The following information provides an analysis of each of the different entitlements requested in association with the proposed HP/JMC Rezone Project. Further evaluation of the project's consistency with various City policies and programs is provided in the various chapters of the SEIR. This analysis is provided as background information for the Planning Commission in its consideration of, and recommendation to Council on, the proposed General Plan Amendment, Rezone, and certification of the SEIR. Action on the other entitlements (SUBD, DRP, TP) cannot occur until such time as the SEIR has been certified by the City Council. Staff will bring the Tentative Subdivision Maps, Design Review Permit, and Tree Permit back for Commission consideration following certification of the SEIR (anticipated in late July or early August).

1.1 General Plan Amendment

- *Land Use Allocation:* The project site is currently designated with Light Industrial (452 acres) and Open Space (45.7 acres) land use. The proposed project would retain the 45.7 acres of Open Space and 198 acres of Light Industrial land use for the existing developed HP campus (excluding R-21 Building). The remaining 253 acres would be designated as indicated in Exhibit G and summarized below (gross acres – not including roads):

  - High Density Residential (HDR) – 68.6 ac.
  - Medium Density Residential (MDR) – 91.4 ac.
  - Low Density Residential (LDR) – 0.9 ac.
  - Community Commercial (CC) – 12.7 ac.
  - Business Professional (BP) – 8.9 ac.
  - Business Professional (potential university) – 40 ac.
  - Parks & Recreation (PR) – 15.2 ac.
  - Public/Quasi Public (P/QP) -15.5 ac.

- *Compatibility with Surrounding Land Use:* As shown in Exhibit G (Land Use exhibit), the project area is bordered to the north by the Longmeadow (MDR) and Fiddyment 44 projects (LDR) (residential and business professional land use), to the south by open space and the Woodcreek Golf Club, to the west by residential (LDR and HDR) and a Safeway shopping center (CC), and to the east by the existing HP campus (LI).

  Table II-12 of the General Plan has compatibility guidelines designed to minimize conflicts between adjacent land uses. Table II-12 identifies the compatibility of adjacent land uses as either "compatible," "conditionally compatible," or "not compatible." Table II-12 states that uses are not considered "adjacent" if separated by an arterial roadway. Blue Oaks and Woodcreek Oaks Boulevards separate the project site from the residential and commercial land uses to the north and west. Therefore, for the purposes of this analysis, the focus of land use compatibility is on the existing HP campus to the east and its associated light industrial land use.

  Table II-12 identifies the compatibility of high and medium density residential with light industrial as "conditionally compatible." Where Table II-12 states that uses are conditionally compatible, it is then incumbent on the City to review the special characteristics of the affected parcels to determine whether or not the proposed land uses are compatible in each case.

  Figure 2 (page 4) of the HP Master Plan (Exhibit B) illustrates the existing and future anticipated development pattern on the HP campus (after expansion). As illustrated in Figure 2, the closest building (R-6) is approximately 490 feet to the western property line. A parking area and landscaped buffer area occupy the space between the property line and the R-6 building (the parking area is set back 250 feet of the property line). While conceptual, the site plan also depicts

the anticipated location of the two future buildings on the HP campus. These buildings are shown to be set back a similar distance from the property line as the R-6 building.

The various SEIR chapters provide an analysis of the compatibility between the proposed project and the existing and future HP operations (noise, visual, hazardous materials, etc.). The SEIR concludes that the separation between the existing and proposed facilities on the HP campus adequately ensures compatibility between the existing light industrial and proposed residential land uses. Note that the 1996 Master Plan EIR reached a similar conclusion concerning compatibility with adjacent residential uses.

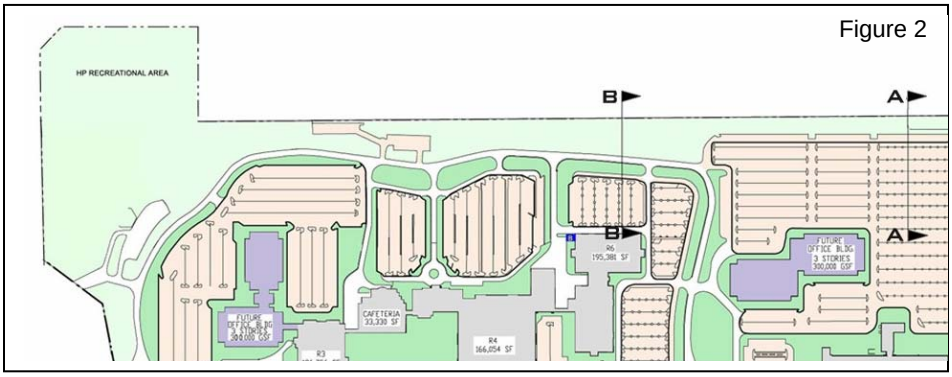


Figure 2

- *Unit Allocation:* The project proposes to increase the General Plan residential unit allocation by 1,920 units. Utility and traffic capacity are discussed in detail in the SEIR and are summarized in Section 2 of this report.

- *Schools:* Upon completion of the property transaction, the landowner (Heritage Preservation, aka JMC) will enter into separate written agreements with the Roseville City School District and the Roseville Joint Union High School District to mitigate the impacts resulting from increased student generation.

