

**ITEM V-B: TENTATIVE SUBDIVISION MAP, DESIGN REVIEW PERMIT FOR RESIDENTIAL SUBDIVISION, ADMINISTRATIVE PERMIT & TREE PERMIT – N. HAYDEN PARKWAY & CRAWFORD PARKWAY – WRSP FIDDYMENT RANCH, VILLAGE F-6C, F-8B & F-11B – FILE NUMBERS PL14-0625 & PL14-0464**

**REQUEST**

The applicant requests approval of a Tentative Subdivision Map to allow the creation of 586 medium density single-family lots on Parcels F-6C, F-8B & F-11B and an Administrative Permit to reallocate 7 units from Parcel F-11B to F-6C. Additionally, the applicant requests approval of a Tree Permit to authorize removal of one (1) native oak tree for grading associated with future development of Fiddyment Ranch Residential Village F-6C. The requested entitlements will not increase the number of dwelling units or change residential density within the WRSP.

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 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 two (2) findings of fact for the Design Review Permit for Residential Subdivision;
- D. Approve the Design Review Permit for Residential Subdivision subject to seven (7) conditions of approval;
- E. Adopt the three (3) findings of fact for the Tentative Subdivision Map; and
- F. Approve the Tentative Subdivision Map, subject to 100 conditions of approval.
- G. Adopt the two (2) findings of fact for the Tree Permit; and
- H. Approve the Tree Permit subject to 14 conditions of approval.

**SUMMARY OF OUTSTANDING ISSUES**

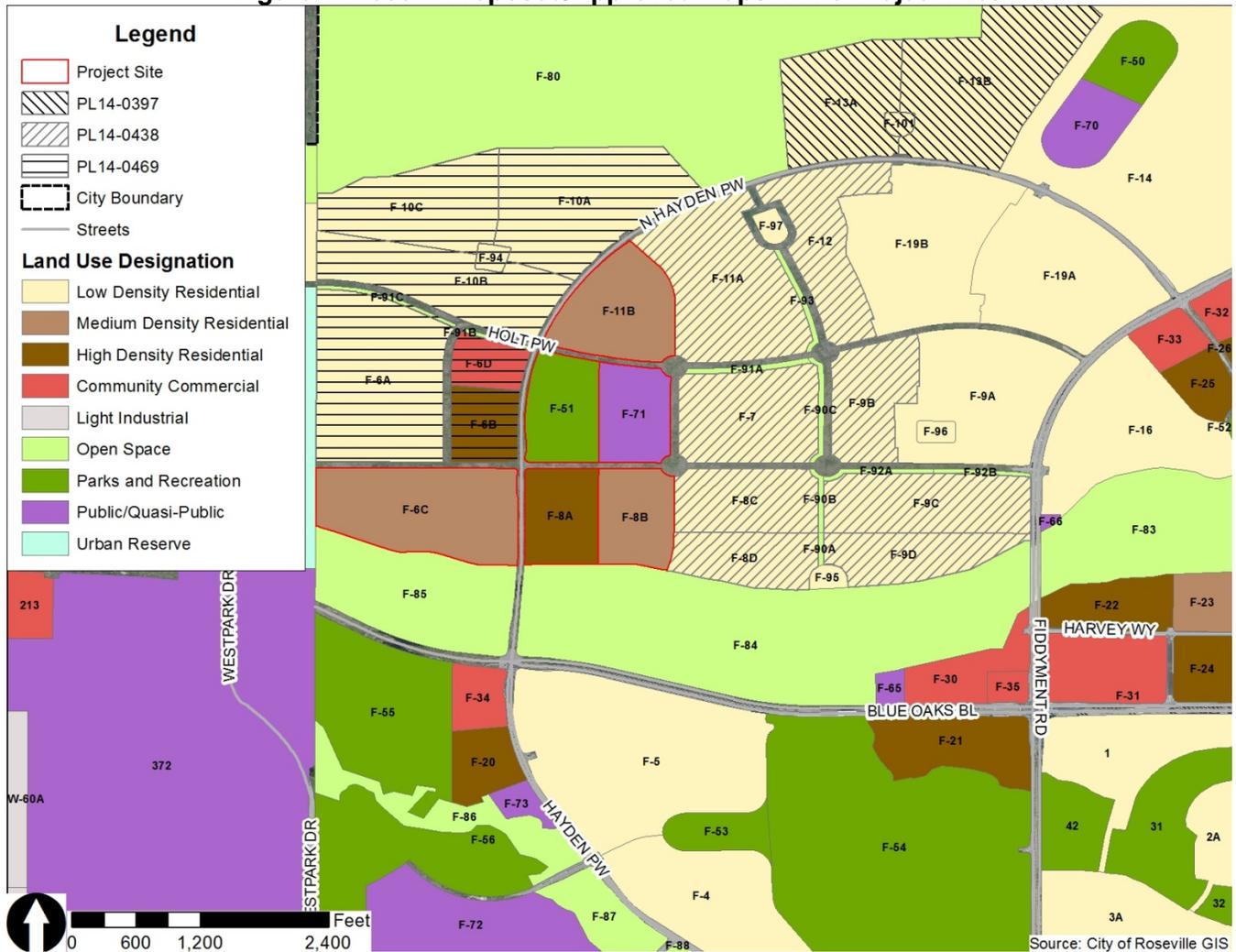
There are no outstanding issues associated with this request. The applicant has reviewed and is in agreement with the recommended conditions of approval.

**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 Fiddymment Ranch Phase 3 project (13PL-005), which was approved by the City Council in May 2014. At this time, all 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, in the vicinity of the future North Hayden Parkway (see Figure 1). Two tentative subdivision maps, Fiddymment Ranch Parcels 13A & B (PL14-0397) and Fiddymment Ranch Parcels F-7, F-8C, F-8D, F-9B, F-9C, F-9D, F-11A, F-12 (PL14-0438) were approved on December 11, 2014 and February 26, 2015, respectively (see Figure 1). A third tentative map project (Map 3 -PL14-0469) for Fiddymment Ranch Parcels F-6A, F-6B, F-6D, F-10A–C, F-11B, F-91B & C, AND F-94 is on the Planning Commission agenda for April 23, 2015.

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



This Tentative Subdivision Map will create 586 medium density single-family lots on Parcels F-6B, F-8B and F-11B, and also includes a unit transfer to reallocate seven (7) units from Parcel F-11B to Parcel F-6C.

The City's Zoning Ordinance states that a Design Review Permit for Residential Subdivision (DRRS) shall be required for single-family housing units on a property with a General Plan land use designation of Medium Density Residential (MDR), and/or residential projects on parcels with a zoning designation of

Small Lot Residential (RS), where modifications to the RS Supplemental Design Standards are requested. Parcels F-6C, F-8B and F-11B have an MDR land use designation and a zoning designation of RS. Therefore, a DRRS application is included as part of this tentative map project. The DRRS application is discussed below.

