

**ITEM V-A: SPECIFIC PLAN AMENDMENT, TENTATIVE SUBDIVISION MAP, DESIGN REVIEW FOR RESIDENTIAL SUBDIVISION & TREE PERMIT – 3000 WESTBROOK BLVD – CREEKVIEW SPECIFIC PLAN, VILLAGES C1 – C13, C20 – C30, C40 – C42, C50 – C54, C60 – C63, C70, C71, C80 – C84, C90, & C100 – FILE NUMBER PL14-0522**

**REQUEST**

The applicant requests approval of a Specific Plan Amendment to transfer 68 residential units between 23 Creekevew Specific Plan large lot parcels including unit transfers in excess of 20% for two large lot MDR parcels and the transfer of units from MDR to HDR parcels, a Tentative Subdivision Map to create 856 single-family lots with eight (8) open space/paseo lots over 15 parcels and accommodate minor acreage adjustments to the specific plan large lot parcels, a Design Review for Residential Subdivision to create conceptual home plans, and a Tree Permit to remove 76 trees to accommodate development.

Applicant/Property Owner – David Ragland, Granite Bay Development (GBD)

**SUMMARY RECOMMENDATION**

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

- A. Recommend City Council adopt the one finding of fact and approve the Specific Plan Amendment;
- B. Adopt the three (3) findings of fact for the Tentative Subdivision Map;
- C. Approve the Tentative Subdivision Map subject to 115 conditions of approval;
- D. Adopt the two (2) findings of fact for the Design Review for Residential Subdivision;
- E. Approve the Design Review for Residential Subdivision subject to 7 conditions of approval;
- F. Adopt the two (2) findings of fact for the Tree Permit; and
- G. Approve the Tree Permit subject to 21 conditions of approval.

**SUMMARY OF OUTSTANDING ISSUES**

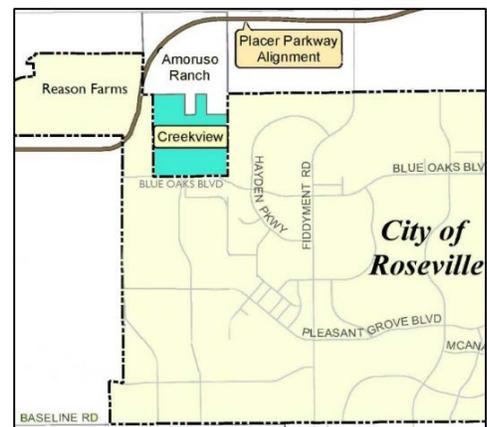
There are no outstanding issues associated with this request. The applicant has reviewed and is in agreement with the recommended conditions of approval.

**BACKGROUND**

The Creekevew Specific Plan (CSP) is located at the northwest corner of the City, bounded by the West Roseville Specific Plan on the east and south, the Al Johnson Wildlife Area (Reason Farms) on the west, and unincorporated Placer County on the north (see Figure 1). The unincorporated land to the north is the proposed Amoroso Ranch Specific Plan. When approved, this plan will include 2,827 residential units in a mix of low, medium and high density. The land use plan will also include three commercial parcels totaling 55.5 acres, a 7-acre elementary school site, six neighborhood parks and a 6.9-acre fire station/public facilities site.

The CSP was approved by City Council on September 19, 2012, and established the land use designations and zoning standards for the specific plan area. Following that approval, on February 28, 2013, a Large Lot Tentative Map to subdivide the 501 acre plan area into 53 large lots (consistent with the adopted land use plan) was approved by the Planning Commission (2007PL-059).

**Figure 1: Location Map**



At this time, the applicant is requesting approval of the above noted entitlements to allow development of the subject parcels consistent with the approved large lot tentative map and CSP.

## **SITE INFORMATION**

**Location:** West of Fiddymnt Rd, North of Blue Oaks Blvd - APN 017-101-007, -012, -013, -014, and -015.

**Total Size:** ±461.3 acres

**Topography and Setting:** The project site primarily consists of undeveloped flat open annual grasslands to the north and gently rolling topography to the south. Pleasant Grove Creek and an associated riparian corridor traverses the site diagonally in a northwesterly direction, with University Creek located near the northern boundary. Several native oak trees and seasonal wetlands are dispersed throughout site, with a concentration along Pleasant Grove Creek and within the northern preserve. The properties to the east and west are anticipated for urban development, and the area to the north is designated for open space.

## **EVALUATION – SPECIFIC PLAN AMENDMENT**

The applicant proposes to transfer 68 residential units between 23 Creekview Specific Plan large lot parcels. Twenty-seven HDR units will be transferred from LDR and MDR large lot parcels. In addition, MDR Parcels C-25 and C-26 will transfer 10 and 14 units, respectively, which will result in a transfer of more than 20% for each parcel.

The CSP includes a residential density and unit count for each residential large lot, as listed in CSP Table 4-2. However, the CSP recognizes that as individual residential small-lot tentative maps are processed, a more detailed assessment of site, market, and other conditions will occur. It is anticipated this process may result in the need to adjust (reduce or increase) the number of units assigned to some large-lot residential parcels. As such, the CSP Implementation Chapter includes a policy to allow minor residential density adjustments and unit transfers by approval of an Administrative Permit provided the seven criteria listed in the specific plan (and noted below) are met.

1. The transfer and receiving parcels are within the CSP 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 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 CSP 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.

As proposed, the project is consistent with the criteria noted above, with the exception of lots C-25 and C-26 which will have a 27% and 40% change in units, respectively. In addition, the proposed HDR lots will gain additional units from the nearby MDR lots. As shown in Exhibit A and the table below, there will be no change to the cumulative number of units for the specific plan and the resultant densities for all large lots will remain within the appropriate range.

