CITY OF ROSEVILLE CALIFORNIA

PLANNING DIVISION STAFF REPORT
PLANNING COMMISSION MEETING ***December 12, 2013***

Prepared by: Ron Miller, Associate Planner

ITEM V-A: **FIDDYMENT RANCH PHASE 3 SPECIFIC PLAN AMENDMENT – GENERAL PLAN AMENDMENT, SPECIFIC PLAN AMENDMENT, REZONE, DEVELOPMENT AGREEMENT AMENDMENT, TENTATIVE SUBDIVISION MAPS & DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT– 3000 HAYDEN PARKWAY – FILE 2013PL-005 & SCH#20100082075.**

REQUEST

The applicant proposes to amend the West Roseville Specific Plan (WRSP) to accommodate 1,661 additional residential units (580 Low Density Residential units, 609 Medium Density Residential Units, and 472 High Density Residential Units) in Fiddyment Ranch Phases 2 and 3. The revised land use plan will not change the footprint of the WRSP, but would redistribute certain land uses (LDR, (Pocket Parks), MDR and HDR, CC, P/R, OS, P/Q-P, and Right-of-way) within the project area. In addition, the project proposes to change development densities within certain Fiddyment Ranch residential parcels. Also being requested is certification of a Recirculated Draft Subsequent EIR (Draft SEIR) that analyzed the potential environmental effects of the proposed project.

Owner/Applicant: ATC Realty One LLC/Signature Management Co.

SUMMARY RECOMMENDATION

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

A. Find that the Commission has reviewed, considered, and found the Draft SEIR adequate, and forward all comments received on the Draft SEIR for inclusion in the Final SEIR for consideration by the City Council.
B. Recommend that the City Council approve the General Plan Amendment:
C. Recommend that the City Council approve the Specific Plan Amendment
D. Recommend that the City Council adopt the two (2) findings of fact and approve the Rezone.
E. Recommend that the City Council adopt the five (5) findings of fact and approve the Development Agreement Amendment.
F. Recommend that the City Council adopt the three findings of fact and approve the Phased Large Lot Tentative Subdivision Map
G. Recommend that the City Council adopt the three findings of fact and approve the Tentative Subdivision Map for Villages F-9A, F-19A and F-19B.

BACKGROUND

The WRSP was approved by the City on February 4, 2004 and established the land use designations and zoning standards for the specific plan area. The Fiddyment portion was approved for development of 4,170 residential units in three phases.[1] All of the Phase 1 major infrastructure including roads, drainage and utilities has been completed. At the time the NOP for the Recirculated Draft SEIR was circulated (May & June 2013), approximately 777 residential units had been constructed in five neighborhoods within the Phase 1 area of Fiddyment Ranch (south of Pleasant Grove Creek), while in the Phase 2 area, approximately 240 residential units were completed in two neighborhoods and construction of Fiddyment

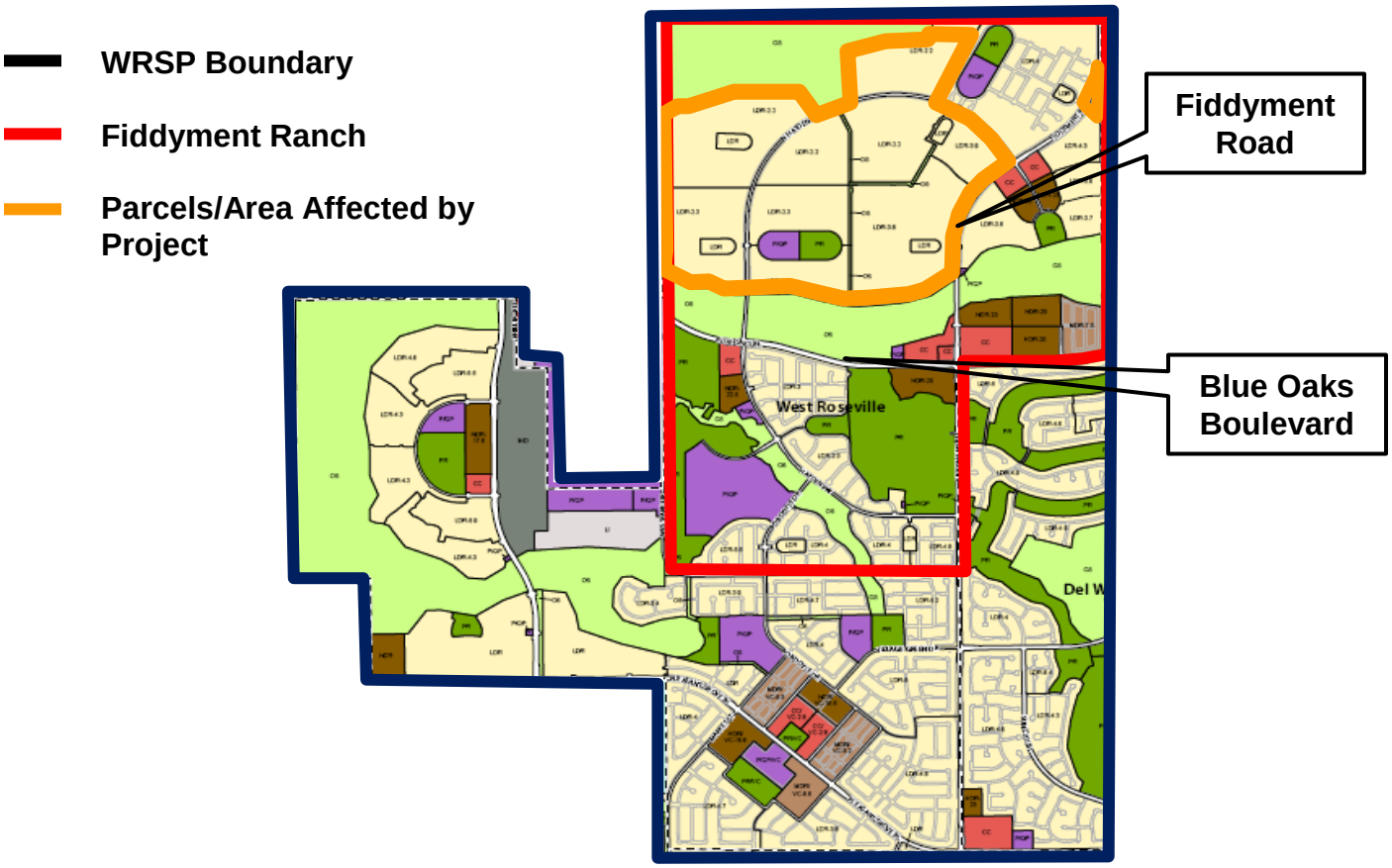
[1] A 36-unit density bonus approved in 2007 for the Siena Apartments affordable housing project on Parcel F-20 resulted in a total Fiddyment development allocation of 4206 units.

Elementary School had begun. No work had been initiated in the Phase 3 portion of the project area other than limited grading for roadways. Phases 2 and 3 are located north of Pleasant Grove Creek.

A Draft Subsequent EIR that evaluated a previous version of the proposed project was circulated in October 2011, but the project was put on hold and ultimately withdrawn prior to consideration by the City Council, and therefore, a Final EIR was not prepared and the EIR was not certified.

On November 14, 2013 a public workshop was held before the Planning Commission for the purpose of providing information about the project proposed in this application, and the Recirculated Draft SEIR that was prepared for the current project. The workshop also provided the opportunity for the Commission and public to provide comment on the Draft SEIR.

Project Area – Fiddyment Ranch Phase 3 Specific Plan Amendment



This staff report is divided into individual sections to aid the Commission in its review.

<u>STAFF REPORT SECTIONS</u>

1. Project Description
2. Summary of Project Entitlements
3. General Plan, Specific Plan & Rezone Discussion Items
4. Large Lot Tentative Map Discussion Items
5. Tentative Subdivision (Small Lot) Map Discussion Items
6. Development Agreement Amendment Discussion Items
7. Draft SEIR & Public Outreach Discussion Items

PROJECT DESCRIPTION SECTION 1

The project site is located within the West Roseville Specific Plan (WRSP) area, which encompasses ±3,162 acres located in the northwest portion of the City of Roseville, west of Fiddyment Road. The 1,678-acre Fiddyment Ranch portion of the WRSP is bound by Blue Oaks Boulevard and Phillip Road to the south, and Fiddyment Road and Crocker Ranch Road to the east (see Vicinity Map above). The proposed project will affect ±805 acres of the WRSP north of Blue Oaks Boulevard. The areas impacted by the proposed project are outlined in red on the map below.

The project would affect land use designations and development densities on ±805 acres within the Fiddyment Ranch area of the WRSP as shown on the proposed land use map above. However, the proposal would not alter the development footprint of Fiddyment Ranch Phase 3 or the WRSP.

In addition, the project proposes to change development densities within Fiddyment Ranch residential areas. With the proposed changes in land use acreages and density increases, the project would provide 1,661 additional dwelling units as follows: 1) 580 additional Low Density Residential units, 2) 609 additional Medium Density Residential units, and 3) 472 additional High Density Residential units. Under the proposed Fiddyment Ranch Specific Plan Amendment 3 project, build out of the Fiddyment Ranch area would accommodate up to a total of 5,868 residential units.

It is also proposed to increase Community Commercial land use by 7.27-acres.

The maps below illustrate approved land uses (Figure1) and the proposed land uses (Figure 2).