In addition to the Parcels which will be subdivided for medium density residential lots or Parcels associated with the unit transfer, the project also includes several small lots designated as Open Space and Landscape Lots, as these small lots are associated with the parcels to be subdivided. The application includes Parcel F-8A High Density Residential (HDR), Parcel F-51 (Parks and Recreation), and Parcel F-71 (Elementary School), because, at the request of City Engineering staff, a Phasing Plan (see Exhibit D) was required to demonstrate 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.

Even though parcels F-8A, F-51 & F-71 are not being subdivided and units are not being transferred from or between these parcels, they are included in this application because they lie between the F-8B and F-11B proposed subdivisions and are adjacent to North Hayden Parkway where the major backbone infrastructure will be located. Parcel F-8A (HDR) will require approval of a Design Review Permit and Affordable Housing Agreement (Parcel F-8A has an affordable housing obligation of 53 units) before development can occur. Buildings and designs are not proposed at this time and are not a part of this project.

A Tree Permit application has also been submitted as part of this map project because it will be necessary to remove one (1) protected tree (41 inch valley oak) due to impacts associated with grading parcel F-6C.

## **SITE INFORMATION**

**Location:** West of Fiddymment Road, North of Blue Oaks Boulevard - APN 492-010-002 through -005, -015, -020, and -021

**Total Size:** ±90 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 yet been undertaken on this site. All properties to the east, west and north of the site are designated for urban development, while the parcels to the south are designated for open space adjacent to Pleasant Grove Creek.

## **EVALUATION—ADMINISTRATIVE PERMIT FOR UNIT TRANSFER**

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 long-term demand for various housing 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 Ordinance 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 ***bold italics*** 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 seven (7) units from large lot F-11B to large lot F-6C, both of which are MDR parcels, located within the WRSP, and are 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 both large lots will remain within the range of MDR. 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 units will remain within the same sewer and drainage sheds, will rely on the same major roadway improvements, and the students generated will remain within the same school service area. The proposed unit transfer meets the criteria for a minor change and will not increase the number of dwelling units or change residential density within the WRSP. Specifically, the unit transfer will not adversely impact planned infrastructure, roadways, schools or other public facilities, or WRSP fee programs and assessment districts. Accordingly, the transfer of units between large lot parcels will not adversely affect or be materially detrimental to the public health, safety or welfare, and will not be detrimental or injurious to public or private property or improvements.

**Table 1: Summary of Unit Transfer**

WRSP Parcel	Land Use		Unit Allocation		Percent Change
	Original	Proposed	Original	Proposed	
F-6C	MDR 11.7	MDR 12.0	300	307	+2.3%
F-11B	MDR 10.7	MDR 10.1	159	152	-4.4%

**EVALUATION–TENTATIVE SUBDIVISION MAP**

The applicant is processing a Tentative Subdivision Map to create 586 medium density single-family lots on Parcels F-6C (Phases 1 & 2 - shown on the Map as F-6C1 & F-6C2), F-8B, and F-11B. Parcel F-6C1 and Parcel F-11B have minimum lot sizes of 43 feet by 57 feet. Parcels F-6C2 and F-8B have minimum lot sizes of 28 feet x 73 feet. The map includes 586 single-family lots on approximately 52 acres of land. As provided for in the WRSP and Zoning Ordinance, the applicant has proposed modified development standards through the DRRS application associated with the project. The proposed development standards have been evaluated in the DRRS.

All villages shown on the tentative map will not be constructed 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 four 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 applicant has submitted a tentative subdivision map for four medium density residential villages (F-6C1 & 2, F-8B, & F-11B) within the Fiddyment Ranch portion of the WRSP. Specific parcel sizes, configuration and design vary among the four villages, which are summarized (by village) below.

As provided for in the WRSP and Zoning Ordinance, the applicant has proposed modified development standards through the Design Review Permit for Residential Subdivision (DRRS) application associated with the project. The proposed development standards have been evaluated in the DRRS portion of the staff report, which follows the Tentative Map evaluation.

The sidewalks along most of the subdivision streets are detached, but are attached within cul-de-sacs and at street corners. The southern project boundary is adjacent to designated open space. Post and cable fencing will be installed along the southern boundary of the roadway adjacent to the open space parcel to provide views into the open space from the roadway and adjacent sidewalks.

**Villages F-6C2 and F-8B:** The Tentative Subdivision Map indicates that the smallest lot size proposed within these villages is 28 feet by 73 feet (2,044 square feet), with an average lot size of 30 ½ feet by 73 feet (2,227 sq. ft.). Corner lots measure 48 feet by 73 feet (3,504 square feet). Village F-6C2 achieves a density of 12.9 dwelling units per acre (du/ac) and F-11B has a net density of 10.1 du/ac.

The lots in these villages are arranged in an “i-court” configuration (8-pack or 6-pack) where garages will be accessed from a shared 24-foot private drive aisle easement. Front doors will be connected via a shared pedestrian sidewalk easement. Landscaping outside private yards and patio areas will be installed and maintained by a Homeowners Association (HOA).

Village F-6C2 provides two street connections to Crawford Parkway a yet-to-be-constructed east/west collector between Fiddyment Road and the eastern boundary of the Creekview Specific Plan. Village F-8B provides one north/south residential street connection to Crawford Parkway as well as pedestrian access via a private landscape lot (Lot I). Another residential street within the village will connect to the yet-to-be-constructed North/South Parkway which provides connections to Holt Parkway (collector) and North Hayden Parkway (modified collector) which provide access to Fiddyment Road.

**Villages F-6C1 and F-11B:** These villages propose a “front loaded” housing type with a standard 2-car garage and front door facing the street. These residences are designed to fit on a 43 foot by 57 foot lot measuring 2,451 square feet. Village F-6C1 achieves a net density of 10.9 du/ac and F-11B has a net density of 10.1 du/ac.

Village F-6C1 provides two north/south street connections to Crawford Parkway. Village F-11B provides one residential street connection to Holt Parkway and one residential street connection to the North/South Parkway.

The lot sizes for the villages in this tentative map do not meet the existing WRSP RS/DS development standards (see Table 1 under DRRS Evaluation below); therefore, the applicant has submitted a DRRS application proposing modified development standards. The proposed minimum lot sizes are comparable to:

- **Taylor Morrison Stone Point Neighborhoods 2 and 3 (2013PL-085)** - approved by the Planning Commission on August 22, 2013. Taylor Morrison’s Neighborhood 2 has a minimum lot size of 2,356 square feet, with a minimum lot width of 38 feet, and Neighborhood 3 has a minimum lot size of 2,040 square feet, with a minimum lot width of 30 feet. Densities for these neighborhoods range from 9.5 to 10.6 dwelling units per acre.
- **JMC Homes’ Village JM-21 - Sierra Vista Specific Plan (SVSP) (2012PL-038)** - approved by the Planning Commission in December 2013. JM-21’s minimum lot size is 2,600 square feet, with a minimum lot width of 38 feet. JM-21’s density is 9.0 dwelling units per acre.

