

Planning Division Staff Report Planning Commission Meeting

December 12, 2013

Prepared by: Gina McColl, Associate Planner

ITEM V-B: GENERAL PLAN AMENDMENT, SPECIFIC PLAN AMENDMENT, REZONE, DESIGN REVIEW PERMIT FOR RESIDENTIAL SUBDIVISION, & TENTATIVE SUBDIVISION MAPS – 6810 FIDDYMENT ROAD – SVSP JMC MAPS - FILE# 2012PL-038

REQUEST

The project applicant requests approval of the following entitlements:

- ➤ General Plan Amendment to modify the land use map to reflect changes to the boundaries of Lots JM-30, JM-41, JM-83, JM-51 and JM-52;
- Specific Plan Amendment to increase Lot JM-30 (HDR) from 6.1 acres to 7.6 acres and increase the allocated high density residential units from 138 to 159, decrease Lot JM-41 (CC) from 15.0 acres to 13.5 acres, increase Lot JM-83 (OS) from 6.2 acres to 6.3 acres, increase the number of units in Lot JM-02 from 148 to 187 units, and modify the boundaries of Lot JM-51 and Lot JM-52 (park sites);
- Rezone to modify the zoning boundaries on Lots JM-30, JM-41, JM-83, JM-51 and JM-52;
- ➤ Design Review Permit for Residential Subdivision to establish design standards for the Medium Density Residential Villages JM-20 and JM-21;
- > Tentative Subdivision Map to subdivide 254.8 acres into 35 large lots; and
- ➤ Tentative Subdivision Map to create 1,020 single-family lots within six villages.

Applicant – Steve Schnable, John Mourier Construction Property Owner – Mourier Investments, LLC

SUMMARY RECOMMENDATION

The proposed project has been evaluated for consistency with the General Plan, the Sierra Vista Specific Plan, the Community Design Guidelines, and the Zoning Ordinance. A detailed analysis of each entitlement request against these documents follows. In summary, the project has been determined to be consistent with these guiding policies and therefore, is recommended for approval.

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

- A. Recommend the City Council adopt the applicable findings of fact and approve the General Plan Amendment, Specific Plan Amendment, and Rezone;
- B. Adopt the two (2) findings of fact for the Design Review Permit for Residential Subdivision;
- C. Approve the Design Review Permit for Residential Subdivision with six (6) conditions of approval;
- D. Adopt the three (3) findings of fact for the Tentative Subdivision Map (Large Lot);
- E. Approve the Tentative Subdivision Map (Large Lot) subject to eighty-nine (89) conditions of approval; and
- F. Adopt the three (3) findings of fact for the Tentative Subdivision Map (Small Lot);
- G. Approve the Tentative Subdivision Map (Small Lot) subject to ninety-three (93) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

There are no outstanding issues associated with this project. The applicant has reviewed the project conditions and is in agreement with the recommendation.

BACKGROUND

The Sierra Vista Specific Plan (SVSP) was adopted on May 5, 2010. The plan area includes 2,064 acres west of Fiddyment Road, north of Baseline Road. The SVSP established the land use and zoning for properties within the plan area. The Specific Plan anticipated development of 8,679 single and multi-family units, including approximately 259 acres of Commercial, 106 acres of Park, 304 acres of Open Space, 56 acres of Schools and 40 acres of Urban Reserve. At buildout, the Plan area is expected to accommodate approximately 20,045 residents and provide 9,000 jobs. The Plan was amended in June 2012 to entitle land uses on the Westbrook property. An EIR was certified and a Mitigation Monitoring Program adopted with the SVSP. Additionally, Development Agreements with the property owners of the SVSP parcels and the City were entered into to outline development obligations within the SVSP.

A Phased Tentative Subdivision Map to establish large lot parcels consistent with the land use boundaries was approved July 28, 2011. The large lot map did not include the Computer Deductions parcel, which includes the proposed Village JM-01, Lot JM-30, Lot JM-41, Lot JM-83 and portions of Village JM-02. The applicant has since acquired the Computer Deductions parcel and is including this parcel in the large lot Tentative Subdivision Map application.

The requested entitlements would allow for development of approximately 254.8 acres in the northeast corner of the SVSP area.

EXISTING SITE CONDITIONS AND ZONING

SITE INFORMATION

A. Project Location: 6810 Fiddyment Road

B. Applicable Specific Plan: Sierra Vista Specific Plan (SVSP)

- C. Roseville Coalition of Neighborhood Associations (RCONA): A neighborhood association has not been established for this area as this is the first residential development proposed in the SVSP. Staff mailed a letter to the adjacent neighborhood association's board members on April 19, 2012 informing the association of the application on file. To date no comments have been received.
- **D. Total Acreage:** 254.8 acres
- **E.** Lot Dimensions: The subject 254.8-acre project area is located in the northeastern portion of the SVSP, extending approximately 2,600 feet to the west and 3,500 feet to the south from the Fiddyment Road and Pleasant Grove Boulevard intersection (see Figure 1).
- **F. Topographical/Natural Features:** The project area is undeveloped and is characterized with gently rolling hills to large flat open annual grass-land area. Seasonal wetlands, including vernal pools and seasonal drainages are also dispersed throughout the site. The WAPA corridor power lines also traverse the site in a westerly direction.

G. Physical or Natural Features on Adjacent Land: The project area is bound by primarily single family development to the north and the east. The West Roseville Specific Plan area is to the north and the North Roseville Specific Plan is to the east.

ON-SITE & ADJACENT LAND USE AND ZONING

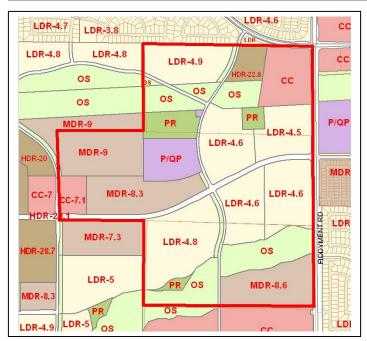




Figure 1: Existing Land Use and Zoning

EVALUATION

GENERAL PLAN AMENDMENT/ SPECIFIC PLAN AMENDMENT/ REZONE

Copies of the proposed Specific Plan Amendment (SPA), General Plan Amendment (GPA), and Rezone (RZ) are provided in Exhibits A-H.

The applicant is requesting a GPA and a SPA to modify the boundaries of several large lot land use parcels in the project area. These land uses were allocated under the GPA and the SPA for the SVSP. The request would increase the High Density Residential (HDR) Lot JM-30 from 6.1 acres to 7.6 acres and increase the allocated high density residential units from 138 to 159, decrease the Community Commercial (CC) Lot JM-41 from 15.0 acres to 13.5 acres, increase the Open Space (OS) Lot JM-83 from 6.2 acres to 6.3 acres, increase the number of units in the Low Density Residential (LDR) Lot JM-02 from 148 to 187 units, and modify the boundaries of Lot JM-51 and Lot JM-52 (park sites). A detailed description of each modification is as follows:

Lot JM-30, JM-41, JM-83 – Currently the land use and zoning boundary line running north to south between JM-30 and JM-41 is slightly angled to the west. The applicant is proposing to shift the dividing line so that it runs directly north to south and creates more regular or square parcels (see Exhibit F) to create more developable lots. Shifting the boundary would have resulted in an increase to the acreage of the Open Space JM-83 lot, which was not anticipated in the SVSP EIR. Therefore, in order to maintain a similar acreage the east to west boundary line between JM-30 and JM-83 will be shifted to the south, resulting instead to an increase in acreage on the HDR JM-

30 lot. The land use density of 23 units per acre on JM-30 will be maintained, and with the increase in acreage, the allowable units will be increased from 138 to 159. The units are being transferred from Lot JM-03 so there will not be an increase of units to the plan area. The land use modifications have been evaluated by City Departments and have been determined to have no impact to City services or traffic.

The area of open space that is being converted to residential use is located under the SMUD power line utilities easement. The area has been deemed to have no natural resources (i.e. wetlands, species habitat, etc.). Although buildings cannot be located in the easement, parking and landscaping can be located within the easement. As the power lines traverse the City, there are other examples of successful developments throughout the City with the same easement constraint (i.e. Foothills Tennis Village, The Fountains). The modification will therefore still result in a lot that can be developed.

Lot JM-02 – The SVSP allows for residential units to be transferred between lots within the plan area. However, unit transfers that would result in greater than a 20% difference shall be evaluated with an amendment to the specific plan. The proposed unit transfer is evaluated to ensure there would not be increased impacts beyond those identified in the SVSP EIR; the transfer does not adversely impact planned infrastructure, roadways, schools or other public facilities; and would still allow for parcels to be developed consistent with the intent of the SVSP and the development standards and design guidelines. As demonstrated in Table 4-2 (Exhibit E) units are being transferred from lots JM-03 and JM-20 to lots JM-02, JM-04, JM-21 and JM-30. All transfers, with the exception of Lot JM-02, will result in a less than 20% difference in the unit allocation. The amount of units on JM-02 will increase from 148 to 187 units. All anticipated units are accounted for and no new units are being created. The transfer in units will not result in a change to the residential land use allocation on any lot. Residential land use allocations are represented by dwelling units per acre (DU/AC) and are categorized by either Low Density Residential (LDR) 0-6.9 DU/AC, Medium Density Residential (MDR) 7.0-12.9 DU/AC, or High Density Residential (HDR) 13 and above DU/AC. The following table outlines the density adjustments occurring on each large lot parcel.

Lot	Land Use	Existing Density (DU/AC)	Proposed Density (DU/AC)
JM-01	LDR	5.0	4.9
JM-02	LDR	5.0	6.3
JM-03	LDR	5.0	4.2
JM-04	LDR	5.0	5.0
JM-20	MDR	9.0	8.1
JM-21	MDR	9.0	9.0

As shown, the anticipated density on each lot will be adjusted with the transfer of units and the large lot parcels will remain either LDR (0-6.9 DU/AC), MDR (7.0 – 12.9 DU/AC) or HDR (13 and above DU/AC) respectively. The unit transfer and density modification will provide for a variation in lot sizes and unit sizes between the various subdivisions. The City Departments have reviewed the proposed unit transfer and determined that there will be no impacts to planned infrastructure, roadways, or other public facilities, and no unanticipated impacts not evaluated in the SVSP EIR.

