

ITEM V-A: TENTATIVE SUBDIVISION MAP, DESIGN REVIEW PERMIT FOR RESIDENTIAL SUBDIVISION & ADMINISTRATIVE PERMIT – 6300 BASELINE ROAD – SVSP KT PROPERTIES PARCELS KT-1A, KT-1B, KT-2, KT-3A, KT-3B, KT-4, KT-5, KT-20, KT-21A, KT-21B, KT-30, KT-40A, KT-40B, KT-51, KT-52, KT-60, KT-61, KT-80A & KT-80B – PL13-0096.

REQUEST

The applicant requests approval of a Tentative Subdivision Map within the Sierra Vista Specific Plan (SVSP) to allow the creation of 1,163 single-family lots, one (1) High Density Residential lot, one (1) school lot, two (2) park lots, 53 landscape lots, and eight (8) open space lots, and an Administrative Permit to reallocate Residential units between villages, including the relocation of 34 Low Density Residential (LDR) units to Commercial Mixed Use (CMU) Parcels KT-40A & 40B. The proposed reallocation will result in an overall reduction of 21 units within the SVSP. The applicant also requests approval of a Design Review Permit of Residential Subdivision to modify development standards for SVSP Medium Density Residential Villages KT-20, KT-21A & KT-21B.

Applicant – AKT Investments, Mark Enes
Property Owner – Baseline P&R, LLC and Baseline Investors, LLC, Mark Enes

SUMMARY RECOMMENDATION

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

The Planning Division recommends 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 104 conditions of approval.
- E. Adopt the two (2) findings of fact for the Design Review Permit for Residential Subdivision;
- F. Approve the Design Review Permit for Residential Subdivision subject to eight (8) conditions of approval;

SUMMARY OF OUTSTANDING ISSUES

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

BACKGROUND

The Sierra Vista Specific Plan (SVSP) was adopted on May 5, 2010 (File #2007PL-044). The plan area includes 2,064 acres west of Fiddymont Road, north of Baseline Road. The SVSP established the land use and zoning for properties within the plan area. The Specific Plan anticipated development of 8,679 single and multi-family units, including approximately 259 acres of Commercial, 106 acres of Park, 304 acres of Open Space, 56 acres of Schools and 40 acres of Urban Reserve. At buildout, the Plan area is expected to accommodate approximately 20,045 residents and provide 9,000 jobs. An EIR was certified and a Mitigation Monitoring Program adopted with the SVSP. The Plan was amended in June 2012 to entitle land uses on the Westbrook property (File #2011PL-043). Additionally, Development Agreements with the property owners of the SVSP parcels (including Westbrook) and the City were also approved for the project. These agreements outline development obligations within the SVSP (see Figure 1 below).

The requested entitlements for the KT Tentative Subdivision Map would allow for development of approximately 341 acres in the southwest portion of the SVSP area.

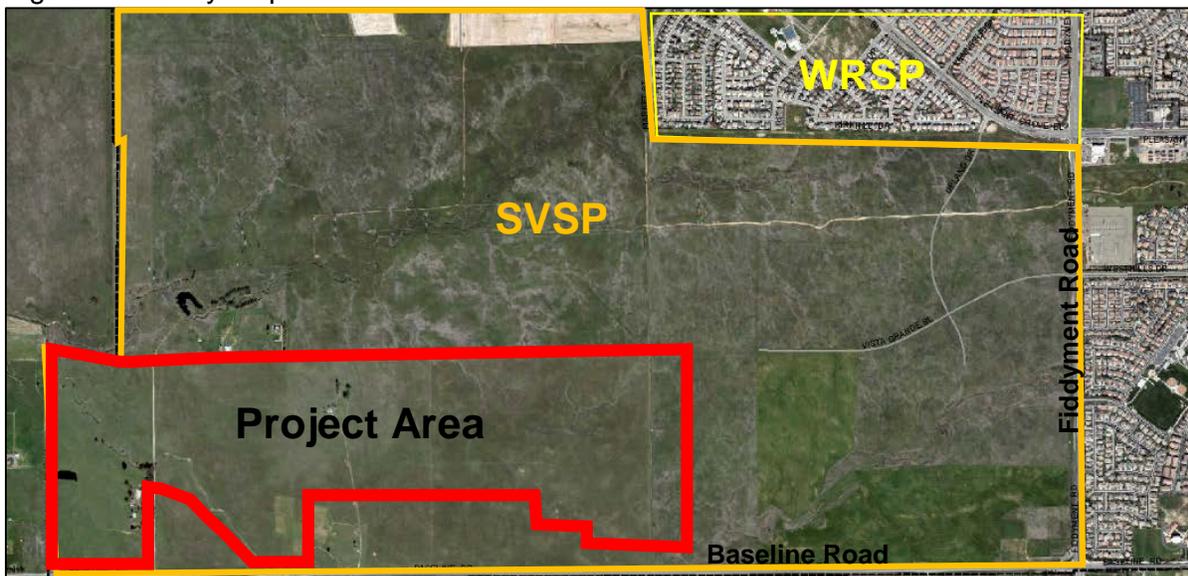
EXISTING SITE CONDITIONS AND ZONING

SITE INFORMATION

- A. Project Location:** 6300 Baseline Road
- B. Applicable Specific Plan:** Sierra Vista Specific Plan (SVSP)
- C. Roseville Coalition of Neighborhood Associations (RCONA):** A neighborhood association has not been established for this area. This is due to the fact that no residential subdivisions have been constructed in the SVSP. A notice of the project was sent to the RCONA Board of Directors.
- D. Total Acreage:** ±341 acres
- F. Topographical/Natural Features:** The project site is undeveloped grasslands with a gently rolling topography, as are the lands surrounding the site. An open space corridor of approximately 35 acres (Parcels KT-80A & 80B) is located at the southwest corner of the project site. Adjacent properties are designated for urban development, including residential and commercial.

Vicinity Map/Project Area

Figure 1: Vicinity Map



EVALUATION

ADMINISTRATIVE PERMIT FOR UNIT TRANSFER/REALLOCATION

The Sierra Vista Specific Plan includes a residential density and unit count for each residential large lot, as listed in SVSP Table 4-2. The SVSP also recognized that as individual residential small-lot parcel maps are processed over time, a more detailed assessment of site, market, and other conditions will occur. It was anticipated that this process may result in the need to adjust (reduce or increase) the number of units assigned to some large-lot residential parcels (including CMU parcels) with an assigned unit allocation.

