

**ITEM V-C: GENERAL PLAN AMENDMENT, SPECIFIC PLAN AMENDMENT, REZONE, DEVELOPMENT AGREEMENT AMENDMENT & TWO TENTATIVE MAPS – 4821 FIDDYMENT RD (WRSP FIDDYMENT PARCELS F-15 & F-16) – FILE # 2008PL-092 (GPA-000049, SPA-000035, RZ-000047, DA-000042, SUB-000126, SUB-000128)**

**REQUEST**

The applicant requests approval of the following: 1) a General Plan Amendment to change West Roseville Specific Plan Parcels F-15 and F-16 from Medium Density (7 units/acre) to Low Density (4 units/acre) (see Attachment 1); 2) a Specific Plan Amendment for the same changes and to transfer existing residential unit allocations from F-15 & F-16 to LDR Parcel F-9 and HDR Parcels F-25 & F-26; 3) a Rezone of F-15 from RS/DS (Small Lot) to R1/DS (Single Family); 4) a Development Agreement Amendment to modify the existing Fiddymment Development Agreement to be consistent with the revised land use plan; 5) a Tentative Map to subdivide F-15 into 167 single-family lots; and 6) a Tentative Map to subdivide F-16 into 110 single-family lots. The applicant seeks these changes to address two challenges: 1) the housing market has changed and medium density product is not selling; and 2) previous transfers have left LDR parcel F-9 with density so low it is infeasible to develop. The proposed transfers will result in parcels F-9, F-15 and F-16 being in the middle of the LDR density range. The project will not result in an increase in units.

Applicant – Tim Denham, Wood Rodgers  
Property Owner – Signature Properties

**SUMMARY RECOMMENDATION**

The Planning & Redevelopment Department recommends that the Planning Commission take the following actions:

- A. Adopt the Negative Declaration for WRSP Fiddymment Parcels F-15 & F-16;
- B. Recommend that the City Council approve the General Plan Amendment;
- C. Recommend that the City Council adopt the one finding of fact and approve the Specific Plan Amendment;
- D. Recommend that the City Council adopt the two findings of fact and approve the Rezone;
- E. Recommend that the City Council adopt the five findings of fact and approve the Development Agreement Amendment;
- F. Adopt the three findings of fact and approve the Tentative Subdivision Map for Village F-15; and
- G. Adopt the three findings of fact and approve the Tentative Subdivision Map for Village F-16.

**SUMMARY OF OUTSTANDING ISSUES**

At the June 23, 2009 meeting of the Westpark-Fiddymment Farm Neighborhood Association (WFFNA), Steve Hicks of Signature Properties presented information about the proposed specific plan amendment to approximately two dozen residents in attendance. Questions from the audience ranged from “When will the Blue Oaks Boulevard bridge be built?” and “Where will Placer Parkway be located?” to “What’s happening with the empty lots across from Bella Terra?”

After the Q&A session, WFFNA board member Bob Gorman expressed support for changing F-15 & F-16 from MDR to LDR, but emphasized the board's lingering concern with transferring 55 residential units to HDR Parcels F-25 & F-26. Mr. Gorman noted that the transfer would raise these parcels' densities from 20 du/ac to 25 du/ac, and suggested that densities higher than 20 du/ac would be better located in the City's infill areas than in Fiddymment Farm (see Attachment 2).

