RESOLUTION NO. PC-2015-32

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF FULLERTON, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL DECLARE ITS INTENTION TO ABANDON SEVERAL EXISTING EASEMENTS WHICH ARE NOT NEEDED FOR CURRENT OR FUTURE USE ON PROPERTY LOCATED AT 2701 ROSECRANS AVENUE.

PRJ03-00075A – SUB 03-00001A

APPLICANT: PACIFIC COAST HOMES
PROPERTY OWNER: PACIFIC COAST HOMES

THE PLANNING COMMISSION OF THE CITY OF FULLERTON HEREBY RESOLVES AS FOLLOWS:

1. That an application was filed for the abandonment of several easements which are no longer needed for current or future use on portions of a 510 acre property located at 2701 Rosecrans Avenue.

2. That said Abandonment shall occur as shown on the Abandonment Map dated February 10, 2010 (Attachment A) and as described in the Engineering Department Letter (Attachment B).

3. That in accordance with the California Environmental Quality Act ("CEQA"), Abandonment SUB03-00001A has been determined to be adequately evaluated in the Final Environmental Impact Report (FEIR), the Mitigation Monitoring and Reporting Program (MMRP), and the Findings of Facts and Statement of Overriding Considerations relating thereto. In addition, Addendum No. 1 to the FEIR determines that no changes have been made to the project, no changes in circumstances exist, and no new information is available that would indicate that the revisions to the project associated with the Abandonment would result in any significant new environmental effects that were not considered in the FEIR, or that any significant effects previously identified in the FEIR would be substantially more severe (see 14 Cal. Code Regs. Section 15162(a)).

4. That the Planning Commission does hereby RECOMMEND APPROVAL of said Abandonment to the City Council, with the Abandonment to occur at the time of Final Map approval.

5. That the fact and reason for said RECOMMENDATION OF APPROVAL of ABANDONMENT of several existing easements are hereby found and declared to be as follows:

   • That, pursuant to FMC 16.08.070, the public and private easements shown on the Abandonment Exhibit are not needed for present or prospective public use or purpose.
The existing easements are no longer utilized for any purpose and may therefore be abandoned or vacated without impact to public health, safety or general welfare.

ADOPTED BY THE FULLERTON PLANNING COMMISSION ON OCTOBER 22, 2015.

_______________________________
John Silber, Chair

ATTEST:

_____________________________
Kristi Nordell, Recording Clerk

Attachments:
  A. Abandonment Map
  B. Engineering Department Letter dated September 30, 2015
City of Fullerton
RESOLUTION CERTIFICATION

STATE OF CALIFORNIA  )
COUNTY OF ORANGE   )  SS
CITY OF FULLERTON   )

RESOLUTION NO. PC-2015-32

I, Kristi Nordell, Recording Clerk of the Planning Commission of the City of Fullerton, California, hereby certify that the whole number of the members of the Planning Commission of the City of Fullerton is seven; and that the above and foregoing Resolution No. PC-2015-32 was adopted at a regular meeting of the Planning Commission held on the 22nd day of October 2015, by the following vote:

PLANNING COMMISSIONER AYES:
PLANNING COMMISSIONER NOES:
PLANNING COMMISSIONER ABSENT:

____________________________
Kristi Nordell, Recording Clerk
Item No. 2  
September 30, 2015

Honorable Planning Commission  
City Hall  
City of Fullerton

Subject: PRJ03-00075A  
VTTM 17609  
SUB03-00001A (ABANDONMENT)  
2701 Rosecrans Avenue

The West Coyote Hills (WCH) Vesting Tentative Tract Map (VTTM) is situated on approximately 510 acres with additional restoration and improvements proposed for the 72-acre City of Fullerton-owned Robert E. Ward Nature Preserve. The project area is generally bounded on the north by the City of La Habra, on the east by Euclid Street, on the west by the City of La Mirada, and on the south by Rosecrans Avenue and existing developments. The new application for VTTM 17609 supersedes and replaces three Tentative Tract Maps (TTMs) 15671, 15672, and 15673 that were approved by the Fullerton City Council on July 12, 2011. The new proposal, similar to the previous application, includes abandonment of various public and private easements and improvements to the Nature Preserve, and has been reviewed by the Engineering Staff. If approved, approval should be contingent upon compliance with the following conditions:

I. PLANNING COMMISSION RESOLUTION NO. PC-2015-31

1. In addition to this Engineer’s Letter of Conditions, Planning Commission (PC) Resolution No. PC-2015-31 prepared for the subject project will include multiple conditions pertaining to certain onsite and offsite improvements, open space, dedications, phasing, fees, and maintenance provisions. See Exhibit A to PC Resolution No. PC-2015-31 (Conditions of Approval); and Exhibit C (updated Mitigation Monitoring and Reporting Program (MMRP) for Final Environmental Impact Report SCH No. 1997057056 (FEIR), as updated by Addendum No. 1 to the FEIR dated September 15, 2015 (Addendum No. 1). Should any of the conditions in the Conditions of Approval or the MMRP inadvertently conflict with conditions in this letter, the Conditions of Approval and the MMRP shall govern.

2. This Engineer’s Letter of Conditions pertains to the proposed site development as shown on VTTM 17609, dated September 18, 2015 City of Fullerton may acquire certain portions or the entire project site for open space purposes (PC Resolution No. PC-2015-31, Exhibit A, Conditions of Approval, Condition L), in which case the provisions of Condition L will apply.

3. All public improvements identified in the PC Resolution shall be designed in accordance with the City of Fullerton Standards and the WCH (Specific Plan Amendment) SPA #8 guidelines;
public improvement plans shall be prepared and submitted for review and approval by the Director of Public Works.

II. VESTING TENTATIVE TRACT MAP (VTTM)

1. Proposed VTTM will subdivide the site into 556 numbered lots and 13 lettered lots. The site is generally divided by the proposed collector road that is designated on the VTTM as Street “A”/Lot E and Gilbert Street into westerly, central, and easterly parts. The proposed lots will be distributed over these three parts as described below:

   A. Westerly part of the site (Sheet 4 of VTTM 17609) is bordering the proposed Street “A” (Lot E) on the east, the Hawk’s Pointe Development and the City of La Mirada on the west, the City of La Habra on the north, and has a frontage on Rosecrans Avenue on the south, and includes:

      • Lots 290 through 536 - single family detached residential lots (SPA #8, Neighborhoods 6-8)

      • Lot 288 – attached residential units (SPA #8, Neighborhood 9); this lot is proposed to be further subdivided for condominium purposes on the Final Map(s)

      • Lot F – private common area that includes graded slopes with drainage improvements and trails within graded areas

      • Lot C – open space area (SPA #8, Area C) including trails, utilities, and storm water quality Best Management Practices (BMPs)

      • Lot D – private interior streets “B” through “S”

   B. Central part of the site (Sheet 3 of VTTM 17609) is located between proposed Street “A” (Lot A) on the west and Gilbert Street on the east, and includes:

      • Lots 76 through 253 – single family detached residential lots (SPA #8, Neighborhoods 4 and 5)

      • “Multiple-use” area in SPA #8, including:

         a. Lots 254 through 286 and 537 through 556 – single family detached residential lots

         b. Lot 287 – a 4.4-acre private recreational area

         Lot 289 – a 5.2-acre commercial/retail area (Sheet 4 of VTTM 17609)