Fiddyment Ranch – Approved Land Uses

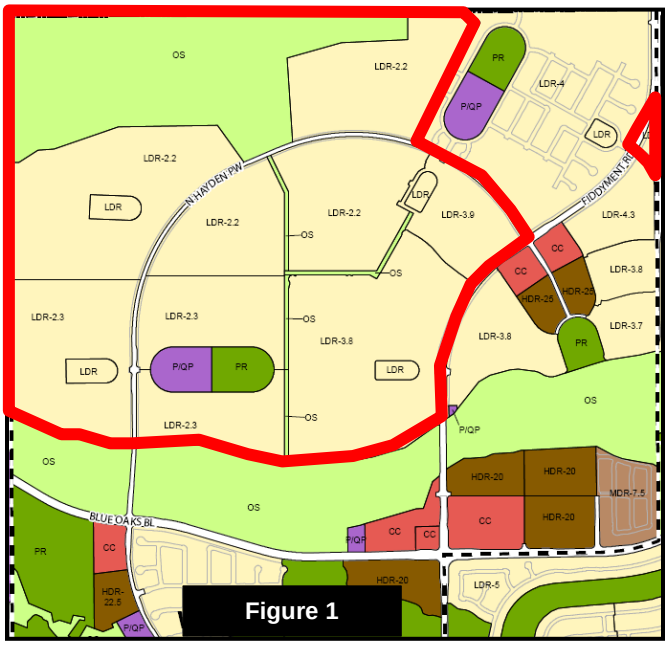


Figure 1

Fiddyment Ranch – Proposed Land Uses

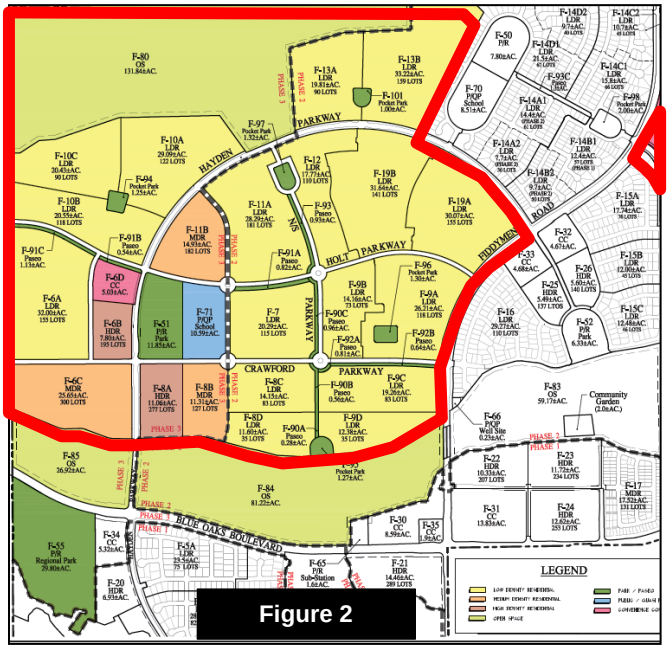


Figure 2

PROPOSED LAND USES

The table below identifies the proposed acreage allocated to each land use compared with the currently approved land uses. The information in the table is provided for the Fiddyment Ranch development only, and not the entire WRSP.

	Approved Land Uses		Proposed Land Uses	
Land Use	**Acreage**	**Dwelling Units or Square Feet**	**Acreage**	**Dwelling Units or Square Feet**
Low Density Residential	848.30	2,660	739.62	3,240
Low Density Residential – Pocket Parks	20.54	n/a	13.43	n/a
Medium Density Residential	17.52	131	69.01	740
High Density Residential	65.12	1,416	83.98	1,888
Community Commercial	38.48	n/a	45.78	n/a
Public/Quasi-Public	74.64	n/a	76.53	n/a
Parks and Recreation	200.03	n/a	202.99	n/a
Open Space	340.19	n/a	340.2	n/a
Open Space (Paseo)	6.71	n/a	6.67	n/a
Roadway Rights-of-Way	66.39	n/a	99.39	n/a
Totals	**1,677.52**	**4,207**	**1,677.52**	**5,868**

SUMMARY OF PROJECT ENTITLEMENTS SECTION 2

The following summarizes the different entitlement requests associated with the proposed project.

Draft Subsequent Environmental Impact Report (EIR): In accordance with the California Environmental Quality Act (CEQA), the proposed project must include preparation of the appropriate CEQA document. An EIR was certified with adoption of the WRSP. The appropriate CEQA document for this project is a Subsequent EIR (DSEIR). CEQA Guidelines §15162 establishes that an SEIR may be prepared when substantial changes are proposed in a previously approved project that was originally evaluated in an EIR, and when the circumstances under which a project is undertaken have been substantially changed. The DSEIR evaluates the environmental effects of the proposed project and identifies mitigation measures to minimize or compensate for potentially significant impacts, including cumulative impacts to the extent feasible. The DSEIR must be certified prior to approval of the project.

The project was resubmitted in 2013 and has been revised to include 244 fewer high density dwelling units than the original proposal. This Recirculated Draft SEIR updates the 2011 Draft SEIR analysis of the project based on a new project description and to take account of changes in the existing, or baseline, environmental conditions.

General Plan Amendment, Specific Plan Amendment, and Rezone: The proposed project will redistribute certain land uses, add 1,661 residential units and change the land use plan for the WRSP. Additionally, the project proposes to change development densities within certain Fiddyment Ranch residential parcels. Therefore, it is necessary to amend the General Plan and Specific Plan land use designations and unit allocations. There are no proposed policy changes to either the General Plan or Specific Plan. To remain consistent with the proposed land use plan, the applicant also requests a Rezone of certain parcels within the Fiddyment Ranch portion of the WRSP.

General Plan Amendment: The General Plan will need to be amended to incorporate the proposed project changes into the document. The changes are summarized as follows:

- Increase the General Plan unit allocation by 1,661;
- Change tables to reflect proposed changes in land use/circulation;
- Change all figures to incorporate land use and circulation map layer information.

Specific Plan Amendment: The WRSP will need to be amended to incorporate the proposed project changes into the document. The changes are summarized as follows:

- Increase the WRSP unit allocation by 1,661;
- Change tables to reflect proposed changes;
- Change all figures to incorporate land use and circulation map layer information.

Rezone: Because the proposed project proposes to redistribute land uses within the Fiddyment Ranch Phase 3 portion of the WRSP, it will be necessary to rezone certain Fiddyment Ranch Parcels to remain consistent with the proposed land use plan.

Development Agreement Amendment: The proposed General Plan Amendment, Specific Plan Amendment and Rezone include changes to text and maps which have corresponding elements in the Fiddyment Ranch Development Agreement. The terms of the DA stipulate that it must be amended to remain consistent with the actions described above.

GENERAL PLAN & SPECIFIC PLAN AMENDMENTS & REZONE EVALUATION SECTION 3

Residential – Fiddyment Ranch

Under the proposed project the Fiddyment Ranch portion of the WRSP (±1,677 acres) would support a total of 5,868 residential units. The proposed average density of all Fiddyment Ranch land designated for residential uses (±893 acres) is 6.57 units per acre. Under the proposed project, for Fiddyment Ranch, 55.2 percent of all housing units would be LDR, 12.6 percent would be MDR, and 32.2 percent would be HDR. For comparison purposes, the following table reflects densities for the recently approved Sierra Vista and Creekview Specific Plans and the WRSP, including the proposed project.

Specific Plan	LDR % of Total Units	MDR % of Total Units	HDR % of Total Units	Units per Residential Acreage
Sierra Vista[2]	37.3%	32.8%	27.0%	7.88
Creekview	41.6%	32.6%	25.8%	8.48
WRSP[2]	63.0%	10.75%	25.8%	6.17

Regional Housing Needs Allocation (RHNA): Proposed increases in high density residential (HDR) housing units will continue to assist the City in meeting its state-mandated Regional Housing Needs Allocation (RHNA), as determined by the Sacramento Council of Governments (SACOG) for the period of 2013 – 2021. The Regional Housing Needs Allocation Plan mandated the City's share of affordable units at 3,858 housing units. During the City's recent General Plan Housing Element update process, the City determined that there are adequate high density housing sites to fulfill the City's share.

As a result of the addition of new specific plans within the City, the increase in housing density and the identification of under-utilized parcels which could accommodate the development of high density housing, the City expects to increase its supply of high density housing units and achieve its affordable

[2] Sierra Vista Specific Plan (SVSP) has 255 residential units allocated to Commercial Mixed Use parcels which equates to 2.9% of all residential units West Roseville Specific Plan has 40 residential units allocated to the Village Center (Community Commercial) which equates to 0.45% of all WRSP residential units.

housing goal. However, the City will need to carefully consider all future requests for low density housing units in order to continue to meet the state-mandated goal.

The Fiddyment Ranch SPA 3 project will assist the City of Roseville in continuing to meet the state mandate of providing adequate high density parcels at 25 dwelling units (or more) per acre. During the recent update to the Housing Element completed this year for the Planning period of 2013-2021 the State Department of Housing and Community Development would only accept parcels above 22 du/ac as meeting the City's RHNA obligation.

The project provides for a wide range of unit types including attached and detached single-family homes and multi-family apartments which will provide for a range of affordability consistent with General Plan policy. Additionally, WRSP Planning Principles call for the WRSP to aid the City in meeting its recognized obligation to accommodate a percentage of future population growth by increasing the residential holding capacity (increased housing opportunities).