Lot JM-51 and Lot JM-52 – The applicant is proposing to reconfigure the JM-51 and JM-52 neighborhood park sites as shown in Exhibit B and C. Lot JM-51 is located within Village JM-02 and Lot JM-52 is located within Village JM-04. The reconfiguration will allow for subdivision designs that meet the requirements of the SVSP to have at least two sides of the park sites to be fronted by a street and homes fronting onto the park. The reconfiguration will not result in a change to the acreage of the park sites. There are no natural resources that would be impacted with the modification. The Parks Department has evaluated the proposed design of the park sites

and determined that the modification will result in park sites that can accommodate the park features and design anticipated in the specific plan and they are in support of the modification.

A Rezone is necessary to reflect the modifications to the zoning boundaries of the parcels consistent with the GPA and SPA map modifications described above. No new zoning designations or development standards are proposed.

As a result of these changes in land use and zoning, updates to the Sierra Vista Specific Plan and the City's General Plan are necessary. These changes will allow for applicable maps, acreage references and figures to be updated.

For the reasons stated above, staff is supportive of the proposed GPA, SPA and RZ.

TENTATIVE SUBDIVISION MAPS

The proposed project includes two tentative subdivision map entitlements, one large lot map (Exhibit H) and one small lot map (Exhibits I-O).

Large Lot Map

The purpose of the large lot map is to create large lot parcels that conform to the SVSP land use plan and circulation plan. A large lot Tentative Subdivision Map for the SVSP was previously approved by the Planning Commission. The proposed map adds the Computer Deductions parcel that was not previously included and shows the development phasing of the John Mourier (JM) large lot parcels.

Small Lot Map

The purpose of the small lot map is to subdivide the large lot parcels into 1,020 Small Lot Residential (RS) single family lots within six neighborhoods and 16 "other" lots. These other lots include three open space lots, three landscape lots and 10 HOA lots. The following table shows the distribution of lots amongst the large lot parcels.

Village	Number of Residential Lots	
JM-01	84	
JM-02	187	
JM-03	127	
JM-04	132	
JM-20	319	
JM-21	171	
Total	1,020	

The six residential villages proposed with the small lot Tentative Subdivision Map have a zoning designation of Small Lot Residential with Design Standards (RS/DS). The SVSP allows the developer to choose from either the minimum development standards established in the specific plan or those established in the development agreements for RS parcels. However, through the Design Review Permit for Residential Subdivisions (DRRS) entitlement lot sizes can be adjusted and new development standards established based on the proposed product. The SVSP allows for deviations to the residential development standards or product types as long as they are consistent with the intent of the residential design guidelines. Parcels JM-01, JM-02, JM-03, and JM-04 will have lots that meet the minimum development standards identified in the SVSP. The lot sizes have been reduced for the JM-20 and JM-21 parcels through a DRRS application.

The SVSP includes design standards for residential subdivisions. Per the specific plan design guidelines, single-loaded streets are to be used adjacent to open space and parks to provide a visual

connection. The guidelines also stress neighborhood connectivity between the subdivisions and pedestrian connectivity to the paseo and trail systems and to the open space, parks, and elementary school. The design of the subdivisions allows for neighborhood connectivity through street connections and pedestrian passage ways. Consistent with the design guidelines, the subdivisions internal street system has been designed to allow residents to easily walk to nearby parks and the school. Where required by the SVSP, neighborhood connectivity between lots has been included in the subdivision design (i.e. JM-02 A & B, JM-20 A & B).

Connectivity was also to be achieved through neighborhood access to a network of pedestrian paseos and trail systems. Consistent with the SVSP a paseo easement is shown along Upland Drive and a bike trail easement is identified through Lot JM-41 and JM-83 as well as Lot JM-85. The SVSP recommends that residential neighborhoods adjacent to the paseo provide a connection at least every 600 feet either via a street connection, sidewalk connection at a cul-de-sac, or a sidewalk within a "pedestrian way". Figure B-10 within the SVSP provides design guidelines for pedestrian ways, which are approximately 40 feet wide parcels between two residential lots with landscaping and a ten foot wide path connecting the subdivision residential street sidewalk to the paseo path. Village JM-02 will provide two public pedestrian way connections that will be maintained by the Community Facilities District (CFD). The private Village JM-30 subdivision will include one pedestrian way connection that will be maintained by the Home Owners Association (HOA). Additional connections to the Upland Drive paseo will be provided via a street connection so that there is a connection at least every 600 feet.

The small lot maps also included a grading plan for development of the project area. As part of the SVSP, a Master Grading and Drainage Plan was approved for the SVSP. The grading and drainage plan anticipated run-off from the developed land to be routed into created wetlands within the open space preserve area. The plan also recognized that modification to the relatively flat topography would need to be made to create slopes for the drainage required to create the wetlands and to allow sufficient cover over the utility lines. The applicant is proposing minor modifications to the master grading and drainage plan, see Exhibit Q. The modifications will not result in unbalanced cut or fill to the site nor will it result in negative impacts to the created wetlands. Engineering Division staff has determined that the proposed grading is consistent with the City's Grading Ordinance and Improvement Standards and the intent of the SVSP Master Grading and Drainage Plan.

The subdivisions will be located in an undeveloped area of the City. Improvements including the construction of major roadways, extension of utilities (electric, gas, water, wasterwater), subdivision walls and fencing, project entry signage, construction of trail systems, and park sites will be required of the developer. The developer's obligations are outlined in the SVSP Development Agreements (DA's). The development obligations are shown on the maps and a Utility and Infrastructure Phasing Plan (Exhibit P) shows the phasing of improvements consistent with the DA. The conditions of approval on the maps describe how the obligations will be implemented.

Findings

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

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

Consistent with the SVSP, the proposed subdivision configuration will create practical large lots for the development of residential, commercial and public facility uses. Adequate access and circulation is provided to each large lot parcel to facilitate development of the small lots. At least two entrance points will be provided into each residential subdivision. All single-family lots are oriented with frontage on the public streets. The subdivision layout and street design was reviewed by the City's Engineering and Fire Departments to ensure there is adequate street widths for circulation and emergency response.

As mentioned, the densities of the proposed six residential subdivisions are consistent with the SVSP land use allocation. The RS/DS zoning allows for minimum lot sizes of 45 feet wide with a minimum lot area of 3,000. The following table indicates the average lot sizes proposed for the each village.

Village	Minimum Lot Size	Minimum Lot Area
JM-01	55' x 110'	6,050
JM-02	45' x 100'	4,500
JM-03	60' x 110'	6,600
JM-04	55' x 105'	5,775
JM-20	45' x 80'	3,600
JM-21	38' x 71' *	2,698 *

(* = reduction in minimum development standards processed through a DRRS)

The lots sizes and design of the subdivision are adequate to allow for development of detached single family units.

The subdivisions are found to be consistent with the applicable policies of the General Plan, SVSP, and design standards of the Subdivision Ordinance. A detailed discussion follows on items that are either unique to the subdivision or are exceptions to the standards.

<u>JM-01</u> – As anticipated in the SVSP, JM-01 is a private subdivision. Roadway connections are provided on Upland Drive and Sierra Glen Drive. A 4 foot wide sidewalk is provided on one side of the street, as permitted by the SVSP. The sidewalk has been located to provide a connection to the paseo system on Upland Drive and Sierra Glen Drive. Although the specific plan recommends homes front onto open space, per Figure B-3 lots are permitted to back-up to the adjacent open space JM-82 lot as the WAPA corridor transverses this lot, there are no view sheds, and no active or passive recreation is proposed within this open space area.

JM-02 – This subdivision is adjacent to Upland Drive, Vista Grande Boulevard, and Fiddyment Road. A 60' wide landscape corridor is planned along Upland Drive with a 10' wide paseo. The lots back-up to the paseo, however consistent with the SVSP; a pedestrian link has been provided at least every 600' along Upland Drive. Lot C is a designated pedestrian way providing a pedestrian link to the Upland Drive paseo. As a condition of approval, Lot 19 and Lot 20 will have a 7.5' side yard setback because they are adjacent to the pedestrian way. A pedestrian link from the subdivision to the designated bus turn-out has also been provided through Lot D at the request of the City's Alternative Transportation Division.

The subdivision includes the neighborhood park site JM-51. Consistent with the SVSP, the park site is fronted by two single-loaded residential streets to provide visibility, create open access for residents, and incorporate the amenity into the surrounding neighborhood. The subdivision is also adjacent to the open space JM-83 lot, which is fronted by a single-loaded street, and provides a connection to the bicycle trail.

<u>JM-03</u> – As anticipated with the SVSP, JM-03 is a private subdivision. The subdivision is adjacent to the 60' landscape paseo system along Upland Drive and the open space JM-85 lot. Sidewalks are provided on one side of the street, but provide a continuous link to the trail systems within the open

space. Lot D is a designated pedestrian path meeting the standards of the SVSP and providing a pedestrian connection near the intersection of Upland Drive and Vista Grande Boulevard. Consistent with the specific plan homes will front or side onto the open space. Open rail fencing is permitted where the subdivision boundary abuts the open space.

<u>JM-04</u> – The neighborhood park site JM-52 is within this subdivision. As discussed previously, the park site was redesigned to allow the park to be fronted by two single-loaded streets. The redesign will allow for a more orderly arrangement of lots and on-street parking adjacent to the park site. The subdivision is adjacent to the open space Lot JM-84. With the exception of five lots, the open space will be fronted by a street. Lots 8-12 are required to have open rail fencing to preserve the views to the open space.