**Table 1: Summary of Unit Transfer**

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
C-1	95	94	19.89	19.5	4.8	4.8	-1	-1 %
C-2	50	52	10.04	10.1	5	5.5	+2	+ 4%
C-3	70	67	14.11	14	5	4.9	-3	- 4%
C-4	55	51	9.73	9.6	5.7	5.4	-4	- 7%
C-5	75	74	13.44	13.6	5.6	5.7	-1	- 1%
C-6	46	48	8.74	8.4	5.3	6.4	+2	+ 4%
C-7	80	74	14.13	13.9	5.7	5.6	-6	- 7.5 %
C-8	35	32	6	5.7	6.2	6	-3	- 8.5%
C-9	110	97	22.20	21.8	5	4.6	-13	- 11.8%
C-10	40	44	7.71	7.4	5.2	6.6	+4	+ 10%
C-11	35	28	6.89	6.9	5.1	4.3	-7	- 20%
C-12	90	84	18.38	17.1	5.3	5.1	-6	- 6.6%
C-13	55	65	8.79	10	6.0	6.5	+10	+ 18%
C-20	75	79	9.22	9.1	8.1	9.1	+4	+ 5.3%
C-22	105	108	11.39	11.3	9.2	9.6	+3	+ 2.8%
C-24	65	69	7.88	7.9	8.2	9.2	+4	+ 6.2%
C-25	35	25	3.44	3.9	10.2	7.4	-10	- 29.5%
C-26	35	21	3.42	3.1	10.2	7.2	-14	- 40 %
C-28	35	39	3.85	3.9	9.1	10	+4	+ 11.4%
C-29	40	44	4.87	4.8	8.2	10.2	+4	+ 10%
C-30	40	44	5.29	5.1	7.6	10	+4	+ 10%
C-40	135	151	5.12	5.2	26.4	29	+16	+ 11.9%
C-41	165	176	6.02	6	27.4	29.3	+11	+ 6.6%
<b>TOTAL</b>	<b>2011</b>	<b>2,011</b>	<b>501.86</b>	<b>501.1</b>	<b>--</b>	<b>--</b>	<b>0</b>	<b>--</b>

\*The approved land use plan did not assume landscape corridors into the overall land calculations. As such, some of differences in the total acreages are due to the landscape corridors.

Per the CSP, unit transfers between HDR parcels may be approved provided the resulting density of the affected HDR parcels do not fall below 20 units per acre. In this case, the proposed HDR unit transfer is not occurring between HDR lots; however, staff finds that the residential unit transfer is consistent with the CSP criteria in balancing the total number of units within the plan area and will result in all HDR lots exceeding a density of 20 unit per acre. Furthermore, the proposed unit transfer will not impact any affordable housing obligations and will increase the HDR parcel's density, consistent with the City's adopted Blueprint Implementation Strategies of locating higher densities near public transportation locations (i.e. adjacent to future Bus Rapid Transit routes and bus transfer stations).

Parcels C-25 and C-26 will result in a unit change of more than 20% due to the number of units originally proposed on these lots. However, the 24 units transferred from the two MDR parcels will only account for approximately 4% of the total number of MDR units approved for the plan area. As noted below, deviations from the CSP development standards are currently being requested for the subject parcels in order to accommodate development, as a higher density would be more difficult to develop based on the anticipated product type. As such, staff finds the proposed unit transfer acceptable as this will allow for a more developable density. Additionally, the land use designations of the large lots will not change and the units from C-25 and C-26 will be transferred to higher density parcels.

As indicated in the Tentative Subdivision Map and Design Review Permit for Residential Subdivision evaluation, the proposed unit transfer will accommodate development of the CSP parcels consistent with their R1/DS and RS/DS zoning, as well as the applicable design guidelines. The proposed unit transfer will not increase the total number of units anticipated for the specific plan and therefore will not result in increased impacts beyond those identified in the CSP EIR. Specifically, the proposed unit transfer will not impact planned infrastructure, roadways, schools or other public facilities, or CSP fee programs and assessment districts. Accordingly, the proposed unit transfer 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.

## **EVALUATION – TENTATIVE SUBDIVISION MAP**

The Tentative Subdivision Maps for the subject parcels indicate that 856 residential lots will be created over 15 large lot parcels (totaling 159 acres) and will range in size from 3,000 sq. ft. to 6,000 sq. ft. (see Exhibit C). In addition, minor land acreage adjustments are proposed as depicted in Exhibit A. These changes are minimal and are consistent with the CSP, which allows minor adjustments to land use boundaries where the general land use pattern is maintained.

Primary access to the specific plan will be provided via two major arterial roads (Blue Oaks Blvd and Westbrook Blvd) and three modified collector roadways (Holt Pkwy, Creekview Plz and Grasscreek Dr). Internal roadways consisting of several primary and minor residential streets will further provide access throughout the plan area.

With the construction of the roadway systems, the extension of utilities (i.e. electric, gas, water, wastewater), development of utility infrastructure

Figure 2: Proposed Project Area



sites (i.e. lift station, electric substation, well site), construction of subdivision walls and fencing, establishment of project entry signage, and development of park sites will also be required. As such, the project will be developed over five phases and the applicant has submitted a phasing plan which demonstrates how two points of access, utility connections, and infrastructure improvements will be provided to each phase of the project (see Exhibits D & E).

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

- 1. The size, design, character, grading, location, orientation and configuration of lots, roads and all improvements for the tentative subdivision map are consistent with the density, uses, circulation and open space systems, applicable policies and standards of the General Plan or 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: With the proposed Tentative Map 810 low density single-family lots (on Parcels C-1 through C-13) and 46 medium density lots (on Parcels C-25 and C-26) will range in size from 4,250 – 6,000 square feet and 3,000 – 3,850 square feet, respectively. As proposed, the subdivision configuration will create developable residential lots. However, the proposed 3,000 square foot (50' x 60') lots are smaller than the CSP RS/DS development standards requirement of 4,000 square feet for lots with separated sidewalks. Accordingly, the proposed development standards for the two MDR parcels have been evaluated in the Design Review Permit for Residential Subdivision (DRRS) portion of the staff report, which follows the Tentative Map evaluation.

The proposed R1/DS lot size ranges were anticipated by the specific plan, and the current Zoning Ordinance development standards regarding setbacks and lot coverage will apply to these lots. In the event a future developer proposes to modify the development standards of the R1/DS lots, a DRRS application will be required.

As shown on the tentative maps and noted in the DRRS analysis, the lots sizes and design of the subdivisions are adequately sized to allow for development of detached single family units, consistent with the CSP development expectations. All single-family lots will be oriented with frontage on the public streets with 4 foot sidewalks, with the exception of MDR Parcels C-25 and C-26. Furthermore, to ensure consistency with the CSP policy of providing visual and physical access to open space, the majority of homes adjacent to park sites and open space will front or side onto these areas (see Exhibit F).

The subdivision layout and street design were reviewed by the City's Engineering Division and Fire Department to ensure there is adequate street widths for circulation and emergency response. As conditioned, the proposed subdivisions are found to be consistent with the applicable policies of the General Plan, CSP, and design standards of the Subdivision Ordinance.