However, when City staff held neighborhood meetings, concerns were expressed regarding increasing the densities in the WRSP, particularly the High Density Residential (HDR). Staff then reviewed the HDR densities in other plan areas and created a comparison of High Density Housing by plan area, to ensure HDR in the WRSP was not being inequitably increased, as compared to other plan areas in the City.

The HDR analysis revealed that when the WRSP was originally adopted, HDR units represented only 21% of residential land use in the plan area. If the proposed project is approved, the percentage of HDR in the entire WRSP increases to 25.8%. This projected percentage also includes HDR units associated with the most recent rezones in Fiddyment and Westpark. The 25.8% HDR percentage for the WRSP is comparable with the City's overall HDR percentage and is in line with the most recently adopted Sierra Vista and Creekview Plans (see table below).

Specific Plan Area	Total Residential Units	HDR units	% of HDR units
Creekview	2,011	520	25.8%
Del Webb	3,210	100	3.1%
Downtown	1,020	981	96.2%
Highland Reserve North	1,669	651	39.0%
North	5,686	1,052	18.5%
North Central	4,487	1,889	42.1%
Northeast	1,289	465	36.1%
Northwest	9,068	1,370	15.1%
Riverside Gateway	346	170	49.1%
Sierra Vista	8,424	2,339	27.7%
Southeast	3,163	1,384	43.7%
Stoneridge	2,861	746	26.1%
West	**10,478**	**2,705**	**25.8%**
Total	**53,752**	**14,412**	**26.8%**

Density Changes: The initially-approved densities for the Phase 1 and Phase 2 Fiddyment Ranch HDR parcels F-21, F-22, F-23, and F-24 averaged 14.5 dwelling units per acre (du/ac) over all of the parcels, which are very low compared to typical density of multi-family development. The conversion of these HDR parcels to densities (20 du/ac) that allow for typical multi-family development, as well as qualify the parcels for the City's General Plan Housing Element allocation for moderately priced housing was accomplished by borrowing units from the LDR parcels in Phase 3. This density change was accomplished in the initial Specific Plan Amendment (SPA #1) for Fiddyment Ranch.

The density changes discussed above (SPA #1) resulted in an average density of 2.6 du/ac for Phase 3, which would result in a large quantity of half-acre single family detached lots and little diversity in product type. The proposed Phase 3 Specific Plan Amendment project will add units back into the remaining portions of Phases 2 & 3 to create a variety of housing types consistent with General Plan policy.

The proposed land use plan creates a Neighborhood Node (or cluster of parcels) which includes parcels with High Density Residential, Community Commercial, Parks and Public/Quasi-Public (school), as well as a small portion of parcels with LDR and MDR land use designations. This node is located immediately south of the intersection of Holt Parkway and North Hayden Parkway (see Figure 3-1 of Exhibit D).

The proposed increase in dwelling units within the WRSP is consistent with the intent of the WRSP. The proposed changes incorporate more diversity into the housing mix and are consistent with WRSP and General Plan Policies regarding the mix of land uses, and locating HDR and support uses within close proximity of transit and bikeway corridors, parks, and schools.

Staff finds that the proposed addition of 1,661 dwelling units is substantially consistent with the intent of the WRSP and General Plan Policies by introducing a diversity of residential housing options (density ranges, housing types, affordability ranges) while ensuring community compatibility and well-designed residential development. The proposal also assists the City in meeting its state-mandated Regional Housing Need Allocation, as assigned by the Sacramento Area Council of Governments. As such, staff supports the proposed changes. Staff would also like to note that future development of HDR and MDR sites will be subject to Design Review to determine a proposed project's consistency with the Zoning Ordinance and the Community Design Guidelines.

Community Commercial

The proposed project would designate two additional parcels as Community Commercial, totaling ±7.3 acres. Parcel F-6 D(±5.03 acres), located within the Neighborhood Node described above, and F-81 (±2.27 acres) located north of Hayden Parkway, east of Fiddyment Road. The increase in Community Commercial acreage and the location is consistent with the intent of the WRSP and General Plan Policies. Future development of commercial sites will also be subject to Design Review to determine a proposed project's consistency with the Zoning Ordinance and the Community Design Guidelines.

PARKS AND OPEN SPACE

The proposed project would provide small increases in the size of two Parks and Recreation parcels (Parcels F-51 and F-55) and in two Open Space parcels (Parcels F-80 and F-84). It would also further divide three Open Space (Paseo) parcels (F-90, F-91, and F-92), resulting in a total of nine paseo parcels. These changes would result in a total of 549.78 acres intended for parks and open space uses, an overall increase of 2.85 acres (Parcel F-51 – school park site).

Per General Plan Policy, the City shall ensure the provision of nine (9) acres of park land per 1,000 residents, with the exception of certain instances in the Riverside and Downtown Specific Plan areas. Since original park dedication for the WRSP exceeded the above-referenced General Plan policy, additional park dedication is not required for the proposed project. Even with the proposed additional dwelling units (and associated residents), the park acreage in the WRSP still exceeds that required by the General Plan park dedication policy. Under the proposed project, the WRSP would provide for 123.49 acres of City-wide parks, 87.52 acres of neighborhood parks, and 79.48 acreage credits of open space. (Open space parcels are credited towards the City's open space requirement at a ratio of either 10:1 or 5:1 depending on the condition of the land and resources within the parcel.) With the increased population of the project area, the WRSP area would support a total of 26,038 residents, requiring 78.11 credited acres of each type of parkland and open space throughout the WRSP.

The proposed project would also reduce the acreage allocated to Pocket Parks within the residential neighborhoods; however one additional pocket park would be added to the project area. The proposed plan disperses park acreage and locations to ensure park availability throughout the project area. Under the current land use plan, there would be 20.54 acres of Pocket Parks within the Fiddyment Ranch area. Under the proposed project, this would be reduced to a total of 13.43 acres. There would be five individual Pocket Parks, ranging in size from 1.0 to 1.32 acres. These park sites are not counted towards the City's park land requirements. They are intended to provide local opportunities for informal recreation and community gathering spaces.

The proposed Parks and Open Space changes are consistent with the intent of the WRSP and comply with General Plan and WRSP policies.

Public/Quasi-Public

One Public/Quasi-Public parcel intended as an elementary school site is included in the project area. The site is located south of Parkway One (which has been renamed Holt Parkway) and east of Hayden Parkway. Under the existing WRSP, this site is 8.7 acres. The proposed project would increase the size of this parcel to 10.59 acres. This site is located in the Roseville City School District.

General Plan policy acknowledges that new development may be required to contribute, on the basis of need generated, 100% of the cost for new school facilities. Also, joint-use facilities are encouraged, such as schools and park sites. The proposed school site is adjacent to a proposed park site, which conforms with General Plan Policy. As development occurs, school fees are collected which contribute to financing of school facilities.

The proposed Public/Quasi Public land use allocation is consistent with the intent of the WRSP and complies with General Plan Policies.

AFFORDABLE HOUSING

Number of Affordable Units: Consistent with the General Plan affordable housing goal, ten percent (10%) of the units in the proposed project have been designated for middle, low, and very low-income households. This includes a mix of purchase housing affordable to middle-income households, and rental housing affordable to low and very-low income households. The additional 1,661 units proposed in this project trigger a 166 unit increase in the affordable housing obligation. The additional units are allocated as follows:

Very Low Income Rental	66 units (4%)
Low Income Rental	67 units (4%)
Middle Income Purchase[3]	33 units (2%)
Total additional affordable	166 units (10% of total added units)

Affordable units are distributed among residential parcels and the plan is consistent with General Plan and Specific Plan policy.

TRANSPORTATION AND CIRCULATION

WRSP Planning Principles include provision of a safe and efficient circulation system that interconnects uses and provides opportunities for alternate transportation options, including public transit and a Class 1 bikeway system that links the Plan Area with the rest of the City as well as residential neighborhoods, open space, parks, and schools.

[3] Applicant proposing to amend current Development Agreement to change Middle Income Purchase to Middle Income Rental

The underlying goal of the City's General Plan Circulation Element is to promote 1) the safe, efficient, and reliable movement of people and goods, 2) shift from single occupant automobile to other modes of transportation (public transit, bicycles, walking), and 3) provide an adequate level of transportation service for all persons traveling in and through the City.

The proposed project would slightly alter the overall circulation system in the WRSP by adding two new east/west collector roadways that will provide Fiddyment Ranch neighborhoods with additional connections to Fiddyment Road to the east and with the Creekview Specific Plan Area.

Primary roadway access to the project area is now provided by Fiddyment Road, Hayden Parkway, and Blue Oaks Boulevard. Three new north-south roadways would be constructed to connect the east-west roadways with Hayden Parkway, creating a modified grid pattern and providing access to future pocket parks at the north and south portions of the project area. The layout of local streets is defined on the proposed large lot and small lot subdivision maps. The circulation system also includes a pedestrian/bikeway network along streets, paseos, and other routes, as well as public transit facilities.

The General Plan standard for intersections Level of Service, or LOS, is to maintain LOS C at a minimum of 70% of all signalized intersections during the PM Peak hour. As discussed in the project's SEIR, the project complies with General Plan policy with more than 79 percent of intersections operating at LOS C or better.