      • Lot F – private common areas mostly include graded slopes with drainage improvements and trails within graded areas

      • Lot B – open space area (SPA #8, Area B) including trails, utilities, and storm water quality BMPs

      • Lot D – private interior streets “T” through “GG”

   C. Easterly part of the site (Sheet 2 of VTTM 17609) is located between Gilbert Street on the west and Euclid Street on the east, and includes:
• Lots 1 through 75 - single family detached residential lots (SPA #8, Neighborhoods 1 and 3)

• Lot F – private common areas; these areas are mostly graded slopes with drainage improvements and trails within graded areas

• Lot A – open space area (SPA #8, Area A)

• Lot D – private streets “HH” through “NN”. Street “NN” is proposed to connect Street “A” to Euclid Street and will align with Lakeview Drive, the public street located east of Euclid Street. “NN” Street will have access from Euclid Street for emergency vehicular purposes only

2. The development is proposed to be constructed in phases in accordance with PC Resolution No. PC-2015–31, Exhibit D, Project Phasing Plan, September 15, 2015. The easterly portion of the site is proposed to be developed during Phase 1A; the central part of the project is proposed to be developed during Phase 1B; the westerly portion is proposed to be developed during Phases 2A and 2B.

3. A Final Map(s) shall be recorded prior to issuance of building permits for each phase. All public improvements, including Euclid Street, Gilbert Street, Gilbert Street Bridge, Rosecrans Avenue, Coyote Hills Drive extension, collector road (Street “A”), reservoir/pumping station, utilities, public trails, and Key Vistas shall be completed in accordance with the timetables provided in said FEIR and Addendum #1, the WCH SPA #8 and/or as determined by the Director of Public Works to insure adequate circulation, utilities, emergency vehicle access, and fire protection for each lot and orderly development of the project.

4. After approval of the VTTM, the Property Owner shall submit the Final Map(s) to the Public Works Department for review and approval. The Final Map(s) shall be prepared by a Registered Land Surveyor or Registered Civil Engineer authorized to practice land surveying in the State of California and shall comply with the Subdivision Map Act at the time of submittal. The Final Map(s) shall be recorded with the County of Orange Recorder’s Office. Two copies of the recorded maps and a digital copy (identical to that required by the County Surveyor) are to be submitted to the Public Works Department prior to issuance of building permits for respective tracts.

III. DEDICATIONS

The following easements, right of way, and fee interest dedications shall be made to the City of Fullerton on the Final Map(s):

1. An easement for street right of way purposes over the entire length of the collector road (Street “A”, Lot E), Coyote Hills Drive extension, and Risner Way extension;

2. The public street right of way shall accommodate the street intersection widening required for installation of City Traffic Engineer-approved traffic control measures at up to five specified locations (refer to Section VI, Item D, project collector road Street “A”).

3. The public street right of way over the collector road (Lot E) shall not include widened portions of side streets adjacent to the collector road. As submitted, VTTM shows widened portions of
private streets "B", "R", "W", "Y", and "DD" as Lot E, which is designated for the future public street. Said street segments shall be part of Lot D that is designated for private streets that will be owned and maintained by the Home Owner's Association (HOA).

4. Public access easements for recreational purposes over the proposed public trail system, Key Vista Points, and public park areas;

5. Pedestrian access easements over all meandering segments of sidewalk adjacent to the public street right of way and over any private street, sidewalk, trail, and private common areas as necessary to provide a continuous linkage for the public sidewalk and trail system.

6. An irrevocable offer of dedication in fee for open space purposes over the entire SPA #8 Open Space Areas A, B, and C;

7. A 12-foot-wide strip of additional street right of way for Euclid Street along the entire project frontage;

8. A 2-foot-wide strip of additional street right of way on each side of Gilbert Street within project limits;

9. An easement for public service, utilities, police patrol, emergency vehicle access, fire protection, refuse collection, and domestic water line system over all private streets, access/service roads, and other vehicular areas;

10. The VTTM includes conceptual alignment and width of proposed street right of way and public easements. The final width and alignment of the street right of way, recreational easements, and open space boundaries shall be determined based on the Property Owner's conditions of approval, precise grading, and approved street improvement plans.

11. Drainage easements for inlet and outlet structures adjacent to the project collector road (Street "A") and laterals connecting these structures to city-owned storm drain main in Street "A" shall be dedicated to the City of Fullerton on corresponding Final Map(s) or, in case they are located outside of map boundaries, by a separate instrument.

12. Private drainage, National Pollutant Discharge Elimination System (NPDES) water quality, and sewer facilities located in habitat conservation/open space areas shall be located in private easements, shall be delineated and described on the Final Map(s), and shall be recorded on the map or by separate instrument(s) in accordance with the schedule approved by the Director of Public Works.

IV. ABANDONMENT

1. The Property Owner proposes the abandonment of several existing easements as described on the Abandonment Map, dated February 10, 2010.

2. The public easements include five historical Sterns Ranchos Company easements designated as easements "A" on the Abandonment Map, and two historical Sunny Hills Ranch, Inc. easements designated on the Abandonment Map as easement G that were deeded to the City of Fullerton. Easements "A" and "G" are not needed for current or future public use and shall be abandoned on the Final Map(s).
3. A public easement for road purposes designated on the Abandonment Map as easement "T" is located within Specific Plan Open Space Area A and can be abandoned at the time when the Irrevocable Offer of Dedication in Fee for open space purposes is accepted by the City of Fullerton.

4. Old historical easements, that are no longer in use for which it is impossible or impractical to locate the owner of the easement, can be abandoned on Final Map(s) per Section 66436 (a)(3) of Subdivision Map Act.

5. A number of private easements exist on site that may conflict with the proposed improvements. It is the Property Owner's responsibility to determine which easements are to remain, be realigned, or be abandoned. Any modification to the existing easements shall be coordinated with the easement owners/grantees.

6. A Southern California Edison (SCE) easement is located on-site. If the SCE easement is in conflict with the proposed improvements, all utilities within the existing SCE easement shall be relocated and the easement shall be abandoned and rededicated as necessary and to the satisfaction of the affected utility owners.

V. GENERAL ENGINEERING CONDITIONS

1. All work within the public right of way shall be constructed in accordance with the Standard Plans, Drawings, and Standard Specifications for Public Works Construction that are in effect at the time of permit issuance. This includes any supplements thereto.

2. Separate plans shall be prepared for applicable public improvements, including streets, water, storm drain, sewer, traffic signal, striping and signage, street lighting systems, trail system design, landscaping, and bridge design. The plans shall be submitted to the Public Works Department for review, approval and issuance of separate Public Works Department permits, as applicable.

3. Public Works Department permits shall be obtained prior to undertaking any grading or construction work of any type within the public right of way and/or City-owned property.

4. During site improvement, all deliveries to the Property Owner's site that are overweight or oversize require a transportation permit from the Public Works Department.

5. The Developer shall provide and maintain all necessary flag persons, barricades, delineators, signs, flashers and any other safety equipment as set forth in the edition of the State of California, Manual of Uniform Traffic Control Devices that is in effect at the time of construction, or as required by the Public Works Department/Engineering Permit requirements to ensure safe passage of pedestrian and vehicular traffic.