Grading: The project engineer indicates that grading for the project will amount to 1,094,000 cubic yards (cy) of cut, and 937,200 cy of fill for a net export of 140,500 cy (Exhibit B). Grade differences between adjacent house pads are typically less than 1 foot at side and rear yards; therefore, no retaining walls will be required between homes (Exhibits C & E). The proposed grading is 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 to outfalls in Pleasant Grove Creek, with the exception of the lots to the north of Benchmark Drive which will drain to University 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 CSP.

Utilities: Water, sewer, and electric facilities will be available to all lots from the backbone infrastructure in Blue Oaks Blvd and Westbrook Blvd. Environmental Utilities and Roseville Electric have reviewed the plans and determined that all necessary utility services will be available. The applicant has provided a roadway and utility phasing plan (see Exhibit E) that outlines the installation of the backbone infrastructure, consistent with the backbone infrastructure phasing obligations noted in the CSP DA.

Subdivision Improvements: The subdivision improvements include landscape corridors on Blue Oaks Blvd, Westbrook Blvd, and Holt Pkwy consistent with the CSP Design Guidelines. A masonry wall with pilasters will be provided at the back of the landscaped corridor along Blue Oaks Blvd, Westbrook Blvd, and portions of Creekview Plaza and Holt Pkwy. Several corner clips will provide areas for entry features and the masonry wall will have paseo openings at the end of cul-de-sacs adjacent to the bike trail. In addition, two pedestrian bridge crossings over the Pleasant Grove Creek will provide further connectivity to the bike trails located throughout the plan area.

Affordable Housing: None of the subject parcels are identified as affordable housing sites and the developer's affordable housing obligation will be satisfied on Parcels C-20, C-22, C-30 and C-42, consistent with the Creekview Development Agreement.

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

The proposed parcels are of sufficient size and shape to accommodate future development. As noted on the Tentative Subdivision Map and the DRRS analysis below, the design, layout, and configuration of the lots provide for the construction of 856 single-family detached units. In addition, the proposed parcel configurations 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 was anticipated by the CSP EIR. In addition, the design of the sewer lines in the project area and treatment capacity at the City's wastewater treatment plant have adequate conveyance and capacity to accommodate development of the parcels proposed by the Tentative Map.

### **EVALUATION – DESIGN REVIEW PERMIT FOR RESIDENTIAL SUBDIVISION**

A DRRS is required for compact residential development projects with a land use designation of Medium Density Residential (MDR) and/or for projects with a zoning designation of Small Lot Residential (RS) where supplemental design standards are proposed.

The purpose of the DRRS entitlement is to evaluate the site layout, development standards, and unit design, to guarantee the units are adequately suited for the lots created by the tentative map and to ensure consistency with the applicable design guidelines. In this case, the applicant (GBD) is a master developer and the proposed MDR parcels will be developed by a separate merchant home builder. In light of this fact, the applicant is unaware of the exact product type that will be constructed on these

parcels, and the future builder will need to revisit the proposed architecture and development standards to make adjustments based on their specific product. Accordingly, a condition has been added requiring approval of an updated DRRS prior to submittal of building permits for Parcels C-25 and C-26 (see DRRS Condition #3). At that time, detailed information regarding development standards, site layout, floor plans, and architectural styles will be reviewed.

The following evaluation is provided to demonstrate how the MDR lots created by the proposed Tentative Subdivision Map may be developed. As indicated in Exhibit C, a range of lots measuring 50' x 60' (3,000 sq. ft.) to 60' x 65' (3,850 sq. ft.) are proposed, resulting in densities of MDR 7.4 du/ac for Parcel C-25 and 7.2 du/ac for Parcel C-26. To achieve the MDR densities required, this DRRS request is for reductions in the standard RS/DS lot size and setbacks, as shown in the table below.

**Table 2: Proposed MDR in CSP: Parcels C-25 and C-26**

	<b>Standard RS w/Separated Sidewalk</b>	<b>RS/DS w/ Separated Sidewalk (CSP C-25 &amp; C-26)</b>
Area, Interior Lot	4,275 sq. ft.	3,000 sf
Area, Corner Lot	4,710 sq. ft.	3,500 sf
Width, Interior	45 ft.	50'
Width, Corner	50 ft.	60'
Residential Density	1 dwelling, 1 second unit	1 dwelling, 1 second unit
Front <sup>2</sup>	10 ft. to living space and sidewall of garage; 7.5 ft. to porch	4 ft. to living space and garage 4 ft. to porch
Sides <sup>2</sup>	5 ft. interior side 12.5 ft. street side on first floor 15 ft. street side second floor	3.5 ft. interior side 7 ft. street side on first floor
Rear	10 ft. minimum with minimum useable open space 500 sf	5 ft. minimum
Site Coverage	None	None
Height Limit	35 ft.	35 ft.
Front Yard Stagger	Not required	Not required
Stagger for 3 <sup>rd</sup> Car Garages	2 ft. between 3 <sup>rd</sup> car bay and two-car garage	N/A
Two-story mix	No Limit	No Limit
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 7 feet shall be provided between second story elements of adjacent two-story dwellings
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	

Notes:

- (A) Garage doors will be oriented towards the private alley or I-court and will be located a minimum of 4 feet from the 20 foot wide drive aisle.
- (B) Homes will be setback 4 feet from the "front" lot line, adjacent to a 20 foot alley or I-court. This allows a minimum separation of 28 ft. between the front doors of homes.
- (C) The I-court product type proposes covered porches at the front or sides of the proposed homes measuring a minimum of 6' x 10' (60 sq.). In addition, a private yard with a shared use easement will provide additional outdoor space. The remaining areas will be landscaped and maintained by the HOA.