The project's circulation system, as proposed, is consistent with the intent of the WRSP and General Plan Policies.

PUBLIC SERVICES

The WRSP includes provisions for police and fire protection as well as library and school services. The proposed project could increase demands for public services, however, it would not alter how services are provided to the project area.

Fire Protection: Fire station #9, on Hayden Parkway, will provide primary emergency response within the Fiddyment Ranch area. The Roseville Fire Department (RFD) has mutual aid agreements with Placer County, California Department of Forestry (Cal Fire) and the Sacramento Metro Fire District. The RFD also has an automatic aid agreement with the South Placer Fire District, Rocklin Fire Department, and the Sacramento Fire District. Given the location of existing Fire station #9, City response times and standards for serving Fiddyment Ranch/WRSP residents and businesses will be met. The project will pay fees for fire facilities and operations. Such fee obligations are set forth in the project's Development Agreement.

Police Protection: The increased residential population resulting from the proposed project would create additional demand for police services; however, expansion of the Police Headquarters is not needed for the additional police staff and is not proposed as part of the project. The proposed increase in units is not expected to affect the current RPD response time of approximately three to five minutes or less for an emergency call. The project will pay fees as established in the Development Agreement for police facilities and operations.

Library Services: The additional units within the Fiddyment Ranch area would add fewer residents than is warranted for a new branch library. Adequate capacity is available at the Riley Library at Mahany Park to serve the increase in population created by the proposed project. The population of the WRSP area, including the additional population generated by the proposed project, would be adequately served by existing libraries.

Schools: The Fiddyment SPA 3 project will generate 768 more students than anticipated under the WRSP, as follows; 1) 412 elementary students, 2) 167 middle school students, and 3) 189 high school

students. Fiddyment Ranch will have a buildout horizon of approximately 15 years, so the new students generated will not require placement all at the same time.

To ensure adequate funding for new school facilities the City Council adopted a School Facilities Mitigation Plan in February 1991. This plan encourages the payment of fees, participation in a Mello-Roos Community Facilities District, and school facility mitigation plans for proposed new development. School fees are negotiated with the school district as part of the Development Agreement process. The proposed Fiddyment Ranch SPA 3 project is subject to the school funding requirements included in the Fiddyment Ranch Development Agreement and established funding agreements with the respective school districts.

The Roseville City School District and Roseville Joint Union High School District have reviewed the current request for additional residential units and have provided will serve letters (see Attachment 1) confirming that there is adequate capacity for the additional 768 students generated by the proposed project. Parcel F-71 is designated as a future school site. Although no additional schools are required as a result of the proposed project, the project will pay fees, as set forth in the Development Agreement for construction of future school sites.

Staff finds that Public Services for the project will be provided in a manner consistent with the intent of the WRSP and General Plan Policies.

PUBLIC UTILITIES

Water Supply: Development of the Fiddyment Ranch area under the proposed project would result in an increase in water demand. However, as described below in more detail, there are sufficient surface water supplies to serve the project.

Based on the City's water demand land use factors, development of Fiddyment Ranch under the proposed project would increase water demand; however, the project would incorporate water conservation strategies in development of all new homes within Fiddyment Ranch. Therefore, a portion of the increased demand would be offset by conservation savings. The net increase in water demand for the proposed project is 202 acre feet per year (AFY). The City's 2010 total water demand was 30,342 AFY, therefore, the project's proposed 202 AFY increase in demand is insignificant. The City's contracted surface water supply (58,900 AFY) is adequate to serve the project. At buildout of the City, the projected water demand without the project is 58,624 AFY, and with the project, demand is 58,826 AFY, which is still below the contracted surface water supply.

Wastewater Conveyance and Treatment: Development of the proposed project would incrementally contribute to the need for expansion of the Pleasant Grove Waste Water Treatment Plant (PGWWTP); however, as determined in the WRSP EIR, this expansion would be required without the project. General and Specific Plan policies require wastewater services to be provided to all existing and future development through the City's wastewater facility (PGWWTP). Wastewater from the proposed project would be conveyed to the PGWWTP for treatment by a network of pipes installed within street rights-of-way or easements.

Recycled Water: Recycled water supplied from the PGWWTP would be used for landscape irrigation in parks, schools, public areas (i.e., roadway medians, paseos), and commercial and high density residential uses within the WRSP. Recycled water facilities would be constructed within roadway rights-of-way.

Staff finds that Public Utilities for the project will be provided in a manner consistent with the intent of the WRSP and General Plan Policies.

FISCAL IMPACT

A Fiscal Impact Analysis (see Attachment 2) was prepared for the Fiddyment Ranch SPA 3 project that was evaluated in 2011. That analysis evaluated the impact of 1) the current land use plan under currently approved densities (4,207 residential units and 424,000 square feet of Community Commercial use (Scenario 1) and 2) the increased densities proposed for the proposed project (6,112 residential units (previous project unit count) and approximately 504,000 square feet of Community Commercial use (Scenario 2).

Based on the results of that analysis, the proposed project was not anticipated to have a negative impact on the City under either land use scenario.

After accounting for Special Taxes/Assessments, Scenario 1 is estimated to generate an annual fiscal surplus of $301,000, while Scenario 2 is estimated to produce an annual break-even result of $32,000 at build out. Although Scenario 2 generates more sales tax revenue than Scenario 1, due to its increased commercial/retail development, the expenditure impacts resulting from the additional residential units are greater.

The current project has reduced the number of proposed Fiddyment Ranch residential units from 6,112 to 5,868 (a reduction of 244 units) which reduces the expenditure impact evaluated in Scenario 2 in 2011. Therefore, the overall results of the 2011 analysis are still valid, with no negative impact to the City.

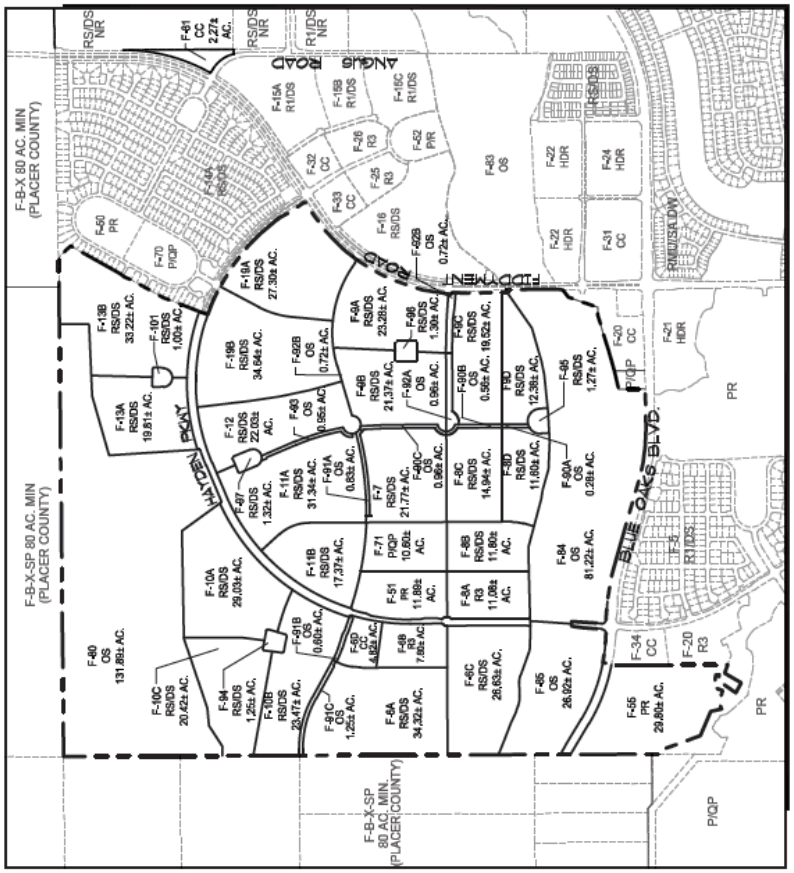
As described above, additional residential units and other land use changes proposed by the project will not have a negative impact on the general fund or create policy inconsistencies with the General Plan or WRSP.

REZONE

To remain consistent with the proposed land use plan, the applicant requests a modification of the City's Zoning Map so that parcel-specific requirements and development standards can be appropriately applied. No new zones or changes in standards are proposed. The proposed zoning districts already exist in the WRSP and the Zoning Ordinance.

In summary, several existing large lot parcels with an R1/DS zoning designation are being split into multiple smaller sized large lot parcels that will be rezoned to RS/DS. Additionally, as a result of the split, two parcels with a zoning designation of R3 (Attached Housing) will be created as a result of the split of existing large lot parcels F-6 & F-8.

As stated above, there are no new zones or changes in existing zoning standards proposed. The proposed new large lots and applicable zoning districts for the project are presented on Figure 3 and Exhibit E.



Existing Zoning Designations

Figure 3

Parcel/Zoning Changes

- Parcel F-6D – commercial use at the corner of Holt and Hayden Parkways. Provides for a smaller neighborhood center near higher intensity land uses such as HDR, MDR, as well as the school and park.