  The Roseville City School District indicates that it does not have capacity to serve students generated by the proposed project. As a result, 12 acres of the project site will be sold to the District for construction of a new elementary school. The HP school site (grades K-5) will serve students generated by the HP/JMC Rezone project, as well as the Longmeadow, Fiddyment 44, and Diamond Creek rezone sites north of Blue Oaks Boulevard.

  Staff has requested that the applicant obtain written verification that mutual benefit agreements have been negotiated to the satisfaction of both school districts. As of the time this report was written, the applicant had not provided the requested documentation. Staff will report verbally to the Commission at the April 27th hearing regarding school agreement progress.

- *Fire Station:* As a component of the project, the City of Roseville will purchase two acres near the corner of Woodcreek Oaks and Blue Oaks Boulevard for a fire station. The station (#8) is needed to maintain standard response times in the northern portion of the City.

- *Fiscal Analysis:* A fiscal impact study was prepared to analyze the proposed change from Light Industrial to various commercial and residential land uses (Exhibit U). The results indicate that with Homeowner's Association maintenance and project-based revenues (i.e., assessment districts), the project will have a neutral fiscal impact with net revenues exceeding costs by approximately two to three percent.

- *Other Fiscal and Revenue Considerations:* As generally described in the Executive Summary, a significant component of the project is the property transaction and acquisition of the R-21 Building and surrounding 40 acres by the City. Consistent with the City's economic development strategy, the purpose of the R-21 transaction is to acquire and provide a site suitable to attract a four-year university. Attracting a four-year university with target industry-focused degree and post-graduate

programs is a strategic action that is anticipated to have long-term positive fiscal effects for Roseville, both tangible and intangible, including direct job creation and an educated workforce.

As outlined in the Development Agreement (to be provided in Section 4 on May 25th), the City will acquire the R-21 Building and associated 40 acres at a significant discount below market value. The R-21 transaction represents a significant public benefit to the City by providing the potential for a four-year university or major employment center. In consideration of the fiscal value provided to the City by the R-21 transaction, payment of citywide park development and dedication fees, as well as public benefit fees, are not proposed to be a requirement of the project. The citywide park fee revenue that would have been generated by this project will be provided through other funding sources, including the General Fund.

- *Business Professional Property Purchase Option:* As also outlined in the Development Agreement, the City will have an 18-month option (from close of JMC property transaction) to purchase the nine-acre BP site immediately adjacent to the R-21 site. The intent is to potentially develop the 9-acre site in conjunction with the R-21 site to increase the size of a potential university or employment campus.

- *Pedestrian District Overlay:* In an effort to achieve the project objectives and vision, including "Blueprint" densities, the project design includes an emphasis on compact development with higher net densities. As a result, the internal roadway network will experience higher volumes of vehicular trips than typically seen on residential roadways. Based on an analysis of the on-site circulation by Fehr & Peers, residential roadways within the project are expected to carry volumes of up to 4,400 trips in the northern portion of the project (see Exhibit S).

  The Circulation Element of the General Plan (page III-12) states that traffic volumes for residential streets should generally not exceed 3,000 trips per day. Roadways expected to carry 3,000 to 10,000 trips per day should be designed as collector roadways. The design intent for the HP/JMC Rezone Project, similar to the Rivermark project, is to place an emphasis on urban and neighborhood design by fronting units on the street. The project was designed with the realization (and intent) that there would be more congestion and urban activity than the typical suburban subdivision.

  In response to the anticipated daily traffic volume and implementation of the Blueprint strategies of promoting pedestrians over the automobile, staff proposes to adopt a Pedestrian District overlay for the project. The Pedestrian District is provided for in the General Plan Circulation Element (Policy C.5 – page III-28) and is intended to encourage increased pedestrian activity and improve "walkability" through enhanced safety, security, and convenience. Establishment of a Pedestrian District requires the construction and/or implementation of a number of design features, including pedestrian enhancements and traffic calming. In the Pedestrian District, it is recognized that pedestrian travel takes a higher priority than automobile travel.

  The pedestrian focus of the project is evident in the project's traditional grid pattern consisting of short blocks, straight streets, pedestrian paseos, and intersections at regular intervals. Other enhancements include the use of wider sidewalks, enhanced pedestrian crossings, pedestrian plazas, and a dense tree canopy. A more detailed discussion of the traffic calming measures is provided in the small lot tentative map discussion later in this report.

- *Text Amendments:* The General Plan will need to be amended to incorporate changes resulting from the proposed project. General Plan change pages (redline version – red text) are included as Exhibit C. The nature of the proposed changes is summarized below:

  - Increase the General Plan unit allocation by 1,920 units;
  - Change text to add references to the HP/JMC Rezone project;

- Change tables to update and insert project data;
- Update descriptive background and setting text to reflect changes that have occurred over time and/or changes resulting from previously approved projects.