6. Any controlling survey monumentation (property lines, tract lines, street centerline, etc.) which are at risk of being destroyed or disturbed during the course of this project must be preserved in accordance with Section 8771(b) of the California Business and Professions Code (Professional Land Surveyor's Act). Pre-construction field ties, along with the preparation and filing of the required Corner Records or Record of Survey with the County of Orange, shall be accomplished by or under the direction of a licensed surveyor or civil engineer authorized to practice land surveying. Copies of said records shall be furnished to the City Engineer for review and approval, prior to issuance of any onsite or offsite construction permits. Any monuments disturbed or destroyed by this project must be reset and post-construction Corner
Records or Record of Survey filed with the County of Orange. A copy of recorded documents shall be submitted to the City Engineer for review and approval prior to issuance of Certificate of Final Occupancy on the last home within the tract.

7. The Property Owner shall identify the location of all existing utilities during the preliminary design phase and include them in the plans.

8. All underground utilities within construction limits shall be potholed prior to starting any construction.

9. The asphalt concrete structural section for all public and private roadways shall comply with the soils report recommendations, and shall be approved by the Director of Public Works.

10. All private streets including street profiles, cross-section, concrete improvements, access ramps (if required by Federal and State ADA and accessibility laws), striping and signage shall be constructed in accordance with City of Fullerton’s Standard Plans and shall comply with City’s requirements.

11. Any existing street improvements that are disturbed and removed from the site shall be disposed of in a legal manner.

12. All landscape plans shall be designed in such a manner so as not to interfere with safe traffic sight distance.

13. Prior to final acceptance, the Property Owner shall file a set of as-built drawings with the Public Works Department for work performed within the public right of way.

14. Any reasonable improvement plan revisions specified by the Director of Public Works shall be installed prior to issuance of the Certificate of Final Occupancy on the last home within the tract.

15. In accordance with the State of California Reporting for Cultural Resource, any proposed construction on the site shall be reported to:
   Joseph Ontiveros
   Cultural Resources Director
   Soboba Band of Luiseno Indians
   PO Box 487
   San Jacinto, CA 92581
   jontiveros@soboba-nsn.gov

VI. STREET IMPROVEMENTS

1. Three arterial streets border the site: Rosecrans Avenue on the south, Euclid Street on the east, and Gilbert Street which transverses the entire site from north to south.

2. A new collector road (Street “A”) is proposed to be the main vehicular artery intersecting Rosecrans Avenue at the southwest corner of the Specific Plan development and Euclid Street at the northeast corner of the site.

3. The Specific Plan also calls for extension of two existing local collector streets, Risner Way and Coyote Hills Drive, from the site boundaries to the collector road.
4. The Specific Plan provides a standard private street system within the neighborhoods as well as rural Street “NN” in Neighborhood #1. The rural street will connect to the collector road for a secondary access from Euclid Street for emergency vehicular purposes.

5. Private Street “R” is also proposed to connect the collector road with the multi-use area located in the central part of the Specific Plan, immediately east of the collector road.

6. Street improvement plans shall be approved by the Director of Public Works prior to issuance of precise grading permits for each phase of construction and recordation of the first Final Map(s) in that phase.

7. All new or replaced driveway approaches that connect with surrounding arterial streets and the Street “A” shall be constructed with radiused returns as depicted in City Standard for Modified Alley Return.

A. ROSECRANS AVENUE

Rosecrans Avenue is a four-lane primary arterial street with an existing 100-foot-wide street right of way, including an 84-foot paved roadway portion and 8-foot-wide parkways on both sides of the street, and is designated as a Class II bikeway route on the adopted Fullerton General Plan, Master Plan of Bikeways.

The street is currently improved with concrete curb and gutter on both sides of the street. The parkway along the Property Owner’s frontage is improved with a concrete meandering sidewalk. Additionally, there is an existing 52-foot-wide public easement for recreational trails, linear park, parkways, greenbelt, and incidental purposes adjacent to the northerly street right of way.

The Property Owner shall design and construct the following street improvements:

1. A new landscaped median along the Property Owner frontage with a minimum 10-inch curb height and 12-inch-wide decorative concrete maintenance strip along the entire perimeter of the median. Refer to PC Resolution No. PC-2015-31, Exhibit A, Conditions of Approval, Condition M, Item 13, for construction phasing requirements.

2. Hardscape and landscape improvements on the north side of Rosecrans Avenue within the 60-foot-wide strip along the Property Owner’s frontage consisting of an 8-foot street parkway and the 52-foot-wide recreational easement, including: a minimum 6-foot-wide landscaped parkway; a minimum 6-foot-wide concrete sidewalk; and a regional recreational trail improved with a minimum 10-foot-wide tread, drainage facilities, fencing, landscaping, and signage. The trail surface shall be constructed of decomposed granite or other suitable material as approved by the Directors of Public Works and Parks and Recreation.

3. The landscaped buffer between the concrete sidewalk and the trail, both of which may meander, and the landscaping of the area within the 52-foot-wide easement limits;

4. The asphalt pavement reconstruction over half of Rosecrans Avenue along the Property Owner’s frontage. The pavement reconstruction limits may extend beyond the Property Owner’s frontage as necessary to accommodate the approved limits of any proposed landscaped medians and construction of the new street intersection with the proposed collector road.
5. The Rosecrans Avenue intersection with the proposed collector road shall be constructed with minimum 35-feet radii curb returns.

6. Any modification to existing drainage facilities impacted by new construction on Rosecrans Avenue shall be included in street improvement plans and shall be approved by the Director of Public Works.

B. EUCLID STREET

Euclid Street is a four-lane major arterial street with an existing right of way varying from 80 feet to 90 feet along the WCH site. There is currently an asphalt berm and no parkway improvements on the west side of the street along the entire Property Owner’s frontage and on the east side of the street between Laguna Road and Lakeview Drive.

The Property Owner shall design and construct the following street improvements:

1. A new 10-foot-wide landscaped median along the Property Owner’s frontage with a minimum 10-inch curb height and 12-inch-wide decorative concrete maintenance strip along the entire perimeter of the median; as a curved street, Euclid Street has superelevated roadway segments along the Property Owner’s frontage. Median design shall include drainage improvements accommodating superelevated character of the street. Refer to PC Resolution No. PC-2015-31, Exhibit A, Conditions of Approval, Condition M, Item 13, for construction phasing requirements.

2. A new concrete curb and gutter on the west side of the street along the entire Property Owner’s frontage and on the east side of the street between Laguna Road and Lakeview Drive.

3. A minimum 8-foot-wide concrete sidewalk for pedestrian use on the west side of the street along the entire Property Owner’s frontage; the Property Owner will dedicate 12 feet of additional street right of way to accommodate construction of curb and gutter and sidewalk on the west side of the street along the Property Owner’s frontage.

4. Reconstruct the asphalt pavement over the westerly half of Euclid Street along the Property Owner’s frontage; the pavement reconstruction limits may extend beyond the Property Owner’s frontage as necessary to accommodate approved limits of future landscaped median and construction of new intersection with the proposed collector road; reconstruction of the existing pavement over the entire width may be needed between Laguna Road and Lakeview Drive to accommodate the construction of the new concrete curb and gutter.