- Parcel F-81 – small-sized commercial parcel that provides an opportunity for Neighborhood Commercial or small Community Commercial uses, serving neighboring residential communities.
- Two new HDR parcels (F-6B & F-8A) at the intersection of Hayden and Crawford Parkways. Near major intersection for future public transit, school site, park site and near commercial site (F-6D) to the north.
- New Neighborhood Node at Holt and Hayden Parkways with a mix of LDR, MDR, Community Commercial, HDR, Park (PR) and School (P/QP) uses, near major roadway intersections. Pedestrian accessible from nearby neighborhoods.
- Increase size of school site (F-71), now adjacent to neighborhood park site (F-51) and nearby HDR sites (F-6B & F-8A)
- Increased size of F-51 park site from 8.7 acres to 11.85 acres
- Five pocket parks, 1- 2 acres in size located throughout project area.

The proposed zoning designations have been reviewed by staff, based on the analysis in this report and that found in the SEIR, to be compatible with surrounding zoning and consistent with the project objectives and proposed land use designations.

LARGE LOT TENTATIVE SUBDIVISION MAP SECTION 4

The large lot tentative subdivision map is intended to create parcels consistent with the specific plan land use plan and to establish the major roadways in the plan.

The Fiddyment Ranch SPA 3 project area currently consists of 23 large lot parcels, including paseo parcels, which the applicant will re-subdivide into 44 large lots conforming to the proposed land use plan (see Exhibit K).

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

1. ***The size, design, character, grading, location, orientation and configuration of lots, roads and all improvements for the tentative subdivision map are consistent with the density, uses, circulation and open space systems, applicable policies and standards of the General Plan or West Roseville Specific Plan, whichever is more restrictive, and the design standards of this Title.***

The proposed tentative map indicates 44 large lots which conform to the Fiddyment Ranch SPA 3 proposed land use plan. The Tentative Map was evaluated for consistency with the findings necessary to approve the large lot map. As conditioned, the arterial, collector and primary residential street geometries depicted on the large lot map are consistent with the WRSP circulation plan and City requirements. As amended by this application, the density, uses, open space and circulation, will be consistent with the WRSP and General Plan.

Circulation: A dedicated left turn lane will be constructed on northbound Fiddyment Road to access Holt Parkway. Egress from Holt Parkway onto Fiddyment Road will be right turn only. Two new east-west collector streets; Holt and Crawford Parkways will provide access to future subdivisions west of Fiddyment Road. A new north-south Parkway will also be constructed to provide access to parcels between Fiddyment Road to the east and Hayden Parkway to the west. Roundabouts will be placed at intersections with Holt and Crawford Parkways.

The property will develop in phases as shown on the project's phasing plan (See Figure 4 & Exhibit H) with a comprehensively planned infrastructure system and to ensure that improvements in each phase can support its development. The Development Agreement includes provisions for required infrastructure improvements, including on-site backbone infrastructure and off-site facilities necessary for buildout of each phase. These are shown on the map and reflected in the map conditions. The proposed map is consistent with the Development Agreement and applicable City policies and standards.

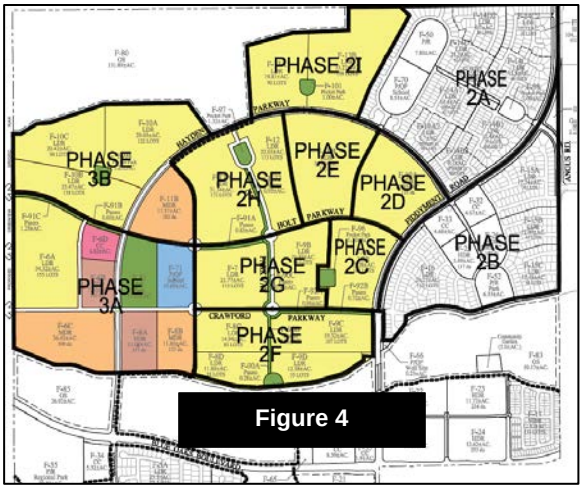


Figure 4

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

The proposed subdivision configuration will create practical large lots for the development of residential, commercial and public facility uses. Adequate frontage or access is provided to each large lot for orderly development. Land which is constrained by wetlands and watercourse is designated as Open Space preserve. Overhead power line easements are designated as Open Space or compatible uses. As depicted on the map, all of the large lots designated for development are practical for development.

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 proposed map is consistent with the proposed land use plan associated with the Specific Plan Amendment, which was evaluated in the project's Recirculated DSEIR for water quality and wastewater impacts. Mitigation measures incorporated into the project will reduce water quality and wastewater impacts to a less than significant level. The proposed wastewater system for the project and the treatment capacity at the City's wastewater treatment plant have adequate conveyance and capacity to accommodate the future development on all of the large lot parcels.

LARGE LOT TENTATIVE SUBDIVISION MAP CONCLUSION

Staff has reviewed the proposed map, and also forwarded the application to all affected departments and service providers. As discussed above, the requested Large Lot Map meets the required findings and staff recommends its approval.

SMALL LOT TENTATIVE SUBDIVISION MAP SECTION 5

The small lot tentative subdivision map is intended to subdivide three of the large lot parcels into residential subdivisions.

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

1. ***The size, design, character, grading, location, orientation and configuration of lots, roads and all improvements for the tentative subdivision map are consistent with the density, uses, circulation and open space systems, applicable policies and standards of the General Plan or West Roseville Specific Plan, whichever is more restrictive, and the design standards of this Title.***

The applicant has submitted tentative subdivision maps for Villages F-9A (LDR-4.6), F-19A (LDR-5.2) and F-19B (LDR-4.5) (see Exhibits K & L) proposing a total of 419 lots. The F-9A subdivision will have two access points to Fiddyment Road, one at Crawford Parkway and a second at Holt Parkway. Village F-19A will have two access points, one to Fiddyment Road from Holt Parkway and a second to completion of the Solstice Way and Hayden Parkway intersection serving Village F-14 to the north. Village F-19B will have two connection points to Hayden Parkway, one to Solstice Way and a second to the west and the proposed extension of Hayden Parkway.

A 1.30 acre park site (F-96) will be located within the F-9A subdivision. Per the specific plan design guidelines, single-loaded streets are used adjacent to the park site to provide a visual connection between the neighborhoods and the park. A 45' wide paseo, with a 10 foot wide separated sidewalk on the south side of Crawford Parkway will provide pedestrian and bicycle access to surrounding neighborhoods and Fiddyment Road. The interface between the neighborhoods, park, and open space is consistent with the WRSP residential subdivision design requirements.

<u>F-9A Lots:</u> The tentative map for F-9A proposes to subdivide the 27.23 acre parcel into 121 single family lots with 55-foot minimum lot width and 5,775 square foot minimum lot size, consistent with WRSP RS/DS standards. All lots are oriented with frontage on public streets, with a 4 foot wide sidewalk separated from the curb by a 5 foot wide planter strip. The tentative map indicates that multiple final maps could be filed and the lots could be developed in phases. Should that occur, the conditions address the improvements required for completion of each phase.

<u>F-19A Lots:</u> The tentative map for F-19A proposes to subdivide the 30.12 acre parcel into 155 single family lots with a 50 foot minimum lot width and 5,250 square foot minimum lot size, consistent with the WRSP RS/DS standards. All lots are oriented with frontage on public streets, with a 4 foot wide sidewalk separated from the curb by a 5 foot wide planter strip. The tentative map indicates that multiple final maps could be filed and the lots could be developed in phases. Should that occur, the conditions address the improvements required for completion of each phase.

<u>F-19B Lots:</u> The tentative map for F-19B proposes to subdivide the 31.99 acre parcel into 143 single family lots with a 60 foot minimum lot width and 6,300 square foot minimum lot sizes, consistent with the WRSP RS/DS standards. All lots are oriented with frontage on public streets, with a 4 foot wide sidewalk separated from the curb by a 5 foot wide planter strip. The tentative map indicates that multiple final maps could be filed and the lots could be developed in phases. Should that occur, the conditions address the improvements required for completion of each phase.

<u>Grading:</u> The grading for Villages F-9A, F-19A and F-19B will result in a net export of 326,053 cubic yards (cy). The export is required to raise Village F-13 to the north to achieve elevations that will allow gravity drainage and sewer to the south. This grading operation will occur prior to the extension of Hayden Parkway, which will be required with the construction of F-19B. The total cut is 413,302 cy and the total fill amount is 230,433 cy. A detailed breakdown by Village is as follows.

Grading for F-9A will amount to 177,794 cubic yards (cy) of cut, and 59,908 cy of fill, with an export of 117,886 cy to F-13.

Grading for Village F-19A will amount to 178,577 cy of cut and 35,287 cy of fill, with an export of 33,056 cy to F-19B and 64,983 cy exported to F-13. Grading for Village F-19B will amount to 56,931 cy of cut and 135,238 cy of fill.

Within F-9A and F-19A and F-19B the grade difference between adjacent house pads is typically less than one foot (1') at the side yards and less than two feet (2') at the rear yards. The proposed grading is consistent with the City's Grading Ordinance and Improvement Standards, and does not create the need for tall retaining walls or present other design challenges.

Since 182,869 cy of fill will be exported to F-13, and there are no entitlements requested for this parcel, per the City's Grading Ordinance, the applicant must receive approval of a Grading Plan or other entitlement prior to placement of any fill or start of any construction activity on the affected parcel (see Tentative Subdivision Map Condition 12).