Other text changes to the Land Use Element are being proposed by the Planning Department to correct discrepancies in data and to eliminate unnecessary tables that contain statistical data that are published and updated more frequently in other City documents (e.g., employment, undeveloped land inventory, population). Other changes include corrections to text amendments made with the Riverside Gateway Specific Plan. Since the time the RGSP was approved, the Planning Department has determined that it would be more appropriate to list the RGSP as a separate specific plan, rather than to include it in the Infill planning area. This is particularly important for reporting and data tracking purposes, particularly in the City's Quarterly Development Activity Report.

Text changes associated with the HP/JMC Rezone Project are reflected in red ~~strikeout~~/<u>underline</u> text, while other recommended clean-up text changes are denoted in pink ~~strikeout~~/<u>underline</u> text.

- *HP Master Plan Amendment:* As part of the General Plan Amendment action, the City will adopt the amended HP Master Plan. The Master Plan establishes a development framework for the additional future development proposed on the HP campus and addresses aspects of circulation, public utilities, public services, and implementation. The revised Master Plan is included for the Commission's review as Exhibit B.

- *GPA Conclusion:* Based on the compatibility analysis contained herein and within the SEIR (with mitigation where appropriate), the proposed land use allocations and text amendments are consistent with the goals, standards, and policies of the General Plan.

1.2 <u>Rezone</u>

The proposed zoning districts for the project are presented on Exhibit F and are summarized below:

- Attached Housing / Development Standards (R3/DS)
- Small Lot Residential / Development Standards (RS/DS)
- Single Family Residential (R1)
- Community Commercial / Development Standards (CC/DS)
- Business Professional (BP)
- Parks and Recreation (PR)
- Public/Quasi Public (P/QP)

The wetland preserve and remaining 198-acre HP campus will retain their existing Open Space and Light industrial / Special Area (SA) zoning, respectively. The SA overlay denotes that the HP Master Plan (as amended) is the guiding document for permitted uses and development standards within the Light Industrial district encompassing the 198-acre campus.

Modifications to several Zoning Ordinance Development Standards have been incorporated into the project Design Guidelines (Page 4 of Exhibit E) using the Development Standards (DS) Overlay District provided for in the City's Zoning Ordinance. The DS overlay district allows specific modifications to the underlying zone district development standards to achieve specific design goals. The development standards proposed for this project are similar to "form-based codes" since the standards have been developed around the product types designed for the project. Staff has reviewed the proposed development standards and finds them consistent with the product design. It should be noted that the specific location, orientation, and placement of each of the attached product types is approved through

the Design Review Permit. The Development Standards are necessary to provide minimum prescriptive standards should the product type change.

Consistent with the Zoning Ordinance procedures for the Design Review Permit, significant changes to the Design Review Permit would require review and approval by the Design Committee. Examples of significant changes include (but are not limited to) a change in product type (i.e., attached to detached), elimination of street-fronting units, and elimination of grade separation between the units and street. Minor changes, as determined by the Planning Director, would be approved by the Planning Department during plan check. Minor changes could include variations in materials, trim materials, alternate colors, door and window placement, and architectural detailing (iron accents, medallions, etc.).

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

1.3 Development Agreement

Two separate Development Agreements have been negotiated between the Landowners (JMC and HP) and the City that will outline the obligations between the parties and enable the development of both the undeveloped portion of the site, as well as future construction on the HP campus. The agreement is a binding contract that sets the terms, rules, conditions, regulations, entitlements, responsibilities, and other provisions relating to the development of the project. The agreement may only be amended by mutual consent of both parties. Additional details of the Development Agreements will be provided in the May 25th report (Section 4).

1.4 Large Lot Tentative Subdivision Map

The Large Lot Tentative Subdivision Map will subdivide the 297-acre project area into 23 parcels consistent with the proposed land use plan. The map will further establish street right-of-ways and infrastructure easements.

The proposed large lot configuration has been reviewed by Planning and Public Works staff, along with the City utility departments and private utility purveyors, and found to be consistent (subject to conditions of approval) with applicable Subdivision Ordinance and Subdivision Map Act standards and requirements.

1.5 Small Lot Tentative Subdivision Map

- *Parcel Size, Design, Configuration, Location, Orientation, and Character:* The project involves the further subdivision of the 23 large lot parcels into 1,766 residential parcels of varying size. Minimum lot dimensions and sizes are indicated in Table 1.5.a. The product types for the high density parcels have been "pre-plotted," that is, a unit has been definitively plotted on each lot. The placement and configuration of the attached products has been reviewed, and would be approved, through the Design Review Permit process.

  To maintain the vision established for the project, the applicant spent considerable time ensuring that the product types related to the proposed lots, that the lots related to the street, and ultimately that the product types and lots related to the overall land use plan. This approach has allowed the City and applicant an opportunity to closely examine the design details and functionality of each neighborhood. Discussion of the various product types is contained in the Design Guidelines section of this report (Section 3). Through the extensive review of the product types for the subdivision, staff is satisfied with the proposed lotting pattern.

Table 1.5.a - Lot Summary Table

	Product Description	No. of Lots	Min Lot Size
Village 1	Attached Flat-fad and tuck-under townhouses (alley-loaded)	633	22'x53' (1,166 s.f.)
Village 2	Attached Cottages (alley-loaded)	219	34'x53' (1,802 s.f.)
Village 3	Detached Single Family (alley-loaded)	478	40'x62' (2,480 s.f.)
Village 4	"Conventional" Single Family (front-loaded)	264	44'x68' (2,992 s.f.)
Village 5	"Conventional" Single Family (front-loaded)	140	47'x75' (3,525 s.f.)
Knoll Lots	Single Family	2	6,000 s.f. min.