5. The driveway approach for the future Nature Preserve parking area;

6. The Euclid Street intersection with the proposed Street “A” shall be constructed with minimum 35-foot radii curb returns. The Euclid Street intersection with rural street that will be utilized for Emergency Vehicle Access shall be constructed with minimum 27-foot radii curb returns.

7. Any modification to existing drainage facilities impacted by new construction on Euclid Street shall be included in street improvement plans and shall be approved by the Director of Public Works.
C. GILBERT STREET

Gilbert Street is a four-lane primary arterial street with an existing 80-foot-wide right of way, including a 68-foot-wide roadway, an existing median divider consisting of asphalt berm and asphalt concrete surface, and a 6-foot-wide unimproved parkway with an asphalt berm on both sides of the street. Gilbert Street is designated as a Class II bikeway route on the adopted Fullerton General Plan, Master Plan of Bikeways.

1. The Property Owner shall dedicate 4 feet for additional street right of way purposes that will be utilized for 2-foot parkway widening on both sides of the street.

2. The Property Owner shall design and construct the following street improvements:
   a. A new landscaped median along the Property Owner’s frontage with a minimum 10-inch curb height; the median design shall include drainage improvements accommodating the superelevated segments of the street. Refer to PC Resolution No. PC-2015-31, Exhibit A, Conditions of Approval, Condition M, Item 13, for construction phasing requirements.
   b. New concrete curb and gutter on both sides of the street
   c. A full width (8 feet) concrete sidewalk on both sides of the street, to the extent they can be accommodated within the street right of way delineated in SPA #8
   d. Reconstruct the asphalt pavement over the entire street within the Property Owner’s limits.

3. Any modification to existing drainage facilities impacted by the construction on Gilbert Street shall be included in street improvement plans and shall be approved by the Director of Public Works.

D. PROJECT COLLECTOR ROAD – STREET “A”

WCH Specific Plan development will be served by the collector road, connecting Rosecrans Avenue to Euclid Street. The collector road is designated on the VTTM as Street “A”. The street right of way varies in response to topographic conditions, anticipated traffic volumes, and aesthetics. Street “A” is described in the WCH SPA #8, Section 3, Exhibits 27 and 28, and is conceptually delineated on the VTTM with seven street sections.

1. The proposed typical street parameters (cross-sections) and streetscape improvements shall conform to the latest State and Federal guidelines and the City of Fullerton General Plan Update 2012 that supports Assembly Bill 1358, The California Complete Streets Act. Therefore, Property Owner shall construct the street to accommodate the following requirements along the entire length of Street “A” (except on Gilbert Bridge and its approaches), to the extent these street elements can be accommodated within the right of way delineated in SPA #8:
   a. Concrete sidewalk, both sides
   b. Landscaped parkway, both sides of the street with drought tolerant plant material
   c. A minimum 14-foot-wide outside travel lane, when the lane adjoins the outside curb, or a 12-foot minimum lane if adjoining a bike lane or parking lane (if parking is allowed)
   d. Bike lane, both sides
   e. No on-street parking except as approved by the Directors of Public Works and Community Development Department
f. As part of final roadway cross-section design for the local collector road (Street “A”), the City will analyze the feasibility of incorporating a partial rural street standard. This may include the use of asphalt rolled curb, limited concrete sidewalks, and optional street lights. Final design standards shall be approved by the Director of Public Works.

2. The intersections of Street “A” with Coyote Hills Drive, Risner Way, and Street “R” require traffic controls, and the City Traffic Engineer recommendation is to utilize roundabout traffic calming features at all three locations. The Property Owner shall provide engineering studies to demonstrate the feasibility of these roundabouts prior to approval of street improvement plans. If any of these roundabouts are determined to be infeasible as a result of design standards and requirements, alternate traffic control measure options shall be submitted to the Director of Public Works and the City Traffic Engineer for review and approval. City-approved options shall be designed as a part of street improvement plans.

3. Two additional traffic control elements may be required at the locations determined by the City Traffic Engineer during the design phase of the project. All traffic control options shall be reviewed and approved by the City Traffic Engineer prior to preparation of final construction documents and shall be designed to include horizontal and vertical control, drainage, hardscape, landscape, lighting, and signage. Overall design shall be subject to the approval of the Director of Public Works.

4. The Property Owner shall construct a recreational backbone trail along a significant portion of Street “A” as described in PC Resolution No. PC-2015-31, Exhibit A, Conditions of Approval, Exhibit 1.

5. The location/alignment of the recreational trail shall be designed in conjunction with design of Street “A”. A consideration shall be given to the street crossing location where the trail transitions from the south to the north side of the street. The proposed mid-block crossing at the beginning of the bridge approach east of Gilbert Street is not an optimal location. The Property Owner shall relocate the trail crossing to the street intersection of Street “A” and Risner Way.

6. The 16-foot-wide trail right of way shall be improved with a minimum 10-foot-wide tread, drainage, landscaping, and fencing in accordance with Table #6 of SPA #8.

7. The Specific Plan designates the project collector road (page 1-1) as a scenic corridor that creates a driving and walking experience by capturing scenic vistas, appreciation of natural open spaces, and provides landscaped edges along neighborhoods. The street and trail design shall include the scenic corridor elements and shall comply with the Specific Plan guidelines.

E. GILBERT STREET BRIDGE

1. Street “A” over-crosses Gilbert Street at the location of the existing bridge.

2. The Property Owner shall widen the existing 37-foot-wide concrete arch bridge to accommodate two vehicular lanes, two Class II bike lanes, a sidewalk on one side of the bridge, and a recreational trail on the other side of the bridge.
3. An absolute minimum width of the widened bridge shall be 44 feet that will be sufficient to accommodate the following street components:

   a. Two 11-foot-wide vehicular lanes
   b. Two 4-foot-wide Class II bike lanes
   c. A 6-foot-wide sidewalk on north side of the bridge
   d. A 6-foot-wide recreational trail on south side of the bridge
   e. 1-foot-wide barrier on each side of the bridge

4. The Property Owner shall evaluate the existing bridge structure based on the latest California Building Code requirements. A California Registered Structural Engineer shall provide a complete seismic, dead load, and dynamic analysis to assure that existing bridge structure can support two cantilever extensions that are needed to accommodate, as absolute minimum, the above-listed bridge improvements.

5. Additionally, the analysis shall consider and analyze the structural retrofit options that will accommodate a wider bridge allowing for wider vehicular and bike lanes and sidewalks on each side of the bridge. The preferred width to provide more viable long term solution that will allow for 12-foot-wide travel lanes and 5-foot-wide Class II bike lanes is 48 feet. The Property Owner shall provide an analysis from a Registered Structural Engineer that clearly shows that the existing structure cannot support the additional 5 1/2 foot cantilever on each side of the bridge.