The SVSP (Chapter 10.8) includes a provision that allows the City to approve minor residential density adjustments and permit the transfer of residential units between large lot parcels, including Commercial Mixed Use (CMU) parcels 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 SVSP and subject to a development agreement;
2. The transfer of units does not result in a change to the land use designation, specifically, the transfer does not: (a) reduce the number of units from the transfer parcel below the minimum number of units allowed by the applicable land use designation; or (b) increase the number of units to the receiving parcel above the maximum number of units allowed by the applicable land use designation;
3. The transfer of units does not result in increased impacts beyond those identified in the Specific Plan EIR and does not preclude the ability of the parcels to conform to the applicable standards or regulations contained in the Specific Plan and related Development Standards and Design Guidelines;
4. The transfer of units does not adversely impact planned infrastructure, roadways, schools, or other public facilities, or fee programs and assessment districts;
5. The cumulative increase or decrease in units resulting from the minor density adjustment does not change by more than twenty-percent (20%) the units to either the transfer or receiving parcel, as established at the time of the original approval of the specific plan...;
6. HDR units designated as affordable units may be transferred administratively until such time that they are encumbered by an Affordable Housing Regulatory Agreement (or other form as approved by the City); and
7. For HDR parcels, unit transfers may be approved between HDR parcels administratively, provided that the resulting density of an affected HDR parcel does not fall below 18 units per acre.

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 proposed tentative subdivision map includes 1,163 single-family lots on the parcels designated for Low Density Residential (LDR) and Medium Density Residential (MDR), which is 55 fewer units than the 1,218 single-family lots allocated by the SVSP. The applicant proposes to transfer 34 of the 55 unused MDR units to Commercial Mixed Use (CMU) parcels KT-40A and 40B. The proposed reallocation will result in an overall reduction of 21 MDR units within the SVSP. All affected parcels are covered by the Baseline P&R, LLC Development Agreement.

The proposed changes are reflected in Table 1 below.

Table 1: Summary of Proposed Density Transfers

Parcel (Land Use)	SP Allocated Units	T-map Proposed Units	SP Acres (Gross)	T-map Acres (Gross)	SP Density (du/ac)	T-map Density (du/ac)	Diff. In units	% unit change
KT-1A (LDR)	62	60	13.19	13.21	4.7	4.5	-2	-3.2%
KT-1B (LDR)	102	95	21.08	18.96	4.8	5.0	-7	-6.9%
KT-2 (LDR)	118	125	25.56	23.43	4.6	5.3	+7	+5.9%
KT-3A (LDR)	96	109	20.82	20.72	4.6	5.3	+13	+13.5%
KT-3B (LDR)	97	97	20.05	17.55	4.8	5.5	0	0.0%
KT-4 (LDR)	71	84	14.82	15.64	4.8	5.4	+13	+18.3%
KT-5 (LDR)	136	139	23.88	23.66	5.7	5.9	+3	+2.2%
Subtotal LDR	682	709	139.40	133.17	4.9	5.3	+27	+4.0%
KT-20 (MDR)	202	167	24.45	22.67	8.3	7.4	-35	-17.3%
KT-21A (MDR)	167	135	20.24	17.41	8.3	7.8	-32	-19.2%
KT-21B (MDR)	167	152	19.57	20.35	8.5	7.5	-15	-9.0%
Subtotal MDR	536	454	64.26	60.43	8.3	7.5	-82	-15.3%
KT-30 (HDR)	150	150	7.52	7.52	19.9	19.9	0	0.0%
KT-40A (CMU)	39	46	5.20	5.20	--	--	+7	+17.9%
KT-40B (CMU)	136	163	18.39	18.39	--	--	+27	+19.9%
Subtotal HDR/CMU	325	359	31.11	31.11	--	--	+34	
TOTAL	1,543	1,522		224.71			-21	-1.3%

Note: Density transfer table does not include Park, School, Open Space, Paseo, Sewer Lift Station, or Landscape parcels. Total project area as shown on the Small Lot Tentative Subdivision Map is 341.36 acres. It includes the CMU parcels to illustrate the proposed density transfer, but not the commercial parcels that are not involved in the small lot tentative subdivision map.

The cumulative increase or decrease in units per lot is less than 20%, and the reallocation does not; a) reduce the number of units from the transfer parcels below the minimum number of units allowed by the

applicable land use designation or; b) increase the number of units to the receiving parcels above the maximum number of units allowed by the applicable land use designation.

The tentative map development boundaries are consistent with the boundaries which were identified as part of the SVSP analysis, and thus the unit transfer will not result in increased impacts to trees or any other physical resource.

All units will remain within the same sewer and storm water drainage sheds. The units will rely on the same major roadway improvements, and the students generated by the project will remain within the same school service area. The proposed unit reallocation meets the criteria for a minor change and will not change residential density within the SVSP. Specifically, the unit transfer will not adversely impact planned infrastructure, roadways, schools or other public facilities, or SVSP fee programs and assessment districts. In fact, the project will result in a decrease of 21 MDR units within the KT Development area of the SVSP. 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.

TENTATIVE SUBDIVISION MAP

The applicant is processing a Tentative Subdivision Map to create 709 low density residential and 454 medium density single family lots within 10 residential villages (SVSP Large Lots) as referenced on Table 1 above. Additionally, the map will create one (1) High Density Residential lot, one (1) school lot, two (2) park lots, 53 landscape lots, and eight (8) open space lots and a sewer lift station lot (KT-60), as set forth in the SVSP.

The 10 residential villages proposed with the small lot Tentative Subdivision Map have a zoning designation of Small Lot Residential with Development Standards (RS/DS). The SVSP allows the developer to choose from either the minimum development standards established in the specific plan or those established in the development agreements for RS parcels. However, through the Design Review Permit for Residential Subdivisions (DRRS) entitlement, lot sizes can be adjusted and new development standards can be established based on the proposed product. The SVSP allows for deviations to the residential development standards or product types as long as they are consistent with the intent of the residential design guidelines. The proposed typical lot sizes for MDR residential villages KT-20, KT-21A, and KT-21B are 45' x 80' (3,600 sq.ft.) and 50' x 80' (4,000 sq.ft.). Since the lot sizes of three villages do not meet minimum lot sizes for the SVSP, a DRRS application is required, which is discussed below.

