the following: <ul style="list-style-type: none"> <li>• A Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine;</li> <li>• A Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the California Register of Historic Resources; or</li> <li>• A site that includes Native American historic or prehistoric ruins, a Native American burial ground, or Native American inscriptions or rock art.</li> </ul> </li> <li>2. If the archaeologist determines that some or all of the affected property qualifies as a Native American Cultural Place, he or she shall recommend to the County potentially feasible mitigation measures that would preserve the integrity of the site or minimize impacts to it, including any or a combination of the following: <ul style="list-style-type: none"> <li>• Avoidance, preservation, and/or enhancement of all or a portion of the Native American Cultural Place as open space or habitat, with a conservation easement dedicated to the most interested and appropriate tribal organization, if such an organization is willing to accept and maintain such an easement, or alternatively, a cultural resource organization that holds conservation easements;</li> <li>• An agreement with any such tribal or cultural resource organization to maintain the confidentiality of the location of the site so as to minimize the danger of vandalism to the site or other damage to its integrity; or Other measures, short of full or partial avoidance or preservation, intended to minimize impacts to the Native American Cultural Place consistent with Specific Plan policies, land use assumptions, and the proposed design and footprint of the development project for which the requested grading permit has been approved.</li> </ul> </li> <li>3. After receiving such recommendations, the County Planning Director shall assess the feasibility of the recommendations and impose the most protective mitigation feasible in light of Specific Plan policies, land use assumptions, and the proposed design and footprint of the development project for which the requested grading permit has been proposed. In reaching his or her conclusions with respect to these recommendations, the Planning Director shall consult with both the project applicant and the most interested and appropriate tribal organization.</li> <li>4. The process described in this policy must be completed prior to the issuance of a grading permit or any other activity that results in ground disturbance.</li> </ol>		to any ground disturbance, the Conditions of Approval and the MMRP require archaeological inspections.
<b>9.2</b>	<p><b>Modification of the Land Use Diagram:</b> Figure 3.1, "Land Use Diagram," is intended to provide the structural framework for the land use program within Placer Vineyards. Land use boundaries may be modified or reconfigured on site plans and designs</p>	N/A	The Small Lot Tentative Map is not proposing a modification of the land use diagram.

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	<p>through the Administrative Modification process, in conjunction with the Subsequent Conformity Review and Design Review process, without an amendment to the Specific Plan, so long as the modifications comply with the following criteria:</p> <ul style="list-style-type: none"> <li>• The Planning Director has determined that the proposed residential project is consistent with the approved Specific Plan and with land use patterns and assumption analyzed in the Specific Plan EIR;</li> <li>• The density of development does not exceed the permitted range of the land use designation and the allowable number of units is not exceeded by each property within the Plan Area;</li> </ul> <p>The areas planned for parks, open space, County facilities and other such public amenities described on the Land Use Diagram is not reduced; and no final small lot map has been recorded.</p>		
<b>9.3</b>	<p><b>Property 5C Land Use Exchange:</b>  A middle school site and adjacent 6 acre park was originally planned to be included within the northwest corner of Property 5C (owned by a Non-Participating Property Owner), but was subsequently moved west to Properties 7 and 10 as shown on the Land Use Diagram. Also, as a part of this land use exchange, the religious site planned on Property 7 and the religious site planned on Property 10 were relocated to Property 5C and combined into 1 larger religious site. If a complete application for entitlements for Property 5C is submitted to the County within 1 year of final approval of the Specific Plan, the middle school site on Property 7 and the adjacent park site on Property 10, as shown on the Land Use Diagram, shall be relocated to Property 5C and the religious site shall be relocated back to Properties 7 and 10 as part of the County's approval of entitlements for Property 5C. Any such relocation shall be treated as an Administrative Modification, not as an amendment, to the Specific Plan, and shall not require the consent of the owners of Properties 7 and 10.</p> <p>However, with respect to any application for entitlements for Property 5C submitted more than 1 year after approval of the Specific Plan, any proposed relocation of the middle school site and adjacent park site from Properties 7 and 10 to Property 5C, or relocation of the religious site(s) from Property 5C to Properties 7 and 10 shall be treated as an amendment to the Specific Plan, and shall require the consent of the owners of Properties 7 and 10 and an amendment of the Development Agreement. Any such relocation of the middle school and adjacent park sites from Properties 7 and 10 to Property 5C shall not change the number of residential units permitted for such properties.</p>	N/A	This policy is not applicable to Property 15.
<b>9.4</b>	<p><b>Backbone Infrastructure:</b>  Development and the required infrastructure and public facilities shall be timed to be available for new development in the Plan Area as the development proceeds. Construction of the Backbone Infrastructure system consistent with provisions in the Development Agreement will provide access to the infrastructure and services required to develop a DP. Any property owner in the Plan Area may develop, provided that they build and fund the necessary infrastructure and public facilities as set forth in the Development Agreement, the Public Facilities Financing Plan, and the Urban Services Plan.</p>	N/A	No construction is proposed with the small lot tentative map. Property 15 is required to comply with the infrastructure requirements set forth in the Development Agreement.