<u>JM-20</u> - Village JM-20 is adjacent to the proposed Center School District elementary school (Lot JM-61). The applicant and City staff worked with the Center School District to develop a conceptual plan (see Attachment 1) to identify pedestrian and roadway connections to the school site. Based on the design of Upland Drive and the location of traffic signals, the Engineering Division recommended the front entrance and drop-off/pick-up for the school be located internal to Village JM-20. A traffic signal on Vista Grande Boulevard will allow for left hand turns onto the Primary Residential Street with a separated sidewalk. The subdivision has been designed to accommodate the additional traffic with a grid system of streets and several connections to Vista Grande Boulevard and Market Street. Additional drop-off opportunities will be available on Upland Drive. Lots will front or side onto the front entrance of the school. The school requested that a solid wall enclose the majority of the southern boundary, and therefore lots back or side onto the school at this location. As a condition of approval, an optional pedestrian connection is provided through Court V, should the school district wish to provide an additional neighborhood connection.

Additional design guidelines apply to a portion of Village JM-20 that is located in the Village Node surrounding the commercial JM-40 parcel as outlined in the SVSP. The guidelines recommend streets be interconnected on a grid system and provide connection points with limited barriers between subdivisions. The residential blocks should incorporate breaks to avoid overly long blocks that limit access to neighborhoods. Residential streets shall incorporate separated sidewalks with landscape strips and street trees. The subdivision design meets the guidelines with a grid street system and walkable blocks. Separated sidewalks with street trees will be provided on the roadways adjacent to the commercial parcel and leading to the school site.

As shown on the map, the subdivision will allow for future connection to the adjacent FD-25 residential subdivision. The SVSP requires that the two subdivisions be connected. The conceptual plan shows that the design of JM-20 will allow for FD-25 to be developed consistent with the SVSP guidelines.

JM-21 – Village 21 is a MDR lot adjacent to the open space JM-85 lot to the north and the commercial DF-42 lot to the south. Access to the subdivision is provided on Upland Drive and Fiddyment Road. A roadway is planned to the south of the subdivision that will facilitate traffic around the commercial development. A solid masonry wall at the back of the subdivision is required to buffer homes from the roadway and the commercial use. Due to the requirement for homes to back onto the southern property line and the narrow width of the lot, homes will also back onto the open space. The SVSP does allow for homes to back onto the open space at this location because there is not a bikeway or trail system connection at this location. As a condition of approval, Lots 1-35 that back onto the open space will be required to have an open rail fence at the property line per Figure B-3 of the SVSP. Additional design standards are required with this subdivision as discussed in the DRRS evaluation later in this report.

The designs of the villages have been reviewed by all City Departments and have been found to comply with City standards. No changes are recommended to the subdivision design as they have been found to comply with the applicable standards, policies, and guidelines.

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

As discussed above, the proposed parcels are of sufficient size and shape to accommodate future development. The proposed parcel configuration preserves the location of watercourses and does not create a physical condition that would be impractical for the proposed improvements.

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

The water quality impacts associated with the project and the expected discharge of waste for this project are consistent with what has been anticipated by the Sierra Vista Specific Plan EIR. In addition, the design of the sewer lines in the project area and treatment capacity at the City's sewage treatment plant have adequate conveyance and capacity to accommodate the future development on the parcels proposed by the tentative map. The project was routed to the Regional Water Quality Control Board for review and comment. No comments other than the standard conditions of approval were received.

DESIGN REVIEW PERMIT FOR RESIDENTIAL SUBDIVISION

A Design Review Permit for Residential Subdivision (DRRS) entitlement is required for compact residential development projects with a land use designation of Medium Density Residential (MDR) or higher or for a project with a zoning designation of Small Lot Residential (RS) where modifications to the development standards or supplemental design standards are proposed. The proposed site design, development standards, and unit design is evaluated with the DRRS to ensure consistency with the SVSP and the Community Design Guidelines. In summary, and as described within this Section, staff has found the project to be of high quality design and consistent with the intent of the Sierra Vista Specific Plan.

Project Description

The project includes two DRRS entitlements; one for the JM-20 (MDR 8.1 DU/AC) subdivision and one for the JM-21 (MDR 9.0 DU/AC) subdivision. Both subdivisions have a land use designation of Medium Density Residential (MDR) and were anticipated to have a density of 9.0 units per acre. As discussed in the SPA section of this report, JM-20 will have a density of 8.1 units per acre and JM-21 will maintain the 9.0 units per acre density. Both subdivisions will include traditional front loaded detached single family units. Modification to the development standards are proposed on both lots.

Village JM-20 includes 319 lots with a minimum lot size of 3,000 square feet and a minimum lot width of 45 feet. No modifications are proposed to lot size standards. The setbacks would be modified to allow a 12.5 foot front yard setback to the living space instead of a 14 foot setback and a four foot side yard setback instead of a five foot setback, see Exhibit R. The rear yard will maintain a 10 foot setback to the first floor wall and a 15 foot setback to the second story wall. The units will include a two car garage with a minimum 18 foot setback. At least 70% of the homes shall include front porches. The units will be a mix of one and two story designs. Figure 2 shows the conceptual streetscape for JM-20.



Figure 2: JM-20 Conceptual Streetscape

Village JM-21 includes 171 lots with a minimum lot size of 2,600 and a minimum width of 38 feet. The lot size standards have been reduced to allow the density of 9.0 units per acre to be achieved. The same modifications to the setbacks as the JM-20 subdivision are proposed for JM-21, see Exhibit U. The units will all be two stories. Figure 3 shows the conceptual streetscape for JM-21.



Figure 3: JM-21 Conceptual Streetscape

The applicant is proposing additional design standards for both subdivisions as demonstrated in Attachment 2 (Design Concept) and outlined in the development standards (Exhibit R and Exhibit U). The additional design standards include a mix of architectural styles for each floor plan and between adjacent units, multiple façade breaks, added trim details, and multiple colors and materials on the elevations. Enhanced landscaping at the front yard and street side yards of corner lots will be provided on all lots as shown in Exhibit S and Exhibit V.

DRRS Evaluation

The project's site design and architecture have been evaluated through the City's design review process through the DRRS entitlement and the project has been evaluated against the Sierra Vista Specific Plan as it relates to residential design guidelines and the Community Design Guidelines for Compact Residential Development. The architectural features and conceptual floor plans are provided in Attachments 2-4. The development standards and additional design requirements are outlined in Exhibits R-W.

Zoning Ordinance Section 19.78.060. I requires that two findings must be made in order to approve a DRRS. The required findings for a DRRS are listed below in **bold italics** and are followed by an evaluation.

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

The proposed project is the first residential development to be reviewed in the Sierra Vista Specific Plan area. The area is adjacent to the North Roseville Specific Plan (NRSP) – Woodcreek West subdivision (some of which was developed by JMC Homes) and the West Roseville Specific Plan –

Westpark Village subdivision. The proposed units will range in size from approximately 1,600 square feet to 2,300 square feet, which is similar in size to the adjacent residential developments. The units will be single family detached front loaded product types similar in height, bulk, and arrangement to homes in the vicinity. The applicant has requested a reduced side yard setback of four feet similar to the existing NRSP Crocker Ranch development. The units and lot sizes are reflective of a MDR development. Staff feels that with the addition of the detailed architectural elements, enhanced landscaping, mix of unit designs, and front porches, the subdivisions will achieve the densities and meet the neighborhood quality standards intended with the SVSP and will be harmonious with other projects in the vicinity. Staff is supportive of the proposed modifications to the development standards.

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

The Community Design Guidelines for Compact Residential Developments include several "shall" guidelines that developments must adhere to. Additional "should" statements are recommendations and applicants are encouraged to incorporate into the development when appropriate. The project is consistent with the following shall guidelines:

- The required number of parking spaces is provided as defined in the Zoning Ordinance.
 Each unit will have a two car garage;
- Architectural treatment is applied to all elevations. All exterior windows and doors are trimmed. Street facing elevations will have enhanced treatment including decorative trim details. The project also incorporates four colors including a base, shadow, trim and an accent color:
- Consistent with the architectural style, all openings incorporate trim or shutters;
- Landscaping has been used extensively throughout the project. The developer will install enhanced front yard landscaping to include a variety of trees, shrubs and groundcover; and
- The landscape plans are consistent with the City's Water Efficient Landscape Requirements.

The applicant has also incorporated several other design components that are consistent with the design guidelines, such as useable front porches and a mix of architectural styles and colors. Staff believes the applicant's plans and design criteria will result in the desired quality and character intended by the applicable design guidelines.

As mentioned JM-20 is located within the Village Node district and is subject to additional design guidelines. The design guidelines applicable to the design of the residences state that the living spaces and porches of the homes to be oriented to the street to de-emphasize the garage. The units have been designed with the garage to be setback from the living areas. All units will incorporate a porch or living area at the front of the home. And with the addition of enhanced landscaping and architecture detail on the facades, the garages will be de-emphasized. For these reasons, staff feels the residential design meets the intent of the Village Node design guidelines.

As described in this section of the report, the designs of the homes have been evaluated against and determined to be consistent with the requirements of the Community Design Guidelines and the Sierra Vista Specific Plan. Based on this, staff has determined that the residential design is consistent with the applicable design guidelines.

CONCLUSION

As described in the staff report, the proposed project is well designed and meets the requirements of the Sierra Vista Specific Plan as well as City standards. For these reasons staff is supportive of the proposed project.

ENVIRONMENTAL DETERMINATION

The environmental effects of the proposed project were previously evaluated in the Sierra Vista Specific Plan EIR certified by the City Council on May 2, 2010 (SCH#2008032115) and identified in the associated Sierra Vista Specific Plan. The project involves minor adjustments to the adopted land use plan within the same project footprint therefore, construction of the SVSP JMC Maps project is found to be within the scope of the project covered by the Sierra Vista Specific Plan Final EIR and is exempt from CEQA pursuant to Section 15182 as a residential project pursuant to a specific plan for which an EIR was certified. As discussed in the Specific Plan EIR, the EIR provides environmental analyses of community infrastructure and facilities, including residential subdivisions. Because the project is consistent with the Sierra Vista Specific Plan Final EIR and Specific Plan, no new effects are expected to occur and all applicable mitigation measures from the Sierra Vista Specific Plan EIR will be implemented during the design and construction of the SVSP JMC Maps. As such, no additional environmental documentation is required.