Drainage: All lots have been designed to drain toward the street (Class 1 drainage). The drainage improvements for F-9A and F-19A and F-19B include paved streets and curbs, drain inlets, underground pipes, and stormwater treatment devices. Village F-9A will drain through Village F-9C and F-9D with an outfall to Pleasant Grove Creek (see Off-Site Drainage Sheet 7). Villages F-19A and F-19B will drain to the north to Hayden Parkway, and a new 60" storm drain pipe is proposed to parallel the 60" drain pipe existing to an outfall in future Village F-10A, releasing into Open Space F-80.

Utilities: Sewer for all three Villages will gravity flow to the southeast corner of Village F-9A and connect to a 12" sewer stub provided directly west of the intersection of Fiddyment Road and Crawford Parkway. Flows will continue east through Village F-16 and the trunk line in Village F-15 that crosses under Pleasant Grove Creek. Water and electric facilities are available to Villages F-9A and F-19A and F-19B from the existing backbone infrastructure in Fiddyment Road and Hayden Parkway.

Subdivision Improvements: The subdivision improvements for both F-9 and F-19 include the landscape corridor on Fiddyment Road. Major entry features will be constructed at the northwest corner of Crawford Parkway and Fiddyment Road and the southwest corner of Hayden Parkway and Fiddyment Road. A landscape corridor is also required on Hayden, Holt, and Crawford Parkways. Paseo openings will be constructed at the end of two F-9A cul-de-sacs, adjacent to Holt Parkway. A masonry wall with pilasters will be provided at the back of the landscaped corridor adjacent to F-19A & B, along Hayden Parkway, with corner clips at each street corner, consistent with WRSP Design Guidelines and the Fiddyment Ranch Master Landscape Plans.

Affordable Housing: Parcels F-9 and F-19 are not identified as affordable housing sites.

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

The proposed design, layout, configuration, and size of all lots provide for the construction of Single-family detached houses in a diversity of product types. As depicted on the tentative maps and subject to the conditions of approval, all lots can be used and built upon.

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 proposed map is consistent with the proposed land use plan associated with the Specific Plan Amendment, which was evaluated in the project's Recirculated DSEIR for water quality and wastewater impacts. Mitigation measures incorporated into the project will reduce water quality and wastewater impacts to a less than significant level. The proposed wastewater system for the project and the treatment capacity at the City's wastewater treatment plant have adequate conveyance and capacity to accommodate the future development on all of the parcels.

SMALL LOT TENTATIVE SUBDIVISION MAP CONCLUSION

Staff has reviewed the proposed map and also forwarded the application to all affected departments and service providers. As discussed above, the requested Tentative Map meets the required findings and staff recommends its approval.

DEVELOPMENT AGREEMENT AMENDMENT SECTION 6

The proposed General Plan Amendment, Specific Plan Amendment and Rezone include changes to text and maps which each have corresponding elements in the Fiddyment Land Venture Development Agreement (DA). The terms of the DA stipulate that it must be amended to remain consistent with the legislative actions described above. Accordingly, the proposed DA Amendment includes revisions to the land use acreages and units, affordable housing units, and park site (see Exhibit G). In addition to revising sections to remain consistent with the land use changes, the DA Amendment also addresses other revisions such as those summarized below:

- Requires implementation of a Water Conservation Plan to achieve a reduction in water use by 20.4% over current land use characteristics.
- Introduction of a sub-phasing component to the Phasing Plan to ensure that necessary facilities to support the approved land uses within each of the sub-phases (if built out of sequence) including, but not limited to sanitary sewer, recycled water, potable water, storm drain, electric facilities, and roadways serving the out-of-sequence sub-phase will be provided.
- Infrastructure construction obligations and reimbursements.
- Fees to offset increased units and associated fiscal impacts.
- Conversion of the 2% moderate for sale affordable housing requirement to a 2% affordable rental housing requirement.

In summary, the DA Amendment makes text and map revisions that are needed for the DA to remain consistent with the changes being made by the General Plan Amendment, Specific Plan Amendment and Rezone. In addition, the DAA reflects the obligations of the property owner and the City for development of the property. A draft of the proposed agreement is provided in Exhibit J for the Commission's review. The City and the property owner are generally in agreement on the terms of the agreement with the details to be finalized in the final document that will be sent to the City Council for action. Based on the analysis contained in this staff report, the required findings can be made for the proposed Development Agreement Amendment.

DRAFT SUBSEQUENT EIR & PUBLIC OUTREACH SECTION 7

DRAFT SUBSEQUENT EIR

This section of the staff report will summarize the environmental impacts as a result of the proposed project. In accordance with the requirements of CEQA, a Recirculated Draft Subsequent Environmental Impact Report (RDSEIR) has been prepared to analyze the potential environmental effects of the project.

The RDSEIR was made available for public review beginning on November 6, 2013, and the comment period will conclude at 5:00 p.m. on December 23, 2013. This will provide 11 days beyond the Planning Commission hearing for interested parties to submit comments.

The RDSEIR has identified significant impacts requiring implementation of mitigation measures in the areas of traffic, noise, air quality, climate change, and public utilities. Where mitigation measures

cannot reduce the impact to a less than significant level, the RDSEIR identifies the impact as significant and unavoidable. Some of these significant and unavoidable impacts were identified as such in the WRSP EIR. The new significant and unavoidable environmental effects expected to result from the proposed increase in densities and in the number of residential units are as follows:

RDSEIR Circulation-Related Significant Unavoidable Impacts

The Fiddyment Ranch Specific Plan Amendment 3 RDSEIR identified the following significant unavoidable Transportation/Circulation impacts:

5.4 Increased traffic volumes through Intersections within the City of Rocklin under existing plus project conditions

5.5 Increased traffic volumes through Placer County intersections under existing plus project conditions

5.8 Increased traffic volumes on Sacramento County roadway segments under existing plus project conditions

5.9 Increased traffic volumes through existing Sutter County intersections under existing plus project conditions

5.13 Increased traffic volumes through City of Roseville intersections under 2025 CIP plus project conditions

5.17 Increased traffic volumes on State Highways under 2025 CIP plus project conditions

11.8 Increased traffic volumes on State highways under 2025 cumulative plus project conditions

Other significant and unavoidable impacts identified in the RDSEIR, such as Impact 5.6 Increased Traffic Placer County Roadways and the significant and unavoidable air quality and public utilities impacts identified in the RDSEIR, were already identified as significant and unavoidable impacts in the WRSP EIR.

Mitigation measures to reduce the impacts are included in the RDSEIR to the extent feasible. As discussed above, neither the General Plan nor the Specific Plan precludes approval of a project that has Significant and Unavoidable impacts as long as the impacts have been mitigated to the extent feasible.

The RDSEIR was reviewed at a public workshop before the Planning Commission on November 14, 2013. Comments were received from one resident at the workshop. As stated above, the public review and comment period on the SEIR does not conclude until December 23, 2013. This will provide members of the public, and/or Commission the opportunity to provide any comments on the SEIR for 11 days following the Planning Commission hearing on December 12, 2013. Any comments that are received following the Planning Commission hearing and before the public comment period closes will be included and responded to in the Final RDSEIR that is sent to City Council.

When the initial DSEIR was circulated in 2011, 15 comment letters were received. In response to the 2013 NOP (Notice of Preparation), three additional comment letters were received. The RDSEIR prepared for the Fiddyment Ranch SPA 3 project reflects all comments received prior to circulating the current RDSEIR. All of the comments (the 2010 NOP comments, the 2011 DEIR comments, and the 2013 NOP comments) are presented in Appendix A to the RDSEIR.

PUBLIC OUTREACH

Staff began discussions with the applicant on the originally proposed project approximately four years ago. Since that time, two (2) EIR Scoping Meetings and five (5) Community Meetings have been held, as shown below:

Original Project

- EIR Scoping Meeting – 9/23/10
- Community Meeting – 10/26/10
- Sun City Meeting – 2/16/11
- Club at Westpark Meeting – 3/28/1
- WFFNA Planning & Zoning Committee – 11/8/11
- WFFNA Community Meeting – 3/10/13
- Planning Commission EIR Workshop – 11/10/11

Revised Project – Submitted January 2013

- WFFNA Community Meeting – 3/10/13
- EIR Scoping Meeting – 5/21/13
- Planning Commission EIR Workshop – 11/14/13

At each of the Community Meetings, several recurring concerns were expressed by residents, including 1) increased number of high density units, 2) completion of Fire Station #9, 3) Fiddyment Road improvements, 4) Blue Oaks Bridge, 5) Parks development, and 6) schools and the timing of their opening (see Attachment 3).

Since neighborhood outreach first began, the following projects/amenities have been completed; 1) Fire Station #9, 2) Fiddyment Road widening, 3) Blue Oaks bridge over Pleasant Grove creek, 4) Blue Oaks Boulevard/Kaseberg Creek bridge, 5) three pocket parks and the Norm Fratis Neighborhood Park, and 6) Fiddyment Farm School is now open.

CONCLUSION

Staff has reviewed the project and also forwarded the application to all affected departments. The proposed land use plan will not change the footprint of the WRSP, but would redistribute certain land uses (LDR, LDR (Pocket Parks), MDR and HDR, CC, P/R, OS, P/Q-P, and Right-of-way) within the project area and would change development densities within certain Fiddyment Ranch residential parcels. Additionally, the proposed land use plan continues to meet the WRSP goals and policies and creates a broader variety of housing opportunities that address the City's Housing Element requirements.

RECOMMENDATION

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

A. Find that the Commission has reviewed, considered, and found the analysis within the Draft SEIR adequate, and forward all comments received on the Draft SEIR during the public review period for inclusion in the Final EIR for City Council review.