The SVSP includes design standards for residential subdivisions. The guidelines stress neighborhood connectivity between the subdivisions and pedestrian connectivity to the paseo and trail systems and to the open space, parks, and the elementary school. Consistent with the design guidelines, the subdivisions' internal street system has been designed to allow residents to easily walk to nearby parks and the school.

Connectivity is also to be achieved through neighborhood access to a network of pedestrian paseos and trail systems. Consistent with the SVSP, a paseo easement is shown along portions of Santucci Boulevard, Sierra Village Drive, and Silver Spruce Drive. The SVSP recommends that residential neighborhoods adjacent to the paseo provide a connection at least every 600 feet either via a street connection, sidewalk connection at a cul-de-sac, or a sidewalk within a "pedestrian way". As depicted on the Tentative Map, connections to the paseos are provided via street connections and sidewalk connections at the end of cul-de-sacs. In accordance with the SVSP requirement, there is a pedestrian connection at least every 600 feet.

The subdivision map also includes a grading plan and cut/fill exhibit for development of the project area. As part of the SVSP, a Master Grading and Drainage Plan was approved for the specific plan area. The grading and drainage plan anticipated run-off from the developed land to be routed into detention areas within the open space preserve area.

Runoff from the proposed subdivisions will be generally consistent with a typical suburban development. In addition to the single-family homes, school site, park, and future high density residential site included as part of the tentative subdivision map, several offsite community commercial parcels (KT-41A, KT-4B, and KT-43) will contribute additional runoff to the outfalls utilized as part of this project.

Runoff from the subdivision is consistent with the Drainage and Stormwater Master Plan prepared for the Sierra Vista Specific Plan, dated October 23, 2009 and amended March of 2015. The drain sheds depicted in the study are in general conformance with the drainage study. The City's Engineering Division has reviewed this proposal and found that the drainage plan is acceptable.

The project's Cut/Fill Exhibit (see Exhibit I) indicates the need to excavate 937,000 cubic yards of earthen material from portions of the project site which will be used as fill in other portions of the site, resulting in a net (0) balance of earthwork. The Engineering Division has determined that the proposed grading is consistent with the City's Grading Ordinance and Improvement Standards and the intent of the SVSP Master Grading and Drainage Plan.

The subdivisions will be located in an undeveloped area of the City. Improvements including the construction of major roadways, extension of utilities (electric, gas, water, wastewater), subdivision walls and fencing, project entry signage, and park sites will be required of the developer. The developer's obligations are outlined in the Baseline P&R, LLC Development Agreement (DA). The development obligations are depicted on the proposed subdivision maps. The Utility and Infrastructure Phasing Plan (see Exhibit H) confirms that the phasing of improvements is consistent with the DA.

Findings

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

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

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

The densities of the 10 proposed residential villages are consistent with the SVSP land use allocation. The RS/DS zoning allows for minimum lot widths of 45 feet wide with a minimum lot area of 4,500 square feet. The following table indicates the average lot sizes proposed for the each village.

Table 2: Typical Lot Sizes

SVSP Parcel (Land Use)	Minimum Lot Size	Minimum Lot Area
KT-1A (LDR)	60' x 105'	6,300
KT-1B (LDR)	55' x 100'	5,500
KT-2 (LDR)	55' x 105'	5,775
KT-3A (LDR)	55' x 100'	5,500
KT-3B (LDR)	55' x 100'	5,500
KT-4 (LDR)	55' x 100'	5,500
KT-5 (LDR)	50' x 100'	5,000
KT-20 (MDR)	45' x 80'	3,600*
KT-21A (MDR)	45' x 80'	3,600*
KT-21B (MDR)	45' x 80'	3,600*

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

The lots sizes and design of the subdivision are adequate to allow for development of detached single family units. As referenced above, the applicant has submitted a DRRS Application for SVSP MDR Parcels KT-20, KT-21A and KT-21B, as the areas of the residential lots within these villages do not meet minimum lot area development standards as set forth in the SVSP.

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

Villages KT-21A and KT-21B/Park Site KT-52 and School Site KT-61: These villages will be MDR subdivisions which will include a small lot residential product. These villages are adjacent to Silver Spruce Drive, which is the residential street adjacent to the west of the park site (KT-52) and the elementary school site (KT-61). Silver Spruce Drive is classified as a Primary Residential Street and includes a pedestrian paseo. As required by the SVSP, there is a four-foot wide attached sidewalk on the west side of Silver Spruce Drive (adjacent to the MDR subdivisions) with a 10-foot wide attached sidewalk (paseo) provided on the park and school side of the street to encourage pedestrian/bicycle uses.

The SVSP Design Guidelines state that residential units should be oriented toward (facing) parks, rather than backing up to them. The residential lots in villages KT-21A and KT-21B are oriented in a “side-on” configuration vs. “front on” as suggested in the SVSP Design Guidelines. The applicant has proposed the “side-on” orientation in order to eliminate the potential for driveway conflicts with traffic in the vicinity of the school during start and dismissal times. During these periods, vehicle and pedestrian traffic is increased as parents are dropping off or picking up children, and there are large concentrations of children walking and bicycling to and from school. Staff supports the applicant’s proposal for side on orientation for residences on KT-21A and KT-21B. DRRS Condition 5 has been added to require that architecture and fencing for these future MDR villages allows for maximum visibility to the park and school site. The subdivision design also orients the street toward the school and park site, allowing a high degree of visibility.

Villages KT-20, KT-21A and KT-21B: These villages have an MDR land use with an RS/DS zoning designation. The applicant proposes a “front loaded” housing type with a standard 2-car garage and front door facing the street. These residences are designed to fit on 45' X 80' (3,600 sq.ft.) and 50' x 80' (4,000 sq.ft.) lots. Density for these villages ranges from 7.4 to 7.8 du/acre.

As referenced above, the lot sizes for these villages do not meet the existing SVSP RS/DS development standards (see Table 3 below). Given this fact, the applicant has submitted a DRRS application

proposing modified development standards. The proposed minimum lot sizes are comparable to other recently approved subdivisions, including those bulleted below.

- **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.
- **Fiddymment Ranch Villages F-6C, F-8 and F-11 (PL14-0625)** – Approved by the Planning Commission in April 2015. These villages’ interior lot sizes range from 2,227 square feet to 2,450 square feet, with corner lots ranging from 3,020 square feet to 3,500 square feet. Minimum interior lot widths are 28 feet (F-6C2 & F-8B) with minimum corner lot widths of 48 feet.