RECOMMENDATION

The Planning Division recommends that the Planning Commission take the following actions (A-K):

- A. Recommend that the City Council approve the GENERAL PLAN AMENDMENT SVSP JMC MAPS 6810 FIDDYMENT RD. FILE# 2012PL-0038 (GPA-000064) as shown in Exhibits A-C;
- B. Recommend that the City Council adopt the one (1) finding of fact as stated below for the SPECIFIC PLAN AMENDMENT -SVSP JMC MAPS 6810 FIDDYMENT RD. FILE# 2012PL-0038 (SPA-000046):
 - a. The proposed Specific Plan Amendment is consistent with the objectives, policies, programs and land use designations specified in the City of Roseville General Plan and Sierra Vista Specific Plan.
- C. Recommend that the City Council approve the **SPECIFIC PLAN AMENDMENT –SVSP JMC MAPS 6810 FIDDYMENT RD. FILE# 2012PL-0038 (SPA-000046)** as shown in Exhibits A-E.
- D. Recommend that the City Council adopt the two (2) findings of fact as stated below for the REZONE SVSP JMC MAPS 6810 FIDDYMENT RD. FILE# 2012PL-0038 (RZ-000061):
 - a. The proposed rezone is consistent with the General Plan and the Sierra Vista Specific Plan; and
 - b. The proposed rezone is consistent with the public interest, health, safety, and welfare of the City.
- E. Recommend that the City Council approve the REZONE SVSP JMC MAPS 6810 FIDDYMENT RD. - FILE# 2012PL-038 (RZ-000061) as shown in Exhibit E-G.
- F. Adopt the two findings as stated in the staff report for the **DESIGN REVIEW PERMIT FOR RESIDENTIAL SUBDIVISION SVSP JMC MAPS 6810 FIDDYMENT RD. FILE# 2012PL-038** (**DRP-000449**);
- G. Approve the DESIGN REVIEW PERMIT FOR RESIDENTIAL SUBDIVISION SVSP JMC MAPS 6810 FIDDYMENT RD. - FILE# 2012PL-038 (DRP-000449) subject to the six (6) conditions listed below;

- H. Adopt the three findings of fact as stated in the staff report for the **TENTATIVE SUBDIVISION MAP** (LARGE LOT) SVSP JMC MAPS 6810 FIDDYMENT RD. FILE# 2012PL-038 (SUB-000157);
- Approve the TENTATIVE SUBDIVISION MAP (LARGE LOT) SVSP JMC MAPS 6810 FIDDYMENT RD. - FILE# 2012PL-038 (SUB-000157); subject to the eighty-nine (89) conditions listed below.
- J. Adopt the three findings of fact as stated in the staff report for the TENTATIVE SUBDIVISION MAP (SMALL LOT) – SVSP JMC MAPS – 6810 FIDDYMENT RD. - FILE# 2012PL-038 (SUB-000158);
- K. Approve the TENTATIVE SUBDIVISION MAP (SMALL LOT) SVSP JMC MAPS 6810 FIDDYMENT RD. FILE# 2012PL-038 (SUB-000158); subject to the ninety-three (93) conditions listed below.

CONDITIONS OF APPROVAL – LARGE LOT MAP (SUB-000157)

- 1. The approval of a Tentative Map and/or tentative site plan does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)
- 2. The design and construction of all improvements shall conform to the Design and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
- 3. The developer shall not commence with any on-site improvements until such time as grading and/or improvement plans are approved and grading and/or encroachment permit is issued by the Development Services Department/Engineering Division. (Engineering)
- 4. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities, Finance)
- 5. Fulfillment of all backbone dedication requirements for Irrevocable offers of dedication and easements shall occur prior to the approval of any Improvement, Grading Plans, and/or recordation of any Final or Parcel Map as required by the Development Agreement between the City of Roseville and Mourier Investments, LLC. (Engineering)
- 6. Prior to the issuance of any improvement plans owner must have obtained issuance of a 404 permit as defined by the Development Agreement between the City of Roseville and Mourier Investments, LLC. (Engineering)
- 7. The applicant shall be responsible for reimbursements to the West Roseville Specific Plan per Section 3.26 of the Development Agreement. (Engineering)

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

8. Landscape Plans shall be submitted with the Improvement Plans for all landscape corridors and all landscaped common areas. The landscape plans shall comply with the Sierra Vista Specific Plan and the City of Roseville Water Efficient Landscape Requirements (Resolution 93-55). Landscape plans shall include a master irrigation plan showing mainline, size of mainline, points of connection and size and controller locations (at minimum). All landscaping and irrigation shall be inspected and approved prior to Notice of Completion. (Planning, Engineering, Parks, Fire, Environmental Utilities)

- 9. The developer is responsible for installing Project Entry features within the landscape corridor at the northeast, northwest, southeast, and southwest corner of the intersection of Upland Drive and Vista Grande Boulevard and at the northwest and southwest corner of the intersection of Fiddyment Road and Vista Grande Boulevard. The project entry features shall be shown on the Improvement Plans and shall be designed consistent with Section B.3 of the SVSP Design Guidelines. (Planning)
- 10. The applicant shall submit to the Engineering Division the appropriate Army Corps of Engineers permit or clearance, the California Department of Fish and Game Stream Bed Alteration Agreement, and/or the Regional Water Quality Control Board Water Quality Certificate. (Engineering)
- 11. The grading and improvement plans shall be designed in accordance with the City's Design and Construction Standards and shall reflect the following:
 - a. Street improvements including, but not limited to, curb, gutter, sidewalk, pavement, drainage systems, traffic striping, signing, medians and markings, etc. along all existing and proposed City streets, as required by Engineering.
 - b. Grading shall comply with the City grading ordinance. Erosion control devices shall be in conformance with approved Stormwater Pollution Prevention Plan (SWPPP). All erosion control shall be installed prior to the onset of wet weather. Erosion control is installed to minimize silt discharge from the project site. It is incumbent upon the applicant to ensure that necessary measures are taken to minimize silt discharge from the site.
 - c. A rough grading permit and/or an underground only permit may be approved by the Engineering Department prior to approval of the improvement plans.
 - d. Access to the floodplain as required by Engineering and the Streets Department.
 - e. Standard Handicap ramps shall be installed at all curb returns per City Standards. (Engineering)
- 12. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry unless otherwise addressed in section 3.2.1 of the Development Agreement. Said notarized right-of-entry shall be provided to Engineering prior to approval of any plans that require entry. This includes but is not limited to the following:
 - Street connections along the western boundary of JM-20
 - Grading and drainage ditch to the north of JM-20
 - Street T along the western boundary of JM-04 (Engineering)
- 13. The applicant shall apply for and obtain an encroachment permit from the Engineering Division prior to any work conducted within the City right-of-way. (Engineering)
- 14. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During site inspection Engineering will designate the exact areas to be reconstructed. (Engineering)
- 15. All Lots/Parcels shall conform to Class 1 drainage, pursuant to the adopted City of Roseville Design and Construction Standards, except as shown on the tentative map or as approved in these conditions. (Engineering)
- 16. Per Section 3.5.2of the Development Agreement, owner shall construct the remainder of Fiddyment Road improvements from Pleasant Grove Blvd to the northern boundary of open space parcel JM-

- 85. Owner shall be responsible for reimbursing City for construction of 5-ft of pavement, median curb, utility stubs and left turn pockets into the Plan Area. Land owner shall construct full median landscaping along Fiddyment Road. If cost to landscape ½ of median exceeds reimbursable amount to City, owner will be eligible for TMF credits. Per Section 3.5.2 of the Development Agreement, a Funding, Construction and Acquisition Agreement shall be entered into between City and Developer within 30 days of City acceptance of improvement plans. (Engineering).
- 17. Traffic signals shall be constructed and reimbursed per Section 3.5.7 of the Development Agreement and the approved phasing plan. (Engineering)
- 18. The southbound right turn lane from Fiddyment Road to Vista Grande Blvd. shall be 350 feet in length with a 120 foot taper. (Engineering)
- 19. The entrance from Fiddyment Road to Parcel JM-21 shall include a standard right turn deceleration lane. (Engineering)
- 20. Gated entrances to private subdivisions shall be designed and constructed per the City Design & Construction Standards. (Engineering)
- 21. The phasing of infrastructure shall be consistent with Sierra Vista Utility and Infrastructure Phasing Plan (as prepared by Baker Williams Engineers), the Sierra Vista Specific Plan and as defined by the Development Agreement between the City of Roseville and Mourier Investments, LLC. Phasing shall occur in a sequential order as defined in the Phasing Plan. (Engineering)
- 22. If phase 5A of the Sierra Vista Utility and Infrastructure Phasing Plan is not constructed prior to the approval of improvement plans for JM-21, the JM-21 improvement plans shall include the extension of Upland Drive to the northern terminus of phase 5A. (Engineering)
- 23. Street "T" along the western boundary of JM-04 shall have no parking signs installed along the west side of the road. These signs may be removed when Street "T" is constructed to its ultimate width. (Engineering)
- 24. Court "V" within Village JM-20 shall provide a pedestrian easement for access at the end of the court to provide continuity with the adjacent school site, Parcel JM-61. (Engineering)
- 25. Utility stubs for the school site, JM-61 shall be coordinated to accommodate the needs of the Center Unified School District. (Engineering, Environmental Utilities)
- 26. Prior to the approval of the improvement plans, it will be the project proponent's responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
- 27. A note shall be added to the grading plans that states:

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

- 28. Turnouts for bus shelters shall be installed at the following locations:
 - a) Southwest corner of southbound Fiddyment Road at Pleasant Grove Blvd.;

- b) Southwest corner of southbound Fiddyment Road at Vista Grande Blvd.;
- c) Northwest corner of westbound Vista Grande Blvd. at Fiddyment Road;
- d) Southeast corner of eastbound Vista Grande Blvd. at Upland Drive;
- e) Northwest corner of westbound Vista Grande Blvd. at Upland Drive.