**PLACER VINEYARDS SPECIFIC PLAN POLICY CONSISTENCY REVIEW  
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9.5	<p><b>Landscape Master Plan:</b> A substantially complete Landscape Master Plan was submitted to the County for review and approval in concept prior to the submittal of the first Development Phase and Phasing Plan. The Board of Supervisors shall approve the Landscape Master Plan prior to the approval of the first Development Phase and Phasing Plan.</p>	N/A	The Landscape Master Plan was approved by the Board of Supervisors on August 4, 2015.
9.6	<p><b>Approval of Urban Services Financing Mechanisms:</b> The Urban Services Plan, as described in Sections 9.3.2 and 9.4.3 of this Specific Plan, shall be used to decide financing through a Community Facilities District (Services CFD) or County Service Area (CSA). In preparing and establishing the Urban Services Financing Mechanisms, cost estimates developed during the preparation of this Specific Plan and the Urban Services Plan shall be updated and final project taxes for the Services CFD and assessments for the CSA shall be defined. Any necessary Services CFD or CSA shall be formed as specified in the Development Agreement.</p>	N/A	Section 3.18 of the Development Agreement establishes the CFD. An Urban Services Financing Plan has been prepared for the Specific Plan.
9.7	<p><b>General Public Facilities Financing Policy:</b> The following policies shall be followed in implementing the Public Facilities Financing Plan for the Plan Area:</p> <ol style="list-style-type: none"> <li>1. The full costs of both on-site and off-site public infrastructure and public facilities required to support the Plan Area will be funded first and foremost from private financing and revenues generated by development within the Plan Area. Some regionally serving public facilities may be funded by a larger fee program that includes areas both within and outside of the Plan Area.</li> <li>2. Development projects will be required to provide up-front funding for the costs of installing and expanding the Backbone Infrastructure and Public Facilities as and when necessary to adequately serve and support their projects, consistent with the Public Facilities Financing Plan and the Development Agreements. Developers will be subject to fee credits or future reimbursements, consistent with the provisions of the Development Agreements. The costs for Backbone Infrastructure and Public Facilities will be allocated as much as possible based on a project's fair share of required improvements and as described in the Public Facilities Financing Plan and the Development Agreements.</li> <li>3. Plan Area fees will be imposed by the Development Agreements, for those Backbone Improvements and Public Facilities that are not funded by existing fee programs. A fair-share cost allocation of the Plan Area fee for required backbone improvements and public facilities will be established for each land use consistent with the Public Facilities Financing Plan.</li> <li>4. The Public Facilities Financing Plan establishes methods to time the availability of infrastructure funding to the need for said infrastructure.</li> <li>5. The use of public financing to fund urban services shall take priority over the use of such financing to fund infrastructure improvements in the Plan Area.</li> <li>6. When public financing is used, the total annual tax and/or assessment rates for developed land shall not</li> </ol>	N/A	Property 15 and the associated infrastructure improvements are required to comply with the Development Agreement, the Finance Plan and the Urban Services Plan for financing and installing public utilities and backbone infrastructure.

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	<p>exceed fiscally prudent levels and will be consistent with the Rules and Procedures of the Placer County Bond Screening Committee.</p> <p>7. Before properties can be developed, two Community Facilities Districts shall be formed for the purposes of funding park maintenance and County services as more fully described in the Development Agreement. Parcel maps that are found by the applicable hearing body to be for bonafide agricultural uses and are consistent with their current agricultural zoning are exempt from this policy.</p>		
<b>9.8</b>	<p><b>General Urban Services Financing Policies:</b>                      The following policies shall be followed in implementing the Urban Services Plan for the Plan Area:</p> <ol style="list-style-type: none"> <li>1. Services will be funded and provided to residents, businesses, and employees of the Plan Area at a higher urban level commensurate with similar urban communities, and above the existing levels provided by the County with the unincorporated area and cities.</li> <li>2. Ensure timing for funding of urban and county-wide services is coordinated so that services are available when needed as the population and employment grows as possible based on a project's fair share of required improvements and as described in the Public Facilities Financing Plan and the Development Agreement.</li> <li>3. A funding strategy shall be developed to ensure that the County's General Fund is not negatively impacted by the cost of providing urban and county-wide services in a sustainable and reliable manner.</li> <li>4. Use of public financing to fund services shall take priority over the use of such financing for infrastructure and public facility improvements in the Plan Area.</li> <li>5. When public financing is used, the total annual tax and/or assessment rates for developed land shall not exceed fiscally prudent levels and will be consistent with the rules and procedures of the Placer County Bond Screening Committee.</li> <li>6. Before properties can be developed, two Community Facilities Districts shall be formed for the purposes of funding park maintenance and County services as more fully described in the Development Agreement. Parcel maps that are found by the applicable hearing body to be for bonafide agricultural uses and are consistent with their current agricultural zoning are exempt from this policy.</li> </ol>	N/A	<p>Property 15 and the associated infrastructure improvements are required to comply with the Development Agreement, the Finance Plan and the Urban Services Plan for financing and installing public utilities and backbone infrastructure.</p>
<b>9.9</b>	<p><b>Other Financing Mechanisms:</b>                      As noted, other financing mechanisms, such as creation of private districts or associations, may be used to fund maintenance of certain facilities in the Plan Area. Any such alternative or supplemental financing mechanisms shall comply with the policies described in Policy 9.8 above.</p>	N/A	<p>If Property 15 proposes other financing mechanisms alternative to those described in the Development Agreement, Finance Plan and Urban Services Plan, then those other funding mechanisms will comply with Policy 9.8.</p>

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<b>9.10</b>	<p><b><i>Infrastructure Not Included in Financing Plan:</i></b>                      The construction of in-tract subdivision infrastructure shall not be included in the Public Facilities Financing Plan; however, the maintenance of such public infrastructure is included in the Urban Services Plan.</p>	N/A	Any infrastructure proposed by Property 15 not included in the Finance Plan will be maintained pursuant to the Urban Services Plan.