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

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

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

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

The water quality impacts associated with the project and the expected discharge of waste for this project are consistent with what has been anticipated by the Sierra Vista Specific Plan EIR. In addition, the design of the sewer lines in the project area and treatment capacity at the City’s sewage treatment plant have adequate conveyance and capacity to accommodate the future development on the parcels proposed by the Tentative Map.

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 SVSP 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 SVSP.

Project Description

The DRRS entitlement is for SVSP Villages KT-20, KT-21A, and KT-21B. The parcels have a land use designation of MDR and densities ranging from 7.4 to 7.8 units per acre (see Table 2 below). The zoning designation for the parcels is RS/DS.

The applicant, KT Investments, is a master developer and not a home builder. Therefore, the proposed KT villages will be completed by a separate merchant home builder, and not the applicant. In light of this fact, the applicant has advised staff that it will likely be some time before these MDR villages are constructed. Given this, 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 submit for a second DRRS approval (see DRRS Condition 4) 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 MDR land use category in the SVSP 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 RS/DS zone district allows a range of housing types and lot sizes that can respond to different household needs and market segments.”* 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 MDR villages.

Within this Tentative Map, two different MDR product types are proposed to provide variety in housing product and lot configurations. The varying 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 units. The architecture is intended to provide an eclectic mix of styles, creating an interesting and pleasing street scene for pedestrians. 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, as shown in Table 3 below.

Table 3: Proposed MDR in Sierra Vista – KT Properties: Villages KT-20 and KT-21A & B

	Standard RS/DS Single Family w/Attached Sidewalk	MDR Type 1 45' x 80'^{1, 4}	MDR Type 2 50' x 80'^{1, 4}
Lot Size (minimum)			
Area, Interior Lot	4,500 sq. ft.	3,600 sq. ft.	4,000 sq. ft.
Area, Corner Lot	5,500 sq. ft.	4,400 sq. ft.	4,800 sq. ft.
Width, Interior	45 ft.	45 ft.	50 ft.
Width, Corner	55 ft.	55 ft.	60 ft.
Permitted Density (maximum per lot)			
Residential Density	1 dwelling, 1 second unit	1 dwelling, 1 second unit	1 dwelling, 1 second unit
Setbacks (minimum)			
Front ²	15 ft. to living space and sidewall of garage; 12.5 ft. to porch 18 ft. min. driveway depth to roll-up garage door	12.5 ft. to living space or sidewall of garage; 12.5 ft. to porch 18 ft. min. driveway depth to roll-up garage	12.5 ft. to living space or sidewall of garage; 12.5 ft. to porch 18 ft. min. driveway depth to roll-up garage
Sides ²	5 ft. 5 ft. interior side 12.5 ft. street side on first floor 15 ft. street side second floor	4 ft. 4 ft. interior 12.5 ft. street side on first floor 12.5 ft. street side on second floor	4 ft. 4 ft. interior 12.5 ft. street side on first floor 12.5 ft. street side on second floor
Rear	10 ft. minimum with minimum useable open space of 700 sf or 500 sf where usable front porch is provided. ³	8 ft. minimum with minimum useable open space of 350 sf or 250 sf where usable front porch is provided. ³	8 ft. minimum with minimum useable open space of 350 sf or 250 sf where usable front porch is provided. ³
Coverage (maximum)			
Site Coverage	None ³	None ³	None ³
Height (maximum)			
Height Limit	35 ft.	35 ft.	35 ft.
Supplemental Design Standards			
1. Front Yard Stagger	Not required	Not required	Not required
2. Stagger for 3 rd Car Garages	2 ft. between 3 rd car bay and two-car garage	2 ft. between 3 rd car bay and two-car garage	2 ft. between 3 rd car bay and two-car garage
3. Two-story mix	No Limit	No Limit	No Limit
4. Separation between Second Story Elements	A minimum of 10 feet shall be provided between second story elements of adjacent two-story dwellings	A minimum of 8 feet shall be provided between second story elements of adjacent two-story dwellings	A minimum of 8 feet shall be provided between second story elements of adjacent two-story dwellings
5. Building Exterior	Architectural treatment shall be applied to all elevations of a building. At a minimum, all doors, windows and other wall openings shall be trimmed consistent with the architectural style. Panelized windows or other architectural treatments shall be used on all garage doors		

See Footnotes on Page 11 following:

Notes:

1. For KT Villages sidewalk is located at back of curb.
2. Front setback (and side setback where adjacent to street) is measured from back of walk. Fence side yard setback is 5' from back of walk where facing a street. In the absence of a sidewalk, setback is measured from the edge of right-of-way.
3. The rear and side yards may be utilized to meet the minimum usable open space provided the minimum dimension, measured perpendicular to the applicable rear or side yard is eight (8) feet. Maximum coverage is a function of lot size, required setbacks and usable open space. The minimum usable open space is reduced as noted where a front porch is provided with a minimum dimension of 6 ft. x 10 ft. exclusive of the entry way.
4. Variations to the standards and other housing product types may be permitted subject to processing of a Design Review Permit for Residential Subdivision prior to approval of improvement plans and final maps.
5. All structures shall be outside the residential clear vision triangle.

Design/Architectural Intent: The architectural intent for the subject parcels (Villages KT-20, KT-21A & KT-21B) is to ensure a high level of design and facade articulation on compact, medium density housing. As discussed above, it will be some time before these MDR villages will be constructed.

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. 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. The design goal is to achieve contemporary interpretations of historical styles rather than exact recreations.

The conceptual home designs proposed for the proposed villages include three (3) distinct floor plans with three (3) exterior architectural design options for each floor plan. The home designs include 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. Development standards and home types for each village are summarized below and shown in Exhibits B, C, and D.

Villages KT-20, KT-21A and KT-21B: 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 45' x 80' lot (minimum lot size) which measures 3,600 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 interior side yards are 4-feet and minimum rear yards are 8 feet with a minimum useable open space of 350 sq. ft. or 250 sq. ft. where a usable front porch is provided. A “notch” in the rear elevation may be utilized to provide for a minimum 10' x 16' patio space. Corner lots provide an additional 10 feet in width (as compared to interior lots) and are a minimum of 55' x 80' or 4,400 sq. ft. Village KT-20 achieves a net density of 7.4 du/ac, KT-21A has a density of 7.8 du/ac, and KT-20B has a density of 7.5 du/ac.

