

ITEM V-A: ADMINISTRATIVE PERMIT AND TENTATIVE SUBDIVISION MAP – NORTH HAYDEN PARKWAY– WRSP FIDDYMENT RANCH F-6A, F-6B, F-6D, F-10A–C, F-11B, F-91B & C, AND F-94– PL14-0469

REQUEST

The applicant requests approval of a Tentative Subdivision Map to allow the creation of 496 single-family lots on Parcels F-6A and F10A–C and an Administrative Permit to reallocate three (3) units from Parcel F-10B, ten (10) units from Parcel F-10C, and eleven (11) units from Parcel F-11B (for a total of 24 units) to Parcel F-6A.

Applicant – Steve Miller, Signature Homes
Property Owner – David L. Ash, ATC Realty, LLC

SUMMARY RECOMMENDATION

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

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

- A. Adopt the three (3) findings of fact for the Administrative Permit;
- B. Approve the Administrative Permit;
- C. Adopt the three (3) findings of fact for the Tentative Subdivision Map; and
- D. Approve the Tentative Subdivision Map, subject to ninety-six (96) conditions of approval.

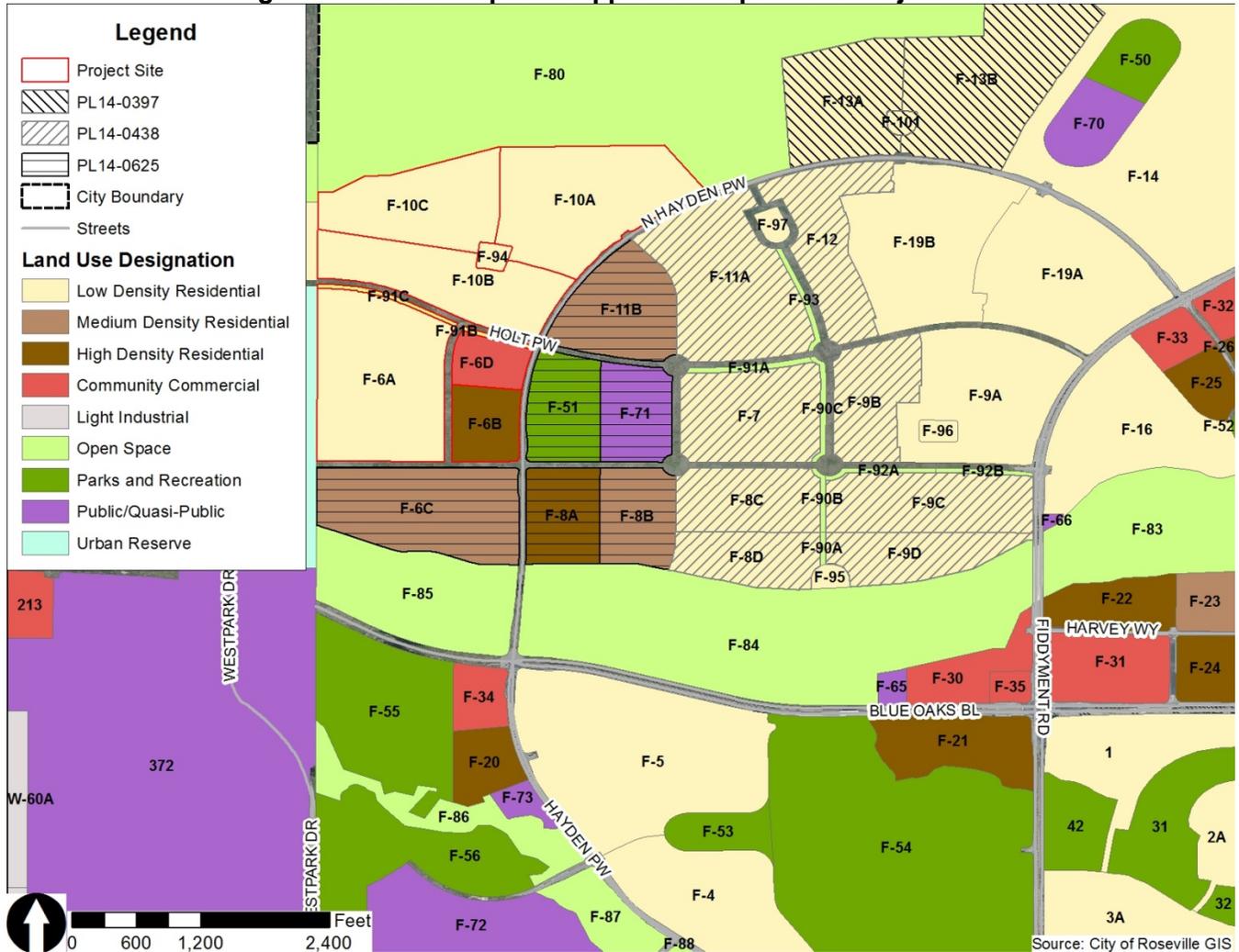
SUMMARY OF OUTSTANDING ISSUES

There are no outstanding issues associated with this request. The applicant has reviewed and is in agreement with the recommended conditions of approval.