**Grading:** The proposed Tentative Subdivision Map includes detailed grading plans which depict the grade of each pad, and the location and steepness of finished slopes. As shown on the Tentative Subdivision Map, grade differences between adjacent house pads are typically less than 1 foot at side yards and less than 2 feet at rear yards resulting in minor slopes between lots, which are reflected on the tentative map. Streets along the subdivision’s southern boundary range between four and 6 feet higher than the adjacent open space area to the south. In most locations, this grade difference is addressed by creating 3:1 slopes to transition between the development edge and the open space.

The submitted Tentative Subdivision Map indicates that the final grading of the project site will amount to 642,000 cubic yards (cy) of cut, and 271,00 cy of fill for a net export of 371, 000 cy, which will be exported to Fiddyment Ranch Parcels F10A, B and C (see Exhibit B).

All grading of the site is required to conform to the City's Grading Ordinance and Improvement Standards. Engineering staff has reviewed the tentative map and found the proposed grading plan consistent with the City's Grading Ordinance and Improvement Standards.

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, drain inlets, and underground drain pipes. Based on the phasing of the project and topography, underground stormwater pipes will drain to different areas of the Specific Plan. As proposed, Fiddymment Ranch villages located north of Holt Drive will drain to the northwest, while the villages located to the south will drain to an outfall within the open space area at Pleasant Grove Creek. Engineering staff has reviewed the drainage plans, and with the attached conditions of approval, the drainage design conforms to the City's drainage 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 Fiddymment 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 four (4) proposed phases, each of which will require extending utility connections outside of the phase in order to maintain a minimum of two connections.

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 on properties along North Hayden Parkway. The first subdivision developed in this much larger area will be responsible for installing the backbone line to the Pleasant Grove Wastewater Treatment Plant (PGWWTP).

As shown on the project plans, the extension of this backbone sewer line would require boring the line beneath 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 in 2004 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 Fiddymment Ranch's 3<sup>rd</sup> 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). In

August 2014 staff conducted a field visit with the project arborist and has confirmed that the currently proposed route for the sewer line extension is the least invasive route available in terms of minimizing potential impacts to native oak trees in the area. The off-site sewer line needed to support the proposed project is consistent with the WRSP and with the existing, previously approved Tree Permit.

Subdivision Roadways: The WRSP only includes layouts for the major roadways (North Hayden Parkway, Holt Parkway, Crawford Parkway, Fiddymment Road), but does include cross-sections and standards applicable to minor residential streets. The City's Engineering Division has reviewed the plans and determined that the proposed 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 that will construct 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.

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 southern boundary of the project that interfaces with open space and a masonry wall is required along North Hayden Parkway and portions of Holt Parkway. Page 12-32 states that enhanced masonry walls are to be located in areas with high visibility to public streets (such as the back edge of landscape corridors along arterial streets). Enhanced masonry walls incorporate decorative pilasters or columns at regular intervals and a cap along the wall top.

Fencing and wall 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-8A 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 the Fiddymment 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.***

As discussed above, the applicant has proposed modified development standards through the Design Review Permit for Residential Subdivision (DRRS) application associated with the project. The proposed development standards have been evaluated in the DRRS portion of the staff report, which follows the Tentative Map evaluation.

The proposed design, layout, configuration, and size of all lots provide for the construction of single-family detached houses. As depicted on the tentative map 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 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. The addition of this project will not cause a violation of existing discharge limitations. 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's Final Environmental Impact Report (certified on February 4, 2004 [State Clearinghouse Number 2002082057]) and Final Subsequent Environmental Impact Report (certified on April 16, 2014 [State Clearinghouse Number 2010082075]).

**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.

**DESIGN REVIEW PERMIT FOR RESIDENTIAL SUBDIVISION**

A Design Review Permit for Residential Subdivision (DRRS) entitlement is required for compact residential development projects with a land use designation of Medium Density Residential (MDR) or for a project with a zoning designation of Small Lot Residential (RS) where modifications to the development standards or supplemental design standards are proposed. Both of these conditions are applicable to this project. The proposed site design, development standards, and unit design is evaluated with the DRRS to ensure consistency with the WRSP and the Community Design Guidelines to ensure the units proposed are suited to the lots being created by the tentative map. In summary, and as described within this Section, staff has found the project to be of high quality design and consistent with the intent of the WRSP.

***Project Description***

The DRRS entitlement is for WRSP Medium Density Residential (MDR) Villages F-6C (in two phases – F-6C1 & 2), F8B and F-11B located within Fiddymment Ranch. The parcels have a land use designation of Medium Density Residential (MDR) and densities ranging from 10.1 to 12.9 units per acre (see Table 2 below). The zoning designation for the parcels is RS/DS.

The applicant has advised staff that it will likely be several years before these MDR villages are constructed; therefore the eventual builder of these villages will need to revisit the proposed architecture and make adjustments based on market conditions at that time. The applicant has agreed to a condition on the map that the builder of these villages will be required to re-submit for a DRRS re-approval (see DRRS Condition 3) prior to submittal for building permits on the subject parcels. At the time of the DRRS resubmittal, detailed information regarding floor plans, additional architectural styles, materials and color boards, etc.) will be provided. The objective of this DRRS approval is to allow the establishment of the small lot tentative subdivision map, set the anticipated level of architectural quality, and to confirm the development standards with regards to setbacks and yard space.

The Medium Density Residential (MDR) land use category in the West Roseville Specific Plan allows a density range from 7.0 to 12.9 dwelling units per acre. The objective of this designation is to encourage diversity and creativity in housing types and allow innovative architectural designs. As stated in the

specific plan, “*The intent is to allow additional flexibility in the placement, design and confirmation of buildings and lots...*” It was anticipated that there would be a need for deviations from the RS/DS Developments Standards that were intended for conventional small lots in LDR villages.

For reference, the MDR in Village F-17 (located in Fiddymment Ranch northeast of the intersection of Fiddymment Road and Blue Oaks Boulevard), utilized a 40’ x 80’ lot dimension or 3,200 sq. ft. lot size and a relatively conventional “front-loaded” home. It had reduced side and rear yard setbacks, and a reduction in useable yard area or open space. It only achieved a density of 7.7 du/ac, which is at the low end of the allowed MDR density range of 7.0 – 12.9 du/ac. Housing products designed at the higher end of this density range will require more flexibility from the RS/DS Development Standards.