(Engineering)

- 29. The applicant shall dedicate all necessary rights-of-way for the widening of any streets required with this entitlement. A separate document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorders Office. (Engineering)
- 30. The applicant shall dedicate separate drainage easements to the City of Roseville for any storm drain facility required to transfer public storm waters through private property. The easement document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorders Office. (Engineering)
- 31. The grading plans for the site shall be accompanied by a shed map that defines that area tributary to this site. All drainage facilities shall be designed to accommodate the tributary flow. All on-site storm drainage shall be collected on site and shall be routed to the nearest existing storm drain stub of natural drainage coarse. (Engineering)
- 32. All storm drainage, including roof drains, shall be collected on site and shall be routed to the nearest storm drain system or natural drainage facility. Prior to discharge from the site, the storm water shall be treated with appropriate storm water pollution treatment device(s). The drainage outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. (Engineering)
- 33. Prior to approval of improvement plans, drainage calculations must be submitted that are consistent with the Master Drainage Study for Sierra Vista or the Master Drainage Study shall be amended as necessary to accommodate any change in sheds. Detention and drainage swales shall also be consistent with the Master Drainage Study or the Master Drainage Study amended to reflect any proposed changes. (Engineering)
- 34. Prior to approval of grading within the Open Space developer shall provide a plan that demonstrates that the "created wetlands" will provide enough storage volume to mitigate the 100 year peak flows as identified in the Drainage and Stormwater Master Plan. The design shall demonstrate that there are no adverse changes to the hydromorphological characteristics of the natural drainage course. Topographic data shall be gathered prior to and after the grading of open space to quantify the amount of storage that is being created for peak flow mitigation. Once the capacity of the storage is exceeded additional capacity will need to be created within the Open Space. (Engineering)
- 35. The grading plans shall be accompanied with engineered structural calculations for all retaining walls greater than 4 feet in height. All retaining walls shall be of either split faced masonry units, keystone type construction, or cast in place concrete with fascia treatment. (Engineering)
- 36. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)
- 37. To ensure that the design for any necessary widening, construction, or modifications of Public Streets does not conflict with existing dry utilities generally located behind the curb and gutter, and prior to the submittal of design drawings for those frontage improvements, the project proponent shall have the existing dry utilities pot holed for verification of location and depth. (Engineering)

- 38. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
- 39. Improvement plans shall show the Preserve boundary and label it as a protected area. The Pre-Construction meeting shall address the presence of the Preserve, the sensitive habitats present and minimization of disturbance to the Preserve. During grading and construction the preserve area shall be avoided and shall not be used for parking, storage, or project staging. The contractor shall remove all trash blown into the preserve from adjacent construction on a daily basis. After construction is complete, the temporary fencing shall be removed from the preserve, along with all temporary erosion control measures (e.g., straw bales, straw waddles and stakes, silt fencing). (Engineering, Development Services, Planning)
- 40. Prior to construction within any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve. Fencing shall be maintained daily until permanent fencing is installed, at which time the temporary fencing shall be removed from the project site. (Engineering, Development Services, Planning)
- 41. With the exception of access required for maintenance and/or emergency vehicles or otherwise required by Federal or State Regulatory Permits, the project shall be designed to prevent vehicle access into the Preserve. Post and cable fencing or other improvements shall be utilized to meet this requirement. (Engineering, Development Services, Planning)
- 42. Landscaping adjacent to the Preserve shall be California native, drought-tolerant groundcover, shrubs, plants and trees. (Development Services, Planning)
- 43. **Prior to the approval of the Improvement Plans**, the project proponent shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City, as defined by the Regional Water Quality Control Board. The SWPPP shall be submitted in a single three ring binder. Upon approval, the SWPPP will be returned to the project proponent during the pre-construction meeting. (Engineering)
- 44. Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water, sewer and recycled water utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan view and in profile view where grading activities will modify existing site elevations over top of or within 15 feet of the utility. Any utilities that could potentially be impacted by the project shall be clearly identified along with the proposed protection measures. The developer shall be responsible for taking measures and incurring costs associated with protecting the existing water, sewer and recycled water utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)
- 45. Water and sewer infrastructure shall be designed and constructed pursuant to the adopted City of Roseville Improvement Standards and Construction Standards and shall reflect the following:
 - a. Sewer and water service laterals shall not be allowed off of water and sewer mains larger than 12 inches in diameter. (Environmental Utilities)
 - b. Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12' unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes. (Environmental Utilities)

- c. Water and sewer mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions. (Environmental Utilities)
- d. All sewer manholes shall have all weather 10-ton vehicular access unless authorized by these conditions. (Environmental Utilities)
- 46. Recycled water infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. The applicant shall pay all applicable recycled water fees. Easements shall be provided as necessary for recycled water infrastructure. (Environmental Utilities)
- 47. Any backflow preventors visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventors shall be screened with landscaping and shall comply with the following criteria:
 - a. There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventor to the landscaping.
 - b. For maintenance purposes, the landscaping shall be installed on a maximum of three sides and the plant material shall not have thorns.
 - c. The control valves and the water meter shall be physically unobstructed.
 - d. The backflow preventor shall be covered with a green cover that will provide insulation. (Environmental Utilities)
- 48. A note shall be added to the Improvement Plans stating that all water backflow devices shall be tested and approved by the Environmental Utilities Department prior to the Notice of Completion for the improvements. (Environmental Utilities)
- 49. Per the DA, Villages JM-4 and JM-20 will require two independent point of connections for the water looping. (Environmental Utilities)
- 50. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 500' on center. (Fire)
- 51. Minimum fire flow is 1,500 gallons per minute with 20 lbs. residual pressure. The fire flow and residual pressure may be increased, as determined by the Fire Marshall, where the project utility lines will serve non-residential uses. (Fire)
- 52. The phasing of this project shall not limit the fire department requirements for access and circulation throughout the project as a result of continuous construction in accordance with the California Fire Code, 2010 with the City of Roseville's Amendments. A separate phasing plan (and permit issued by the Building Department) shall be reviewed and approved by this department. (Fire)
- 53. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)

- 54. All Electrical Department facilities, including street lights where applicable, shall be designed and built to the "City of Roseville Specifications for Residential Trenching". (Electric)
- 55. The design for electrical service for this project will begin when the Electric Department has received a full set of improvement plans for the project. (Electric)
- 56. All landscaping in areas containing electrical service equipment shall conform with the "Electric Department Landscape Design Requirements" as outlined in Section 7.00 of the Electric Department's "Specifications for Residential Trenching" (Electric)
- 57. Per the Sierra Vista Specific Plan and Development Agreement section 3.11.3, an electric substation site shall be granted to the City of Roseville once 500 family units, or the equal to in loading, has been permitted by the building department. The proposed project and approval shall be in accordance to this requirement. (Electric)
- 58. The location and design of the gas service shall be determined by PG&E. The design of gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)
- 59. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)
- 60. Provide utility stubs to both parks at mid-point of the parks' road frontage. Utility stubs to include sewer, storm drain, recycled water, domestic water and electrical. (Parks)

PRIOR TO OR UPON RECORDATION OF FINAL/PARCEL MAP

- 61. The following easements shall be provided and shown on the Final/Parcel Map or by separate instrument, unless otherwise provided for in these conditions:
 - a. A 15' City of Roseville, Public Utilities Easement shall be granted on both the north and south side of Sierra Glen Drive where the roadway is adjacent to all open space parcels. (Electric)
 - b. Water and sewer easements. (Environmental Utilities)
- 62. Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)
- 63. The applicant shall dedicate an easement to the City of Roseville for the maintenance of the future shelter on the southwest corner of southbound Fiddyment Road at Pleasant Grove Blvd. The easement may be recorded with a map or via separate document. (Alternative Transportation, Engineering)
- 64. The right of way for San Fernando Drive, measuring 21 ft., shall be dedicated prior to or currently with the first Final Map recorded. The owner of parcel JM-21 shall also enter into a Developer/Developer Reimbursement Agreement with the City, to include the fair share reimbursement to the owner of DF-42 for the San Fernando Drive public improvements. The Reimbursement Agreement shall be entered into prior to or currently with the first Final Map recorded. If a reimbursement agreement is not entered into, parcel JM-21 shall be responsible for all the public improvements within the 21 ft. of right of way. (Engineering)

- 65. All existing public easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)
- 66. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed land Surveyor (Environmental Utilities, Electric, Engineering)
- 67. All Final Maps shall include an informational sheet that depicts all prior recordings within the bounds of the Sierra Vista Specific Plan, along with the inclusion of the new area being recorded. (Engineering)
- 68. Lots JM-50, JM-60, JM-61, JM-80, JM-81, JM-82, JM-83, JM-84, and JM-85 will not be accepted by the City, either in fee or as an easement, until after the subdivider has fulfilled the terms of the Permit from the Department of Fish and Game or Army Corps of Engineers. Upon completion of the monitoring period, the owner shall notify the City of Roseville Planning Department. (Planning, City Attorney)
- 69. Any structures crossing Lot/Parcel lines created by the Final/Parcel map shall be removed. (Engineering)
- 70. Lot/Parcel JM-50, JM-51, JM-52, JM-81, JM-82, JM-83, JM-84 and JM-85 shall be dedicated as an Irrevocable Offer of Dedication (I.O.D.) to the City for the purposes of (floodplain, open space, park or public access). (Engineering, Parks)
- 71. The street names shall be approved by the City of Roseville. (Engineering)
- 72. Applicant has the option of forming a Community Facilities District Public Facilities (CFD) for the purpose of financing the construction and/or acquisition of public infrastructure and facilities within the project area. (Finance, Engineering)
- 73. A Community Facilities District Public Services (Services CFD) shall be formed for the subject property prior to the issuance of the first residential building permit, excluding permits for model homes or certificates of occupancy for non-residential uses. This district is being formed in order to fund maintenance of landscaping, open space and neighborhood parks. It is the applicant's responsibility to cooperate with the Finance Department in preparing the appropriate documentation for the formation of the Services CFD. In order to allow the CFD to be in place at the beginning of the Levy cycle, the documentation shall be provided to the Finance Department not later than March 15 of the year preceding the Levy cycle in which the Services CFD will become effective. (Finance, Engineering, Building)
- 74. The subject property shall be annexed into Municipal Services District #3 (Muni CFD) prior to the issuance of the first residential building permit, excluding permits for model homes or certificates of occupancy for non-residential uses. This property is being added into this district in order to provide the funds required to offset the property's impact on City general fund resources available to pay for municipal services citywide, including the project area. It is the applicant's responsibility to cooperate with the Finance Department in preparing the appropriate documentation for the annexation of this property into the CFD. In order to allow the CFD to be in place at the beginning of the Levy cycle, the documentation shall be provided to the Finance Department not later than March 15 of the year preceding the Levy cycle in which the Muni CFD will become effective. (Finance, Engineering, Building)
- 75. The Final/Parcel Map shall include an irrevocable offer to dedicate public rights-of-way and public and/or private easements as required by the City. Lettered Lot//Parcel along major roads shall be