BACKGROUND

The project is within the northwestern portion (Fiddyment) of the West Roseville Specific Plan (WRSP). 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 originally approved for development of 4,170 residential units in three phases (the proposed project lies within Phase 3), but subsequent projects increased the unit allocation to 5,868 residential units. The most recent Specific Plan Amendment was the Fiddyment Ranch Phase 3 project (13PL-005), which was approved by the City Council in May 2014. At this time, all of the Phase 1 major infrastructure (including roads and utilities) has been completed and most of the housing units have been constructed. Construction within Phase 2 is underway, and multiple maps have been submitted for adjacent areas within Phase 2 and Phase 3, around the future Hayden Parkway (see Figure 1 on following page). Two of these—the Fiddyment Ranch Parcels 13A & B project (PL14-0397) and the Fiddyment Ranch Parcels F-7, F-8C, F-8D, F-9B, F-9C, F-9D, F-11A, F-12 Subdivision Map project (PL14-0438)—were approved on December 11, 2014 and February 26, 2015, respectively (see Figure 1).

Figure 1: Recent Proposed/Approved Maps in the Project Area



This Tentative Subdivision Map will create 496 single-family lots on Parcels F-6A and F10A–C, and also involves a unit transfer to reallocate three (3) units from Parcel F-10B, ten (10) units from Parcel F-10C, and eleven (11) units from Parcel F-11B (for a total of 24 units) to Parcel F-6A. In addition to the Parcels which will be subdivided or be part of the unit transfer, the project includes Parcel F-91B (landscape lot), Parcel F-91C (landscape lot), and Parcel F-94 (park), because these parcels are associated with the parcels to be subdivided. Finally, the application includes Parcel F-6B (high density residential) and Parcel F-6D (commercial) because they are related to the infrastructure Phasing Plan requested by City Engineering staff, which is required to demonstrate that a minimum of two points of utility connections (water, sewer, and stormwater) will be maintained for each phase, regardless of the order in which the phases are completed. Even though they are not being subdivided and units are not being transferred, Parcels F-6B and F-6D lie between the proposed subdivision and North Hayden Parkway where the major backbone infrastructure will be located. Parcel F-6B would require a Design Review Permit and affordable housing agreements (it has a 195-unit affordable obligation) and Parcel F-6D would require a Design Review Permit before development can occur; buildings and designs are not proposed at this time and are not a part of this project.

Parcels F-6A, F-10A–C, and F-94 have a Low Density Residential land use designation and are zoned RS/DS (single-family residential with development standards). Parcel F-11B has a Medium Density Residential land use designation and is zoned RS/DS. Parcel F-6B has a High Density Residential land

use designation and is zoned R3 (multiple-family residential). Parcel F-6D has a Community Commercial land use designation and is zoned CC (community commercial). Parcels F-91B and C, the landscape lots, have an Open Space land use designation and are zoned OS (open space).

SITE INFORMATION

Location: West of North Hayden Parkway, APN 492-010-002 through -005, -015, -020, and -021

Total Size: 123 acres

Topography and Setting: The project site is undeveloped grasslands with a gently rolling topography, as are the lands surrounding the site. Some of the properties farther to the east have been subject to mass grading activities, but such development activities have not been undertaken on this site as yet. All of the properties to the east, south, and west of the site are designated for urban development, while the lands to the north are designated as open space.

EVALUATION-ADMINISTRATIVE PERMIT FOR UNIT TRANSFER

As with all of the City's specific plans, the West Roseville Specific Plan includes a residential density and unit count for each residential large lot, as listed in WRSP Table 4-2. The WRSP also recognized that as individual development applications were submitted, some adjustments would be desirable or necessary to accommodate specific product types. The WRSP Land Use chapter includes a policy to allow minor residential density adjustments by approval of an Administrative Permit. A minor change is one which meets the following criteria:

1. The transfer and receiving parcels are within the WRSP and covered by the same development agreement;
2. The cumulative increase or decrease in units resulting from the minor density adjustment does not change by more than twenty-percent (20%) the number of pre-transfer units allocated to either the transfer or receiving parcel as established at the time of original approval of the Specific Plan;
3. The transfer and receiving parcels have existing General Plan land use designations of LDR, MDR or HDR and the density adjustments do not result in densities on either the transfer or receiving parcel above or below the existing land use designations;
4. The transfer does not result in increased impacts on oak trees and does not preclude the ability of the parcels to conform to the WRSP Design Guidelines;
5. The transfer does not result in increased impacts upon the transfer and receiving parcels beyond those identified in the WRSP EIR; and
6. The adjustments in density do not adversely impact planned infrastructure, roadways, schools, or other public facilities or Plan Area fee programs and assessment districts.