- *Grading:* The project site has gently rolling topography and ranges between 125 and 145 feet above mean sea level (msl). The slopes on the property range between 0-5%, except in the southern portion of the site closest to the South Branch of Pleasant Grove Creek. In this area, slopes are as much as 20%. Initial earthwork estimates on the property indicate that 466,111 cubic yards of cut and 592,669 cubic yards of fill will be required.

  Retaining walls will be necessary due to the topography of the site and the needs for large pads for the attached products. Retaining walls are contemplated in the following locations:

  - A three- to four-foot retaining wall is proposed along the open space boundary at the southern portion of the site.
  - A retaining wall varying from one to six feet in height is proposed along the eastern property line bordering the HP campus. The wall is necessary so as not to change the grades within a 10-foot wide PG&E easement on the HP side of the property line. The easement contains a high pressure gas main that traverses the property in a north/south direction.
  - Internal retaining walls are also proposed between residential lots on the southern portion of the project. The walls are necessary to transition grades from east to west in an effort to reduce the wall height at the open space boundary.

  Staff and the applicant have successfully lowered the height of the walls within the project to the extent feasible.

  The proposed grading is consistent with the Grading Ordinance and Improvement Standards and does not create any issues or concerns for Planning or Engineering staff.

- *Utilities and Easements:* The utility and Public Utility Easement layout for the site are presented on the Tentative Map sheets (Exhibit H). The City's utility departments, along with other private utility providers, have reviewed the proposed layout. As conditioned, the proposed utility layout complies with applicable utility and engineering improvement standards.

- *Pedestrian Paseos and Easements:* As previously mentioned, the project incorporates a series of interconnected pedestrian paseos. The paseos and other project landscaping are not proposed to be common area parcels owned by the Homeowners Association. Rather, the paseos will be provided via public / pedestrian access easements, which are reflected on the Tentative Map. It should be noted that all landscaping and common improvements (e.g., paseo sidewalks, irrigation) within the attached and alley-loaded detached products will be maintained by the HOA.

- *Drainage:* The drainage improvements proposed with the Tentative Map include curbs, drain inlets, overland releases, and underground drain lines. All of the lots have been designed to conform to

City drainage standards. Two overland releases are proposed along the southwestern boundary of the project into the Open Space area (Lots E and F).

The site generally drains to three different drainage sheds. The southern portion of the site drains south toward the creek, while the central portion of the site generally drains to the west toward Woodcreek Oaks Boulevard. The northern portion of the site drains to the north toward Blue Oaks Boulevard. To comply with State and Federal water quality requirements, runoff from the southern drainage shed will outfall into an existing water quality basin created for the HP campus. The central drainage shed will be filtered through a vegetated swale on the nine-acre community park site for water quality purposes. Finally, the northern shed will be filtered via "end-of-pipe" mechanical devices (e.g., stormwater interceptors).

Water quality treatment for all drainage sheds on the project site are required to comply with the mandated Storm Water Pollution Prevention Program (SWPPP) and National Pollutant Discharge Elimination System (NPDES). Low Impact Development (LID) measures will also be encouraged by the City, including the use of disconnected roof drains (filtered through lawn), evergreen "interceptor" trees, and impermeable surfaces. Note that a new ordinance regulating storm water discharge is currently under preparation (known as the Urban Stormwater Quality Management and Discharge Control Ordinance) and is scheduled for Council review/action on July 1, 2006. The proposed project will be required to comply with the new ordinance.

- *Roadways, Circulation, and Access:* Access to the project site will be provided via two signalized public streets on Blue Oaks Boulevard, two signalized public streets on Woodcreek Oaks Boulevard, as well as two unsignalized public streets on Woodcreek Oaks Boulevard (see Site Plan – Exhibit D). The commercial center and 10-acre BP site will also be permitted right-turn restricted driveways on Blue Oaks Boulevard. A future signalized access to the R-21 site is anticipated in the City's traffic model and will be installed when warranted by demand from future R-21 operations.

  Five roundabouts are proposed at the five intersections with the highest anticipated traffic volumes (see Site Plan). Other internal intersections will be stop-controlled. Pedestrian bulb-out features and other pedestrian enhancements such as enhanced paving will be provided at other prominent intersections. Three pedestrian mid-block crossings (known as "chokers") are proposed on Wood Meadow Drive between "H" Way and Painted Desert Drive. The bulb-outs and chokers reduce the width of the street where pedestrians cross and allow pedestrians to safely see past parked cars before attempting to cross the street. More importantly, the chokers allow the pedestrians to be seen by motorists. The roundabouts, bulb-outs, and chokers are key pedestrian safety and traffic calming elements that are integral to the project design and are necessary in conjunction with the Pedestrian District overlay.

  Another way that the project is achieving the objective of providing higher densities is through a reduction in required street widths in various locations throughout the project. The various roadway cross-sections used throughout the project are identified on the Large Lot Tentative Map (Exhibit I), and in the project Design Guidelines.