Figure 2 - Conceptual streetscape for MDR Villages KT-20, KT-21A and KT-21B



DRRS Evaluation

The project's site design and conceptual architecture have been evaluated through the City's design review process through the DRRS entitlement and the project has been evaluated against the SVSP as it relates to residential design guidelines and the Community Design Guidelines for Compact Residential Development. The conceptual architecture and floor plans are provided in Exhibit D. The development standards are outlined in Exhibit B.

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 SVSP, WRSP, 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 Exhibit B and Table 3 above. As previously discussed, 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, the proposed MDR subdivision will achieve the densities and meet the neighborhood quality standards intended with the SVSP and will be harmonious with other projects in the vicinity. Staff 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.
- Architectural treatment is applied to all elevations.
- 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. Each MDR unit will have a two car garage, and all exterior windows and doors include decorative trim detail on all elevations. 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 4 which requires that future home builders submit for a DRRS approval to revisit the proposed architecture. 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 SVSP.

Based on this, staff has determined that the residential design is consistent with the applicable design guidelines.

CONCLUSION

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

ENVIRONMENTAL DETERMINATION

The environmental effects of the proposed project were previously evaluated in the Sierra Vista Specific Plan EIR certified by the City Council on May 2, 2010 (SCH#2008032115) and identified in the associated Sierra Vista Specific Plan. The project involves minor adjustments to the adopted land use plan within the same project footprint therefore, construction of the SVSP KT Properties Maps project is found to be within the scope of the project covered by the Sierra Vista Specific Plan Final EIR and is exempt from CEQA pursuant to Section 15182 as a residential project pursuant to a specific plan for which an EIR was certified. As discussed in the Specific Plan EIR, the EIR provides environmental analyses of community infrastructure and facilities, including residential subdivisions. Because the project is consistent with the Sierra Vista Specific Plan Final EIR and Specific Plan, no new effects are expected to occur and all applicable mitigation measures (see Attachment 1) from the Sierra Vista Specific Plan EIR will be implemented during the design and construction of the SVSP JMC Maps. As such, no additional environmental documentation is required.

RECOMMENDATION

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

- A. Adopt the three (3) findings of fact as listed in the staff report for the **ADMINISTRATIVE PERMIT – SVSP KT PROPERTIES TENTATIVE MAP – 6300 BASELINE RD. – FILE #PL13-0096;**
- B. Approve the **ADMINISTRATIVE PERMIT – SVSP KT PROPERTIES TENTATIVE MAP – 6300 BASELINE RD. – FILE #PL13-0096,** as shown in Exhibit A;
- C. Adopt the three findings of fact as stated in the staff report for the **TENTATIVE SUBDIVISION MAP – SVSP KT PROPERTIES MAP – 6300 BASELINE RD. - FILE# PL13-0096;** and
- D. Approve the **TENTATIVE SUBDIVISION MAP – SVSP KT PROPERTIES MAP – 6300 BASELINE RD. - FILE# PL13-0096;** subject to the 104 conditions listed below.
- E. Adopt the two findings as stated in the staff report for the **DESIGN REVIEW PERMIT FOR RESIDENTIAL SUBDIVISION – SVSP KT PROPERTIES TENTATIVE MAP – 6300 BASELINE RD. - FILE# PL13-0096;**
- F. Approve the **DESIGN REVIEW PERMIT FOR RESIDENTIAL SUBDIVISION – SVSP KT PROPERTIES TENTATIVE MAP – 6300 BASELINE RD. - FILE# PL13-0096;** subject to the eight (8) conditions listed below;

CONDITIONS OF APPROVAL FOR DESIGN REVIEW PERMIT FOR RESIDENTIAL SUBDIVISION

1. The development standards and conceptual unit designs for KT Properties SVSP Villages KT-20, KT-21A, and KT-21B are approved as described in Exhibits B - D, except as modified by these conditions of approval. (Planning)
2. This permit shall expire on the same date as the Tentative Map for **SVSP KT PROPERTIES TENTATIVE MAP (PL13-0096)**.
3. Effectuation of this DRRS shall occur with the first residential Building Permit. (Planning)
4. Prior to issuance of building permits for construction of homes within SVSP KT Properties Villages KT-20, KT-21A and KT-21B, the home builder shall be required to submit for a second DRRS 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 as part of the DRRS resubmittal. (Planning)
5. As part of the DRRS resubmittal referenced in Condition 4, MDR residential units in Villages KT-21A and KT-21B that have “side-on” orientation to Silver Spruce Drive shall have street side architectural elements, such as a side porch and windows, and fence orientation that will maximize visibility from the subdivision to the park and elementary school sites on the east side of Silver Spruce Drive. (Planning)
6. 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)
7. The landscape plan shall comply with the Landscape Guidelines for the Sierra Vista Specific Plan and the City of Roseville Water Efficient Landscape ordinance (R.M.C. Chapter 19.67). (Planning)
8. The project shall comply with all applicable mitigation measures required by the SVSP Specific Plan certified by the City of Roseville on January 9, 2004. (All Departments)

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 of the Development Services Department. (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, Parks, Finance)

5. Fulfillment of all backbone dedication requirements for Irrevocable offers of dedication and easements shall occur prior to the approval of any Improvement, Grading Plans, and/or recordation of any Final or Parcel Map as required by the Development Agreement between the City of Roseville and Baseline P&R, LLC. (Engineering)
6. The applicant shall be responsible for reimbursements to the West Roseville Specific Plan per Section 3.26 of the Development Agreement. (Engineering)