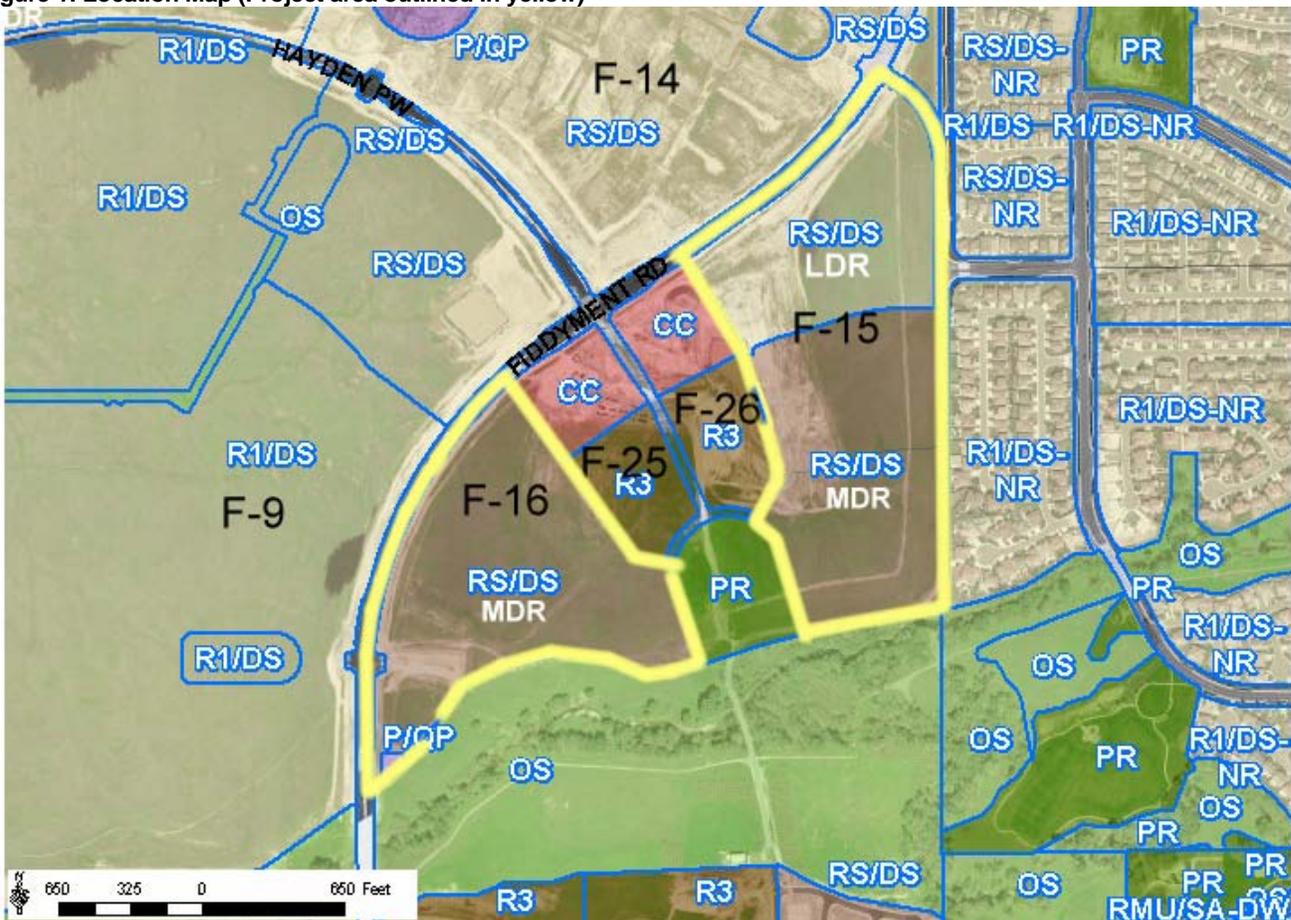
Other than the neighbors' concern with 25 du/ac density, there are no outstanding issues associated with this request. The applicant and all affected City departments have reviewed and agreed with the terms of the Development Agreement Amendment.

## **BACKGROUND**

The West Roseville Specific Plan (WRSP) area is located in the northwest corner of the City. Fiddymment Parcels F-15 and F-16 are within development Phase 2, located adjacent to Fiddymment Road north of Pleasant Grove Creek (Figure 1).

The WRSP was approved by the City on February 4, 2004 and established the land use designations and zoning standards for the specific plan area. The Fiddymment portion was approved for development of 4,170 residential units in three phases.<sup>1</sup> All of the Phase 1 major infrastructure including roads, drainage and utilities have been completed. Currently five Phase 1 neighborhoods are under construction, and approximately 250 units have been occupied. Most of the infrastructure and some grading for Phase 2

**Figure 1: Location Map (Project area outlined in yellow)**



<sup>1</sup> A 36-unit density bonus approved in 2007 for the Siena Apartments affordable housing project on Parcel F-20 resulted in a total Fiddymment development allocation of 4206 units.

has been completed, and improvement plans for Village F-14 have been approved, but the work has not started.