- *Fencing:* The proposed fencing plan is outlined in the project Design Guidelines. In summary, masonry walls will border the residential component of the project along Blue Oaks Boulevard and Woodcreek Oaks Boulevard for noise attenuation purposes. Wrought-iron fencing is proposed where residential lots interface with the open space area. Residential wood fences are proposed between the "conventional" single-family lots, and will be enhanced (i.e., top & bottom rails, overlapping boards, etc.) on street-facing corner lots. Other fence details for the attached products are provided in the project Design Guidelines.

- *Landscaping:* Onsite landscaping is a key element of the project design and will be key to the project's long-term success. In general, the proposed landscaping is consistent with applicable City

requirements. The streetscape and arterial landscape corridor planting (Blue Oaks and Woodcreek Oaks Boulevards) is also consistent with the adjacent North Roseville Specific Plan and Longmeadow developments. Please see the landscape design component of the Design Guidelines section of this report for further details (Section 3).

- *Phasing:* The project is planned for construction in two phases, roughly from the north side of the project to the south. The first phase is expected to begin construction in late 2006. Phase 2, which consists of primarily single-family detached product, is expected to begin in 2010.

- *Small Lot Tentative Map Conclusion:* As discussed previously, staff has determined that the design, layout, configuration, and size of the proposed lots are sufficient to allow for development of the proposed product types, and consistent with the proposed zoning and project objectives.

1.6 Design Review Permit

A Design Review Permit is required for the high density attached residential (multi-family). The product layout, architectural elevations and details, floor plans, and other pertinent details are shown in Exhibit R. A detailed discussion of the architectural style, treatment, and theme is provided in the project Design Guidelines, and discussed summarily in Section 3 of this report. In summary, the various product types incorporate a variety of architectural treatments, including tapered massing, varied roof planes, color variation and blocking, and trim components (shutters, iron, etc.). Staff has determined that the proposed architecture and site layout complies with the applicable design criteria contained in the Community Design Guidelines and proposed project Design Guidelines. Please see Exhibits E and R and Section 3 of this report for further details.

1.7 Tree Permit

- *On-Site Tree Impacts:* Three native oak trees are located within the area proposed for development. Tree #1 is a 43-inch blue oak that is listed in the arborist report (see Appendix B of the SEIR) as having poor structure and health with visible trunk decay and limb failures. Tree #2 is a 37-inch blue oak that is listed in fair structure and health. Tree #3 is a 68-inch valley oak that is listed in poor structure and health. Tree #1 is located within the proposed Village 3, south of “K” Street and west of “L” Way. Tree #2 is located within the proposed open space boundaries adjacent to park site “F.” Tree #3 is located within Village 5, between “Q” and “R” Streets.

  The arborist recommends removal of Tree #1 due to the extensive trunk decay (makes the tree unstable). Tree #3 is also recommended for removal, or complete isolation from human activity, due to the potential for further limb shedding. Due to their deteriorating and unstable condition, both trees would be unsuitable and potentially hazardous in the built environment. As such, staff concurs with the arborist’s recommendation to remove both trees.

  Tree #2 will be preserved within the open space and will provide a valuable amenity to park site “F”; however, it is likely to incur encroachment of approximately 20% during development of the park site. Standard Tree Permit conditions of approval, such as requiring arborist supervision of construction, aeration systems, fertilization, and “deadwooding” are expected to minimize impacts to Tree #2.

- *Other Tree Impacts (Bike Trail):* Impacts to native oak trees as a result of the proposed bike trail alignment have also been evaluated at a project level. However, it should be noted that the bike trail has not been designed, so the exact alignment of the trail is not yet established. As a result, the arborist report and SEIR have evaluated a potential “bike trail corridor” of approximately 50 feet in width. Encroachment percentages will vary depending on the final alignment and may exceed 20% in some cases. Mitigation and remediation measures for all encroachments would be required as directed by the project arborist.

It is anticipated that many of the potential impacts identified below will be avoided. However, in the interest of preserving flexibility for the trail alignment, the analysis provided herein reflects the worst-case scenario. The following tables summarize tree impacts by corresponding map section.