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

7. Landscape Plans shall be submitted with the Improvement Plans for all landscape corridors and all landscaped common areas. The landscape plan shall comply with the Sierra Vista Specific Plan, Parks Construction Standards and the City of Roseville Water Efficient Landscape ordinance (Ordinance 4786). Improvement plans shall include a master irrigation plan for all connecting phases of work. All landscaping and irrigation shall be inspected and approved prior to Notice of Completion. (Planning, Engineering, Parks, Fire Environmental Utilities)
8. CEQA mitigation measures relating to grading and construction of subdivision infrastructure, as identified in the SVSP EIR, shall be shown on Improvement Plans, as contained in Attachment 1. (Planning, Engineering)
9. The developer is responsible for installing Project Entry features as follows; 1) southeast and southwest corners of the intersection of Westbrook Boulevard and Vista Grande Boulevard, and 2) the southeast and southwest corner of the intersection of Santucci Boulevard and Vista Grande Boulevard. The Project Entry features shall be shown on the Improvement Plans and shall be designed consistent with Section B.3 of the SVSP Design Guidelines. (Planning)
10. Grading around native oak trees or other natural features shall be as shown on the tentative map or as approved in these conditions. (Planning)
11. 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 prior to issuance of any grading or improvement plans. (Planning, Engineering)
12. 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. All erosion control shall be installed prior to the onset of wet weather. Erosion control is installed to minimize silt discharge from the project site. It is incumbent upon the applicant to ensure that necessary measures are taken to minimize silt discharge from the site.
 - c. A rough grading and/or underground only 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 Handicap ramps shall be installed at all curb returns per City Standards. (Engineering)
- 13. 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 the Engineering Division prior to approval of any plans. If a right-of-entry cannot be obtained for the proposed over grading on the parcels to the east of the project, retaining wall shall be constructed in lieu. (Engineering)
- 14. The applicant shall apply for and obtain an encroachment permit from the Engineering Department prior to any work conducted within the City right-of-way. (Engineering)
- 15. 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)
- 16. Baseline Road shall be constructed and reimbursed per Section 3.5.2 (d) of the Development Agreement. Phasing of roadway improvements shall be consistent with the “KT Residential Properties Phasing Exhibit”. A recommendation from a geotechnical engineer shall be provided for the overlay of existing Baseline Road to ensure an adequate structural section. (Engineering)
- 17. Developer shall be responsible for constructing Vista Grande Boulevard per Section 3.5.2 of the Development Agreement and phased per the “KT Residential Properties Phasing Exhibit”. In lieu of constructing full improvements for the entire roadway, Developer may construct those improvements obligated on the southern half of the road and enter into a Deferred Improvement Agreement with the City for the improvement obligations on the northern half of the road. (Engineering)
- 18. Traffic signals shall be constructed and reimbursed per Section 3.5.7 of the Development Agreement and the “KT Residential Properties Phasing Exhibit”. (Engineering)
- 19. The intersection and traffic signal at Baseline Road/Fiddymont Road shall be improved prior to the first certificate of occupancy, per section 3.5.17 of the Development Agreement. (Engineering)
- 20. The Baseline/Santucci/Watt intersection is to be improved with phase two of construction, per the “KT Residential Properties Phasing Exhibit”. If the thresholds outlined in Section 3.5.18 of the Development Agreement are reached prior to phase two construction, developer shall be responsible for designing the intersection improvements and City shall be responsible for constructing the improvements. (Engineering)
- 21. The phasing of infrastructure shall be consistent with Sierra Vista: KT Residential Properties Phasing Exhibit, the Sierra Vista Specific Plan and as defined by the Development Agreement. Phasing shall occur in a sequential order as defined in the Phasing Exhibit. (Engineering)
- 22. All Lots/Parcels shall conform to Class 1 drainage, pursuant to the adopted City of Roseville Improvement Standards, except as shown on the tentative map or as approved in these conditions. (Engineering)
- 23. Prior to the approval of the improvement plans, it will be the project proponent’s responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
- 24. A note shall be added to the grading plans that states:

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

25. A standard bus shelter pad shall be installed on the Southwest (SW) corner of Santucci Rd. at Vista Grande Rd., Southwest (SW) corner of Santucci Rd. at Sierra Village Dr., Southeast (SE) corner of Vista Grande at Santucci Rd., Southwest (SW) corner of Westbrook Blvd. at Vista Grande Rd., Southeast (SE) corner of Vista Grande at Westbrook Blvd. (Engineering, Transit)
26. Developer shall be responsible for the installation of a bus shelters and related improvements conforming to the city's current standards on the shelter pads 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 Shelters at the:
 - a. Southwest (SW) corner of Santucci Rd. and at Vista Grande Rd. (shelter number 277)
 - b. Southeast (SE) corner of Vista Grande at Santucci Rd. (shelter number 279)
 - c. Southwest (SW) Westbrook Blvd. at Vista Grande Rd. (shelter number 280)
 - d. Southeast (SE) Vista Grande at Westbrook Blvd. (shelter number 281) (Engineering, Transit)
27. The applicant shall dedicate an easement to the City of Roseville for the future bus shelter on the southwest (SW) corner of Santucci Rd. at Sierra Village Drive at HDR parcel KT-30. (Transit, Engineering)
28. The design of the Class I trail connector in the paseo along the east side of Santucci Boulevard, north of Sierra Village Drive, as well as accompanying driveway and road crossings, shall provide for safe and convenient pedestrian and bicycle travel, with signs and/or other features intended to direct users between Class I trails, as approved by the City Engineer. (Transportation, Engineering)
29. The applicant shall dedicate all necessary rights-of-way for the widening of any streets required with this entitlement. A separate document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorder's Office. (Engineering)
30. The grading plans for the site shall be accompanied with a shed map that defines that area tributary to this site. All drainage facilities shall be designed to accommodate the tributary flow. All on-site storm drainage shall be collected on site and shall be routed to the nearest existing storm drain stub of natural drainage coarse. (Engineering)
31. Prior to approval of improvement plans, drainage calculations must be submitted that are consistent with the Master Drainage Study for Sierra Vista or the Master Drainage Study shall be amended as necessary to accommodate any change in sheds. Detention and drainage swales shall also be consistent with the Master Drainage Study or the Master Drainage Study shall be amended to reflect any proposed changes. (Engineering)
32. Prior to approval of grading within the Open Space developer shall provide a plan that demonstrates that the “created wetlands” will provide enough storage volume to mitigate the 100 year peak flows as identified in the Drainage and Stormwater Master Plan. The design shall demonstrate that there are no adverse changes to the hydromorphological characteristics of the natural drainage course. Topographic data shall be gathered prior to and after the grading of open space to quantify the amount of storage that is being created for peak flow mitigation. Once the capacity of the storage is exceeded additional capacity will need to be created within the Open Space. (Engineering)