6. If determined that the required absolute minimum bridge widening is not feasible, the Property Owner shall demolish the existing bridge and design and construct a new 55-foot-wide bridge, aesthetics of which shall be subject to City approval. The 55-foot-wide bridge is based on the need to provide the following:

   a. Two 12-foot-wide vehicular lanes
   b. Two 5-foot-wide Class II bike lanes
   c. 6-foot-wide sidewalk on both side of the bridge
   d. A 7-foot-wide recreational trail on south side of the street
   e. 1-foot-wide barrier on each side of the bridge

F. RISNER WAY

Risner Way is a two-lane collector road currently providing access to the Westridge Development in the City of La Habra from Idaho (Gilbert) Street. The Property Owner proposes to extend the street southerly to provide an access from Gilbert Street into West Coyote Hills Specific Plan development. The street will match the existing street right of way of 56 feet which will accommodate 2-lane traffic, two Class II 6-feet-wide bike lanes, and parkways on both sides of the street improved with a curb-adjacent landscaped parkway and minimum 5-feet-wide sidewalk. No on street parking will be allowed on Risner Way.

1. The Property Owner shall coordinate the design of the street extension with the City of La Habra and shall secure all necessary permits necessary for any construction activities within City of La Habra boundary.

G. COYOTE HILLS DRIVE

Coyote Hills Drive is a two-lane local collector street that currently dead ends with a cul-de-sac approximately 100 feet east of the Property Owner's easterly boundary. The existing
street right of way is 56 feet wide accommodating 40 feet of roadway and an 8-foot-wide sidewalk on both sides of the street.

1. The Property Owner proposes to extend the street westerly to connect Coyote Hills Drive to the project collector road (Street "A"). The extended street section will include 2-way traffic and concrete sidewalks on both sides of the street. Street extension shall match the existing right of way, roadway, and sidewalk width.

2. Street design and construction shall include removal of a portion of existing street improvements and realigning the street as necessary to accommodate the proposed connection to the collector road to the west including the roundabout. Realignment of the existing portion of Coyote Hills Drive is located on City-owned property. However, a condominium development (Tract 10252) is immediately adjacent to the street right of way on the south. The Property Owner shall perfect a Right of Entry agreement with the HOA of Tract 10252, if grading and other minor construction activity encroachments are needed during the street realignment. Final street design may also require reconstruction of the intersection with the private street Coventry Circle, including the curb returns.

The Property owner shall also design and install landscaping improvements on Castlewood Drive as described in Reso No. PC-2015-31, Exhibit A, Conditions of Approval, Condition M, Item 13.

H. PRIVATE STREETS

Local private streets and drives that provide onsite circulation and connect neighborhoods to the Street "A" are conceptually designed on the VTTM and designated as Lot D. Street widths vary from 30-foot wide to 56-foot wide.

1. Double loaded streets (streets with residences on both sides of the street) shall be minimum 56 feet wide to accommodate two lanes of traffic, parking, parkways, and sidewalks on both sides of the street. Sidewalks shall be a minimum 5 feet wide and separated from the roadway by a landscaped parkway (Specific Plan, Exhibit #28).

2. Single loaded streets with residences on one side of the street shall be a minimum 42 feet wide to accommodate two lanes of traffic, parking, landscaped parkway, and sidewalk on the side of the street adjacent to the houses. Similar to double loaded streets, sidewalks shall be a minimum 5 feet wide and separated from the roadway by a landscaped parkway (Specific Plan, Exhibit #28).

3. Additional parking may be provided in parking pockets along the side of the street adjacent to open space.

4. Street "NN" that will be designed to City Rural Road standards is located in the neighborhood with larger estate lots (SPA #8, Neighborhood 1). This street will have a minimum 40-feet-wide right of way that will accommodate a minimum 20-foot-wide paved roadway, 5-foot-wide drainage swale improved with permeable asphalt or equal permeable material, and unimproved shoulders. The street will have a widened terminus with a landscaped median divider at its easterly end. A 30-feet-wide road extension is proposed easterly of Street "NN" terminus up to Euclid Street for Emergency Vehicular Access only.
5. Private drives will be utilized to access a limited number of residences and can be either one or two-way streets with a minimum 30-foot-wide right of way accommodating a minimum 20 feet of paved roadway, and parkway on both sides of the street.

6. Private streets are proposed to be widened at the entries into neighborhoods or neighborhood groupings to accommodate landscaped median dividers and potential gated entrances to the neighborhoods. Entries may have enhanced pavement and landscaping treatments, entry monuments, and, if security gating is provided, shall be designed to accommodate car cueing and turnaround. All widened entries shall be privately owned and maintained (Lot D).

7. The private streets shall be designed and constructed in accordance with the City of Fullerton Standards that are in effect at the time of grading permit issuance and shall be subject to the review and approval of the Director of Public Works. All cul-de-sacs and knuckles shall be constructed in accordance with City Standard Drawings Nos. 105 and 106 respectively. Six-inch high curbs may be allowed on the private streets, provided that they contain ‘design’ storm flows within the street right of ways. All intersections shall be improved with 27-foot radii curb returns with wheelchair ramps. All street pavement sections shall be designed and constructed in accordance with a soils investigation report prepared by a registered Civil Engineer to be submitted for review and approval by the Director of Public Works. The minimum street grade for any new street shall be 1 percent. Wheelchair ramps shall be constructed at all intersections in accordance with City Standards. Streetscape shall comply with the Specific Plan guidelines. Street names for all of the streets shall be submitted to the Director of Public Works for review and approval prior to recordation of the Final Map(s). Additional raised landscaped medians may be installed within the interior streets provided that they allow adequate circulation for fire trucks, trash trucks, and delivery vehicles. Traffic calming features such as bulbouts and/or speed tables may be required on the interior streets at the locations determined by the City Traffic Engineer.

VII. DRAINAGE

1. The Revised Draft Environmental Impact Report (DEIR) completed in January, 2008, which is part of FEIR, provides a detailed description of the site’s existing drainage conditions. The DEIR also describes the proposed conceptual drainage design and storm drain improvements for the WCH Specific Plan that was based on the Drainage Analysis prepared by Walden & Associates in 2001 and updated in 2004.

2. The Drainage Analysis recognized eighteen drainage areas (Areas A through R in 2008 DEIR, Exhibits 4.10-1 and 4.10-2) that have distinct tributary area boundaries, flow pattern and direction, and different downstream points of discharge into the public storm drain system.

3. It was determined that twelve of the eighteen drainage areas (A-E, G-I, K-N) would experience an increased volume of storm water runoff that is mainly contributed by the addition of impervious surfaces (2008 DEIR, Potential Impact 4.10-1). In order for the runoff rate and flow velocities not to exceed those of the pre-development conditions, the Property Owner proposes construction of five detention basins on-site and utilizes one existing detention basin off-site that was constructed as part of Tract 15030 in the City of La Habra. Should any improvements to the facilities located within the City of La Habra be required, the Property Owner shall obtain an Encroachment Permit from the City of La Habra.
4. The Property Owner has submitted a preliminary grading plan indicating on-site and off-site storm drain improvements. The preliminary plans represent the conceptual design that may change as a result of Property Owner’s design development and as necessary to comply with City requirements for onsite grading and drainage, storm drain improvements within the public right of way, and the latest NPDES requirements. The Property Owner shall prepare a final Hydrology and Hydraulic Analysis that shall be utilized for the final design of the proposed onsite and offsite storm drain system, detention basins, velocity dissipaters, and other related drainage facilities and structural BMPs. The final analysis shall also verify if the existing storm drain facilities proposed to be utilized by the Property Owner have sufficient capacity to convey the runoff from the drainage areas. If project-caused deficiencies are identified, the Property Owner shall design and construct additional on-site improvements and/or improve the deficient segments of the public storm drain system.