Within this Tentative Map, two different MDR product types are proposed to provide variety in housing product and lot configurations. The wide range of architectural styles shown by the elevations for each of these products will create visual interest and avoid monotony. All of the homes are proposed to be single-family detached. The architecture is intended to provide an eclectic mix of styles, creating an interesting and pleasing street scene for pedestrians. This housing type will likely be more reasonably priced compared to the conventional RS/DS housing that is located in adjacent villages. This will provide opportunities for a different market segment (e.g. first time buyers, young professionals, etc.) that may not be able to afford a large home on a conventional lot. Having two MDR product types will also help with market absorption and sales. To achieve the MDR densities required, this DRRS request asks for reductions in the standard RS/DS lot size and setbacks. A comparison table is provided as an attachment.

**Table 2: Proposed MDR in Fiddymment Ranch Villages F-6C, F-8B and F-11B**

	<b>Standard RS/DS Single Family</b>	<b>MDR Type 1 F-6C1 &amp; F-11B</b>	<b>MDR Type 2 F-6C2 &amp; F-8B</b>
<b>Lot Size (minimum)</b>			
Area, Interior Lot	3,600 sq. ft.	2,450 sq. ft.	2,227 sq. ft. <sup>(A)</sup>
Area, Corner Lot	4,400 sq. ft.	3,020 sq. ft.	3,500 sq. ft.
Width, Interior	45 ft.	43 ft.	28 ft.
Width, Corner	55 ft.	53 ft.	48 ft.
<b>Permitted Density (maximum per lot)</b>			
Residential Density	1 dwelling unit	1 dwelling unit	1 dwelling unit
<b>Setbacks (minimum)</b>			
Front	15 ft. to living space and sidewall of garage; 18 ft. minimum driveway depth with roll-up garage	12½ ft.  18 ft.	12½ ft.  4 ft. <sup>(B)</sup>
Sides	5 ft. interior; 12.5 ft. street side corner	4 ft. interior; 12.5 ft. street side corner	3 ft. interior; 12.5 ft. street side corner
Rear	10 ft. minimum with minimum useable open space of 450 sq.ft.	5 ft. <sup>(C)</sup> minimum with minimum useable open space of 100 sq.ft.	8 ft. <sup>(D)</sup> minimum with minimum useable open space of 60 sq.ft. <sup>(E)</sup>
<b>Coverage (maximum)</b>			

Site Coverage	None	None	None
<b>Height (maximum)</b>			
Height Limit	35 ft.	35 ft.	35 ft.

Notes:

- (A) Some lots include a “stagger” of the side lot line. The average (avg.) width of the lot is 31 feet, but it is 28 feet at the private drive aisle, and 34 feet at the “back” pedestrian sidewalk easement that is shared by the front doors.
- (B) For F-6C2 and F-8B the garage doors on the shared private drive aisle easement are located a minimum of 4 feet from the 24 foot wide drive aisle. This will allow 28 feet to back out of garages.
- (C) The rear elevation of the home shall be staggered back from the 5 foot minimum to create a patio measuring a minimum 10’ x 10’ or 100 sq. ft. to create a private fenced yard space.
- (D) The homes are setback 8 feet from the “rear” lot line, but a 4 foot sidewalk is centered on the property line, and landscaping is maintained by the HOA. This allows a minimum separation of 16 ft. between the front doors of homes.
- (E) The “i-court” product type proposes limited private outdoor patio areas to the rear or sides of the proposed homes, and they will measure a minimum of 6’ x 10’ or 60 sq.ft. The remaining area is landscaped and maintained by the HOA.

**Design/Architectural Intent:** The architectural intent for the subject parcels (Villages F-6C1, F-6C2, F-8A & F-11B) is to ensure a high level of design and facade articulation on compact, medium density housing. As discussed above, it will be several years before these MDR villages will be constructed. Therefore, the applicant has submitted architectural elevations that are intended to visually present the characteristic elements which establish the architectural theme for product types that are appropriate for the proposed lot sizes and plotting arrangements.

The examples presented are not meant to depict the exact structures to be built, and all of the represented design components need not be incorporated into each residential neighborhood. The proposed architectural styles are intended to evoke the heritage and traditions of this region of California. Such styles include, but are not limited to Spanish, Craftsman, Ranch, Farmhouse, and Monterey. These complementary architectural styles are intended to provide a wide range of architectural variation, appealing to a variety of potential homeowners and creating visually interesting street scenes. Each architectural style can be applied to the different housing types offered within the community (single family detached homes, as well as 6 and 8-pack green court homes). The design goal is to achieve contemporary interpretations of historical styles rather than exact recreations. The architectural elevations provided are conceptual in nature and provide a menu of options which, when combined creatively, establish the architectural character.

The conceptual home designs proposed for the proposed villages include four distinct home plans (Spanish, Craftsman, Ranch, Farmhouse, and Monterey), with varying roof materials, use of stone, window trim, shutters, etc. The individual plans include multiple façade breaks, varying trim details, and multiple colors and materials on the elevations, which will provide visual interest and curb appeal. Housing types and development standards for each village are summarized below.

**Village F-6C1 and F-11B:** A “front-loaded” housing type is proposed with a standard 2-car garage and front door facing the street. These homes are designed to fit on a 43’ x 57’ lot which measures 2,451 sq. ft. Because these proposed subdivisions utilize attached sidewalks, the minimum front setback to structure is 12½ feet to accommodate the PUE, and 18-feet to the face of the garage. Minimum side yards are 4-feet and minimum rear yards are 5 feet. A “notch” in the rear elevation allows for a minimum 10’ x 10’ patio space. Corner lots provide an additional 10 feet in width and are a minimum of 53’ x 57’ or 3,021 sq. ft. Village F-6C1 achieves a net density of 10.9 du/ac and F-11B has a net density of 10.1 du/ac.

**Figure 2 - Conceptual streetscape for Villages F-6C1 and F-11B**



**Village F-6C2 and F-8B:** An “i-court” housing type (8-pack or 6-pack) is proposed where garages will be accessed from a shared 24-foot private drive aisle easement and front doors will be connected via a shared pedestrian sidewalk easement. The landscaping outside of private yard and/or patio areas will be installed and maintained by an HOA. A mix of lot sizes are utilized, with the smallest lot measuring 30½’ (average) x 73’ or 2,227 sq. ft. The corner lot measures 48’ x 73’ or 3,504 sq. ft. The proposed lot dimension includes half of the 24’ private drive aisle, and the units will share a pedestrian walk that is centered on the “back” lot line where front doors are accessed. Village F-6C2 achieves a density of 12.9 du/ac and F-8B has a density of 11.6 du/ac.

**Figure 3 - Conceptual streetscape for Villages F-6C2 and F-8B**



**Figure 4 - Conceptual scene along a paseo (Village F-6C2 & F8B)**



### ***DRRS Evaluation***

The project’s site design and architecture have been evaluated through the City’s design review process through the DRRS entitlement and the project has been evaluated against the WRSP as it relates to residential design guidelines and the Community Design Guidelines for Compact Residential Development. The architectural features and conceptual floor plans are provided in Exhibits K and L. The development standards are outlined in Exhibit J.