Zoning Section 19.78.060.A stipulates that three findings must be made in order to approve an Administrative Permit. The required findings for an Administrative Permit are listed below in ***italicized, bold*** text and are followed by an evaluation.

1. ***The proposed use or development is consistent with the City of Roseville General Plan and any applicable Specific Plan.***

2. ***The proposed use or development conforms with all applicable standards and requirements of the City of Roseville Zoning Ordinance.***
3. ***The location, size, design, and operating characteristics of the use or development is compatible with, and shall not adversely affect or be materially detrimental to, the health, safety, or welfare of persons residing or working in the area, or be detrimental or injurious to the public or private property or improvements.***

The applicant is proposing to transfer units between large lots F-6A, F-10B, F-10C and F-11B, which are all located within the WRSP, and are all covered by the Roseville Fiddymment Land Venture Development Agreement. The proposed change is shown in Table 1 below. As shown, the cumulative increase or decrease in units is less than 20%, and the resultant densities for all large lots will remain within the range of their existing land use densities (LDR or MDR). As the analyses of the Tentative Subdivision Map will demonstrate, all of the resultant lots will meet the minimum size criteria outlined by the WRSP. The tentative map development boundaries are consistent with the boundaries which were identified as part of the WRSP analysis, and thus the unit transfer will not result in increased impacts to trees or any other physical resource. The transferred units are being transferred a very short distance; Parcels F-10B and F-10C are directly across the future Holt Parkway from Parcel F-6A while and Parcel F-11B is across North Hayden Parkway. The units will rely on the same major roadway improvements, and the students generated will remain within the same school service area. There will be no impact on WRSP fee programs or assessment districts. The proposed unit transfer meets the criteria for a minor change.

Table 1: Summary of Unit Transfer

WRSP Parcel	Land Use		Unit Allocation		Percent Change
	Original	Proposed	Original	Proposed	
F-6A	LDR 4.8	LDR 5.6	155	179	+15%
F-10B	LDR 5.7	LDR 5.6	118	115	-3%
F-10C	LDR 4.4	LDR 4.0	90	80	-11%
F-11B	MDR 11.4	MDR 10.6	170	159	-6%

EVALUATION–TENTATIVE SUBDIVISION MAP

The applicant is processing a single Tentative Subdivision Map for Parcels F-6A and F-10A–C. In the F-6A and F-10B portions of the map the minimum lot size will be 50 feet by 105 feet, in the F-10A portion the minimum lot size will be 55 feet by 110 feet, and in the F-10C portion the minimum lot size will be 60 feet by 110 feet. The map includes 496 single-family lots on approximately 102 acres of land. The subdivision lies on both the northern and southern side of the future Holt Parkway, a roadway which will connect to North Hayden Parkway and Fiddymment Road. The subdivision area on the northern side of Holt Parkway will include two roadway connections to Holt Parkway and one connection to North Hayden Parkway. The subdivision area on the southern side of Holt Parkway will include two roadway connections to Holt Parkway and two connections to the future Crawford Parkway, which then connects to North Hayden Parkway.

It is not the intention to build the entire subdivision at one time, so the applicant has submitted a phasing plan which demonstrates how two points of access and infrastructure connections will be provided for each phase. A total of five development phases have been shown.

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 ***italicized, bold*** text and are followed by an evaluation of the map in relation to each finding.

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

Parcel size, design, configuration, location, orientation, and character: The Tentative Subdivision Map indicates that the smallest lot size is 5,250 square feet, which meets the WRSP RS/DS development standards requirement of 4,400 square feet for attached sidewalks and 4,000 square feet for separated sidewalks. The sidewalks along most of the subdivision streets are detached, but are attached within cul-de-sacs and at street corners. The following policy of the WRSP is also applicable to this analysis:

- “Where residential subdivisions are located adjacent to an open space preserve, a variety of alternative lot configurations shall be used to achieve visual and physical access to open space areas.” (WRSP page 12-28)

The northern project boundary is adjacent to designated open space. In response, the applicant has included a perimeter roadway with a bicycle trail and open space on one side, and street-facing homes on the other side. In order to create as many street-facing homes as possible along the roadway, a variety of lot configurations have been used. The parcel size, design, configuration, orientation, and character has been designed to be consistent with the WRSP policies that are relevant to the subdivision.

Grading: The submitted Tentative Subdivision Map includes detailed grading plans which depict the grade of each pad, the location and steepness of finished slopes, and the location of retaining walls. All grading of the site is required to conform to the City’s Grading Ordinance and Improvement Standards. Leveling of the pads will result in some slopes between lots, which are shown on the Tentative Subdivision Map, but none are steep (the steepest is less than 1:1). The subdivision perimeter road will also be up to 15 feet higher—depending on the location—than the adjacent open space areas. In most locations, this grade difference is addressed by creating 3:1 slopes to transition the land between the development edge and the open space. However, there are protected wetlands near the development boundary that would be partially filled by a slope, so the applicant has included retaining walls in these areas.