B. Recommend that the City Council approve the GENERAL PLAN AMENDMENT – 3000 HAYDEN PARKWAY (FIDDYMENT RANCH PHASE 3 SPECIFIC PLAN AMENDMENT) – FILE #GPA-000068 as shown in Exhibits B and C.

C. Recommend that the City Council adopt the one finding of fact as stated below and approve the SPECIFIC PLAN AMENDMENT – 3000 HAYDEN PARKWAY (FIDDYMENT RANCH PHASE 3 SPECIFIC PLAN AMENDMENT) – File # SPA-000049 as shown in Exhibit D:

   1. The proposed Specific Plan Amendment is consistent with the objectives, policies, programs and land use designations specified in the City of Roseville General Plan;

D. Recommend that the City Council adopt the two findings of fact as stated below and approve the REZONE - 3000 HAYDEN PARKWAY (FIDDYMENT RANCH PHASE 3 SPECIFIC PLAN AMENDMENT) – FILE #RZ-000063 as shown in Exhibit F:

1. *The proposed rezone is consistent with the General Plan.*

2. *The proposed rezone is consistent with the public interest, health, safety, and welfare of the City.*

E. Recommend that the City Council adopt the five findings of fact and approve the DEVELOPMENT AGREEMENT AMENDMENT - 3000 HAYDEN PARKWAY (FIDDYMENT RANCH PHASE 3 SPECIFIC PLAN AMENDMENT) – FILE #DAA-000053 as shown in Exhibit J.

1. *The Development Agreement Amendment is consistent with the objectives, policies, programs and land use designations of the City of Roseville General Plan.*

2. *The Development Agreement Amendment is consistent with the City of Roseville Zoning Ordinance.*

3. *The Development Agreement Amendment is in conformance with the public health, safety and welfare.*

4. *The Development Agreement Amendment will not adversely affect the orderly development of the property or the preservation of property values.*

5. *The provisions of the Development Agreement Amendment will provide sufficient benefit to the City to justify entering into the Agreement.*

F. Recommend that the City Council adopt the three findings of fact as listed in the staff report and approve the PHASED LARGE LOT TENTATIVE SUBDIVISION MAP – 3000 HAYDEN PARKWAY (FIDDYMENT RANCH PHASE 3 SPECIFIC PLAN AMENDMENT) – FILE # SUB-000171 as shown in Exhibit K.

G. Recommend that the City Council adopt the three findings of fact as listed in the staff report and approve the SMALL LOT TENTATIVE SUBDIVISION MAP – 3000 HAYDEN PARKWAY (FIDDYMENT RANCH PHASE 3 SPECIFIC PLAN AMENDMENT) – FILE # SUB-000179 as shown in Exhibit L.

CONDITIONS OF APPROVAL FOR LARGE LOT TENTATIVE SUBDIVISION MAP (SUB-000171)

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 Improvement Standards and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)

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 permits are issued by the Department of Public Works. (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)

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

5. Grading around the native oak trees or other natural features on Lots/Parcels shall be as shown on the tentative map or as approved in these conditions. (Planning)

6. The applicant shall submit to the Engineering Department 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. (Planning)

7. The grading and improvement plans shall be designed in accordance with the City's Improvement Standards and Construction Standards and shall reflect the following:

    a. Street improvements including, but not limited to, curb, gutter, sidewalk, pavement, drainage systems, traffic striping, signing, medians and markings, etc. along all existing and proposed City streets, as required by Engineering.

    b. Grading shall comply with the City grading ordinance. Erosion control devices (sediment traps, ditches, straw bales, etc.) shall be shown on the grading plans. All erosion control shall be installed prior to the onset of wet weather. Erosion control is installed to minimize silt discharge from the project site. It is incumbent upon the applicant to ensure that necessary measures are taken to minimize silt discharge from the site. Therefore modification of the erosion control plan may be warranted during wet weather conditions.

    c. A rough grading permit may be approved by the Engineering Department prior to approval of the improvement plans.

    d. Access to the floodplain as required by Engineering and the Streets Department.

    e. Standard Handicap ramps shall be installed at all curb returns per City Standards. (Engineering)

8. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Engineering prior to approval of any plans. (Engineering)

9. The applicant shall apply for and obtain an encroachment permit from the Engineering Department prior to any work conducted within the City right-of-way. (Engineering)

10. 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)

11. 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)

12. A note shall be added to the grading plans that states:

a. *"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)

13. A standard bus shelter pad shall be installed on the southwest corner of Hayden Parkway and Crawford Parkway and on the northeast corner of Hayden Parkway and Crawford Parkway. (Engineering)

14. Developer shall be responsible for the installation of a bus shelter and related improvements conforming to the city's current standards on the shelter pad as conditioned above. The Developer and City may enter into a deferred improvement or other agreement based upon a construction cost of $10,000 per shelter for future construction of the Bus Shelter on the SW southwest corner of Hayden Parkway and Crawford Parkway (shelter number 271 and on the northeast corner of Hayden Parkway and Crawford Parkway (shelter number 272) (Engineering, Transit)

15. 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 storm drain system shall be a private system and shall be maintained by the property owner. (Engineering)

16. The drainage outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. All drainage facilities on site shall be privately owned and maintained (by the Home Owners Association). The City has no responsibility in the maintenance of the drainage facilities and will not assume any responsibilities for maintenance in the future. (Engineering)

17. Prior to building permits, the applicant shall demonstrate that the final grade of all building pads meet the requirements of the Central Valley Flood Protection Board Urban Level of Flood Protection. (Engineering)

18. 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)

19. 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)

20. 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)

21. 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)

22. 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:

23. There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventor to the landscaping.

24. For maintenance purposes, the landscaping shall be installed on a maximum of three sides and the plant material shall not have thorns.

25. The control valves and the water meter shall be physically unobstructed.

26. The backflow preventor shall be covered with a green cover that will provide insulation. (Environmental Utilities)

27. 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)

28. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 500' on center. (Fire)

29. 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)

30. The design and installation of all fire department access roads and fire protection equipment shall conform to the California Fire Code and the amendments adopted by the City of Roseville at the time plans are submitted for review. All amendments, standards, policies and fee schedule can be found on the City's web site www.roseville.ca.us or contact Patrick Chew, Senior Fire Inspector, at 916-774-5823 or pchew@roseville.ca.us with the Fire Prevention Division for information. (Fire)

31. 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)

32. All Electrical Department facilities, including street lights where applicable, shall be designed and built to the "City of Roseville Specifications for Residential Trenching". (Electric)

33. 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)

34. 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)

35. 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)

36. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

PRIOR TO OR UPON RECORDATION OF FINAL/PARCEL MAP

37. 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 12.5 foot wide public utilities easement along all road frontages;

    b. Water and sewer easements; and,

    c. Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)

38. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)

39. 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)

40. A declaration of Conditions, Covenants and Restrictions (CC&Rs), in a form approved by the City Attorney, shall be recorded on the entire property 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.

41. Parcels F-55, F-80, F-84, and F-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)

42. 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)

43. Any structures crossing Lot/Parcel lines created by the Final/Parcel map shall be removed. (Engineering)

44. Parcels F-80, F-84, and F-85 shall be dedicated as an easement or in fee to the City for the purposes of floodplain, open space, or public access. (Engineering)

45. The street names shall be approved by the City of Roseville. (Engineering)

46. The subject property shall be annexed into Municipal Service District #3 (Muni CFD) prior to approval of the Final/Parcel Map. 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 fiscal year, the documentation shall be provided to the Finance Department not later than March 15 of the year preceding the fiscal year in which this annexation will become effective, or

47. A Community Facilities District – Public Services CFD shall be formed for the subject property prior to approval of the Final/Parcel Map. This district is being formed in order to fund maintenance of landscaping, open space and neighborhood park. It is the applicant's responsibility to cooperate with the Finance Department in preparing the appropriate documentation for the creation of this Services CFD. In order to allow the Services CFD to be in place at the beginning of the fiscal year, the documentation shall be provided to the Finance Department not later than March 15 of the year preceding the fiscal year in which this annexation will become effective. (Finance, Engineering)

48. 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)

49. 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)

50. 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)

51. 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)

52. 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)

53. 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)

54. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

55. 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)

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

57. 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)

58. 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)

59. 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)

60. 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)

61. 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.