**EVALUATION – GENERAL PLAN & SPECIFIC PLAN AMENDMENTS**

Prior to the start of home building in Fiddymment Phase 2, Signature Properties seeks to revise the land use plan (Exhibit B) as follows:

- Change Parcels F-15B & C and F-16 from Medium Density Residential to Low Density Residential (Parcel F-15A is already LDR)
- Transfer residential unit allocations from F-15 and F-16 to LDR parcel F-9, and HDR parcels F-25 and F-26
- Make no change to the total number of units located in this area (Figure 2) and no change to the overall allocation to Fiddymment Ranch (Figure 3).
- Transfer affordable housing obligation from F-16 to F-6 (Exhibit C and Figure 4).

**Figure 2: General Plan-Specific Plan Land Use Changes by Parcel**

WRSP Parcel	Existing			Proposed			Unit Change
	Land Use & Density	Acres	Units	Land Use & Density	Acres	Units	
F-9	LDR 2.3	100.13	230	LDR 3.8	100.13	378	+ 148
F-15A	LDR 4.7	17.14	84	LDR 3.9	19.50	76	- 8
F-15B/C	MDR 7.8	24.48	190	LDR 4.0	22.48	91	- 99
F-16	MDR 7.0	29.27	206	LDR 3.9	27.74	110	- 96
F-25	HDR 20	5.49	110	HDR 25	5.49	137	+ 27
F-26	HDR 20	5.60	112	HDR 25	5.60	140	+ 28
Totals			932			932	0

**Figure 3: Fiddymment Ranch Changes by Land Use**

	Existing		Proposed		Unit Change
	Acres	Units	Acres	Units	
Low Density Residential	815.40	2,318	867.38	2,659	+ 341
Medium Density Residential	71.27	527	17.52	131	- 396
High Density Residential	67.15	1,361	67.15	1,416	+ 55
Right of Way	63.42	-----	65.19	-----	-----
Phases 1 – 3 Totals	1,017.24	4206	1,017.24	4,206	0

**High Density Residential:** The current land use plan includes two High Density Residential parcels, F-25 and F-26 (see Figure 1), both designated 20 units/acre. The proposed land use plan transfers 27 units to F-25 and 28 units to F-26 to achieve a density of 25 units/acre on both. Staff supports this increase in HDR units because it helps the City meet its state-mandated Regional Housing Need Allocation, as assigned by the Sacramento Area Council of Governments.

The City’s Housing Element must include an inventory of land suitable for residential development, including housing for lower-income households. As defined by state law, to qualify as sites which can accommodate housing for lower-income households, the land must be designated 20 units/acre or higher.

As previously noted, the neighborhood association board has expressed concern with the increase in density on parcels F-25 and F-26. The board has expressed to staff that they believe the WRSP is receiving a disproportionate share of HDR land use and units compared to other areas of the City, and believes that further increases in HDR should be directed to the Infill areas. Staff appreciates the concern and as a result has compared the number of HDR units by specific plan (see Attachment 3). As shown in the table, the proportion of HDR units in the WRSP is less than average and most of the other specific plan areas have a much higher proportion of HDR units. Consequently, staff does not believe that the WRSP is being overly burdened with HDR units.

**Affordable Housing:** Parcel F-25 currently has an obligation to develop 29 units affordable for rent by very-low income families and 29 units affordable for rent by low income families. The applicant proposes to transfer the 58 units to Parcel F-22 in Phase 1, which already has a 126 unit affordable rental unit obligation.

Housing staff supports this transfer. The City has previously approved the consolidation of affordable housing onto parcels, even making rental projects 100% affordable (Siena Apartments). This approach is often preferred from a financing standpoint, as it allows developers to qualify for tax credits to offset the cost of building the affordable housing, and can also help the housing developer with lower land costs.