5. The drainage system shall be designed to provide protection to all buildings from a 100-year storm flood levels. No surface concentrated storm water flow runoff shall be allowed across sidewalks and driveway approaches. All pipes within private and public streets shall be reinforced concrete pipes minimum 18-inch diameter. Storm drain lines shall be constructed within streets or open space wherever possible for ease of access and maintenance purposes.

6. Existing storm drain improvements that are in conflict with the proposed development shall be removed and reconstructed in accordance with City of Fullerton Standards.

7. Existing substandard drainage facilities shall be removed and replaced with the new storm drain facilities to comply with the latest APWA and City Standards.

8. The design of the storm drain system is subject to review and approval by the Director of Public Works and the City’s Building Official.

9. All storm drain facilities exclusively serving the proposed development shall be privately owned and maintained up to the point of connection to the existing public storm drain, or as otherwise determined by the Director of Public Works.

10. The storm drain system located within proposed collector road (Street “A”) will be added to City storm drain system inventory and will be maintained by the City upon completion and acceptance.

11. Inlet and outlet structures that are located in open space at the project collector road (Street “A”) daylight line and laterals connecting these structures to the new public storm drain in Street “A” will be owned and maintained by the City of Fullerton.

12. All storm drain main pipes (public and/or private) shall be extended within street right of way. If any storm drain main system cannot be constructed within the street right of way, all-weather access/service roads shall be designed on grading plans as necessary to provide an adequate access to drainage facilities such as junction structures with manholes, inlet and outlet structures for repair, maintenance of drainage facilities. These roads shall be designed and constructed in a manner as not to impact Habitat areas and as approved by the Director of Public Works.
A. STORM WATER QUALITY

All water quality requirements for the NPDES storm water program shall be compliant with the latest regulations and guidance documents. California Regional Water Quality Control Board – Santa Ana Region Order No. R8-2009-0030, amended by Order R8-2010-0062 will be superseded by Draft Order No. R8-2015-0001, which is pending adoption. State Water Resources Control Board Construction General Permit, Order No. 2009-0009-DWQ NPDES No. CAS000002 has been amended by Order 2010-0014-DWQ and Order 2012-0006-DWQ. See PC Reso No. PC-2015-31, Exhibit A, Conditions of Approval, Condition H.

VIII. SEWER

1. The Property Owner proposes four sewer tributary areas each served by a separate point of connection (WCH SPA #8, Exhibit #33 “Sewer Facilities).
   a. Tributary Area A, which includes Residential Neighborhood 1 located northeast of Robert E. Ward Nature Preserve, will connect to an existing 8-inch sewer in Euclid Street
   b. Tributary Area B, which includes Residential Neighborhood 3, will connect to an existing 8-inch sewer stub provided for this area at Coyote Hills Drive
   c. Tributary Area C, which includes Residential Neighborhood 4, will connect to an existing 8-inch sewer main in Chantilly Way, just west of Gilbert Street
   d. Tributary Area D is the largest area covering the westerly half of the Property Owner’s site. This area includes Residential Neighborhoods 5 through 9, the multiple use area including 53 single-family residential lots, and the commercial shopping center site. The Property Owner proposes to install a new 8-inch sewer main in Rosecrans Avenue to convey sewer flow from the collector road/Rosecrans Avenue intersection to Orange County Sanitation District (OCSC) Miller-Holder Trunk Sewer located in Beach Boulevard. Sewer Analysis prepared by Walden & Associates in June of 2014 was submitted to OCSD for review and was found acceptable.

2. A new City of Fullerton Sewer Master Plan that was completed in October 2009 identified project-caused deficiencies in 880 feet long segment of sewer main located in Conejo Lane between Sunrise Lane and Camino Centroloma. In order to accommodate the project, the subject segment sewer main has to be upgraded from 10-inch diameter to 12-inch diameter pipe. For planning purposes, the preliminary cost for the sewer upgrade project is currently estimated at $463,000. The Property Owner shall complete subject sewer improvements prior to issuance of Temporary Occupancy Certificate for the Phase 1 of the project.

3. The new sewer system for the WCH Development shall be designed based on a detailed sewer analysis and calculations. Separate Sewer Improvement plans for public and private sewer systems shall be prepared by a California registered Civil Engineer in accordance with City of Fullerton Standard Drawings that are in effect at time of the issuance of the permits for subject sewer improvements and shall be submitted to Public Works Department for review and approval.

4. The entire sewer system consisting of sewer tributary areas A, B, C, and D that exclusively serve the project shall be privately owned, operated and maintained up to the point of connection to the existing public sewer system, or as otherwise determined by the Director of Public Works. The newly installed sewer in the collector road and Rosecrans Avenue will be added to City sewer main inventory and will be maintained by the City upon completion and acceptance.
5. All sewer mains (public and/or private) shall be extended within street right of way. If any sewer main cannot be constructed within the street right of way, all-weather access/service roads shall be designed on grading plans as necessary to provide an adequate access to sewer manholes for repair and maintenance of sewer facilities. These access roads shall be designed and constructed in a manner as not to impact Habitat areas and as approved by the Director of Public Works.

IX. WATER

1. The Water System for the WCH Development shall be designed in accordance with the City of Fullerton November 1997 Water Master Plan, the City of Fullerton June 1998 WCH Hydraulic Analysis report, and a yet to be composed updated WCH Hydraulic Analysis report. The updated WCH Hydraulic Analysis report will reflect the Property Owner’s latest version of the proposed development and shall be prepared by a Registered Civil Engineer and approved by the City. All water system components associated with the proposed development are subject to the approval of the Water System Manager.

2. The following list contains the major components to be included as part of the water system installation and modifications to be completed in conjunction with the proposed development prior to issuance of building permits:

   a. A minimum 4 million gallon underground concrete reservoir (4A); increased capacity may be required if determined by the Director of Public Works
   b. Hydropneumatic tank (10,000 gallon)
   c. Zone 5 booster station (4A-5, VFD)
   d. Zone 5 fire pump (2D-5) at Tank Farm
   e. Zone 4 booster station (2D-4C) at Tank Farm with backup generator at the location approved by the City
   f. Distribution and transmission water mains with looped connections to existing water system for pressure zones 5, 4C, and 3 (at Muir Trail Drive, Gilbert Street, “Tank Farm”, and Euclid Street)
   g. Complete fixed network automated meter reading system

3. The portion of the collector road immediately west of Euclid Street is located on the property owned by the City of Fullerton Water Enterprise. The Property Owner shall purchase the segment of the land needed for construction of said portion of the collector road from the Water Enterprise and dedicate the subject segment of the land for the street right of way purposes to the City of Fullerton by a separate instrument.

4. The Property Owner shall design and construct a new access road and the automated gate at the new entry to the Euclid tank site for City use. The new access road shall have sufficient width to accommodate service trucks movement at the Tank Farm.

5. The Property Owner shall relocate and/or protect in place existing underground facilities associated with the Tank Farm that are affected by the construction of the proposed Street “A”.

6. The Property Owner shall install wrought iron fencing along the Tank Farm’s perimeter for the site security.

7. The Property Owner has a Water Delivery Agreement with the City of La Habra that was executed in March of 2011 (PC Resolution No. PC-2015-31, Exhibit B). Under this agreement,
the Property Owner shall assign water rights to the City of Fullerton and plan, design, and construct delivery facilities.