Zoning Ordinance Section 19.78.060.I requires that two findings 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 MDR land use is intended to provide for a variety of housing products and lot configurations within the specific plan area. The proposed lot sizes will help achieve the desired goals of the CSP of providing housing choices of varying densities. In addition, by providing reduced lot sizes and bringing buildings and activities closer to the sidewalk, the urban streetscape will be emphasized creating visual interest and activity along the pedestrian way consistent with the Community Design Guidelines (CDG). As proposed, the conceptual unit designs are single family detached product types similar in height, bulk, and arrangement to recently approved MDR projects in the WRSP, SVSP, and NERSP, as noted 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.
- **Fiddymont 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 with minimum corner lot widths of 48 feet.
- **KT Properties - Sierra Vista Specific Plan (SVSP) KT-1 – KT-5, KT-20, KT-21, KT-30, KT-40, KT-51, KT-52, KT-60, KT-61 &KT-80, (PL13-0096)** – Approved by the Planning Commission in December 2015. KT-20, KT-21A, and KT-21B interior lot sizes range from 3,600 square feet to 4,000 square feet. Minimum interior lot widths are 45 feet with minimum corner lot widths of 55 feet. Densities for these neighborhoods range from 8.3 to 8.4 dwelling units per acre.

Based on the conceptual plans that have been submitted (see Exhibit H), staff finds that the proposed lot size, unit arrangements, and mix of product designs provides examples of a product that is consistent with CDG, CSP Design Guidelines, and harmonious with other projects in the vicinity.

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

The CDG 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. As proposed, the conceptual designs are consistent with the following shall guidelines and staff will ensure these are carried through to the final design approval.

- The required number of parking spaces are provided as defined in the Zoning Ordinance.
- Architectural treatment is applied to all elevations.
- Street facing elevations have enhanced treatments and varying wall plans.
- The residential design incorporates a mix of colors, materials, and textures.

Each unit will have a two car garage as required by the Zoning Ordinance. Architectural treatment will be applied to all elevations and exterior windows and doors will be trimmed. Roof designs will incorporate varying materials and alternating designs. Street facing elevations will include multiple façade breaks and have enhanced treatments including decorative trim details, and enhanced siding to provide visual interest and curb appeal. As shown in Figure 3, the conceptual residential design incorporates fiber cement siding, a mix of materials, and varying textures that would emphasize the urban streetscape and create visual interest.

**Figure 3: Conceptual Streetscape / Home Designs**



The conceptual home designs proposed for C-25 and C-26 include several distinct floor plans (ranging between 1,100 sq. ft. to 2,000 sq. ft.) with six (6) exterior architectural design options. The architectural intent of the homes is to ensure a high level of design and facade articulation on compact, medium density residential lots. As such, an “i-court” housing type is proposed where garages will be accessed from a shared 20-foot private drive aisle easement and front doors will be connected via a shared pedestrian sidewalk easement. The landscaping outside of private yard and patio areas will be installed and maintained by an HOA and units will share a common open space area located at the end of the private alleyways.

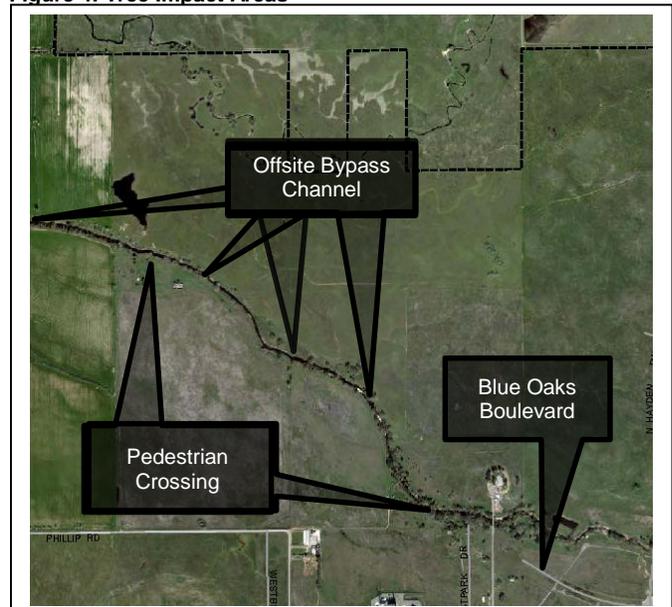
As described in this section of the report, the home designs have been evaluated against and determined to be consistent with the requirements of the CDG and the CSP. However, as noted above, the examples presented here are not meant to depict the exact structures to be built, and the ultimate project design will need to incorporate the design components outline within this report and recommended by the CSP. Based on this, staff finds that the conceptual residential design is consistent with the applicable design guidelines and the proposed MDR lots are developable.

### **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 removals are requested, the City is required to review the proposed mitigation plan.

In January 2007, Sierra Nevada Arborists prepared a tree inventory and Arborist Report for native oak trees within the boundaries of the CSP. The arborist report identified a total of 528 valley oak, interior live oak and blue oak trees totaling 9,522 aggregate diameter inches located within the project area (see Exhibit I). Based on the existing condition of the site, the approved large lot tentative map layout was designed to have minimal impacts on native oak trees and other natural resources.

**Figure 4: Tree Impact Areas**



**Tree Removal**

As proposed, the small lot tentative map and associated infrastructure improvements will result in the removal of 73 native oak trees (which is less than 15% of the total number of trees located onsite). The majority of the tree removals are to accommodate stream channel alterations for flood control and infrastructure improvements (i.e. extension of Blue Oaks Blvd, a pedestrian bridge, and a bridge for Westbrook Blvd over Pleasant Grove Creek). In addition, 16 trees were recommended for removal by Sierra Nevada Arborists due to the nature and extent of structural defects and/or declining health (see Exhibit J).

Table 3: Tree Removals

Improvement Type	Number of Trees
Channel	19
Floodway	22
Street	13
Pad Grade	9
Pedestrian Bridge	10
<b>Total Trees Proposed for Removal</b>	<b>73</b>

The subject property is relatively flat and tree impacts related to the construction of homes on trees to remain onsite is anticipated to be minimal. In addition, significant grade cuts should not be necessary for the required infrastructure improvements.

Figure 5: Photo of Project Area



**Tree Mitigation**

The 73 trees to be removed total 1,173 diameter inches and will be mitigated by payment of in lieu fees. While on-site replacement of removed trees is the preferred mitigation alternative listed in the Tree Preservation Ordinance, given the current historic drought the success of on-site planting is not likely. Therefore, payment of in lieu fees is the most appropriate option for satisfying the project’s tree mitigation requirement. Accordingly, the Landowner Partnership proposes to satisfy the oak tree removal mitigation obligation via payment of in lieu fees of \$138,414 (based on the 1,173 inches mitigated at \$118 per inch). The in lieu fees will be paid over two phases and will include \$79,060.00 for phase 1 and \$59,354.00 for phase 2.