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

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

The proposed project, including development standards and architecture is very similar to other compact residential projects recently approved in the WRSP, SVSP, NERSP and elsewhere in the City. The units will be single family detached product types similar in height, bulk, and arrangement to recently approved projects. The applicant has requested modified development standards for lot size and setbacks as reflected in Table 2 above. As discussed above, the proposed development standards are similar to projects approved in other areas of the City.

The units and lot sizes are reflective of an MDR development. Staff feels that detailed architectural elements, mix of unit designs, materials and colors, and developer installed front yard landscaping (see Finding #2 following), the subdivision will achieve the densities and meet the neighborhood quality standards intended with the WRSP and will be harmonious with other projects in the vicinity. Staff supports the proposed modifications to the development standards.

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

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

- The required number of parking spaces is provided as defined in the Zoning Ordinance. Each unit will have a two car garage;
- Architectural treatment is applied to all elevations. All exterior windows and doors are trimmed.
- Street facing elevations will have enhanced treatment including decorative trim details and shutters.
- The conceptual residential design will incorporate a mix of colors and materials, as well as multiple stone colors and textures.
- Consistent with the architectural style, all openings incorporate trim or shutters;

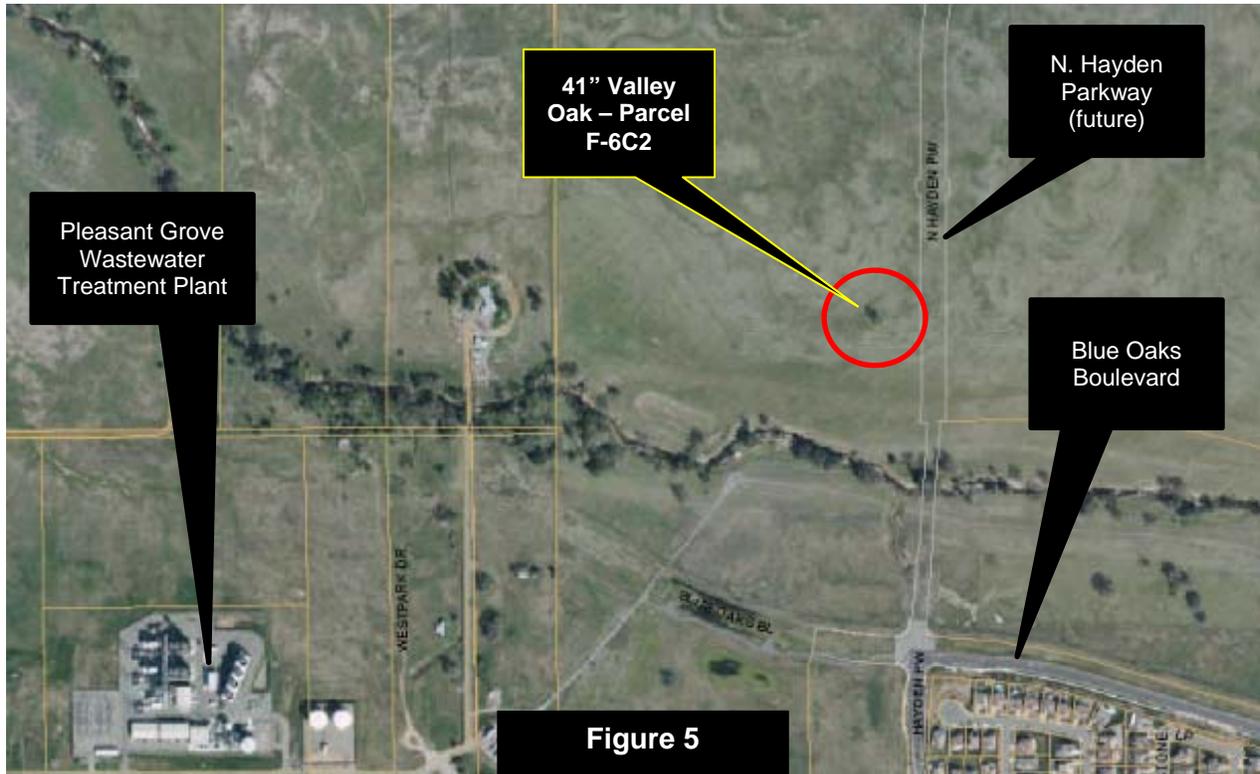
The applicant has incorporated several other design components that are consistent with the design guidelines, such as a mix of architectural styles, details and colors. Staff believes the applicant’s conceptual plans and design criteria will result in the desired quality and character intended by the applicable design guidelines. As discussed above, the applicant has agreed to DRRS Condition 3 which requires the future home builder to re-submit for a DRRS re-approval to revisit the proposed architecture and make adjustments based on then-existing market conditions. Detailed information (e.g. floor plans, additional architectural styles, materials and color boards, etc.) will be provided at that time

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

## **EVALUATION - TREE PERMIT**

The Tree Preservation Ordinance (Chapter 19.66) requires the City to consider the appropriateness of and alternatives to proposed tree removals and encroachments. In addition, when tree removal is requested, the City is required to review the proposed mitigation plan.

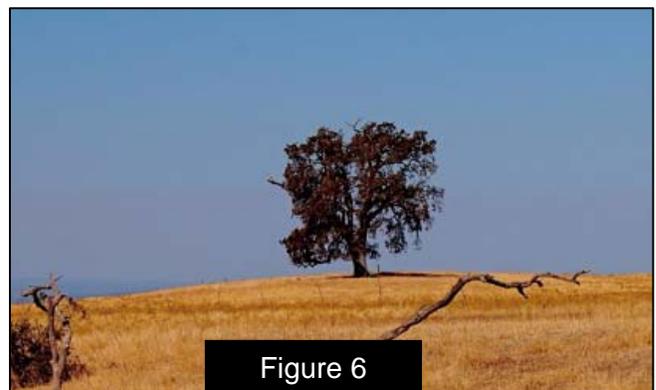
In July 2014, Sierra Nevada Arborists prepared a tree inventory and Arborist Report for native oak trees within the boundaries of the proposed tentative subdivision map, including native oaks in the vicinity of the sewer line extension discussed above under Tentative Subdivision Map Evaluation. The tree inventory identified only one native oak tree not inventoried and mitigated in previously approved tree permits for Fiddyment Ranch. The tree is a 41 inch Valley Oak (*Quercus lobata* [QL] - Tree #6671) located in the



north central portion of Parcel F-6C2. The arborist report dated August 8, 2014 identifies the tree species, size, health and current condition, and describes impacts related to the proposed project (see Exhibit J). The report as it relates to Tree #6671 is summarized in the table below.