Drainage: All of the lots have been designed to drain toward the street (Class 1 drainage). The drainage improvements proposed by this Tentative Map include curbs, drop inlets, and underground stormwater pipes leading to three outfalls. The property north of Holt Parkway will drain to two outfalls on the northern project boundary, while the property south of Holt Parkway will drain to an off-site outfall located where North Hayden Parkway interfaces with the Pleasant Grove Creek open space. A swale will be constructed at each of these outfalls to convey flows off-site to the nearest existing natural swale within the open space. Engineering staff has reviewed the drainage plans, and with the attached conditions of approval, the drainage design conforms to the City’s Improvement Standards and is consistent with the requirements of the WRSP.

The WRSP Utilities Plan “On-Site Drainage Improvements” map shows the general location of planned pipes and stormwater outfalls. Details of outfall locations and swales leading from those outfalls were deferred to the Operations and Management Plan (O&M Plan) for the open space, and to the subdivision mapping process. The O&M Plan is a required component of the wetland permit from the

United States Army Corps of Engineers, and identifies permissible activities covered by the permit. The O&M Plan includes conceptual alignments for these swales that conforms to the current proposal, so this improvement was already a part of the environmental effects identified in the WRSP and the wetlands permit and is consistent with the WRSP.

Utilities: Environmental Utilities and Roseville Electric have reviewed the plans and determined that all necessary utility services will be available. The Fiddyment Ranch Development Agreement governs the installation and timing of the backbone infrastructure, and the Tentative Map conditions require conformance with the Development Agreement. The applicant has included a Phasing Plan demonstrating how a minimum of two points of utility connections (water, sewer, and stormwater) will be maintained for each phase, regardless of the order in which the phases are completed. The project includes five proposed phases, each of which will require extending utility connections outside of the phase in order to maintain a minimum of two connections. Given that the project is located some distance from the nearest existing development, all phases will require extending utility lines for quite some distance along the North Hayden Parkway alignment. There are also several longer off-site improvements that extend into open space areas: the extension of three stormwater swales (discussed above, in Drainage) and the extension of a sewer line to the Pleasant Grove Wastewater Treatment Plant (WWTP) to the southwest.

The Sewer Master Plan for the WRSP indicates that wastewater from the project site must be conveyed to the west and south to the treatment plant. The proposed sewer line extension is the primary backbone infrastructure needed to serve the project site plus all of the development of currently undeveloped properties along North Hayden Parkway. The first subdivision developed in this much larger area will be responsible for installing the backbone line down to the WWTP, though the developer would be reimbursed for this expense as other development occurs.

As shown on the project plans, the extension of this backbone sewer line would require boring the line underneath Pleasant Grove Creek, and will also require the removal of some native oak trees. The general alignment of this infrastructure was anticipated as part of the Sewer Master Plan analyzed within the environmental documents for the WRSP and subsequent amendments. A Tree Permit (Project Number TP 04-08) was approved which covered the tree removals that would result from the sewer line. The Tree Permit states:

A backbone sewer line is needed on the western edge of the site, north of Pleasant Grove Creek, to serve Fiddyment Ranch's 3rd development phase. The trenching associated with the construction of this line will affect several trees located in this area. During the field walk, staff identified several trees where impacts could be reduced or avoided if the sewer line was realigned.

The proposed sewer line has been realigned, and will now remove fewer trees than the original sewer line route (from 11 removals and 8 conditional removals to 2 removals and 6 conditional removals). The off-site sewer line needed to support the proposed project is consistent with the WRSP and with the existing Tree Permit.

Subdivision Roads and Pathways: The WRSP only includes layouts for the major roadways, such as North Hayden Parkway, but does include cross-sections and standards applicable to minor residential streets. City Engineering has reviewed the plans and determined that the roadways conform to standards. There are currently no existing roadway connections between the project site and other developed areas. In order to complete the project, the developer will either need to wait until other developments occur and bring the roadways up to the subdivision edge, or the developer will need to complete one of these roadway connections in advance and receive reimbursement. As noted in the Background section, applications for some of these projects have already been either submitted to the

City for review or have been approved by this Planning Commission. Whether the applicant waits for completion of off-site roadways, or elects to complete the roadways in advance, the developer will complete the portions of North Hayden Parkway, Holt Parkway, and Crawford Parkway that lie along the project boundaries.