Map Section 1 - Trees Potentially Impacted by Bike Trail

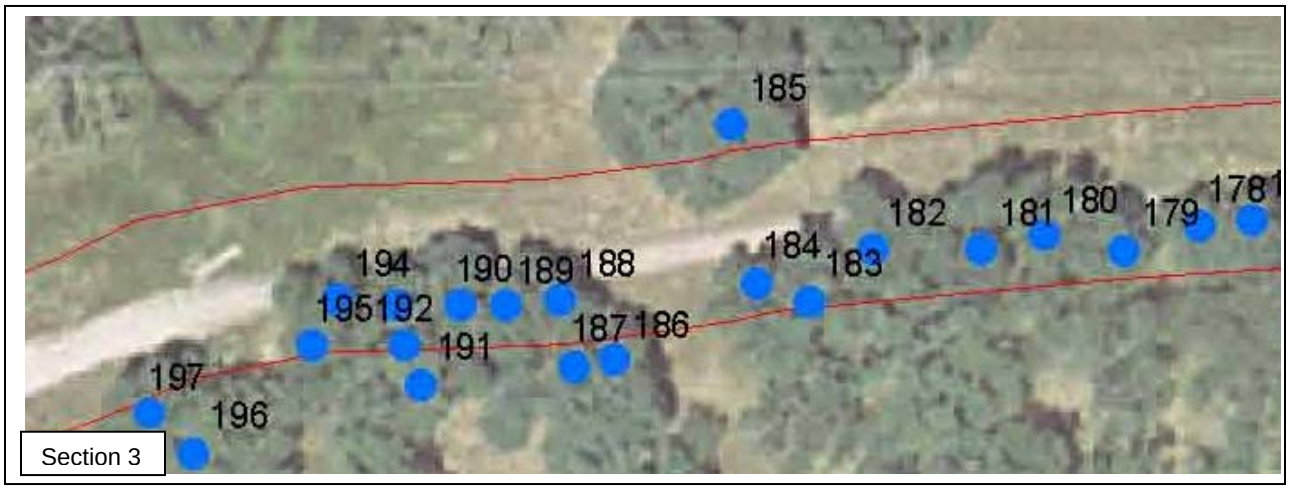
Tree Number	Species	Diameter at Breast Height	Condition/Health	Possible Encroachment or Removal
221	Blue Oak	46.4	Fair	Encroachment
220	Blue Oak	54	Fair	Encroachment
219	Blue Oak	27.8	Fair	Encroachment
216	Blue Oak	26.3	Fair-Good	Encroachment
217	Blue Oak	39.9	Fair-Good	Encroachment

Map Section 2 - Trees Potentially Impacted by Bike Trail

Tree Number	Species	Diameter at Breast Height	Condition/Health	Possible Encroachment or Removal
215	Blue Oak	46.4	Fair	Encroachment
214	Blue Oak	54	Fair	Encroachment
209	Blue Oak	27.8	Fair	Encroachment
205	Blue Oak	26.3	Fair-Good	Encroachment
204	Blue Oak	39.9	Fair-Good	Encroachment
203	Blue Oak	12	Fair	Encroachment
202	Blue Oak	13	Fair-Poor	Encroachment
201	Blue Oak	9.1	Fair	Encroachment
200	Blue Oak	18.6	Fair	Encroachment
199	Blue Oak	29.7	Fair-Poor	Encroachment

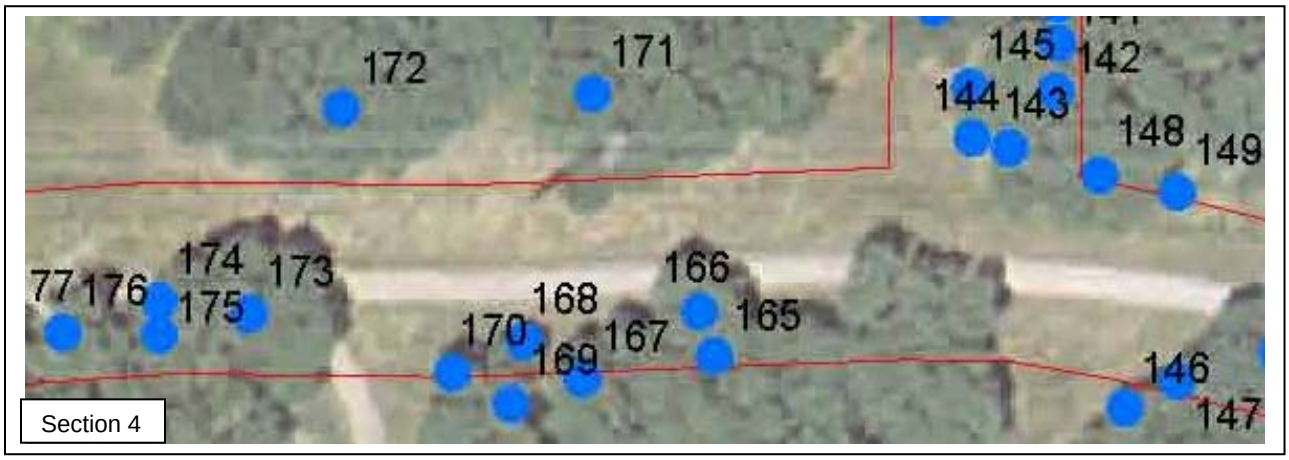
Map Section 3 - Trees Potentially Impacted by Bike Trail

Tree Number	Species	Diameter at Breast Height	Condition/Health	Possible Encroachment or Removal
195	Blue Oak	18.8	Fair	Encroachment
194	Blue Oak	18.4	Fair-Poor	Encroachment
192	Blue Oak	8.4	Fair-Poor	Encroachment
190	Blue Oak	15.9	Fair	Encroachment
189	Blue Oak	17.6	Fair	Encroachment
188	Blue Oak	16.8	Fair-Poor	Encroachment
184	Blue Oak	24.3	Fair	Encroachment
183	Blue Oak	15.3	Fair-Poor	Encroachment
182	Blue Oak	19.4	Fair	Encroachment
181	Blue Oak	20.5	Fair	Encroachment
180	Blue Oak	17.9	Fair	Encroachment
179	Blue Oak	20.5/15.5	Fair	Encroachment
178	Blue Oak	17.1	Fair	Encroachment