33. Drainage calculations shall be submitted to verify the timing of when upsizing needs to occur for the two existing culverts on Baseline Road and one existing culvert on Santucci Blvd. (Engineering)
34. The drainage outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. (Engineering)
35. The grading plans shall be accompanied with engineered structural calculations for all retaining walls greater than 4 feet in height. All retaining walls shall be of either split faced masonry units, keystone type construction, or cast in place concrete with fascia treatment. (Engineering)
36. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of roadway widening, turn lanes and/or driveways. (Engineering)
37. To ensure that the design for any necessary widening, construction, or modifications of Public Streets does not conflict with existing dry utilities generally located behind the curb and gutter, and prior to the submittal of design drawings for those frontage improvements, the project proponent shall have the existing dry utilities pot holed for verification of location and depth. (Engineering)
38. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
39. Improvement plans shall show the Preserve boundary and label it as a protected area. The Pre-Construction meeting shall address the presence of the Preserve, the sensitive habitats present and minimization of disturbance to the Preserve. During grading and construction the preserve area shall be avoided and shall not be used for parking, storage, or project staging. The contractor shall remove all trash blown into the preserve from adjacent construction on a daily basis. After construction is complete, the temporary fencing shall be removed from the preserve, along with all temporary erosion control measures (e.g., straw bales, straw waddles and stakes, silt fencing). (Engineering, Planning)
40. Prior to construction within any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve. Fencing shall be maintained daily until permanent fencing is installed, at which time the temporary fencing shall be removed from the project site. With the exception of emergency or maintenance access, vehicle traffic/parking in the open space shall be prohibited (Engineering, Planning)
41. 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)
42. Landscaping adjacent to the Preserve shall be California native, drought-tolerant groundcover, shrubs, plants and trees. (Parks, Planning)
43. Prior to the approval of the Improvement Plans, the project proponent shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City, as defined by the Regional Water Quality Control Board. The SWPPP shall be submitted in a single three ring binder. Upon approval, the SWPPP will be returned to the project proponent during the pre-construction meeting. (Engineering)
44. Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water, sewer and recycled water utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan view and in profile

view where grading activities will modify existing site elevations over top of or within 15 feet of the utility. Any utilities that could potentially be impacted by the project shall be clearly identified along with the proposed protection measures. The developer shall be responsible for taking measures and incurring costs associated with protecting the existing water, sewer and recycled water utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)

45. Water and sewer infrastructure shall be designed and constructed pursuant to the adopted City of Roseville Improvement Standards and Construction Standards and shall reflect the following:
 - a. Sewer and water service laterals shall not be allowed off of water and sewer mains larger than 12 inches in diameter. (Environmental Utilities)
 - b. Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12' unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes. (Environmental Utilities)
 - c. Water and sewer mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions. (Environmental Utilities)
 - d. All sewer manholes shall have all-weather 10-ton vehicular access unless authorized by these conditions. (Environmental Utilities)
46. Recycled water infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. The applicant shall pay all applicable recycled water fees. Easements shall be provided as necessary for recycled water infrastructure. (Environmental Utilities)
47. Any backflow preventors visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventors shall be screened with landscaping and shall comply with the following criteria:
 - a. There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventor to the landscaping.
 - b. For maintenance purposes, the landscaping shall be installed on a maximum of three sides and the plant material shall not have thorns.
 - c. The control valves and the water meter shall be physically unobstructed.
 - d. The backflow preventor shall be covered with a green cover that will provide insulation. (Environmental Utilities)
48. A note shall be added to the Improvement Plans stating that all water backflow devices shall be tested and approved by the Environmental Utilities Department prior to the Notice of Completion for the improvements. (Environmental Utilities)
49. Applicant is required to submit a master utility plan on one sheet at 1:250 scale, prior to improvement plan review. (Environmental Utilities)
50. Water, sewer and recycled water stubs are required for the park and school site. Coordinate location and size of services to park with the Parks Dept. (Environmental Utilities)

51. All phases of the project shall be served by two independent 12" water points of connection and a sewer outfall, as shown in the infrastructure Phasing Exhibits, unless otherwise approved by the Environmental. Utilities Department. (Environmental Utilities)
52. Parcels KT-41A and KT-41B require utility stubs with road construction. (Environmental Utilities)
53. The design and installation of all fire department access roads and fire protection equipment shall conform to the California Fire Code and the amendments adopted by the City of Roseville at the time plans are submitted for review. All amendments, standards, policies and fee schedule can be found on the City's web site www.roseville.ca.us or contact Patrick Chew, Senior Fire Inspector, at 916-774-5823 or pchew@roseville.ca.us with the Fire Prevention Division for information. (Fire)
54. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 500' on center. (Fire)
55. 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)
56. The new fire station shall be constructed as noted in the Sierra Vista Specific Plan Final EIR dated May 2010, prior to construction of the SVSP's 6,650th unit. (Fire).
57. 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)
58. All Electrical Department facilities, including street lights where applicable, shall be designed and built to the "City of Roseville Specifications for Residential Trenching". (Electric)
59. 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)
60. 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)
61. Offsite extension of power is required to all proposed lots either as an extension of underground facilities from adjacent property development, or extension of temporary overhead high voltage circuits. The developer shall be responsible for all labor and material required for the installation and removal of any temporary overhead electric facilities. Coordination of any required Public Utility Easements, access roads, and any cost generated to access adjacent parcels for the installation and extension of temporary or permanent high voltage electric facilities shall be the direct responsibility of the developer of this proposed development. (Electric)
62. The proposed various public utility easement along Baseline Rd shall be shown as City of Roseville Public Utility Easements. (Electric)
63. Per the Sierra Vista Specific Plan and Development Agreement section 3.11.3, an electric substation site shall be granted to the City of Roseville once 500 single family units, or the equal to in electric loading, has been permitted by the building department. The proposed project and approval shall be in accordance to this requirement. (Electric)
64. Detached sidewalks may need to be attached at high voltage switchgear locations. (Electric)