The WRSP Circulation Plan identifies a Class I bicycle path on the boundary between the open space and the subdivision. A Class I path includes 10 feet of pavement with a 2-foot decomposed granite or gravel shoulder. Page 7-21 of the WRSP states that “the WRSP promotes frequent connections between the Class I system and adjacent uses” and that “in no instance shall the path be closer than 15 feet from the property line of a single-family residential property.” Alternative Transportation has reviewed the proposed bicycle alignment along the boundary of the subdivision, and found the design to be acceptable. The bicycle trail maintains the minimum 15-foot setback from all residential lot lines and is easily accessible.

Subdivision Improvements: Figure 12-30 of the WRSP identifies the locations of required walls and fences in the Plan area, and indicates that open fencing is required along the northern boundary of the project that interfaces with open space and a masonry wall is required along North Hayden Parkway and Holt Parkway. Page 12-32 states that the masonry wall must be of “high-quality ‘architectural’ design appearance compared to a standard masonry wall” because it will be visible from a public street. Fencing locations are required to be shown on a Tentative Subdivision Map, but the design details will not be required until improvement plans are submitted. To ensure that the fencing design complies with the WRSP design standards, conditions have been added which require consistency with the design elements contained within the WRSP.

Affordable Housing: Neither the parcels being subdivided nor the Parcels associated with the unit transfer are identified as affordable housing sites. Parcel F-6B includes an affordable obligation, but is not a part of this development project. The developer’s affordable housing obligation will be satisfied on the parcels specified in the WRSP and Fiddyment Land Venture, LLC Development Agreement.

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 size, configuration and design of all of the lots within the subdivision are consistent with the City’s policies and the WRSP RS/DS standards. The proposed design, layout, configuration, and size of all lots within the subdivision provide for the construction of single-family detached houses. As depicted on the Tentative Map and subject to the conditions of approval, all 496 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 project area is served by the Pleasant Grove Wastewater Treatment Plant, which has a permitted capacity of 12 million gallons per day (average dry weather flow), and is currently receiving volumes which are well below capacity (7.4 million gallons per day). The addition of this project will not cause a violation of existing discharge limitations. In addition, the proposed sewer lines in the project area have adequate conveyance capacity to accommodate the residential development on the parcels proposed by the Tentative Map. Sewage infrastructure and flows from this project are consistent with the evaluation included within the WRSP.

ENVIRONMENTAL DETERMINATION

The Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15182, which states:

Where a public agency has prepared an EIR on a specific plan after January 1, 1980, no EIR or negative declaration need be prepared for a residential project undertaken pursuant to and in conformity to that specific plan if the project meets the requirements of this section.

The exemption applies unless one of the conditions requiring a Subsequent, Supplemental, or Addendum environmental document exist (pursuant to CEQA Guidelines Section 15160–15170). The project is consistent with the adopted specific plan. A Final Environmental Impact Report was certified for the WRSP on February 4, 2004 (State Clearinghouse Number 2002082057) and a Final Subsequent Environmental Impact Report was certified for the project area on April 16, 2014 (State Clearinghouse Number 2010082075), and none of the conditions exist which would make the exemption inapplicable. City staff determined that the adopted infrastructure and financing plans are sufficient to support the Project, making any additional studies unnecessary, and that no material alterations have occurred on the site or in the vicinity which would require additional discussions or analysis. Mitigation adopted as part of the WRSP FEIR and the Final Subsequent EIR will apply to the proposed Project.

RECOMMENDATION

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

- A. Adopt the three (3) findings of fact as stated in the staff report for the **ADMINISTRATIVE PERMIT – NORTH HAYDEN PARKWAY – WRSP FIDDYMENT RANCH F-6A, F-6B, F-6D, F-10A-C, F-11B, F-91B & C, AND F-94 – PL14-0469**.
- B. Approve the **ADMINISTRATIVE PERMIT – NORTH HAYDEN PARKWAY – WRSP FIDDYMENT RANCH F-6A, F-6B, F-6D, F-10A-C, F-11B, F-91B & C, AND F-94 – PL14-0469** as shown in Exhibit A.
- C. Adopt the three (3) findings of fact as stated in the staff report for the **TENTATIVE SUBDIVISION MAP – NORTH HAYDEN PARKWAY – WRSP FIDDYMENT RANCH F-6A, F-6B, F-6D, F-10A-C, F-11B, F-91B & C, AND F-94 – PL14-0469**.
- D. Approve the **TENTATIVE SUBDIVISION MAP – NORTH HAYDEN PARKWAY – WRSP FIDDYMENT RANCH F-6A, F-6B, F-6D, F-10A-C, F-11B, F-91B & C, AND F-94 – PL14-0469** as shown in Exhibits B–D and subject to ninety-six (96) conditions of approval listed below.