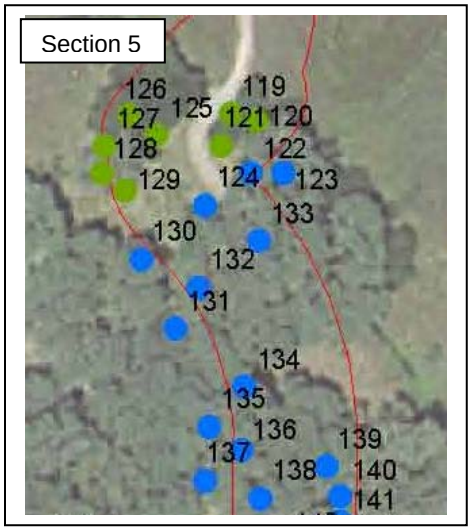
Map Section 4 - Trees Potentially Impacted by Bike Trail

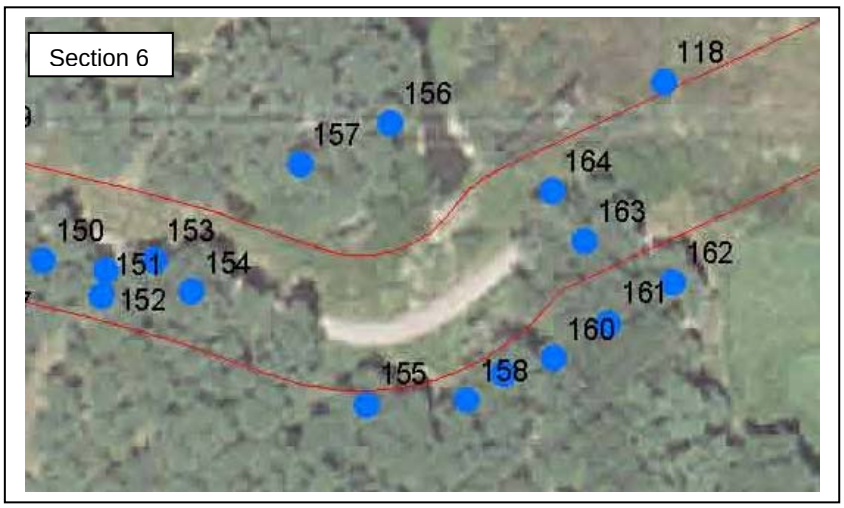
Tree Number	Species	Diameter at Breast Height	Condition/Health	Possible Encroachment or Removal
177	Blue Oak	18.8	Fair	Encroachment
176	Blue Oak	18.4	Fair-Poor	Encroachment
175	Blue Oak	8.4	Fair-Poor	Encroachment
174	Blue Oak	15.9	Fair	Encroachment
173	Blue Oak	17.6	Fair	Encroachment
168	Blue Oak	16.8	Fair-Poor	Encroachment
167	Blue Oak	24.3	Fair	Encroachment
166	Blue Oak	15.3	Fair-Poor	Encroachment
165	Blue Oak	19.4	Fair	Encroachment
145	Blue Oak	20.5	Fair	Removal
144	Blue Oak	17.9	Fair	Removal
143	Blue Oak	20.5/15.5	Fair	Encroachment
142	Blue Oak	17.1	Fair	Encroachment



Map Section 5 - Trees Potentially Impacted by Bike Trail

Tree Number	Species	Diameter at Breast Height	Condition/Health	Possible Encroachment or Removal
141	Blue Oak	28.5	Fair-Poor	Encroachment
140	Blue Oak	27.5	Fair-Good	Encroachment
139	Blue Oak	26.8	Fair	Removal
138	Blue Oak	25.4	Fair	Removal
136	Blue Oak	15.9	Fair	Encroachment
135	Blue Oak	14.5	Fair	Encroachment
134	Blue Oak	17.9/9.6	Fair	Removal
132	Blue Oak	15.4	Fair	Removal
131	Blue Oak	24	Fair-Poor	Removal
130	Blue Oak	18.6	Fair	Encroachment
128	Interior Live Oak	23.1	Fair	Encroachment
127	Interior Live Oak	11.8	Fair	Encroachment
126	Interior Live Oak	9.7	Fair	Encroachment
125	Interior Live Oak	9	Fair	Encroachment
124	Blue Oak	18.7	Fair	Removal
121	Interior Live Oak	9.5	Fair	Encroachment
120	Interior Live Oak	14.9	Fair	Encroachment
119	Interior Live Oak	13.9	Fair	Encroachment