Parcel F-16 currently has an obligation to develop 83 units affordable to purchase by moderate income families. The applicant proposes to transfer the 83 units to Parcel F-6 in Phase 3, which has a total LDR allocation of 140 units.

Housing staff supports this request as well. The applicant has indicated F-6 is a temporary holding place for the obligation, and is required to eventually develop the 83 affordable units on one or more Phase 3 parcels. Staff feels this deferral of the affordable housing obligation to the future is appropriate; given the present economy, some market rate units have actually been affordable to moderate income families.

**Figure 4: Affordable Housing Allocations**

Existing			Proposed		
Parcel	Land Use	Affordable Units and Type	Parcel	Land Use	Affordable Units and Type
			F-6	LDR	83 middle-income purchase
F-16	MDR	83 middle-income purchase			
F-20	HDR	78 very-low income rental 76 low income rental	F-20	HDR	78 very-low income rental 76 low income rental
F-22	HDR	62 very-low income rental 64 low income rental	F-22	HDR	91 very-low income rental 93 very-low income rental
F-25	HDR	29 very-low income rental 29 low income rental			
421 total units			421 total units		

**Development Impacts:** As mentioned previously, the proposed transfer of unit allocations does not increase the number of units in the immediate area flanking Fiddymment Road north of Pleasant Grove Creek and does not change the total number of units in Fiddymment Ranch. Accordingly, the impacts of the proposed land use plan will be equivalent to those of the current plan. Staff reviewed traffic, utilities, etc. and found no new impacts and no significant change from the impacts previously identified.

- **Utilities:** The proposed land use plan was evaluated with reference to the Master Sewer Plan and, with no change in the number of units, the sewer flows were calculated to be the same as the existing plan. The density changes result in a negligible increase in water demand (16 acre feet/year), but the total demand is still less than the original water allocation included in the WRSP

EIR (Attachment 4). The Environmental Utilities Department reviewed the analyses and determined that existing facilities and capacities would remain adequate to serve the proposed land use plan.

- Traffic: The proposed land use plan was evaluated for traffic impacts. The City's traffic model indicates that the changes would not cause any intersection to experience level of service degradation.
- Schools and other services: The proposed land use plan will result in the same number of students attending local schools, and the same number of families using local parks and other facilities.

**Conclusion:** The proposed land use plan shuffles residential units around without affecting adjacent compatibility, consistent with General Plan policy. Under the current plan, Parcels F-15 and F-16 could develop with fairly small single family lots; the proposed plan would result in medium size single family lots. Under the current plan, Parcels F-25 and F-26 could develop with three-story attached units; the proposed plan would allow them up to 25 percent more three-story units. Staff feels the density increase is appropriate in this location, because of the adjacent park and commercial sites, and the absence of established neighborhoods immediately surrounding the parcels. The future elementary school on Parcel F-70 will be about a four-block walk by way of the signalized intersection at Fiddymment and Hayden.

### **EVALUATION – REZONE**

The applicant requests that Parcels F-15A, B & C be rezoned from RS/DS, Small Lot Residential to R1/DS, Single Family Residential (Exhibit E). The R1/DS District provides for development of standard single family detached homes on minimum 60-foot wide lots; the standards also provide for the use of separated sidewalks. As discussed further in the evaluation of the tentative map, Parcel F-15 will be developed consistent with the R1/DS district.

Zoning Ordinance Section 19.86.050.A stipulates that two findings must be made in order to approve a Rezone. The required findings are listed below in ***italicized bold*** print and are followed by an evaluation.

***1. The proposed rezone is consistent with the public interest, health, safety and welfare of the City.***

The proposed rezone will allow development of residential lots which conform to applicable building and zoning codes, consistent with the public interest, health, safety and welfare of the City.

***2. The proposed rezone is consistent with the General Plan and the West Roseville Specific Plan.***

The proposed rezone will make Parcel F-15 consistent with its General Plan and West Roseville Specific Plan land use designation.