**Phasing**

The tree removals and associated mitigation requirements are proposed to occur in two phases as delineated in Exhibit J. Phase one includes the largest land area and has 33 trees (670 inches) being removed while phase 2 has 40 trees (503 inches) being removed.

**Tree Permit Conclusion**

Staff has determined that the removal of the 73 trees is unavoidable due to the location of the trees, the infrastructure improvements, loting configuration, and open space improvements. However, through the payment of in lieu fees, the loss of the oak trees will be sufficiently mitigated. In addition, the remaining trees

in the open space will be protected through permanent preservation of the Open Space. As such, staff supports the proposed design and requested Tree Permit.

### **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 CSP in April 2011 (State Clearinghouse Number 2008032017) 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 CSP FEIR will apply to the proposed project.

### **RECOMMENDATION**

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

- A. Recommend that the City Council adopt the one finding of fact as stated below and approve the **SPECIFIC PLAN AMENDMENT – 3000 WESTBROOK BLVD – CREEKVIEW SPECIFIC PLAN, VILLAGES C-25, C-26, C-40 & C-41 – FILE NUMBERS PL14-0522;**
  1. The proposed Specific Plan Amendment is consistent with the objectives, policies, programs and land use designations specified in the City of Roseville General Plan;
- B. Adopt the three (3) findings of fact as stated in the staff report for the **TENTATIVE SUBDIVISION MAP – 3000 WESTBROOK BLVD – CREEKVIEW SPECIFIC PLAN, VILLAGES C1 – C13, C20 – C30, C40 – C42, C50 – C54, C60 – C63, C70, C71, C80 – C84, C90, & C100 – FILE NUMBERS PL14-0522;**
- C. Approve the **TENTATIVE SUBDIVISION MAP – 3000 WESTBROOK BLVD – CREEKVIEW SPECIFIC PLAN, VILLAGES C1 – C13, C20 – C30, C40 – C42, C50 – C54, C60 – C63, C70, C71, C80 – C84, C90, & C100 – FILE NUMBERS PL14-0522,** as shown in Exhibits F - H, and subject to one hundred and fifteen (115) conditions of approval listed below;
- D. Adopt the two (2) findings of fact as stated in the staff report for the **DESIGN REVIEW PERMIT FOR RESIDENTIAL SUBDIVISION – 3000 WESTBROOK BLVD – CREEKVIEW SPECIFIC PLAN, VILLAGES C-25 & C-26 – FILE NUMBERS PL14-0522;** and
- E. Approve the **DESIGN REVIEW PERMIT FOR RESIDENTIAL SUBDIVISION – 3000 WESTBROOK BLVD – CREEKVIEW SPECIFIC PLAN, VILLAGES C-25 & C-26 – FILE NUMBERS PL14-0522** subject to the seven (7) conditions listed below.
- F. Adopt the two (2) findings of fact as stated below for the Tree Permit – **3000 WESTBROOK BLVD – CREEKVIEW SPECIFIC PLAN, VILLAGES C-1 – C-13, C-25 & C-26 – FILE NUMBERS PL14-0522;**

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.*

G. Approve the **TREE PERMIT – 3000 WESTBROOK BLVD – CREEKVIEW SPECIFIC PLAN, VILLAGES C-1 – C-13, C-25 & C-26 – FILE NUMBERS PL14-0522**, subject to the twenty-one (21) conditions listed below.

#### **CONDITIONS OF APPROVAL – 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, underground utility and/or encroachment permits are issued by the Engineering Division. (Engineering)
4. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities, Finance)
5. Prior to the issuance of any improvement plans owner must have obtained issuance of a 404 permit as defined by the Development Agreement between the City of Roseville and Granite Bay . (Engineering)
6. The applicant shall provide a future all-weather accessible crossing of University Creek capable of providing emergency and maintenance vehicle access to areas north of the creek, to the satisfaction of Planning, Fire, and Parks & Recreation. Development of an access road to the crossing or beyond the crossing is not required. The all-weather accessible crossing shall be provided prior to substantial completion of the first subdivision within Parcels C-1 or C-2. (Fire, Park, Recreation & Libraries)

#### **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. Landscaping shall be installed prior to approval of the Certificate of Completion for the subdivision and/or infrastructure improvements. The landscape plan shall comply with the CSP and the City of Roseville Water Efficient Landscape Requirements (Resolution 93-55). (Planning, Engineering, Parks, Fire, Environmental Utilities)
8. Grading around the native oak trees or other natural features shall be as shown on the improvement plans or as approved in these conditions. (Planning)
9. The applicant shall submit to the Engineering Department the appropriate Army Corps of Engineers permit or clearance, the California Department of Fish and Game Stream Bed Alteration Agreement, and/or the Regional Water Quality Control Board Water Quality Certificate. (Planning)

10. 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 CSP Design Guidelines. (Planning, Engineering)
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. (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.
  - c) A rough grading and/or underground utility permit may be approved by the Engineering Division prior to approval of the improvement plans.
  - d) Access to the floodplain as required by Engineering and the Streets Divisions.
  - e) Standard access ramps shall be installed at all curb returns per City Standards. (Engineering)
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 Engineering prior to approval of any plans. (Engineering)
14. 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)
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. 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, as approved in these conditions or as otherwise approved by the City Engineering. (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. The CSP shall be mass graded in conformance with the Development Agreement and consistent with the approved Utility and Roadway Phasing Guide. (Engineering)
19. Per Section 3.10.5 of the Development Agreement, the Pleasant Grove Creek Bypass Channel Improvements shall be constructed with the first phase of construction and be deemed substantially complete by the City prior to issuance of the first building permit. (Engineering)
20. All pad grades shall be elevated to a minimum of 2-feet above the 100-year water surface elevation, based on the future, fully-developed condition of the watershed upstream of the project, or, all finished floor elevations shall be elevated to a minimum of 2-feet above the 200-year water surface elevation, based on the future, fully-developed condition of the watershed upstream of the project, whichever is greater in elevation. (Engineering)

21. Prior to the issuance of grading permits, the applicant shall obtain a Conditional Letter of Map Revision (CLOMR) from FEMA for the proposed grading shown within the FEMA Special Revision Flood Hazard Area. The applicant shall also obtain a Letter of Map Revision (LOMR) from FEMA prior to issuance of building permits for any structure located within the current FEMA floodplain. (Engineering)

22. 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)