- dedicated as landscape/pedestrian/public utility easements and in fee to the City as open space. (Engineering)
- 76. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Engineering)
- 77. The Final/Lot/Parcel/Parcel Map shall be submitted per, "The Digital Submittal of Cadastral Surveys". Submittal shall occur after Engineering approval but prior to Council approval (Engineering)
- 78. Per Development Agreement, landowner shall pay \$5,597.03 as its fair share for the update of the City's Long Range and Short Range Transit Master Plans and Bicycle Master Plan. (Alternative Transportation, Engineering)
- 79. Electric construction costs incurred by the City of Roseville Electric Department for this project shall be paid for by the developer per the applicable policy. (Electric)
- 80. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

- 81. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
- 82. It is the responsibility of the developer to insure that all existing electric facilities remain free and clear of any obstructions during construction and when the project is complete. (Electric)
- 83. Existing public facilities damaged during the course of construction shall be repaired by the applicant, at the applicant's expense, to the satisfaction of the City. (Engineering)
- 84. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday. Provided, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order. (Engineering)
- 85. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor shall notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. Non emergency releases or notifications about the presence of containers found shall be reported to the Fire Department. (Fire)
- 86. All plant material shall be maintained under a 90 calendar day establishment period after initial planting. Upon completion of the establishment period, all plant material shall remain under warrantee for an additional 9 months minimum. Any plant material which does not survive during the establishment period shall be immediately replaced. Any trees or shrubs which do not survive during the warrantee period shall be replaced one month prior to the end of the warrantee period. Tree or shrub replacement made necessary due to acts of God, neglect or vandalism shall be exempt from the warrantee. (Parks)

- 87. The project shall comply with all applicable environmental mitigation measures identified in the Sierra Vista EIR. (Planning)
- 88. Prior to issuance of occupancy permits, per the SVSP EIR Mitigation Measures, the developer shall be responsible for ensuring future residents or other sensitive users are given notice regarding the proximity to McClellan Airport and the potential for over-flight noise. Notice shall be provided with either a deed disclosure or similar notice approved by the City Attorney or identified in the CC&R's for properties with CC&R's. (Planning)
- 89. The Tentative Subdivision Map application shall not be deemed approved until the actions on the Rezoning, General Plan Amendment and Specific Plan Amendment are approved and become effective. (Planning)

CONDITIONS OF APPROVAL - SMALL LOT MAP (SUB-000158)

- 1. The approval of a Tentative Map and/or tentative site plan does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)
- 2. The design and construction of all improvements shall conform to the Design and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
- The developer shall not commence with any on-site improvements until such time as grading and/or improvement plans are approved and grading and/or encroachment permit is issued by the Development Services Department/Engineering Division. (Engineering)
- 4. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities, Finance)
- Fulfillment of all backbone dedication requirements for Irrevocable offers of dedication and easements shall occur prior to the approval of any Improvement, Grading Plans, and/or recordation of any Final or Parcel Map as required by the Development Agreement between the City of Roseville and Mourier Investments, LLC. (Public Works)
- 6. Prior to the issuance of any improvement plans owner must have obtained issuance of a 404 permit as defined by the Development Agreement between the City of Roseville and Mourier Investments, LLC. (Public Works)
- 7. The applicant shall be responsible for reimbursements to the West Roseville Specific Plan per Section 3.26 of the Development Agreement. (Engineering)

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

8. Landscape Plans shall be submitted with the Improvement Plans for all landscape corridors and all landscaped common areas. The landscape plans shall comply with the Sierra Vista Specific Plan and the City of Roseville Water Efficient Landscape Requirements (Resolution 93-55). All landscaping and irrigation shall be inspected and approved prior to Notice of Completion. (Planning, Engineering, Parks, Fire, Environmental Utilities)

- The applicant shall submit to the Engineering Division the appropriate Army Corps of Engineers
 permit or clearance, the California Department of Fish and Game Stream Bed Alteration Agreement,
 and/or the Regional Water Quality Control Board Water Quality Certificate. (Engineering)
- 10. The following conditions shall apply to Lot JM-01:
 - a. The Improvement plans shall show the location and construction details for all walls and fencing along the subdivision boundary. Fencing and walls shall be designed to be consistent with Figure B-3 of the SVSP and the SVSP design guidelines.

The following conditions shall apply to Lot JM-02:

- a. The Improvement Plans shall show the location and construction details for all walls and fencing along the subdivision boundary. Fencing and walls shall be designed to be consistent with Figure B-3 of the SVSP and the SVSP design guidelines.
- b. Lot C and Lot D shall be designed consistent with Figure B-10 in the SVSP. Improvements including landscaping shall be shown on the Improvement Plans. Responsibility for maintenance of the landscaping and improvements on Lot C and Lot D shall be identified on the final map.
- c. Lot 19 and Lot 20 shall have a minimum side yard setback of 7.5 feet from the property line adjacent to Lot C.
- d. Lot 47 and Lot 48 shall have a minimum side yard setback of 7.5 feet from the property line adjacent to Lot D.
- e. Lot B shall be dedicated to the City as Open Space.

The following conditions shall apply to Lot JM-03:

- a. The Improvement Plans shall show the location and construction details for all walls and fencing along the subdivision boundary. Fencing and walls shall be designed to be consistent with Figure B-3 of the SVSP and the SVSP design guidelines.
- b. Lot D shall be designed consistent with Figure B-10 in the SVSP. Improvements including landscaping on Lot D shall be shown on the Improvement Plans and shall be designed consistent with city standards. The landscaping and improvements on Lot D shall be maintained by the Homeowners Association.
- c. Lot 120 and Lot 121 shall have a minimum side yard setback of 7.5 from the property line adjacent to Lot D.
- d. Improvements and landscaping on Lot F, Lot G, Lot H, and Lot I shall be shown on the Improvement Plans. Maintenance of the landscaping and improvements shall be the responsibility of the Homeowners Association.
- e. Lot E shall be dedicated to the City as Open Space. No gates or fencing, other than post and cable, is permitted on Lot E.

The following conditions apply to Lot JM-04:

- a. The Improvement Plans shall show the location and construction details for all walls and fencing along the subdivision boundary. Fencing and walls shall be designed to be consistent with Figure B-3 of the SVSP and the SVSP design guidelines. Lots 8-12 shall have open rail fencing on property lines that are adjacent to the open space.
- b. Lot F shall be dedicated to the City as Open Space.

The following conditions shall apply to Lot JM-20:

- a. The Improvement Plans shall show the location and construction details for all walls and fencing along the subdivision boundary. Fencing and walls shall be designed to be consistent with Figure B-3 of the SVSP and the SVSP design guidelines.
- b. The subdivision is subject to the development and design standards outlined in the Design Review Permit for Residential Subdivisions entitlement, project number DRP-000449.
- c. The developer shall be responsible for planting large canopy street trees in the landscape planting area on streets with separated sidewalks.

The following conditions shall apply to Lot JM-21:

- a. The Improvement Plans shall show the location and construction details for all walls and fencing along the subdivision boundary. Fencing and walls shall be designed to be consistent with Figure B-3 of the SVSP and the SVSP design guidelines.
- b. The subdivision is subject to the development and design standards outlined in the Design Review Permit for Residential Subdivisions entitlement, project number DRP-000449.

(Planning)

- 11. The grading and improvement plans shall be designed in accordance with the City's Design and Construction Standards and shall reflect the following:
 - a. Street improvements including, but not limited to, curb, gutter, sidewalk, pavement, drainage systems, traffic striping, signing, medians and markings, etc. along all existing and proposed City streets, as required by Engineering.
 - b. Grading shall comply with the City grading ordinance. Erosion control devices shall be in conformance with approved Stormwater Pollution Prevention Plan (SWPPP). All erosion control shall be installed prior to the onset of wet weather. Erosion control is installed to minimize silt discharge from the project site. It is incumbent upon the applicant to ensure that necessary measures are taken to minimize silt discharge from the site.
 - c. A rough grading permit and/or an underground only permit may be approved by the Engineering Department prior to approval of the improvement plans.
 - d. Access to the floodplain as required by Engineering and the Streets Divisions.
 - e. Standard Handicap ramps shall be installed at all curb returns per City Standards. (Engineering)