CONDITIONS OF APPROVAL – ADMINISTRATIVE PERMIT AND TENTATIVE SUBDIVISION MAP

1. The approval of a Tentative Map and/or tentative site plan does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)
2. The design and construction of all improvements shall conform to the Design and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
3. The developer shall not commence with any on-site improvements until such time as grading and/or improvement plans are approved and grading and/or encroachment permits are issued by the Engineering Division. (Engineering)

4. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities, Finance)

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

5. Provide an exhibit as part of the Improvement Plans that shows maintenance access to the open space areas within the project. The exhibit shall identify locations to enable service truck and equipment access to all open space areas to become City maintained. Please show natural features (wetlands, etc) and any additional swales of other improvements that would become barriers to maintenance access. This will provide valuable information to evaluate the access plan. (Parks)
6. For the landscape and irrigations plans for the City-maintained streetscapes , eg Holt, North Hayden and Crawford:
 - a. The landscape and irrigation systems associated with the above roadways for each village (or set of improvement plans) shall be designed to work independently of all other villages (or sets of improvement plans);
 - b. These plan sets shall be submitted with the first submittal of improvement plans, along with a master irrigation plan showing points of connections/sizes, controller locations, mainline routes and sizes, sleeve locations and sizes, valve locations and sizes and available static water pressure.
 - c. Points of connections and sleeves shown on the approved master irrigation plan shall be reflected on the associated civil plans.
 - d. The future City-maintained landscaping shall be installed concurrently with the construction of the adjacent villages or homes.
7. Landscape Plans may be submitted under separate permit from the Improvement Plans for all landscape corridors and all landscaped common areas. Landscaping shall be installed prior to approval of the Notice of Completion for the subdivision improvements. The landscape plan shall comply with the West Roseville Specific Plan and the City of Roseville Water Efficient Landscape Requirements (Resolution 93-55). All landscaping and irrigation shall be inspected and approved prior to Notice of Completion. (Planning, Engineering, Parks, Fire Environmental Utilities)
8. Improvement plans shall include Neighborhood Entry detail, including masonry wall and fence detail, (architectural design for wall, fence & pilasters), and pilaster locations in accordance with the WRSP Design Guidelines. (Planning, Engineering)
9. All walls and fences shall be designed consistent with the West Roseville Specific Plan design standards, as found on WRSP page 12-32, page 12-35 and Figure 12-31.
10. Grading around the wetlands adjacent to the site shall be as shown on the tentative map or as approved in these conditions. (Planning)
11. The applicant shall submit to the Engineering Department the appropriate Army Corps of Engineers permit or clearance, the California Department of Fish and Wildlife Streambed Alteration Agreement, and/or the Regional Water Quality Control Board Water Quality Certificate. (Planning)
12. Improvement plans shall show masonry wall corner clips at intersections/subdivision entries to meet WRSP neighborhood/subdivision design standards. (Planning)

13. The grading and improvement plans shall be designed in accordance with the City's Design and Construction Standards and shall reflect the following:
 - a. Street improvements including, but not limited to, curb, gutter, sidewalk, pavement, drainage systems, traffic striping, signing, medians and markings, etc. along all existing and proposed City streets, as required by Engineering.
 - b. Grading shall comply with the City grading ordinance.
 - c. A rough grading and/or underground utility permit may be approved by the Engineering Division prior to approval of the improvement plans.
 - d. Access to the floodplain as required by Engineering and the Streets Divisions.
 - e. Standard access ramps shall be installed at all curb returns per City Standards. (Engineering)
14. 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. This shall include, but not be limited to: The westerly property boundary of the project. If a right of entry cannot be obtained from adjacent land owner, retaining walls shall be constructed in lieu of proposed over grading on adjacent property. (Engineering)
15. The applicant shall apply for and obtain an encroachment permit from the Engineering Division prior to any work conducted within the City right-of-way. (Engineering)
16. 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)
17. All Lots/Parcels shall conform to Class 1 drainage, pursuant to the adopted City of Roseville Design and Construction Standards, except as shown on the tentative map or as approved in these conditions. (Engineering)
18. The following note shall be added to the Grading and/or Improvement Plans:
 - a. *To minimize dust/grading impacts during construction the applicant shall:*
 - b. *Spray water on all exposed earth surfaces during clearing, grading, earth moving and other site preparation activities throughout the day.*
 - c. *Use tarpaulins or other affective covers on all stockpiled earth material and on all haul trucks.*
 - d. *Sweep the adjacent streets frontages at least once a day or as needed to remove silt and other dirt which is evident from construction activities.*
 - e. *Ensure that construction vehicles are cleaned prior to leaving the construction site to prevent dust and dirt from being tracked off site.*
 - f. *The City shall have the authority to stop all grading operations, if in the opinion of city staff, inadequate dust control measures are being practiced or excessive wind conditions contribute to fugitive dust emissions. (Engineering)*