23. A standard bus shelter turnout and pad shall be installed in the following locations:

- Northwest corner of Blue Oaks Blvd. at Westbrook Blvd.
- Northeast corner of Westbrook Blvd. at Holt Parkway
- Southwest corner of Westbrook Blvd. at Benchmark Dr.
- Northeast corner of Westbrook Blvd. at Creekview Plaza C-24 (Shelter #288 & #291)
- Southwest corner of Westbrook Blvd. at Creekview Plaza C-29

The two stops on Creekview Plaza Drive and the two stops on Westbrook Boulevard at Creekview Plaza Drive shall include stubs for electricity and fiber. (Engineering)

24. Developer shall be responsible for the installation of a bus shelter and related improvements conforming to the city's current standards on the shelter pad as conditioned above. The Developer and City may enter into a deferred improvement or other agreement based upon a construction cost of \$10,000 per shelter for future construction of the following Bus Shelters:

- Northbound Westbrook Blvd at the northeast corner of Westbrook Blvd. at Holt Parkway (Shelter #289). The agreement for this shelter shall be executed prior to approval of improvement plans for Village C-6.(Engineering, Transit)

25. Per Section 3.12.6 of the Creekview Development Agreement, the mass grading plans and/or subdivision grading plans adjacent to the open space shall include rough grading for the open space bike trails and extension of subdivision drainage facilities as needed to accommodate the trails, consistent with the tentative map and the existing bridge planning studies as may be updated to meet the freeboard requirements of the Central Valley Flood Protection The developer shall be responsible for the cost of preliminary design, necessary permits and resource mitigation, rough grading and extension of drainage facilities without reimbursement. (Alternative Transportation, Engineering)

26. Per Section 3.12.6 of the Creekview Development Agreement, bike trail construction may be incorporated into the project improvement plans per the following:

- a) Prior to approval of improvement plans for subdivisions adjacent to open space trails, the developer shall submit a cost estimate for design and construction of adjoining trail improvements, including bridge abutments and bridges.
- b) If the City determines that sufficient funding is available all or part of the adjoining trail shall be included with the project improvements and the City and developer shall enter into a reimbursement agreement for the work.
- c) If sufficient funds are not available, the City shall be responsible for trail construction at a later date, except the city may elect to have developer construct the westerly bridge abutments,

with reimbursement being made to the constructing party over time as funds become available and in accordance with a reimbursement agreement between the City and the developer. (Alternative Transportation, Engineering)

27. 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)
28. The proposed arterial roadways shall be constructed and funded as set forth in Section 3.5.2 of the Development Agreement. Developer shall enter into a Funding, Construction and Acquisition Agreement with the City for those improvements in excess of Developer's obligation. (Engineering)
29. All bridge crossings, both vehicular and pedestrian, shall be designed to meet the freeboard standards of the Central Valley Flood Protection Board. The freeboard shall be measured from the soffit of the bridge to the 200-year water surface elevation. (Engineering, Alternative Transportation)
30. Traffic Signals shall be constructed and funded as set forth in Section 3.5.7 of the Development Agreement. Temporary traffic signals installed on Blue Oaks Blvd or Westbrook Blvd, in locations other than their ultimate locations, shall not be eligible for reimbursements as outlined in Section 3.5.7 of the Development Agreement. (Engineering)
31. Reimbursements to the West Roseville Specific Plan for oversized improvements serving the CSP, shall be reimbursed per Section 3.25 of the Development Agreement. (Engineering)
32. Phasing of infrastructure improvements shall be consistent with the Development Agreement and the approved "Utility and Roadway Phasing Guide" prepared by MacKay & Soms for the CSP. Phase 1 & 2 shall be considered sequential phasing, meaning Phase 1 improvements shall be deemed substantially complete prior to Phase 2 improvements being deemed substantially complete. All other phases may develop independently per the "Utility and Roadway Phasing Guide". (Engineering)
33. 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 course. (Engineering)
34. The drainage outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. All permanent structures, including headwalls for drainage outfalls, shall be constructed within the 50-ft open space buffer, unless it can be demonstrated that the appropriate permits have been obtained by the Developer and the construction is consistent with the City's Overarching Open Space Management Plan. (Engineering)
35. Access ramps shall be provided for all drainage swales within the open space to ensure maintenance vehicles can adequately gain access to the upstream end of the swale. (Engineering)
36. 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, cast in place concrete with fascia treatment or rockery walls as approved by the City Engineering. (Engineering)
37. 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)

38. Signal interconnect conduit shall be stubbed to parcels C-84, C-83, C-63, C-82 and C-60 with the construction of the respective roadways serving these parcels. (Parks, Environmental Utilities, Engineering)
39. 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)
40. 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)
41. Prior to construction within any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve. Fencing shall be maintained daily until permanent fencing is installed, at which time the temporary fencing shall be removed from the project site. (Engineering, CDD, Planning)
42. With the exception of access required for maintenance and/or emergency vehicles, the project shall be designed to prevent vehicle access into the Preserve. Post and cable fencing or other improvements shall be utilized to meet this requirement. (Engineering, CDD, Planning)
43. Landscaping adjacent to the Preserve shall be California native, drought-tolerant groundcover, shrubs, plants and trees. (CDD, Planning, Parks, Recreation & Library)
44. 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)
45. 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)
46. 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)
47. 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)
48. Any backflow preventers visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventers shall be screened with landscaping and shall comply with the following criteria:
  - a) There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventer to the landscaping.
  - b) For maintenance purposes, the landscaping shall be installed on a maximum of three sides and the plant material shall not have thorns.
  - c) The control valves and the water meter shall be physically unobstructed.
  - d) The backflow preventer shall be covered with a green cover that will provide insulation. (Environmental Utilities)
49. 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)
50. A note shall be added to the Improvement Plans stating that all water backflow devices shall be tested and approved by the Environmental Utilities Department prior to the Notice of Completion for the improvements. (Environmental Utilities)
51. Refuse truck cannot service lots on dead end alleys in C-25 & 26. Resident will need to bring their trash out to the main road. A designated area and signage for pick up is required. Wording regarding this should be included in the CC&Rs. (Environmental Utilities)
52. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 500' on center. (Fire)
53. 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)
54. Framing of combustible construction cannot commence until access roads and public fire hydrants are approved by the Fire Department. (Fire)
55. If this project will be phased, the fire department requirements for access and circulation throughout shall be approved by the City for such proposal. Access road shall comply in accordance with the California Fire Code, 2013 with the City of Roseville's Amendments. A separate phasing plan shall be reviewed and approved by this department. (Fire)
56. 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)