### ***Tree Impacts***

Tree #6671 is at elevation 100.94 feet, while the proposed street and building pads adjacent to the tree are approximately seven (7) to nine (9) feet lower. The tree sits on the side of a small hill (see Figure 6) within a mass grade area of the project with significant grade cut surrounding the tree. The grade cut is necessary to allow streets and lots to drain toward the open space to the south. Given the significant amount of grading that will occur in this location, there are no feasible alternatives for preservation.



The arborist report cites trunk and root wounds due to livestock grazing, in addition to interior decay, bark exfoliation and upper canopy failure, with an overall condition of Poor-Fair, as shown in the table below.

Tree #	Type	DBH (inches)	PZR (feet)	Condition		Encroachment (percent)	Nature of Encroachment
				Structure	Vigor		
6671	QL	41	42	Poor-Fair	Fair		<i>Removed for Grading plus nature and extent of noted defects</i>

**Tree Mitigation**

The tree proposed for removal has a diameter of 41 inches. The Tree Ordinance requires that trees approved for removal be mitigated on an inch for inch basis either by planting/regeneration or through payment of an in-lieu fee into the City’s Tree Mitigation Fund. The applicant proposes to mitigate the removal of this tree by including the 41 inches into the Mitigation Plan approved for the Fiddyment Ranch roadway infrastructure tree permit (TP 04-08) approved by the Planning Commission on September 9, 2004. That mitigation plan provides for the planting of native oak trees and non-native oak trees within the landscape corridors, and the planting of native oak trees and seedlings in a designated tree mitigation zone along Pleasant Grove Creek in the Fiddyment Ranch open space. The plan includes mitigation monitoring and measurement of the seedlings and payment of in-lieu fees for any shortfall in mitigation inches.

Preliminary review of the Mitigation Plan indicates that the total inches of tree mitigation provided through plantings exceeds the number of inches removed through this and previously approved tree permits. Staff and the project arborist are currently conducting an audit of the Mitigation Plan, including field verification, to ensure that required tree mitigation (through plantings and/or in-lieu fees) has been provided.

**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 – N. HAYDEN PARKWAY & CRAWFORD PARKWAY – WRSP FIDDYMENT RANCH, VILLAGE F-6C, F-8B & F-11B**;
- B. Approve the **ADMINISTRATIVE PERMIT – N. HAYDEN PARKWAY & CRAWFORD PARKWAY – WRSP FIDDYMENT RANCH, VILLAGE F-6C, F-8B & F-11B**, as shown in Exhibit A.
- C. Adopt the two (2) findings of fact as stated in the staff report for the **DESIGN REVIEW PERMIT FOR RESIDENTIAL SUBDIVISION - N. HAYDEN PARKWAY & CRAWFORD PARKWAY – WRSP FIDDYMENT RANCH, VILLAGE F-6C, F-8B & F-11B**;
- D. Approve the **DESIGN REVIEW PERMIT FOR RESIDENTIAL SUBDIVISION - N. HAYDEN PARKWAY & CRAWFORD PARKWAY – WRSP FIDDYMENT RANCH, VILLAGE F-6C, F-8B & F-11B**, as shown in Exhibits B - E, and subject to seven (7) conditions of approval listed below.
- E. Adopt the three (3) findings of fact as stated in the staff report for the **TENTATIVE SUBDIVISION MAP – N. HAYDEN PARKWAY & CRAWFORD PARKWAY – WRSP FIDDYMENT RANCH, VILLAGE F-6C, F-8B & F-11B**;
- F. Approve the **TENTATIVE SUBDIVISION MAP – N. HAYDEN PARKWAY & CRAWFORD PARKWAY – WRSP FIDDYMENT RANCH, VILLAGE F-6C, F-8B & F-11B**, as shown in Exhibits F - H, and subject to one hundred (100) conditions of approval listed below.
- G. Adopt the two (2) findings of fact for the **TREE PERMIT - N. HAYDEN PARKWAY & CRAWFORD PARKWAY – WRSP FIDDYMENT RANCH, VILLAGE F-6C, F-8B & F-11B**:
  1. *Approval of the Tree Permit will not be detrimental to the public health, safety, or welfare and approval of the Tree Permit is consistent with the provisions of Chapter 19.66 of the Roseville Zoning Ordinance; and*
  2. *Measures have been incorporated in the project or permit to mitigate impacts to remaining trees and to provide replacement for trees removed.*
- H. Approve the **TREE PERMIT - N. HAYDEN PARKWAY & CRAWFORD PARKWAY – WRSP FIDDYMENT RANCH, VILLAGE F-6C, F-8B & F-11B**, as shown in Exhibits I and J, subject to 14 conditions of approval listed below.

## **CONDITIONS OF APPROVAL FOR DESIGN REVIEW PERMIT FOR RESIDENTIAL SUBDIVISION**

1. The development standards and conceptual unit designs for WRSP Fiddymment Ranch Villages F-6C, F-8B, and F-11B are approved as described in Exhibits B - E, except as modified by these conditions of approval. (Planning)
2. This permit shall expire on the same date as the Tentative Map for **WRSP FIDDYMENT RANCH, VILLAGE F-6C, F-8B & F-11B**. Effectuation of this DRRS shall occur with the first residential Building Permit. (Planning)
3. Prior to issuance of building permits for construction of homes within WRSP Fiddymment Ranch Villages F-6C, F-8B and F-11B, the home builder shall be required to re-submit for a DRRS re-approval to revisit the proposed architecture and make adjustments based on market conditions. Detailed information (e.g. floor plans, additional architectural styles, materials and color boards, etc.) shall be provided at that time. (Planning)

4. This permit shall expire on the same date as the Small Lot Tentative Subdivision Map for Parcels WRSP Fiddymment Ranch Villages F-6C, F-8B, and F-11B. Effectuation of this DRRS shall occur with the first residential Building Permit. (Planning)
5. Any relocation or modification to the existing utility facilities or other existing improvements required for the development of the subdivisions shall be at the developer's expense. (Electric, Environmental Utilities, Engineering, Fire, Planning)
6. The landscape plan shall comply with the Landscape Guidelines for the West Roseville Specific Plan and the City of Roseville Water Efficient Landscape ordinance (R.M.C. Chapter 19.67). (Planning)
7. The project shall comply with all applicable mitigation measures required by the WRSP Specific Plan certified by the City of Roseville on January 9, 2004, and as identified in the Addendum to the West Roseville Specific Plan EIR prepared for this project. (All Departments)