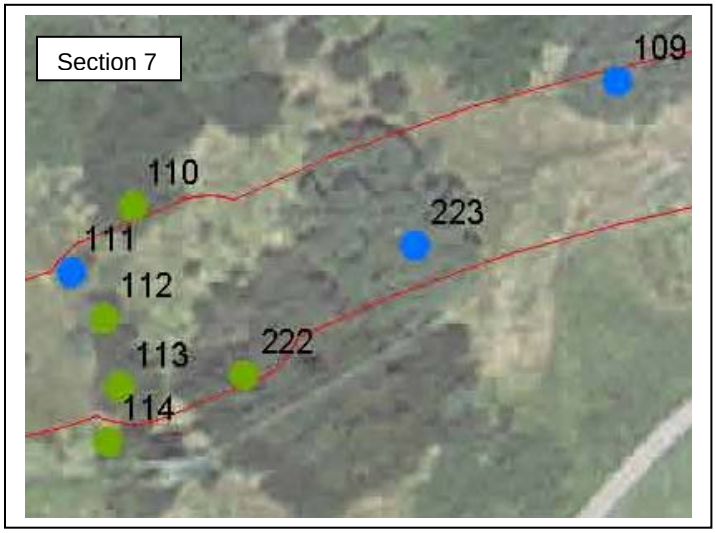


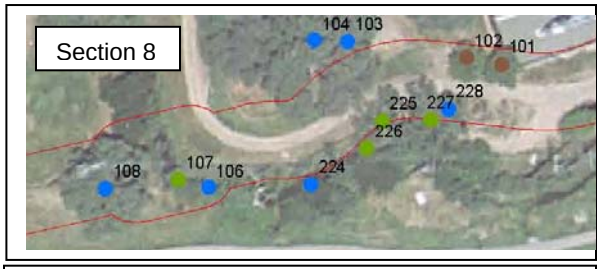
Map Section 6 – Trees Potentially Impacted by Bike Trail

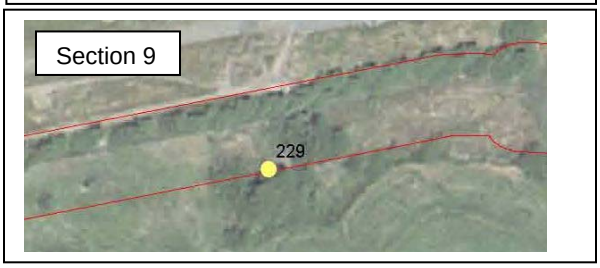
Tree Number	Species	Diameter at Breast Height	Condition/Health	Possible Encroachment or Removal
164	Blue Oak	7.4	Fair	Removal
163	Blue Oak	25.5	Fair-Poor	Removal
154	Blue Oak	10.3	Fair	Encroachment
153	Blue Oak	12.9	Fair-Poor	Encroachment
152	Blue Oak	16.3	Fair-Poor	Encroachment
151	Blue Oak	16.2	Fair	Encroachment
150	Blue Oak	11.7	Fair	Encroachment

Map Section 7 – Trees Potentially Impacted by Bike Trail

Tree Number	Species	Diameter at Breast Height	Condition/Health	Possible Encroachment or Removal
113	Interior Live Oak	19.4	Fair	Removal
112	Interior Live Oak	9.3	Fair	Removal
111	Blue Oak	8	Fair	Removal
109	Blue Oak	44.2	Fair	Removal
223	Blue Oak	33.5	Fair-Good	Removal
222	Interior Live Oak	80	Fair-Good	Encroachment







Map Section 8 & 9 – Trees Potentially Impacted by Bike Trail

Tree Number	Species	Diameter at Breast Height	Condition/Health	Possible Encroachment or Removal
228	Blue Oak	77.7	Fair	Encroachment
227	Interior Live Oak	19.2	Fair	Encroachment
226	Interior Live Oak	12.1	Fair	Encroachment
225	Interior Live Oak	15.8	Fair	Encroachment
108	Blue Oak	39.5	Fair	Removal
107	Interior Live Oak	12.6	Fair	Removal
106	Blue Oak	7	Fair	Removal
229	Valley Oak	13.3	Fair	Removal

- *Tree Mitigation:* The mitigation requirement for the removal of Trees #1 and 3 is 111 inches. The applicant is proposing to mitigate for the removal through on-site plantings within the landscape corridors. On-site planting is credited as follows: 1" of credit for each 15 gallon tree, 2" of credit for each 24" box tree, and 3" of credit for each 36" box tree. On site plantings will need to include a

combination of native tree species (Blue Oak, Valley Oak, or Live Oak) and non-native species, with a maximum credit for non-native species of 50% of the mitigation requirement (55.5").

As noted above, staff has evaluated impacts to trees within a 50-foot wide corridor. The exact number of trees to be removed with the proposed bike trail is unknown at this time. Therefore, it is staff's recommendation that the Tree Permit conditionally approve the removal of all 19 trees. Actual tree removals will be determined and approved by the Planning Department upon review and approval of the final trail alignment. This approach has been used successfully for the bike trails in the Stoneridge Specific Plan area.

Based on the worst-case scenario presented in the tables above, 638 inches would require mitigation. Based on preliminary field walks and discussions with the project engineer, staff estimates that the actual inches necessary for removal will be half to one-third of that represented in this report. It is also expected that the required native and non-native mitigation for the bike trail will be fulfilled through on-site plantings within the various landscape corridors, paseos, and park sites.

- *Tree Permit Conclusion:* With implementation of standard City conditions of approval for Tree Permits, including mitigation for removed trees and appropriate remediation for trees authorized for encroachment, the proposed Tree Permit complies with the standards and requirements of the City's Tree Preservation Ordinance.