57. All Electrical Department facilities, including street lights where applicable, shall be designed and built to the “City of Roseville Specifications for Residential Trenching”. (Electric)
58. 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)
59. 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)
60. Over-grading onto the adjacent park shall be prohibited. (Parks, Recreation & Library)
61. Drainage shall be installed on the project’s property to collect increased run-off due to development. Drainage shall not daylight onto City property. (Parks, Recreation & Library)
62. Damage to any trees to be preserved, during the course of construction, shall be the property owner’s responsibility. (Parks, Recreation & Library)
63. Accent lighting at entry monuments shall be above ground types. In-ground lighting will not be accepted. (Parks, Recreation & Library)
64. Signage at entry monuments shall be monolithic and bolted in place. (Parks, Recreation & Library)
65. Utilities for parks shall be coordinated with Parks, Recreation & Libraries. (Parks, Recreation & Library)
66. 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 areas. The following items should be included in the plan exhibit:
  - a) The exhibit should show the location of outfalls and other open space improvements or features that require maintenance so the City can determine where open space facility maintenance access is needed.
  - b) The exhibit should show the open space resources and drainages to better understand access constraints within the preserve. Swales and drainages can cut off access to some locations.
  - c) Need confirmation that the access locations shown work for required equipment from a grade and turning radius perspective.

Once approved, the master access plan shall be included in improvement plans for phases or sub-phases. (PR&L)

67. Costs for GIS mapping of city-maintained parcels shall be part of the project costs. (Parks, Recreation & Library)
68. Locate fences and walls on the private property side of the property line. (Parks, Recreation & Library)
69. 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. (PR&L)

70. Replace all references to “No Mow” turf with another plant (PR&L)
71. 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)
72. 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**

73. 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)
74. Adjacent to Parcel C-51, the Class 1 Trail/sidewalk shall be installed with Benchmark Drive improvements. (Alternative Transportation)
75. Easement widths shall comply with the City's Design and Construction Standards. (Environmental Utilities, Electric, Engineering)
76. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)
77. With the recordation of the first Final Map all roadway Irrevocable Offers of Dedication (IOD's), Public Utility Easements (PUE's) and Access Easements (AE's) with rights to construct shall be dedicated, as outlined in the Development Agreement and the “Utility and Roadway Phasing Guide”. (Engineering)
78. 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)
79. 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) CC&Rs for Villages C-6, C-20, C-24, C-29 and C-30 shall disclose the location of bus stops and the possible operation of bus service in the locations identified.
  - b) CC&Rs for Villages C-25 and C-26 shall identify that direct curbside ADA Paratransit or Dial-A-Ride service will not be available to some lots along alleys.
  - 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. (Attorney, Planning)

80. Parcels C-50, C-51, C-52, C-53, and C-54 will not be accepted by the City, either in fee or as an easement, until after the subdivider has fulfilled the terms of the Permit from the Department of Fish and Game or Army Corps of Engineers. Upon completion of the monitoring period, the owner shall notify the City of Roseville Planning Department. (Planning, City Attorney)
81. 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)
82. Any structures crossing Lot/Parcel lines created by the Final/Parcel map shall be removed. (Engineering)
83. Per the development agreement, if a 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)
84. Per the Development Agreement, the developer shall pay \$20,000 for the Creekview Specific Plan area's fair share contribution towards update of the Long Range and Short Range Transit Plans and the Bicycle Master Plan. (Building, Alternative Transportation)
85. Per Section 3.5.2 of the Development Agreement, an access easement shall be granted to the Wagner Property with the recordation of the first Final Map. (Engineering)
86. The street names shall be approved by the City of Roseville. (Engineering)
87. Applicant has the option of forming a Community Facilities District – Public Facilities (CFD) for the purpose of financing the construction and/or acquisition of public infrastructure and facilities within the project area. In order to allow the CFD to be in place at the beginning of the Levy cycle, the documentation shall be provided to the Finance Department not later than March 15 of the year preceding the Levy cycle in which the CFD will become effective. (Finance)
88. 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, trails and neighborhood parks. It is the applicant's responsibility to cooperate with the Finance Department in preparing the appropriate documentation for the formation of the Services CFD. In order to allow the CFD to be in place at the beginning of the Levy cycle, the documentation shall be provided to the Finance Department not later than March 15 of the year preceding the Levy cycle in which the Services CFD will become effective. (Finance)
89. The subject property shall be annexed into Municipal Services District #3 (Muni CFD) prior to the issuance of the first residential building permit, excluding permits for model homes or certificates of occupancy for non-residential uses. This property is being added into this district in order to provide the funds required to offset the property's impact on City general fund resources available to pay for municipal services citywide, including the project area. It is the applicant's responsibility to cooperate with the Finance Department in preparing the appropriate documentation for the annexation of this property into the CFD. In order to allow the CFD to be in place at the beginning of the Levy cycle,

the documentation shall be provided to the Finance Department not later than March 15 of the year preceding the Levy cycle in which the Muni CFD will become effective. (Finance)

90. 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 Lots/Parcels along major roads shall be dedicated in fee to the City as right of way. (Engineering)
91. 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)
92. 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)
93. 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)
94. 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)
95. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

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

96. 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)
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. 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 wattles and stakes, silt fencing). (Engineering, CDD, Planning, and Parks, Recreation & Libraries)

103. Landscape plans are required with the second submittal and shall include a master irrigation plan showing all phases of work. The master irrigation plan shall include all mainline layout/size, points of connection/sizes, controller location, valves and phasing with limit of work lines. This plan shall be included in all phased submittals. All irrigation and landscaping shall comply with the Parks Construction Standards. (Parks, Recreation & Libraries)
104. Clearly delineate City-maintained landscaping from privately maintained landscaping with a concrete mowband consistent with the Parks Construction Standards. (Parks, Recreation & Libraries)
105. 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, Recreation & Libraries)
106. Slopes along the developed property line and open space shall be 3:1 or less (severe). (Parks, Recreation & Libraries)
107. The dedication of parkland (future parks and/or open space) shall be deeded to the City through an Irrevocable Offer of Dedication (IOD). As a default, park and open space parcels shall be excluded from acceptance through the mapping approvals and completed as a separate deed process. (Parks, Recreation & Libraries, Development Services)
108. 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.
109. 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.
110. 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.
111. The project shall comply with all applicable environmental mitigation measures identified in the CSP. (Planning)