8. The water system shall be installed throughout the development in accordance with a plan to be prepared by a registered Civil Engineer and submitted for review and approval by the Water System Management Division of the Public Works Department. The system shall be designed in conformance with the City of Fullerton's Water Utility Standard Specifications that are in effect at the time of the issuance of the permit for the subject water improvements. All water mains shall be located within public streets or dedicated public easements. When water mains cannot be constructed within the street right of way, all-weather access/service roads shall be designed on grading plans as necessary to provide an adequate access for water facilities repair and maintenance of water facilities. These access roads shall be designed and constructed in a manner as not to impact Habitat areas and as approved by the Director of Public Works.

X. OPEN SPACE DISTRICT

1. WCH SPA #8 identifies improvements to 355.2 acres of open space. The open space consists of four primary areas and includes the Robert E. Ward Nature preserve owned in fee by the City of Fullerton, and three open space areas located within Property Owner’s site. VTTM 17609 and Addendum No. 1 to FEIR identify additional 18 acres to be dedicated as open space in the area formerly identified as Neighborhood 2.

2. Open space areas shown as Lots A, B, and C on VTTM 17609 will be improved for permitted uses that include an extensive trail network, five Key Vista Points, drainage and water quality facilities, water storage facilities, public and private utilities, grading and slope restoration, fuel modification and service roads.

3. Open space areas shall be offered for dedication in fee for open space purposes to the City of Fullerton in a form of an Irrevocable Future Offer of Dedication in Fee on the Final Map(s). Separate lettered lots shall be designated to various elements of the open space areas such as trails, Vista Parks, and other facilities to allow acceptance of the improvements at various times upon their completion.

4. Additional requirements pertaining to open space and trail system improvements are included in PC Resolution No. PC-2015-31, Exhibit A, Conditions of Approval, Condition M.

A. RECREATIONAL TRAILS

1. The WCH trail network totals about 10 miles of recreational trails (including 2 miles within Robert E. Ward Nature Preserve) and will provide linkages between residential neighborhoods and open space resources. This Recreational Trail System has been depicted on the VTTM and in the WCH SPA #8. A Recreational Trail System Exhibit (PC Resolution No. PC-2015-31, Exhibit A, Conditions of Approval, Exhibit 1) identifies location of existing trails adjacent to or traversing the Property Owner’s site that will be improved by the project, the approximate location of new trails that will be developed as part of the project, location of trail heads, public vs. private ownership, access control points, and trail type. In addition to the trails in the Specific Plan, a public trail shall be designed and constructed through the area formerly designated as Neighborhood 2 as determined by the Parks and Recreation Department.
2. The Property Owner will construct and/or improve four types of trails: regional, backbone, connector/feeder, and nature preserve trails. The trails shall be developed in accordance with the City of Fullerton Recreational Trail Design Standards and the WCH SPA #8 (Table 6) that include minimum tread and overall right of way width, maximum allowable grade, acceptable trails material, and associated improvements.

3. All interconnecting public and private trail systems shall be clearly differentiated in terms of signage and access controls to the satisfaction of Directors of Public Works, Parks and Recreation, and Community Development.

4. Where trails cross public or private streets, appropriate traffic control regulatory signage shall be provided. Where trails cross at signalized intersections, equestrian height signal activation buttons shall be provided in addition to pedestrian and/or bicyclist oriented controls. Where trails are located within service or maintenance access roads, an appropriate trail tread such as compacted base with rolled aggregate, fencing, signage and access controls shall be provided to accommodate recreational trail users and maintenance vehicles.

5. The design of the trail system, including grading, tread construction, erosion control, striping, signage, and fencing shall be submitted as a part of street improvements plans, separate trail improvement plans, and shall be approved by the Directors of Public Works and Parks and Recreation Departments prior to recordation of the Final Map(s).

6. Public trails shall be located within public easements and shall be dedicated to the City of Fullerton on the Final Map(s) for each affected phase except trails that are located on the property owned by the City in fee. Public access easements shall be dedicated at the locations of public trail crossings with private streets and common areas, and over private trails and sidewalks as necessary to provide a continuous public trail system.

7. Upon completion of the final trail system, a field survey shall be performed providing the exact alignment and configuration of the WCH SPA #8 public trail system, including the improvements to the Robert E. Ward Nature Preserve. The final trail survey shall be submitted and approved prior to acceptance of the final trail improvements and release of any related improvement bonds.

XI. STREETLIGHT SYSTEM

1. A privately owned and maintained onsite streetlight system shall be installed on interior streets and in private common areas in compliance with SPA #8 and applicable codes and shall be subject to approval of the Directors of Public Works and Community Development.

2. The new public streetlight systems shall be installed along the new collector road (Street “A”) and Property Owner’s frontages on Rosecrans Avenue and Euclid Street, on Gilbert Street within the WCH boundaries, on the Gilbert Street Bridge, and at the street extensions of Coyote Hills Drive and Risner Way. A separate street lighting plan shall be prepared for the new streetlights to be installed within public right of way in accordance with the City of Fullerton Standards and Special Provisions for Ornamental Lighting. Street lighting plan(s) shall be submitted to the Public Works Department for review and approval.
3. The proposed public street lighting system shall be equipped with City-approved LED luminaires (Cooper Navion, GE Evolve, or Lectek). The streetlight quantity and spacing shall be based on the photometric study that shall be prepared by the Property Owner and reviewed/approved by the City Traffic Engineer.

4. The private streetlights shall be on separate circuits from the streetlights on the public streets.

XII. UTILITIES

1. All utilities serving and/or traversing the WCH, including electric, telephone, and cable TV shall be installed underground except as specified in the PC Resolution No. PC-2015-31, Exhibit A. Existing overhead facilities located on Rosecrans Avenue shall be undergrounded along the Property Owner’s frontage.

XIII. TRAFFIC

1. The potential traffic impacts of the proposed project were evaluated in the Traffic Impact Analysis prepared by Kunzman Associates under supervision of the City Traffic Engineer in March 2006 (DEIR, Volume 2, March 2006) and in an updated Traffic Validation Report prepared in 2014. The traffic analysis concluded that project implementation will not create a significant traffic impact, as defined by established City significance criteria. Project traffic will however, contribute to cumulative degradation of several intersections in the study area including: Bastanchury/Brea, Bastanchury/ Harbor, Beach/Malvern, Beach/Rosecrans, Chapman/Harbor, Malvern/Euclid, Imperial/Beach, and Imperial/Harbor. The Property Owner will be required to pay traffic impact mitigation fees to provide financial resources for future public improvements planned for those intersections, to maintain City level of service standards. See PC Resolution No. PC-2015-31, Exhibit C, Mitigation Monitoring and Reporting Program, Mitigation Measure MM 4.2-1,2,3,4.