19. 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)
20. A standard bus shelter pad shall be installed on the northeast corner of Hayden Parkway at Crawford Parkway and the southwest corner of Hayden Parkway at Crawford Parkway. (Alternative Transportation, Engineering)
21. 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)
22. The grading/improvement plans shall include rough grading for the bike trail in Parcel F-84 per City Design/Construction standards and as shown on the Tentative Map. Per the development agreement, the developer shall be responsible for the cost of rough grading, drainage, and post and cable fence. (Engineering, Alternative Transportation)
23. Prior to approval of improvement plans, the developer shall submit an updated cost estimate for final trail improvements. If the City determines that sufficient funding is available, all or part of the trail shall be included with the project improvements. In that case, the City and developer shall enter into a reimbursement agreement to reimburse the developer for the cost of the final trail improvements from the WRSP bike trail fund. (Engineering, Alternative Transportation)
24. 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)
25. The intersection of Holt Parkway/Street 15 shall construct raised medians to restrict left egress turn movements onto Holt Parkway. (Engineering)
26. Prior to the issuance of the first building permit, the North Hayden Parkway bridge shall be deemed substantially complete by the City. (Engineering)
27. The construction of the North Hayden Parkway/Holt Parkway intersection shall include all underground signal conduit required for future traffic signal. (Engineering)
28. The grading plans for the project shall be accompanied with a shed map that defines that area tributary to this area. All drainage facilities shall be designed to accommodate the tributary flow. Prior to discharge to the receiving waters, the storm water shall be treated with appropriate storm water pollution treatment measures, per the City's Stormwater Quality Design Manual and the Preliminary Stormwater Quality Compliance Form approved for this map. The drainage outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. (Engineering)
29. 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)

30. All pad grades shall be elevated to a minimum of 2-feet above the 100-year water surface elevation, based on the future, fully-developed condition of the watershed upstream of the project, or, all finished floor elevations shall be elevated to a minimum of 2-feet above the 200-year water surface elevation, based on the future, fully-developed condition of the watershed upstream of the project, whichever is greater in elevation. (Engineering)
31. 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)
32. 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 approval 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)
33. 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)
34. 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, Planning)
35. 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, Planning)
36. 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, Planning)
37. Landscaping adjacent to the Preserve shall be California native, drought-tolerant groundcover, shrubs, plants and trees. (Planning)
38. 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. (Engineering)
39. 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)

40. 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.
 - 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.
 - c. Water and sewer mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions.
 - d. All sewer manholes shall have all-weather 10-ton vehicular access unless authorized by these conditions. (Environmental Utilities)
41. 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)
42. Any backflow preventers visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventers 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 preventer 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 preventer shall be covered with a green cover that will provide insulation. (Environmental Utilities)
43. 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)
44. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 500' on center. (Fire)
45. 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)
46. Framing construction cannot commence until access roads and public fire hydrants are approved by the Fire Department. (Fire)
47. Testing of all fire systems shall be performed prior to the sales office can be opened for business. (Fire)

48. If this project will be phased, the fire department requirements for access and circulation throughout shall be approved by the City for such proposal. Access road shall comply in accordance with the California Fire Code, 2013 with the City of Roseville's Amendments. A separate phasing plan shall be reviewed and approved by this department. (Fire)
49. 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)
50. All Electrical Department facilities, including street lights where applicable, shall be designed and built to the "City of Roseville Specifications for Residential Trenching". (Electric)
51. 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)
52. 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)
53. Over-grading onto the adjacent city maintained open space (existing or future) shall be prohibited outside the buffer area. (Parks)
54. Drainage shall be installed on the project's property to collect increased run-off due to development. Drainage shall not daylight onto City property. (Parks)
55. Existing trees along project property line shall be preserved. Damage to the tree during the course of construction shall be the property owner's responsibility. (Parks)
56. Accent lighting at entry monuments shall be above ground types. In-ground lighting will not be accepted. (Parks)
57. Signage at entry monuments shall be monolithic and bolted in place. Individual letters and epoxy or bolted in place will not be accepted. (Parks)
58. 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). (Parks)
59. 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. (Parks)
60. 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. (Parks)

61. Landscaping adjacent to the Preserve shall be California native, drought-tolerant and non-invasive groundcover, shrubs, plants and trees. (Parks)
62. Landscape plans are required with the second submittal and shall include a master irrigation plan showing all phases of work. The master irrigation plan shall include all mainline layout/size, points of connection/sizes, controller location, valves and phasing with limit of work lines. This plan shall be included in all phased submittals. All irrigation and landscaping shall comply with the Parks Construction Standards. (Parks)
63. Clearly delineate City-maintained landscaping from privately maintained landscaping with a concrete mowband consistent with the Parks Construction Standards. (Parks)
64. For streetscapes to be City-maintained, provide a 2' bench between back of walk and toe of slope sloped away from the back of walk to decrease nuisance run-off from irrigated and landscaped slopes. (Parks)
65. Slopes along the developed property line and open space shall be 3:1 or less (severe). (Parks)
66. Utilities for parks (F-94 and F-51) shall be coordinated with Parks, Recreation, and Libraries. (Parks)
67. The school/park campus (F-51) shall be planned and coordinated between the Developer, City and School District prior to any application or submittal to the State Architects for review and approval. (Parks)
68. Define intentions for Lot adjacent to lot 62 and Lot I. (Parks)
69. 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)
70. 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 THE FINAL MAP