- 12. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry, unless otherwise addressed in section 3.2.1 of the Development Agreement. Said notarized right-of-entry shall be provided to Engineering prior to approval of any plans that require entry. This includes but is not limited to the following:
 - Street connections along the western boundary of JM-20
 - Grading and drainage ditch to the north of JM-20
 - Street T along the western boundary of JM-04 (Engineering)
- 13. The applicant shall apply for and obtain an encroachment permit from the Engineering Division prior to any work conducted within the City right-of-way. (Engineering)
- 14. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During site inspection Engineering will designate the exact areas to be reconstructed. (Engineering)
- 15. All Lots/Parcels shall conform to Class 1 drainage, pursuant to the adopted City of Roseville Design and Construction Standards, except as shown on the tentative map or as approved in these conditions. (Engineering)
- 16. Per section 3.5.2(b) of the Development Agreement, owner shall construct the remainder of Fiddyment Road improvements from Pleasant Grove Blvd to the northern boundary of open space parcel JM-85. Owner shall be responsible for reimbursing City for construction of 5-ft of pavement, median curb, utility stubs and left turn pockets into the Plan Area. Land owner shall construct full median landscaping along Fiddyment Road. If cost to landscape ½ of median exceeds reimbursable amount to City, owner will be eligible for TMF credits. Per Section 3.5.2 of the Development Agreement, a Funding, Construction and Acquisition Agreement shall be entered into between City and Developer within 30 days of City acceptance of improvement plans. (Engineering).
- 17. Traffic signals shall be constructed and reimbursed per Section 3.5.7 of the Development Agreement and the approved phasing plan. (Engineering)
- 18. The intersection and traffic signal at Baseline Road/Fiddyment Road shall be improved prior to the first certificate of occupancy, per section 3.5.17 of the Development Agreement. (Engineering)
- 19. The south bound right turn lane from Fiddyment Road to Vista Grande Blvd. shall be 350 feet in length with a 120 foot taper. (Engineering)
- 20. The entrance from Fiddyment Road to Parcel JM-21 shall include a standard right turn deceleration lane. (Engineering)
- 21. Gated entrances to private subdivisions shall be designed and constructed per the City Design & Construction Standards. (Engineering)
- 22. The phasing of infrastructure shall be consistent with Sierra Vista Utility and Infrastructure Phasing Plan (as prepared by Baker Williams Engineers), the Sierra Vista Specific Plan and as defined by the Development Agreement between the City of Roseville and Mourier Investments, LLC. Phasing shall occur in a sequential order as defined in the Phasing Plan. (Engineering)
- 23. If phase 5A of the Sierra Vista Utility and Infrastructure Phasing Plan is not constructed prior to the approval of improvement plans for JM-21, the JM-21 improvement plans shall include the extension of Upland Drive to the northern terminus of phase 5A. (Engineering)

- 24. Street "T" along the western boundary of JM-04 shall have no parking signs installed along the west side of the road. These signs may be removed when Street "T" is constructed to its ultimate width. (Engineering)
- 25. Court "V" within Village JM-20 shall provide a pedestrian access at the end of the court to provide continuity with the adjacent school site, Parcel JM-61. (Engineering)
- 26. Utility stubs for the school site, JM-61 shall be coordinated to accommodate the needs of the Center Unified School District. (Engineering, Environmental Utilities)
- 27. Prior to the approval of the improvement plans, it will be the project proponent's responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
- 28. A note shall be added to the grading plans that states:

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

- 29. Standard bus shelter pads shall be installed at the following locations:
 - f) Southwest corner of southbound Fiddyment Road at Pleasant Grove Blvd.;
 - g) Southwest corner of southbound Fiddyment Road at Vista Grande Blvd.;
 - h) Northwest corner of westbound Vista Grande Blvd. at Fiddyment Road;
 - i) Southeast corner of eastbound Vista Grande Blvd. at Upland Drive;
 - j) Northwest corner of westbound Vista Grande Blvd. at Upland Drive.

(Engineering)

- 30. Developer shall be responsible for bus shelters and related improvements conforming to the city's current standards on the shelter pads as conditioned and built prior to the issuance of a grading permit and/or improvement plans. The Developer and City shall enter into a construction fee agreement based upon a construction cost of \$10,000 per shelter for future construction of the Bus Shelters as prescribed at the following locations:
 - a) With Phase 4 of Lot JM-02, on the southwest corner of southbound Fiddyment Road at Vista Grande Blvd.; (Shelter #257)
 - b) With Phase 2 of Lot JM-03 on the northwest corner of westbound Vista Grande Blvd. at Fiddyment Road; (Shelter #258)
 - c) With Phase 1 of Lot JM-03 on the southeast corner of eastbound Vista Grande Blvd. at Upland Drive; (Shelter #259)
 - d) With Phase 1 of Lot JM-20 on the northwest corner of westbound Vista Grande Blvd. at Upland Drive. (Shelter #260)

(Alternative Transportation, Engineering)

- 31. For all phases of subdivisions adjacent to open space with a planned bike trail, the developer shall be responsible for preliminary design, permitting and rough grading per the development agreement. (Engineering, Alternative Transportation)
- 32. Per the Development Agreement, if City has sufficient funds to reimburse Landowner, Landowner shall prepare the final design and construct Class I bike trail improvements where adjacent to residential subdivisions. (Engineering, Alternative Transportation)

- 33. The applicant shall dedicate all necessary rights-of-way for the widening of any streets required with this entitlement. A separate document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorder's Office. (Engineering)
- 34. The applicant shall dedicate a separate drainage easements to the City of Roseville for any storm drain facility required to transfer public storm waters through private property. The easement document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorder's Office. (Engineering)
- 35. The grading plans for the site shall be accompanied with a shed map that defines that area tributary to this site. All drainage facilities shall be designed to accommodate the tributary flow. All on-site storm drainage shall be collected on site and shall be routed to the nearest existing storm drain stub of natural drainage coarse. (Engineering)
- 36. All storm drainage, including roof drains, shall be collected on site and shall be routed to the nearest storm drain system or natural drainage facility. Prior to discharge from the site, the storm water shall be treated with appropriate storm water pollution treatment device(s). The drainage outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. (Engineering)
- 37. Prior to approval of improvement plans drainage calculations must be submitted that are consistent with the Master Drainage Study for Sierra Vista or the Master Drainage Study shall be amended as necessary to accommodate any change in sheds. Detention and drainage swales shall also be consistent with the Master Drainage Study or the Master Drainage Study amended to reflect any proposed changes. (Engineering)
- 38. Prior to approval of grading within the Open Space developer shall provide a plan that demonstrates that the "created wetlands" will provide enough storage volume to mitigate the 100 year peak flows as identified in the Drainage and Stormwater Master Plan. The design shall demonstrate that there are no adverse changes to the hydromorphological characteristics of the natural drainage course. Topographic data shall be gathered prior to and after the grading of open space to quantify the amount of storage that is being created for peak flow mitigation. Once the capacity of the storage is exceeded additional capacity will need to be created within the Open Space. (Engineering)
- 39. The grading plans shall be accompanied with engineered structural calculations for all retaining walls greater than 4 feet in height. All retaining walls shall be of either split faced masonry units, keystone type construction, or cast in place concrete with fascia treatment. (Engineering)
- 40. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)
- 41. To ensure that the design for any necessary widening, construction, or modifications of Public Streets does not conflict with existing dry utilities generally located behind the curb and gutter, and prior to the submittal of design drawings for those frontage improvements, the project proponent shall have the existing dry utilities pot holed for verification of location and depth. (Engineering)
- 42. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)

- 43. Improvement plans shall show the Preserve boundary and label it as a protected area. The Pre-Construction meeting shall address the presence of the Preserve, the sensitive habitats present and minimization of disturbance to the Preserve. During grading and construction the preserve area shall be avoided and shall not be used for parking, storage, or project staging. The contractor shall remove all trash blown into the preserve from adjacent construction on a daily basis. After construction is complete, the temporary fencing shall be removed from the preserve, along with all temporary erosion control measures (e.g., straw bales, straw waddles and stakes, silt fencing). (Engineering, CDD, Planning)
- 44. Prior to construction within any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve. Fencing shall be maintained daily until permanent fencing is installed, at which time the temporary fencing shall be removed from the project site. (Engineering, CDD, Planning)
- 45. With the exception of access required for maintenance and/or emergency vehicles or as otherwise required by Federal or State Regulatory Permits, the project shall be designed to prevent vehicle access into the Preserve. Post and cable fencing or other improvements shall be utilized to meet this requirement. (Engineering, CDD, Planning)
- 46. Landscaping adjacent to the Preserve shall be California native, drought-tolerant groundcover, shrubs, plants and trees. (CDD, Planning)
- 47. **Prior to the approval of the Improvement Plans**, the project proponent shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City, as defined by the Regional Water Quality Control Board. The SWPPP shall be submitted in a single three ring binder. Upon approval, the SWPPP will be returned to the project proponent during the pre-construction meeting. (Engineering)
- 48. Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water, sewer and recycled water utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan view and in profile view where grading activities will modify existing site elevations over top of or within 15 feet of the utility. Any utilities that could potentially be impacted by the project shall be clearly identified along with the proposed protection measures. The developer shall be responsible for taking measures and incurring costs associated with protecting the existing water, sewer and recycled water utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)
- 49. Water and sewer infrastructure shall be designed and constructed pursuant to the adopted City of Roseville Improvement Standards and Construction Standards and shall reflect the following:
 - a. Sewer and water service laterals shall not be allowed off of water and sewer mains larger than 12 inches in diameter. (Environmental Utilities)
 - b. Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12' unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes. (Environmental Utilities)
 - c. Water and sewer mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions. (Environmental Utilities)

- d. All sewer manholes shall have all weather 10-ton vehicular access unless authorized by these conditions. (Environmental Utilities)
- 50. Recycled water infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. The applicant shall pay all applicable recycled water fees. Easements shall be provided as necessary for recycled water infrastructure. (Environmental Utilities)
- 51. Any backflow preventors visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventors shall be screened with landscaping and shall comply with the following criteria:
 - a. There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventor to the landscaping.
 - b. For maintenance purposes, the landscaping shall be installed on a maximum of three sides and the plant material shall not have thorns.
 - c. The control valves and the water meter shall be physically unobstructed.
 - d. The backflow preventor shall be covered with a green cover that will provide insulation. (Environmental Utilities)
- 52. A note shall be added to the Improvement Plans stating that all water backflow devices shall be tested and approved by the Environmental Utilities Department prior to the Notice of Completion for the improvements. (Environmental Utilities)
- 53. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 500' on center. (Fire)
- 54. Minimum fire flow is 1,500 gallons per minute with 20 lbs. residual pressure. The fire flow and residual pressure may be increased, as determined by the Fire Marshall, where the project utility lines will serve non-residential uses. (Fire)
- 55. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)
- 56. All Electrical Department facilities, including street lights where applicable, shall be designed and built to the "City of Roseville Specifications for Residential Trenching". (Electric)
- 57. The design for electrical service for this project will begin when the Electric Department has received a full set of improvement plans for the project. (Electric)
- 58. All landscaping in areas containing electrical service equipment shall conform with the "Electric Department Landscape Design Requirements" as outlined in Section 7.00 of the Electric Department's "Specifications for Residential Trenching" (Electric)
- 59. Per the Sierra Vista Specific Plan and Development Agreement section 3.11.3, and electric substation site shall be granted to the City of Roseville once 500 family units, or the equal to in loading, has been