65. For cut/fill on future park sites, the sites should be finished with 6" minimum (12" optimum) topsoil. These sites shall not be used as debris or hazardous waste stockpile sites. (Parks)
66. Provide utility stubs (sewer, electric, storm drain, recycled water and potable water) to the park sites. (Parks, Environmental Utilities, Electric)
67. Plantings along the open space shall be native, drought tolerant and non-invasive species. Irrigation designs shall not over-spray into the open space. (Parks)
68. Provide a post and cable fence to delineate the open space areas from the developed edge. (Parks)
69. Construction activities, uses, and improvements within the open space areas shall be consistent with permits issued by the regulatory agencies. (Parks)
70. Landscaping along the major arterials and collectors (to be maintained by the City) shall be consistent with the SVSP and Parks Construction Standards. A master tree and plant list shall be provided with landscape/Improvement Plan submittal. (Parks)
71. Prior to the first phase of mass grading, a master access plan for open space along the entire project shall be prepared and submitted. The plan shall show proposed vehicle access points at a frequency that allows access to the entire open space area. Natural features and proposed drainage ways shall be included. Once approved, the master access plan shall be included in improvement plans for phases or sub-phases. (Parks)
72. For the landscape and irrigations plans for the City-maintained streetscapes (arterials and collector streets):
 - 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. (Parks)
73. The applicant shall clarify who is responsible for maintenance of the excess landscape lots along the open space. Specifically, Lots C and D would either need to be landscaped and maintained by the HOA, or if not landscaped they would be City maintained. If City maintains these lots, access for vehicles and equipment will need to be provided and shown on improvement plans. (Parks)
74. Landscaping along the major arterials and collectors (to be maintained by the City) shall be consistent with the Sierra Vista Specific Plan and Parks Construction Standards. A master tree and plant list shall be provided with improvement plans. (Parks)

75. For city-maintained streetscapes, provide a master irrigation plan that shows mainline size and layout, water points of connection and size, proposed controller locations and delineation between city-maintained and privately maintained landscaping. (Parks)
76. 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)
77. 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

78. The applicant shall dedicate an easement to the City of Roseville for the future bus shelter on the southwest (SW) corner of Santucci Rd. at Sierra Village Drive at HDR parcel KT-30. (Transit, Engineering)
79. Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)
80. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)
81. 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)
82. All Final Maps shall include an informational sheet that depicts all prior recordings within the bounds of the Sierra Vista Specific Plan, along with the inclusion of the new area being recorded. (Engineering)
83. 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 stating that, prior to issuance of occupancy permits, the developer shall provide future residents or other sensitive users notice regarding the proximity to McClellan Airport and the potential for over-flight noise. Notice shall be provided with either a deed disclosure or similar notice approved by the City Attorney or identified in the CC&R's for properties with CC&R's. (Planning)
 - b. A clause requiring that the applicant provide notice to future residents or other sensitive uses of the proximity to potential adjacent agricultural uses.
 - c. 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.
 - d. Development adjacent to the school/park site (KT-52) shall include the following as part of the CC&Rs
 - i. No private access gates are permitted along the joint property line between the resident and park;
 - ii. The fence between the residence and park is owned by the homeowner, repairs and replacement of the fence is the homeowner's obligation;

- iii. No drainage shall be installed to daylight onto park property. Run-off created by backyard improvements shall be collected and prevented from draining onto the park. (Parks, Attorney)

- 84. Prior to the recordation of final small residential lot subdivision map for parcel KT-30, the developer shall enter into City's current Affordable Housing Agreement (or other applicable City-approved form). This form will provide for the purchase of residential units by middle-income households. (Housing, Planning)
- 85. An Affordable Housing Rental Agreement shall be executed prior to issue of permits for KT-30. (Housing)
- 86. Affordable housing shall be provided as follows: 40% of the units for very low income households; 40% for low income households and 20% for middle income households.
- 87. 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)
- 88. Any structures crossing Lot/Parcel lines created by the Final/Parcel map shall be removed. (Engineering)
- 89. Parcels KT-80A, KT-80B and KT81 shall be dedicated as an Irrevocable Offer of Dedication (I.O.D.) to the City for open space/floodplain. (Engineering, Parks)
- 90. The street names shall be approved by the City of Roseville. (Development Services)
- 91. The subject property shall be annexed into Municipal Services District #3 (Muni CFD) prior to approval of the Final/Parcel Map. This property is being added into this district in order to provide for the funds required to offset the property's impact on City general fund resources available to pay for municipal services citywide, including the project area. It is the applicant's responsibility to work cooperatively with the Finance Department in preparing the appropriate documentation for the annexation of this property into the CFD. In order to allow the CFD to be in place at the beginning of the Levy cycle, the documentation shall be provided to the Finance Department not later than March 15 of the year preceding the fiscal year in which this annexation will become effective. (Finance, Engineering)
- 92. A Community Facilities District – Public Services (Services CFD) shall be formed for the subject property prior to the issuance of the first residential building permit, excluding permits for model homes or certificates of occupancy for non-residential uses. This district is being formed in order to fund maintenance of landscaping, open space and neighborhood parks. It is the applicant's responsibility to cooperate with the Finance Department in preparing the appropriate documentation for the formation of the Services CFD. In order to allow the Services CFD to be in place at the beginning of the Levy cycle, the documentation shall be provided to the Finance Department not later than March 15 of the year preceding the fiscal year in which the Services CFD will become effective. (Finance, Engineering)
- 93. The Final/Parcel Map(s) 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 in fee to the City as right of way. (Engineering)

94. 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)
95. The Final/Parcel Map shall be submitted per, "The Digital Submittal of Cadastral Surveys". Submittal shall occur after Engineering approval but prior to Council approval (Engineering)
96. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

97. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
98. 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)
99. 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)
100. 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)
101. 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)
102. Open Space Parcels KT-80A, KT-80B and KT-81 will not be accepted by the City, either in fee or as an easement, until after the subdivider has fulfilled the terms of all Permits from the California Department of Fish and Wildlife or Army Corps of Engineers. Upon completion of the monitoring period, the owner shall notify the City of Roseville Parks Department. (Engineering, Parks, City Attorney)
103. 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.
104. The project shall comply with all applicable environmental mitigation measures identified in the Sierra Vista Specific Plan EIR and as identified in Attachment 1. (Planning)

ATTACHMENT

1. Applicable SVSP CEQA Mitigation Measures

EXHIBITS

- A. SVSP Land Use Chapter Amendments (Table 4-2 [2 Sheets])
- B. Development Standards Table (DRRS)
- C. Typical Plot Plans
- D. Conceptual Elevations & Floor Plans – KT-20, KT-21A, & KT-21B
- E. KT Properties Overall Plotting Plan
- F. Tentative Subdivision Map Sheets 1–14
- G. Phasing Plan Sheets (7 Sheets)
- H. Rough Grading Exhibit
- I. Sewer Lift Station Site Plan (KT-60)

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.