#### **CONDITIONS OF APPROVAL –ADMINISTRATIVE PERMIT AND TENTATIVE SUBDIVISION MAP**

1. Tentative map approval is contingent upon approval of Tree Permit, Planning File #PL14-0464 and Design Review Permit for Residential Subdivision (DRRS), Planning File #PL14-0625. (Planning)
2. 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)
3. 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)
4. The developer shall not commence with any on-site improvements until such time as grading and/or improvement plans are approved and grading, underground utility and/or encroachment permits are issued by the Engineering Division. (Engineering)
5. 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)
6. The developer must maintain WRSP affordable housing allocation of 54 units for HDR Parcel F-8A. (Housing)

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

7. All streets with sidewalks at back of curb within Village F-6C1, F-6C2, F-8B and F-11B shall have 12.5 Public Utilities Easements (PUEs) (Electric)
8. Landscape Plans shall be submitted and approved with each set of Improvement Plans. The landscape plans shall comply with the West Roseville Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. All landscaping and irrigation shall be inspected and approved prior to Notice of Completion. (Planning, Engineering, Parks, Fire, Environmental Utilities)

9. 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)
10. The applicant shall submit to the Engineering Division the appropriate Army Corps of Engineers permit or clearance, the California Department of Fish and Game Stream Bed Alteration Agreement, and/or the Regional Water Quality Control Board Water Quality Certificate. (Planning, Engineering)
11. The grading and improvement plans shall be designed in accordance with the City's Design and Construction Standards and shall reflect the following:
  - 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.
  - Grading shall comply with the City grading ordinance.
  - A rough grading and/or underground utility permit may be approved by the Engineering Division prior to approval of the improvement plans.
  - Access to the floodplain as required by Engineering and the Streets Divisions.
  - Standard access ramps shall be installed at all curb returns per City Standards. (Engineering)
12. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. 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)
13. The applicant shall apply for and obtain an encroachment permit from the Engineering Division prior to any work conducted within the City right-of-way. (Engineering)
14. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During site inspection Engineering will designate the exact areas to be reconstructed. (Engineering)
15. All Lots/Parcels shall conform to Class 1 drainage, pursuant to the adopted City of Roseville Design and Construction Standards, except as shown on the tentative map or as approved in these conditions. (Engineering)
16. The following note shall be added to the Grading and/or Improvement Plans:

*To minimize dust/grading impacts during construction the applicant shall:*

  - *Spray water on all exposed earth surfaces during clearing, grading, earth moving and other site preparation activities throughout the day.*
  - *Use tarpaulins or other affective covers on all stockpiled earth material and on all haul trucks.*

- *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.*
  - *Ensure that construction vehicles are cleaned prior to leaving the construction site to prevent dust and dirt from being tracked off site.*
  - *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)*
17. 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)
18. 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)
19. 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. (Alternative Transportation, Engineering)
20. Developer of Parcel F-6C shall be responsible for the installation of a bus shelter and related improvements conforming to the city's current standards on the shelter pad at the southwest corner of Hayden Parkway and Crawford Parkway 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 (shelter number 271). (Alternative Transportation, Engineering)
21. Direct curbside ADA Paratransit or Dial-A-Ride service will not be available to some lots due to alley design. Language shall be included in the CC&R's regarding this service limitation. (Alternative Transportation)
22. The intersection of North Hayden Parkway/Crawford Parkway shall construct raised medians to restrict left egress turn movements from Crawford Parkway to North Hayden Parkway. (Engineering)
23. Prior to the issuance of the first building permit, the North Hayden Parkway bridge shall be deemed substantially complete by the City. (Engineering)
24. Construction of the North Hayden Parkway/Holt Parkway intersection shall include all underground signal conduit required for future traffic signal. (Engineering)
25. 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)

26. 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)
27. All pad grades shall be elevated to a minimum of two (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)
28. 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. (Engineering)
29. 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)
30. 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)
31. 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)
32. 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)
33. 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)
34. 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)
35. Landscaping adjacent to the Preserve shall be California native, drought-tolerant groundcover, shrubs, plants and trees. (Planning)
36. **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)

37. Phasing plan for F-6c1 requires a 12" off-site loop through F-6A2 and an internal 12" loop. (Environmental Utilities)
38. 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)
39. 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:
- Sewer and water service laterals shall not be allowed off of water and sewer mains larger than 12 inches in diameter.
  - 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.
  - Water and sewer mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions.
  - All sewer manholes shall have all-weather 10-ton vehicular access unless authorized by these conditions. (Environmental Utilities)
40. 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)
41. 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:
- There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventer to the landscaping.
  - For maintenance purposes, the landscaping shall be installed on a maximum of three sides and the plant material shall not have thorns.
  - The control valves and the water meter shall be physically unobstructed.
  - The backflow preventer shall be covered with a green cover that will provide insulation. (Environmental Utilities)

42. 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)
43. Backbone water system requires two independent points of connection for any village. Water backbone shown as existing must be existing or shall be constructed as part of this project off site water. (Environmental Utilities)
44. Because refuse trucks cannot turn around in alley, residents shall be required to bring their trash bins to the main street for pick up. Wording shall be included in the CC&R's to this effect. A designated area for trash bins are to be shown on improvement plans. No parking on pick up day signs shall be posted. (Environmental Utilities)
45. Access road is to be AC on AB, not AC grindings. (Environmental Utilities)
46. Per the Development Agreement, all HDR and commercial parcels along with any frontage improvements, or parks are required to use recycled water. (Environmental Utilities)
47. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 500' on center. (Fire)
48. 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)
49. Framing of combustible construction cannot commence until access roads and public fire hydrants are approved by the Fire Department. (Fire)
50. 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)
51. All Electrical Department facilities, including street lights where applicable, shall be designed and built to the "City of Roseville Specifications for Residential Trenching". (Electric)
52. 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)
53. 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)
54. The school/park site (F-51) shall be planned in coordination with the City and School District. The driveway locations for off street parking are an example of the need for early coordination and prior to submittals to the State Architect for review and approval. The locations of the driveways should also be coordinated with Parks to ensure joint-use facilities, which include shared parking lots. (Parks)
55. Drainage shall be installed on the project's property to collect increased run-off due to development. Drainage shall not daylight onto City property outside of established/approved drainage swale. (Parks)
56. Utilities for parks (F-94 and F-51) shall be coordinated with Parks, Recreation & Libraries. (Parks)

57. Applicant shall provide an exhibit 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. This will provide valuable information to evaluate the access plan. Once approved, the master access plan shall be included in improvement plans for all phases or sub-phases. (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. Over-grading onto the adjacent city maintained open space shall be prohibited outside the buffer area. (Parks)
60. 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)
61. 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)
62. Landscaping adjacent to the Preserve shall be California native, drought-tolerant and non-invasive groundcover, shrubs, plants and trees. (Parks)
63. Landscape plans are required with the improvement plan 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)
64. Clearly delineate City-maintained landscaping from privately maintained landscaping with a concrete mowband consistent with the Parks Construction Standards. (Parks)
65. 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)
66. Slopes along the developed property line and open space shall be 3:1 or less (severe). (Parks)
67. 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)
68. 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**