62. The project shall comply with all applicable environmental mitigation measures identified in the WRSP EIR and Fiddyment Ranch SPA 3 Subsequent EIR (SCH#2010082075). (Planning)

63. The Tentative Large Lot Subdivision Map application shall not be deemed approved until the actions on the Rezoning, General Plan Amendment, Specific Plan Amendment and Development Agreement are approved and become effective. (Planning)

CONDITIONS OF APPROVAL FOR SMALL LOT TENTATIVE SUBDIVISION MAP (SUB-000179)

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 Improvement Standards and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)

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 permits are issued by the Department of Public Works. (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. Utility easements along Holt Parkway shall be of a width to accommodate Roseville Electric mainline electrical infrastructure necessary to tie circuits from Fiddyment Road to N. Hayden Parkway. (Electric)

6. All provisions pertaining to the development of this subdivision that are included within the West Roseville Specific Plan (WRSP) document, the Development Agreement by and between the City of Roseville and Roseville Fiddyment Land Venture, LLC, and all subsequent Amendments to the Development Agreement relative to the WRSP shall be made part of the requirements of this Subdivision. (Planning, Engineering)

7. Park site (Parcel F-96) shall be dedicated as I.O.D. and all landscape lots shall be dedicated as right-of-way. (Engineering)

8. Roadways around perimeter of park site shall be primary residential with vertical curb adjacent to park. (Engineering)

9. Cross Section "E" on Map Cover Sheet shall show the proposed raised median in the cross section for "Primary Residential Entry." (Engineering)

10. For F-96 pocket park, a park development agreement shall be executed prior to start of design work. (Parks)

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

11. Improvement plans shall include locations of all masonry walls and fencing, including locations of wall pilasters, and wall and fence detail. (i.e. enhanced masonry wall, enhanced wood fence, etc.) per the WRSP Design Guidelines. (Planning)

12. The applicant shall receive approval of a Grading Plan, for stockpiling fill on Parcel F-13, prior to commencement of any construction/grading activities. (Planning, Engineering)

13. The applicant shall submit to the Engineering Department 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. (Planning)

14. Landscape plans for Fiddyment Road and Hayden Parkway shall show a concrete mow band (per Parks Standards) separating city maintained and privately maintained areas. Irrigation system design shall be shown on a separate plan sheet. (Parks)

15. Map and Improvement plans shall show Crawford Parkway being constructed westerly to lot 19.

16. The grading and improvement plans shall be designed in accordance with the City's Improvement Standards and Construction Standards and shall reflect the following:

    a. Street improvements including, but not limited to, curb, gutter, sidewalk, pavement, drainage systems, traffic striping, signing, medians and markings, etc. along all existing and proposed City streets, as required by Engineering.

    b. Grading shall comply with the City grading ordinance. Erosion control devices (sediment traps, ditches, straw bales, etc.) shall be shown on the grading plans. All erosion control shall be installed prior to the onset of wet weather. Erosion control is installed to minimize silt discharge from the project site. It is incumbent upon the applicant to ensure that necessary measures are taken to minimize silt discharge from the site. Therefore modification of the erosion control plan may be warranted during wet weather conditions.

    c. A rough grading and/or underground only permit may be approved by the Engineering Division of Development Services prior to approval of the improvement plans.

    d. Standard Handicap ramps shall be installed at all curb returns per City Standards. (Engineering)

17. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Engineering prior to approval of any plans. (Engineering)

18. The applicant shall apply for and obtain an encroachment permit from the Engineering Department prior to any work conducted within the City right-of-way. (Engineering)

19. 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)

20. All Lots/Parcels shall conform to Class 1 drainage, pursuant to the adopted City of Roseville Improvement Standards, except as shown on the tentative map or as approved in these conditions. (Engineering)

21. A standard left turn lane shall be constructed on Fiddyment Road to access Holt Parkway. Turning movements at the Holt Parkway and Fiddyment Road intersection shall allow for right turn ingress/egress and left turn ingress, but restrict left turn egress. (Engineering)

22. A standard right turn lane shall be constructed to access Holt Parkway from Fiddyment road. (Engineering)

23. 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)

24. 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)

25. Developer shall be responsible for the installation of ~~a~~ bus shelters and related improvements conforming to the city's current standards on the existing shelter pads. The Developer and City may enter into a deferred improvement or other agreement based upon a construction cost of $10,000 per shelter for future construction of the Bus Shelter on southbound Fiddyment Road at Hayden Parkway (SW) (Bus Shelter #214), and on eastbound N. Hayden Parkway at Fiddyment Road (NW) (Bus Shelter #213). (Engineering, Transit)

26. 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)

27. The applicant shall dedicate a separate drainage easement to the City of Roseville for the storm drain facility required to transfer public storm waters through the site. The easement document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorder's Office. (Engineering)

28. 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)

29. 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 storm drain system shall be a private system and shall be maintained by the property owner. (Engineering)

30. The drainage outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. All drainage facilities on site shall be privately owned and maintained (by the Home Owners Association). The City has no responsibility in the maintenance of the drainage facilities and will not assume any responsibilities for maintenance in the future. (Engineering)

31. 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)

32. 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)

33. 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)

34. 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)

35. 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, Parks, Development & Operations, Planning)

36. 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, Parks, Development & Operations, Planning)

37. With the exception of access required for maintenance and/or emergency vehicles, the project shall be designed to prevent vehicle access into the Preserve. Post and cable fencing or other improvements shall be utilized to meet this requirement. (Engineering, CDD, Planning)

38. Landscaping adjacent to the Preserve shall be California native, drought-tolerant groundcover, shrubs, plants and trees. (Planning, Parks)

39. 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)

40. The applicant shall submit a plan showing backbone water, recycled water and sewer for SPA 3 area on a single plan sheet. (Environmental Utilities)

41. Location of water, recycled water and sewer stubs to park F-96 are to be shown on improvement plans. Locations are to be coordinated with Parks Department. (Engineering, Environmental Utilities, Parks)

42. Plans are to reflect 6” recycled water line as required in Holt Parkway per master plan. (Environmental Utilities)

43. Plans are to reflect 12” recycled water line as required in Hayden Parkway per master plan. Environmental Utilities)

44. Plans shall indicate a Loop 12” water line from Hayden Parkway to Crawford Parkway along street 25, street 16 and street 1. (Environmental Utilities)

45. Plans shall indicate a Loop 12” water from Hayden Parkway to Holt Parkway along street 2 and street 4. (Environmental Utilities)

46. 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)

47. 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)

48. 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)

49. 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)

50. 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)

51. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 500' on center. (Fire)

52. Minimum fire flow is 1,500 gallons per minute with 20 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)

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. The location and design of the gas service shall be determined by PG&E. The design of gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)

58. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

PRIOR TO OR UPON RECORDATION OF FINAL/PARCEL MAP

64. 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 12.5 foot wide public utilities easement along all road frontages;

    b. Water and sewer easements; and,

    c. Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)

59. Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)

60. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)

61. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed land Surveyor (Environmental Utilities, Electric, Engineering)

62. A declaration of Conditions, Covenants and Restrictions (CC&Rs), in a form approved by the City Attorney, shall be recorded on the entire property 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.

63. 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)

64. Any structures crossing Lot/Parcel lines created by the Final/Parcel map shall be removed. (Engineering)

65. The street names shall be approved by the City of Roseville. (Engineering)

66. The Final/Parcel Map shall include an irrevocable offer to dedicate public rights-of-way and public and/or private easements as required by the City. Lettered Lot//Parcel along major roads shall be dedicated as landscape/pedestrian/public utility easements and in fee to the City as open space. (Engineering)

67. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Engineering)

68. The Final/Lot/Parcel/Parcel Map shall be submitted per, “The Digital Submittal of Cadastral Surveys”. Submittal shall occur after Engineering approval but prior to Council approval (Engineering)

69. The cost of any facilities which are identified in the CIP and are beyond those needed for this project may be reimbursed to the developer. In accordance with §66485 and §66486 of the Subdivision Map Act, any improvements constructed by the subdivider which contain supplemental size, capacity, number, or length for the benefit of property not within the subdivision and which improvements are to be dedicated to the public, the subdivider shall be entitled to reimbursement for that portion of the cost of the improvements which is in excess of the construction required for the subdivision. (Engineering)

70. Electric construction costs incurred by the City of Roseville Electric Department for this project shall be paid for by the developer per the applicable policy. (Electric)

71. The 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)

72. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

73. 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)

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

75. 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)

76. Existing public facilities damaged during the course of construction shall be repaired by the applicant, at the applicant's expense, to the satisfaction of the City. (Engineering)

77. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday. Provided, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order. (Engineering)

78. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor shall notify the Roseville Fire

Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. Non-emergency releases or notifications about the presence of containers found shall be reported to the Fire Department. (Fire)

79. All plant material shall be maintained under a 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 warranty. (Planning)

80. The project shall comply with all applicable environmental mitigation measures identified in the WRSP EIR and the Fiddyment Ranch Specific Plan Amendment 3 Subsequent EIR. (Planning)

81. The Tentative Subdivision Map application shall not be deemed approved until the actions on the Rezoning, General Plan Amendment, Specific Plan Amendment, and Development Agreement Amendment are approved and become effective. (Planning)

ATTACHMENTS

1. Roseville City School District and Roseville Joint Union High School District Will Serve Letters
2. Phase 3 Fiscal Analysis
3. Response to Community Concerns

EXHIBITS

A. Draft Subsequent Environmental Impact Report (SEIR) (transmitted to Planning Commission on November 7, 2013). Additional copies of the document are available at the Roseville Planning Department (Permit Center Counter, 311 Vernon Street), and on the City's website.
B. General Plan Change Pages
C. General Plan Land Use Map
D. WRSP Change Pages
E. Land Use Plan and Density Increase (1 Sheet)
F. Rezone Exhibit (1 sheet)
G. General Plan Amendment Exhibit (1 Sheet)
H. Phasing Plan Exhibit (1 Sheet)
I. Specific Plan Land Use Changes (1 Sheet)
J. Development Agreement Amendment
K. Large Lot Tentative Subdivision Map
L. Small Lot Tentative Subdivision Map for F-9A, F-19A & F-19B

Note to Applicant and/or Developer: Please contact the Planning Division staff at (916) 774-5276 prior to the Planning Commission meeting if you have any questions on any of the recommended conditions for your project. If you challenge the decision of the Planning 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 & Housing Director at, or prior to, the public hearing.