71. 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. Water and sewer easements; and,
 - b. If the bike trail is completed prior to City's acceptance of open space within which the trail is located, City shall be responsible for trail maintenance. In that case, the City and developer shall memorialize the maintenance obligations through recordation of a temporary maintenance and pedestrian/bike access easement. (Alternative Transportation, Engineering)
72. Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)
73. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)
74. 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)

75. 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.
 - b. Developer shall ensure that all residential property improved with separated sidewalks shall be subject to recorded CC&Rs containing a requirement that the owner of a residential unit immediately adjacent to a separated sidewalk is responsible for the maintenance of parkway strip landscaping and street trees located between the separated sidewalk and curb.
76. 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)
77. Any structures crossing Lot lines created by the Final map shall be removed. (Engineering)
78. The street names shall be approved by the City of Roseville. (Planning)
79. Prior to the recordation of any small-lot Final Map school fees for the Roseville City School District shall be paid, as require by the School Mitigation Agreement for the West Roseville Specific Plan. This agreement requires a portion of school fees to be paid prior to Final Map recordation, with the remaining fees due prior to building permit issuance. (Engineering, Building)
80. All park, open space, landscape and paseo lots being dedicated to the City, shall be dedicated as Irrevocable Offers of Dedication (I.O.D.) on the Final Map. (Engineering)
81. With the recordation of the first Large Lot Final Map all Irrevocable Offers of Dedication, Public Utility Easements and Rights to Construct, as identified within the approved phasing plan, shall be dedicated. With the recordation of a small lot map and designated remainder, only those I.O.D.'s, P.U.E.'s and rights to construct associated with that phase are required for dedication. (Engineering)
82. The Final Map shall include an irrevocable offer to dedicate public rights-of-way and public and/or private easements as required by the City. Lettered Lots along major roads shall be dedicated as landscape/pedestrian/public utility easements and in fee to the City as open space. (Engineering)
83. 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)
84. The Final Map shall be submitted per, "The Digital Submittal of Cadastral Surveys". Submittal shall occur after Engineering approval but prior to Council approval (Engineering)
85. 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)

86. 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)
87. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

88. 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)
89. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
90. It is the responsibility of the developer to ensure that all existing electric facilities remain free and clear of any obstructions during construction and when the project is complete. (Electric)
91. 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)
92. 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)
93. 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)
94. All plant material shall be maintained under a 90 calendar day establishment period after initial planting. Upon completion of the establishment period, all plant material shall remain under warrantee for an additional 9 months minimum. Any plant material which does not survive during the establishment period shall be immediately replaced. Any trees or shrubs which do not survive during the warrantee period shall be replaced one month prior to the end of the warrantee period. Tree or shrub replacement made necessary due to acts of God, neglect or vandalism shall be exempt from the warrantee. (Parks, Planning)
95. The dedication of parkland (future parks and/or open space) shall be deeded to the City through an Irrevocable Offer of Dedication (IOD). As a default, park and open space parcels shall be excluded from acceptance through the mapping approvals and completed as a separate deed process. (Parks, Recreation, and Libraries; Development Services)

- a. For Parks, the transfer of property shall be at the City's request, generally, timed to coincide with the start of the specific park design phase of work, unless otherwise noted or requested.
 - b. For Open Space, the transfer of property shall occur once all mitigation measures, Developer construction activity immediately surrounding the parcel and implementation measures identified in the Overarching Open Space Management Plan have been completed and verified as complete by the Open Space Division of Parks & Recreation, unless otherwise noted or requested.
 - c. For streetscapes to be City-maintained, the lots shall be separate parcels and accepted through the standard Certificate of Compliance (COC) process for street improvements. The establishment period shall be complete at COC unless a letter of agreement outlining establishment responsibilities beyond the COC has been executed between the City and Developer. All HOA maintained landscaping shall be clearly identified on the landscape plans at time of plan approval.
96. The project shall comply with all applicable environmental mitigation measures identified in the West Roseville Specific Plan (WRSP) Final Environmental Impact Report (SCH#2002082057) and the Fiddyment Ranch Specific Plan Amendment 3 Final Subsequent Environmental Impact Report (SCH#2010082075). (Planning)

Exhibits

- A. WRSP Land Use Chapter Amendments
- B. Tentative Subdivision Map Sheets 1–9
- C. Irrevocable Offer of Dedication Layout
- D. Phasing Plan Sheets 1–5

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