69. 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. 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, Electric, Environmental Utilities)
70. Easement widths shall comply with the City's Design and Construction Standards. (Environmental Utilities, Electric, Engineering)
71. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)
72. 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)
73. 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:
- 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. (Attorney, Planning)
74. 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)
75. Any structures crossing Lot/Parcel lines created by the Final/Parcel map shall be removed. (Engineering)
76. The street names shall be approved by the City of Roseville. (Planning, Engineering)
77. 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)

78. All park, open space, landscape and paseo lots being dedicated to the City, shall be dedicated as an Irrevocable Offers of Dedication (I.O.D.) on the Final Map. (Engineering)
79. 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)
80. Developer acknowledges that any transfer of units between large lots will NOT automatically change the Maximum Tax. Developer must initiate a Maximum Tax Transfer per Section D.3 of the RMA. (Finance, Engineering)
81. 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)
82. 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)
83. 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)
84. 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)
85. Prior to recordation of the first final map the 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 on the northeast corner of Hayden Parkway and Crawford Parkway (shelter number 272). 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. (Alternative Transportation)
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 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)
88. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
89. All plant material shall be maintained under a 90 calendar day establishment period upon confirmation of substantial completion. 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. (Parks)

90. 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.
91. 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.
92. 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.
93. 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. (Parks, Recreation & Libraries, Development Services)

#### **OTHER CONDITIONS OF APPROVAL**

94. 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)
95. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
96. 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)
97. 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)
98. 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)
99. 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)
100. The project shall comply with all applicable environmental mitigation measures identified in the Final Environmental Impact Report certified for the WRSP on February 4, 2004 (State Clearinghouse

Number 2002082057) and the Final Subsequent Environmental Impact Report certified for the project area on April 16, 2014 (State Clearinghouse Number 2010082075. (Planning)

**TREE PERMIT CONDITIONS AND COMPLIANCE VERIFICATION/INSPECTION CHECKLIST –  
 PL14-0464**

CONDITION	COMPLIANCE VERIFIED/ INSPECTED	COMMENTS
<b>PRIOR TO ISSUANCE OF ANY PERMITS OR ANY CONSTRUCTION ON-SITE</b>		
1. All recommendations contained in the Arborist Report (see Exhibit J) shall be incorporated as part of these conditions except as modified herein. (Planning)		
2. Tree #6671 (Parcel F-6C) is approved for removal with this tree permit. All other native oak trees shall remain in place. The tree to be removed shall be clearly marked in the field and inspected by Planning Staff prior to removal. Removal of the tree shall be performed by or under the supervision of a certified arborist. (Planning)		
3. The developer shall be responsible for the replacement of 41 mitigation inches. Mitigation shall be provided as part of the Oak Tree Mitigation and Monitoring Plan for Fiddymment Ranch dated October 5, 2007 and approved by the Planning Director on October 18, 2007. (Planning)		
4. No activity shall be permitted within the protected zone of any native oak tree beyond those identified by this report. (Planning)		
5. A violation of any of the conditions of this Tree Permit is a violation of the Roseville Municipal Code, the Zoning Ordinance (Chapter 19.74) and the Tree Preservation Ordinance (Chapter 19.66). Penalties for violation of any of the conditions of approval may include forfeiture of tree bonds, suspension or revocation of the permit, payment of restitution, and criminal penalties. (Planning)		
6. A fencing plan shall be shown on the approved site plan and/or improvement plans demonstrating the Protected Zone for the affected trees. A maximum of three feet beyond the edge of the walls, driveway, or walkways will be allowed for construction activity and shall be shown on the fencing plan. The fencing plan shall be reviewed and approved by the Planning Division prior to the placement of the protective fencing. (Planning)		
7. The applicant shall install a minimum of a five-foot high chain link fence (or acceptable alternative) at the outermost edge of the Protected Zone of all oak trees in construction area. The fencing for encroachments shall be installed at the limit of construction activity. The applicant shall install signs at two equidistant locations on the temporary fence that are clearly visible from the front of the lot and where construction activity will occur. The size of each sign shall be a minimum of two feet (2') by two feet (2') and must contain the following language: "WARNING THIS FENCE SHALL NOT BE REMOVED OR RELOCATED WITHOUT WRITTEN AUTHORIZATION FROM THE PLANNING DIVISION". (Planning)		
8. Once the fencing is installed, the applicant shall schedule an appointment with the Planning Division to inspect and approve the temporary fencing before beginning any construction. (Planning)		

<p>9. A Site Planning Meeting shall be held with the applicant, the applicant's primary contractor, the Planning Division and the Engineering Division to review this permit, the approved grading or improvement plans, and the tree fencing prior to any grading on-site. The Developer shall call the Planning and Engineering Divisions two weeks prior to the start of grading work to schedule the meeting and fencing inspection. (Planning)</p>		
<b>DURING CONSTRUCTION</b>		
<p>10. The following information must be located on-site during construction activities: Arborist Report; Approved site plan/improvement plans including fencing plan; and, Conditions of approval for the Tree Permit. All construction must follow the approved plans for this tree permit without exception. (Planning)</p>		
<p>11. Storage or parking of materials, equipment and vehicles is not permitted within the protected zone of any oak tree. Vehicles and other heavy equipment shall not be operated within the Protected Zone of any oak tree. (Planning)</p>		
<p>12. The temporary fencing shall remain in place throughout the entire construction period and shall not be removed without obtaining written authorization from the Planning Division. In no event shall the fencing be removed before the written authorization is received from the Planning Division. (Planning)</p>		
<b>PRIOR TO ISSUANCE OF AN OCCUPANCY PERMIT</b>		
<p>13. Within 5 days of the completion of construction, a Certification Letter from a certified arborist shall be submitted to and approved by the Planning Division. The certification letter shall attest to all of the work (regulated activity) that was conducted in the protected zone of the tree, either being in conformance with this permit or of the required mitigation still needing to be performed. (Planning)</p>		
<p>14. A copy of this completed Tree Permit Compliance Verification/Inspection form shall be submitted to the Planning Division. (Planning)</p>		

**Exhibits**

- A. WRSP Land Use Chapter Amendments
- B. Development Standards Table (DRRS)
- C. Typical Plot Plans (2 Sheets)
- D. Conceptual Elevations - F-6C2 & F-8B (6 Sheets)
- E. Conceptual Elevations – F-6C1 & F-11B (5 Sheets)
- F. Tentative Subdivision Map Sheets 1–7
- G. Irrevocable Offer of Dedication Layout
- H. Phasing Plan Sheets 1–4
- I. Tree Removal Exhibit/Site Plan
- J. Sierra Nevada Arborist Report – August 8, 2014

**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.