2. The following new intersections shall be constructed and/or improved by the Property Owner, and shall be subject to approval of the City Traffic Engineer:

   a. Signalized 3-way intersection of new collector road (Street “A”) and Rosecrans Avenue
   b. Non-signalized 4-way intersection of new collector road (Street “A”) and the extension of Coyote Hills Drive; traffic control measures shall be constructed at this intersection
   c. Non-signalized 3-way intersection of new collector road (Street “A”) and the extension of Risner Way; a traffic control measure shall be constructed at this intersection
   d. Non-signalized 3-way intersection of new collector road (Street “A”) and Euclid Street. The Property Owner shall perform a Traffic Signal Warrant Study at this location that evaluates traffic volumes, access delays and intersection collisions 2 years after intersection improvements have been constructed and opened to traffic. If the study determines that the traffic signal at the intersection of Street “A” and Euclid Street is warranted, the Property Owner shall design and install a new three-way traffic signal at subject location. The Property Owner shall submit a cash bond in the amount of $350,000 to insure a traffic study, design, installation, and City’s review and inspection prior to recordation of the first Final Map(s) in Phase 1. If intersection collision history warrants the traffic signal at this location prior to the time for a Traffic Signal Warrant Study, the Property Owner will be required to design and install this traffic signal within 6 months from the time the warrant determination is made.

3. Street “A” and existing public streets that will be extended and/or improved as a part of the WCH project shall be striped and signed to comply with the Fullerton General Plan Update
2012, Mobility Element. Limits of striping and signage may extend beyond the Property Owner limits as necessary to provide a safe transition between existing and new conditions. All arterial streets shall be provided with raised, reflective pavement markers.

4. The Property Owner shall install 2-inch diameter rigid conduit with pull rope and #5 pull boxes every 200-feet along Property Owner's frontage on Rosecrans Avenue, Euclid Street, Gilbert Street, and Street "A" for traffic signal interconnect system as approved by City of Fullerton Traffic Engineer.

5. Traffic signal, striping and signage plans shall be prepared by a professional traffic engineer and shall be approved by the City's Traffic Engineer and the Director of Public Works.

6. Prior to issuance of the first grading permit in each phase, the Property Owner shall submit a Traffic Management Plan to the Public Works Department for review and approval. The Traffic Management Plan shall describe traffic control measures to be implemented during the construction phase of the project. It shall also identify construction haul routes, location of parking for public and construction workers, use of flagmen, any pedestrian-related impacts to sidewalks and intersection crossings. Implementation of the Traffic Management Plan will be monitored by the Public Works Department during all phases of the project construction.

XIV. MAINTENANCE RESPONSIBILITIES

1. The final precise boundaries and alignments of certain public and private improvements such as streets, open space, trails, drainage facilities, maintenance roads, landscaping, parkways, and sidewalks as indicated on the VTTM have not yet been perfected. Consequently, the ultimate delineation of maintenance responsibility limits and assignments will be determined based on the Final Map(s), precise grading and improvement plans, and as it will be specified in Subdivision Implementation Agreement per PC Resolution No. PC-2015-31, Exhibit A, Standard Conditions of Approval, Condition 20.

2. The PC Resolution provides for the formation of a Landscaping and Lighting Maintenance District or other appropriate assessment district for the Property, to finance the maintenance of the project collector parkway and median landscaping (No. PC-2015-31xxxx, Exhibit A, Conditions of Approval, Condition M, Item 14).

3. A separate Maintenance Agreement between the City and the Property Owner shall be prepared and submitted to the Director of Public Works Department for review and approval prior to recodation of Final Map(s). The Maintenance Agreement shall delineate the maintenance responsibilities between the City, HOA(s), Lighting and Landscaping Maintenance District, and Open Space Management Entity.

XV. PERMITS, BONDS, AND CASH

1. Prior to issuance of grading permits for each phase, all of the above public improvements shall be guaranteed to be installed by the execution of a subdivision agreement and secured by sufficient bonds or sureties for both Faithful Performance and Labor and Materials as required by the State Subdivision Map Act and in a form approved by the City Attorney.

2. In addition, all cash fees and deposits shall be collected by the City prior to issuance of grading permits for each phase.
3. Public Works Department expenses for plan check, inspection, review, processing, and recordation of Final Map(s), will be charged against the reimbursable account created for the Property Owner. The initial $100,000 shall be deposited with the Public Works Department concurrently with the first review submittal of the Final Map(s) and/or public improvement plans. Any amount remaining in the account after completion of the project will be refunded to the Property Owner. If the amount deposited is insufficient to complete the plan and map check review process, or to fund the Public Works Department’s inspection services during construction, additional deposit(s) will be required as necessary to obtain City approval of Final Map(s), public improvement plans, and/or final acceptance of installed public improvements.

4. The Public Works Department utilizes consultant Licensed Land Surveyor companies for Final Map(s) check that are paid on a time and material basis. The average total fee range for similar subdivisions is $30,000-$40,000 per map. The fees may exceed the upper range limit depending on the completeness and accuracy of the Final Map(s) submitted for review and the map surveyor’s responsiveness to City surveyor’s comments.

5. The Engineering staff will perform plan check and inspection services for this project on time and material basis that is estimated to total approximately 3-5 percent of the cost of public improvements for plan check services and 3-5 percent of the total cost of public improvements for inspection. In case the consultant firm is required to supplement staff’s review efforts, the consultant plan check services shall be paid at the contract hourly rate on a time and material basis.

6. All of the above improvements, studies, designs, plans, calculations, and other requirements shall be installed, provided, and supplied by the Property Owner in accordance with City and State Codes, Policies, and Requirements at no cost to the City. All work shall comply with City Standards and Specifications and with the City of Fullerton Municipal Codes that are in effect at the time of issuance of permits for subject improvements.

7. Final Map(s) shall be recorded with the Orange County Recorder’s office within the time period designated by the Subdivision Map Act and prior to the issuance of building permits.

8. Prior to the issuance of building permits, the Property Owner shall obtain permission to abandon certain unneeded easements over the property, or to provide a title report or other verification establishing a record that all unneeded easements across the property have been abandoned.

XVI. COVENANTS, CONDITIONS AND RESTRICTIONS

1. The on-site landscaping, irrigation, and maintenance of private facilities are all amenities which are essential to this type of development and the comfort and wellbeing of future residents, tenants, and customers. Therefore, the documents, covenants, conditions, restrictions, and by-laws (CC&Rs) of the HOA(s) shall be submitted to the Directors of Community Development and Public Works, and the City Attorney for review and approval prior to recordation of Final Map(s). See PC Resolution No. PC-2015-31xxxx, Exhibit A, Standard Conditions of Approval, Condition 4.

2. All items as described elsewhere in this report or contained in the conditions of approval for this Property Owner shall be included in the CC&Rs and HOA(s) papers including the Maintenance Agreement as described above. The CC&Rs shall specifically reference that the
development standards and land uses are regulated through SPA #8. A copy of said Specific Plan shall be incorporated as an attachment to the CC&Rs.

3. In order to assure the perpetuation of the conditions of approval, the City shall be named as a party to the CC&Rs’ document so that conditions required by the City may not be altered or modified without written consent of the City of Fullerton.

XVII. ENGINEERING FINDINGS

1. A finding is hereby made that the design of the subdivision and the type of improvements proposed will not conflict with easements of record, or those established by court judgment acquired by the public at large, for access through or use of property within the proposed subdivision; or if such easements exist, that alternate easements for access or for use will be provided and that these easements will be substantially equivalent to ones previously acquired by the public.

Yelena Voronel
Senior Civil Engineer

YSV:sm

c: Parks and Recreation
    Water Engineering
    Traffic Engineering