### **MAP ADVISORY NOTES**

112. Future entitlement requests for parcels identified below shall at the discretion of the City require either the installation of a bus shelter(s) or the execution of an deferred improvement or other agreement between the developer and the City:
  - a. Parcel C-20 - Shelter #290

- b. Parcel C-24 - Shelter #s 288 & 291
- c. Parcel C-29 - Shelter #292
- d. Parcel C-30 - Shelter #285
- e. Parcel C-70 – Shelter #s 286 & 287

113. The school/park campus shall be planned and coordinated between the Developer, City and School District prior to any application or submittal to the State Architects for review and approval. (Parks, Recreation & Library)
114. Prior to the approval of each final small residential lot subdivision map containing lots for affordable purchase, (C20, C-22, & C-30) the developer shall enter into City's current Affordable Purchase Housing Agreement for such residential purchase units affordable to middle-income households. (Housing)
115. An Affordable Housing Rental Agreement shall be executed prior to issue of building permits for C-42. (Housing)

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

1. The development standards and conceptual unit designs for CSP Parcels C-25 and C-26 are approved as described in Exhibits B & C, except as modified by these conditions of approval. (Planning)
2. This permit shall expire on the same date as the Tentative Subdivision Map for 3000 Westbrook Blvd. Effectuation of this DRRS shall occur with the first residential Building Permit for Parcels C-25 or C-26. (Planning)
3. Prior to issuance of building permits for construction of homes within CSP Parcels C-25 & C-26 the home builder shall be required to submit for a second DRRS approval to revisit the proposed architecture and make adjustments based on the specific product type being proposed. Detailed information (e.g. development standards, floor plans, architectural styles, materials and color boards, etc.) shall be provided as part of the DRRS resubmittal. (Planning)
4. 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)
5. The landscape plan shall comply with the Landscape Guidelines for the CSP and the City of Roseville Water Efficient Landscape ordinance (currently found in the R.M.C. Chapter 19.67). (Planning)
6. The Developer shall ensure that if a residential property is improved with separated sidewalks, the residential property 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 all landscaping within the landscape planter, including street trees, located between the separated sidewalk and curb, except where a Homeowners Association maintains the landscaping within the landscape planter. (Planning)
7. The project shall comply with all applicable mitigation measures required by the CSP certified by the City of Roseville on September 19, 2012, and as identified in the CSP EIR prepared for this project. (All Departments)

**TREE PERMIT CONDITIONS AND COMPLIANCE VERIFICATION/INSPECTION CHECKLIST –  
 PL14-0522**

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. As indicated in Page 2 of Exhibit D, 73 trees are approved for removal with this tree permit. All other native oak trees shall remain in place. The trees to be removed shall be clearly marked in the field and inspected by Planning Staff prior to removal. Removal of the trees shall be performed by or under the supervision of a certified arborist. (Planning)		
3. The developer shall be responsible for the mitigation of 1,173 inches. Mitigation shall be provided through payment of in lieu fees totaling \$138,414 (mitigated at \$118 per inch). The in lieu fees will be paid over two phases. Prior to construction in each phase, mitigation for Phase 1 shall total \$79,060.00 and Phase 2 shall total \$59,354.00. (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 \$10,000 cash deposit or bond for each Parcel encumbered with native oak trees (or other means of security provided to the satisfaction of the Planning Department) shall be posted to insure the preservation of all remaining trees during construction. The cash deposit or bond shall be posted in a form approved by the City Attorney. Each occurrence of a violation on any condition regarding tree preservation shall result in forfeiture of all or a portion of the cash deposit or bond. (Planning)		
6. 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 the bond, suspension or revocation of the permit, payment of restitution, and criminal penalties. (Planning)		
7. 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)		

<p>8. 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)</p>		
<p>9. 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>		
<p>10. The applicant shall arrange with the arborist to perform, and certify in writing, the completion of deadwooding, fertilization, and all other work recommended for completion prior to the approval of improvement plans. Pruning shall be done by an Arborist or under the direct supervision of a Certified Arborist, in conformance with International Society of Arboriculturalists (I.S.A.) standards. Any watering and deep root fertilization which the arborist deems necessary to protect the health of the trees as noted in the arborist report or as otherwise required by the arborist shall be completed by the applicant.                  (Planning)</p>		
<p>11. A utility trenching pathway plan shall be submitted depicting all of the following systems: storm drains, sewers, water mains, and underground utilities. The trenching pathway plan shall show the proposed locations of all lateral lines.                  (Planning)</p>		
<p>12. 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>		
<p><b>DURING CONSTRUCTION</b></p>		
<p>13. 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>14. All preservation devices (aeration systems, oak tree wells, drains, special paving, etc.) shall be designed and installed as required by these conditions and the arborist's recommendations, and shall be shown on the improvement plans or grading plans. (Planning)</p>		
<p>15. If any native ground surface fabric within the Protected Zone must be removed for any reason, it shall be replaced within forty-eight (48) hours. (Planning)</p>		
<p>16. 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>17. Where recommended by the arborist, portions of the foundation shall be hand dug under the direct supervision of the project arborist. The certified arborist shall immediately treat any severed or damaged roots. Minor roots less than one (1) inch in diameter may be cut, but damaged roots shall be traced back and cleanly cut behind any split, cracked or damaged area. Major roots over one (1) inch in diameter may not be cut without approval of an arborist and any arborist recommendations shall be implemented. (Planning)</p>		
<p>18. 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>		
<p><b>PRIOR TO ISSUANCE OF AN OCCUPANCY PERMIT</b></p>		
<p>19. 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>20. A copy of this completed Tree Permit Compliance Verification/Inspection form shall be submitted to the Planning Division. (Planning)</p>		
<p>21. The approval of this Tree Permit shall expire on the same date as the CSP Tentative Subdivision Map (PL14-0522).</p>		

**Attachment**

1. CSP Land Use Plan

**Exhibits**

- A. Land Use by Parcel
- B. Land Use Summary
- C. Tentative Subdivision Map Sheets
- D. Project Phasing Plan
- E. Utility and Roadway Phasing Plan Sheets
- F. Open Space Master Access Plan
- G. Development Standards Table (DRRS)
- H. DRRS Packet
- I. Sierra Nevada Arborist Reports dated January 19, 2007
- J. Sierra Nevada Arborist Reports dated October 13, 2015

**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.