- permitted by the building department. The proposed project and approval shall be in accordance to this requirement. (Electric)
- 60. The location and design of the gas service shall be determined by PG&E. The design of gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)
- 61. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)
- 62. Provide utility stubs to both parks at mid-point of the parks' road frontage. Utility stubs to include sewer, storm drain, recycled water, domestic water and electrical. (Parks)

PRIOR TO OR UPON RECORDATION OF FINAL/PARCEL MAP

- 63. The following easements shall be provided and shown on the Final/Parcel Map or by separate instrument, unless otherwise provided for in these conditions:
 - A 15' City of Roseville, Public Utilities Easement shall be granted on both the north and south side of Sierra Glen Drive where the roadway is adjacent to all open space parcels. (Electric)
 - b. Water and sewer easements (Environmental Utilities)
- 64. Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)
- 65. The applicant shall dedicate an easement to the City of Roseville for the maintenance of the future shelter on the southwest corner of southbound Fiddyment Road at Pleasant Grove Blvd. The easement may be recorded with a map or via separate document. (Alternative Transportation, Engineering)
- 66. The right of way for San Fernando Drive, measuring 21 ft., shall be dedicated prior to or currently with the first Final Map recorded. The owner of parcel JM-21 shall also enter into a Developer/Developer Reimbursement Agreement with the City, to include the fair share reimbursement to the owner of DF-42 for the San Fernando Drive public improvements. The Reimbursement Agreement shall be entered into prior to or currently with the first Final Map recorded. If a reimbursement agreement is not entered into, parcel JM-21 shall be responsible for all the public improvements within the 21 ft. of right of way. (Engineering).
- 67. All existing public easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)
- 68. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed land Surveyor (Environmental Utilities, Electric, Engineering)
- 69. All Final Maps shall include an informational sheet that depicts all prior recordings within the bounds of the Sierra Vista Specific Plan, along with the inclusion of the new area being recorded. (Engineering)

- 70. A declaration of Conditions, Covenants and Restrictions (CC&Rs), in a form approved by the City Attorney, shall be recorded on all residential lots within private subdivisions concurrently with the Final/Parcel Map. The CC&Rs shall include the following items: (Attorney, Planning)
 - a. A clause prohibiting the amendment, revision or deletion of any sections in the CC&Rs required by these conditions of approval without the prior written consent of the City Attorney.
 - b. A clause addressing the maintenance of all landscaping and improvements within the common areas of the subdivisions.
- 71. The City shall not approve the Final Map for recordation until either:
 - a. A subdivision agreement is entered into along with the necessary bonds and insurance as required by the City. Said agreement shall be in a form acceptable to the City Attorney.

OR

- b. The improvement plans are approved, and the improvements are constructed and accepted as complete. In this case, the subdivider shall enter into a one-year maintenance agreement concurrent with the recordation of the Final Map. (Engineering)
- 72. Any structures crossing Lot/Parcel lines created by the Final/Parcel map shall be removed. (Engineering)
- 73. Lot/Parcel JM-50, JM-51, JM-52, JM-81, JM-82, JM-83, JM-84 and JM-85 shall be dedicated as an Irrevocable Offer of Dedication (I.O.D.) to the City for the purposes of (floodplain, open space, park or public access). (Engineering, Parks)
- 74. The street names shall be approved by the City of Roseville. (Engineering)
- 75. Applicant has the option of forming a Community Facilities District Public Facilities (CFD) for the purpose of financing the construction and/or acquisition of public infrastructure and facilities within the project area. (Finance, Engineering)
- 76. A Community Facilities District Public Services (Services CFD) shall be formed for the subject property prior to the issuance of the first residential building permit, excluding permits for model homes or certificates of occupancy for non-residential uses. This district is being formed in order to fund maintenance of landscaping, open space and neighborhood parks. It is the applicant's responsibility to cooperate with the Finance Department in preparing the appropriate documentation for the formation of the Services CFD. In order to allow the CFD to be in place at the beginning of the Levy cycle, the documentation shall be provided to the Finance Department not later than March 15 of the year proceeding the Levy cycle in which the Services CFD will become effective. (Finance, Engineering, Building)
- 77. The subject property shall be annexed into Municipal Services District #3 (Muni CFD) prior to the issuance of the first residential building permit, excluding permits for model homes or certificates of occupancy for non-residential uses. This property is being added into this district in order to provide the funds required to offset the property's impact on City general fund resources available to pay for municipal services citywide, including the project area. It is the applicant's responsibility to cooperate with the Finance Department in preparing the appropriate documentation for the annexation of this property into the CFD. In order to allow the CFD to be in place at the beginning of the Levy cycle, the documentation shall be provided to the Finance Department not later than March 15 of the year

- preceding the Levy cycle in which the Muni CFD will become effective. (Finance, Engineering, Building)
- 78. The Final/Parcel Map shall include an irrevocable offer to dedicate public rights-of-way and public and/or private easements as required by the City. Lettered Lot//Parcel along major roads shall be dedicated as landscape/pedestrian/public utility easements and in fee to the City as open space. (Engineering)
- 79. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Engineering)
- 80. The Final/Lot/Parcel/Parcel Map shall be submitted per, "The Digital Submittal of Cadastral Surveys". Submittal shall occur after Engineering approval but prior to Council approval (Engineering)
- 81. The cost of any facilities which are identified in the CIP and are beyond those needed for this project may be reimbursed to the developer. In accordance with §66485 and §66486 of the Subdivision Map Act, any improvements constructed by the subdivider which contain supplemental size, capacity, number, or length for the benefit of property not within the subdivision and which improvements are to be dedicated to the public, the subdivider shall be entitled to reimbursement for that portion of the cost of the improvements which is in excess of the construction required for the subdivision. (Engineering)
- 82. Electric construction costs incurred by the City of Roseville Electric Department for this project shall be paid for by the developer per the applicable policy. (Electric)
- 83. The Environmental Utilities Department shall make a determination that there is adequate conveyance and treatment capacity in the City sewer system to handle the newly created Lot/Parcels. (Environmental Utilities)
- 84. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

- 85. The applicant shall pay City's actual costs for providing plan check, installation and inspection services. This may be a combination of staff costs and direct billing for contract professional services (Environmental Utilities, Engineering)
- 86. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
- 87. It is the responsibility of the developer to insure that all existing electric facilities remain free and clear of any obstructions during construction and when the project is complete. (Electric)
- 88. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday. Provided, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order. (Engineering)
- 89. Per the Development Agreement, Landowner shall provide educational and marketing materials for alternative modes of transportation to each new homeowner. (Alternative Transportation)

- 90. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor shall notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. Nonemergency releases or notifications about the presence of containers found shall be reported to the Fire Department. (Fire)
- 91. All plant material shall be maintained under a 90 calendar day establishment period after initial planting. Upon completion of the establishment period, all plant material shall remain under warrantee for an additional 9 months minimum. Any plant material which does not survive during the establishment period shall be immediately replaced. Any trees or shrubs which do not survive during the warrantee period shall be replaced one month prior to the end of the warrantee period. Tree or shrub replacement made necessary due to acts of God, neglect or vandalism shall be exempt from the warrantee.
- 92. The project shall comply with all applicable environmental mitigation measures identified in the Sierra Vista EIR. (Planning)
- 93. The Tentative Subdivision Map application shall not be deemed approved until the actions on the Rezoning, General Plan Amendment and Specific Plan Amendment are approved and become effective. (Planning)

CONDITIONS OF APPROVAL – DRRS (DRP-000449)

- The development standards, unit designs and landscape plans for SVSP JMC Village JM-20 are approved as described in Exhibits R-T, except as modified by these conditions of approval. (Planning)
- The development standards, unit designs and landscape plans for SVSP JMC Village JM-21 are approved as described in Exhibits U-W, except as modified by these conditions of approval. (Planning)
- 3. This permit shall expire on the same date as the Tentative Map for **SVSP JMC Subdivision SUB-000158**. Effectuation of this DRRS shall occur with the first residential Building Permit. (Planning)
- 4. Any relocation or modification to the existing utility facilities or other existing improvements required for the development of this subdivision shall be at the developer's expense. (Electric, Environmental Utilities, Engineering, Fire, Planning)
- 5. The landscape plans shall comply with the Water Efficient Landscape Ordinance (Ordinance 4783). (Planning)
- 6. The project shall comply with all applicable mitigation measures required by the SVSP EIR certified by the City of Roseville in May 2010. (All Departments)

ATTACHMENTS

- 1. Lot JM-61 Center School District Conceptual Plan
- 2. JM-20 and JM-21 Architectural Concept
- 3. JM-20 Conceptual Elevations & Floor Plans
- 4. JM-21 Conceptual Elevations & Floor Plans

EXHIBITS

- A. SPA JM-30, JM-83, JM-41 Map
- B. SPA JM-51 Map
- C. SPA JM-52 Map
- D. SPA Table 4-2: Land Use, Zoning, & Acreage by Parcel Redlines
- E. Rezone JM-30, JM-83, JM-41 Map
- F. Rezone JM-51 Map
- G. Rezone JM-52 Map
- H. Tentative Subdivision Map Large Lot
- I. Tentative Subdivision Map Small Lot Cover Sheet
- J. Tentative Subdivision Map Small Lot JM-01
- K. Tentative Subdivision Map Small Lot JM-02
- L. Tentative Subdivision Map Small Lot JM-03
- M. Tentative Subdivision Map Small Lot JM-04
- N. Tentative Subdivision Map Small Lot JM-20
- O. Tentative Subdivision Map Small Lot JM-21
- P. Utility and Infrastructure Phasing Plan
- Q. Large Drainage Shed Map
- R. JM-20 Development & Design Standards
- S. JM-20 Enhanced Front Yard & Corner Lot Landscaping
- T. JM-20 Enhanced Street Side Elevation
- U. JM-21 Development & Design Standards
- V. JM-21 Enhanced Front Yard & Corner Lot Landscaping
- W. JM-21 Enhanced Street Side Elevation

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