### **EVALUATION – DEVELOPMENT AGREEMENT AMENDMENT**

The proposed General Plan Amendment, Specific Plan Amendment and Rezone include changes to text and maps which each have corresponding elements in the Fiddymment Development Agreement. The terms of the DA stipulate that it must be amended to remain consistent with the legislative actions described above. Accordingly, the proposed DA Amendment includes revisions to the land use acreages and units, affordable housing sites and units (Exhibit F). This DA Amendment includes no other substantive or material changes.

Zoning Ordinance Section 19.84.040 stipulates that five findings must be made in order to approve a Development Agreement Amendment. The findings are listed below.

- 1. The Development Agreement is consistent with the objectives, policies, programs and land use designations of the City of Roseville General Plan;**
- 2. The Development Agreement is consistent with the City of Roseville Zoning Ordinance;**
- 3. The Development Agreement is in conformance with the public health, safety and welfare;**
- 4. The Development Agreement will not adversely affect the orderly development of the property or the preservation of property values; and**
- 5. The provisions of the Development Agreement will provide sufficient benefit to the City to justify entering into the Agreement.**

In summary, the DA Amendment only makes text and map revisions that are needed for the DA to remain consistent with the changes being made by the General Plan Amendment, Specific Plan Amendment and Rezone. The DA Amendment has been reviewed by all affected departments and the terms have been found to be acceptable to all parties. Staff has reviewed the changes and believes the findings can be made to approve the DA Amendment.

### **EVALUATION – TENTATIVE MAPS**

The applicant has submitted tentative subdivision maps for both Villages F-15 (Exhibit G) and F-16 (Exhibit H). Each subdivision will have two access points from Fiddymment Road. A local street connection will also be made around the north side of park site F-52 when the park is constructed. Single-loaded streets are used adjacent to the park and open space parcels to provide a visual connection between the neighborhoods and these public areas. Physical access to the open space and trail system is provided through the park. The interface between the neighborhoods, park and open space is consistent with the WRSP residential subdivision design requirements.

**F-15 Lots:** The tentative map for F-15 proposes to subdivide the 41.94 acre parcel into 167 single family lots with 60-foot minimum lot width and 6,300 square-foot minimum lot size, consistent with the R1/DS standards. All lots are oriented with frontage on public streets, with a 4-foot wide sidewalk separated from the curb by a 5-foot wide planter strip. Lots 6, 7, 14 and 15 are located at the end of cul-de-sacs where their long dimension is aside Fiddymment Road; a 15-foot wide no-build easement will be recorded on these lots to maintain adequate separation for the houses from the arterial roadway. The tentative map indicates that multiple final maps could be filed and the lots could be developed in phases.

**F-16 Lots:** The tentative map for F-16 proposes to subdivide the 27.74 acre parcel into 110 single family lots with 55-foot minimum lot width and 5,775 square-foot minimum lot size, consistent with the RS/DS standards. All lots are oriented with frontage on public streets, with a 4-foot wide sidewalk separated from the curb by a 5-foot wide planter strip. The tentative map indicates that multiple final maps could be filed and the lots could be developed in phases.

**Grading:** The project engineer indicates that grading for F-15 will amount to 195,214 cubic yards (cy) of cut, and 32,929 cy of fill, with an export of 162,285 cy. Of that, 122,636 cy will go to F-16, and the remaining 39,649 cy will be distributed on the parcels between the two subdivisions (F-32, 33, 25, & 26). Grading for Village F-16 will amount to 44,792 cy of cut, and 167,428 cy of fill, a net import of 122,636 cy. Grade differences between adjacent house pads are typically less than 1 foot at side yards and less than 2 feet at rear yards. However, some lots have rear yard grade differences of up to 6 feet and these lots have larger yards to accommodate the slopes. 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 for F-15 and F-16 include curbs, drain inlets, underground drain pipes, and stormwater quality treatment devices with outfalls to Pleasant Grove Creek. Engineering staff have reviewed the drainage plans, and with the attached conditions of approval, the drainage design conforms to the City's drainage improvement standards and is consistent with the requirements of the WRSP.

Utilities: Water and electric facilities are available to F-15 and F-16 from the backbone infrastructure in Fiddymment Road. Sewer will connect to the trunk line crossing under Pleasant Grove Creek.

Subdivision Improvements: The subdivision improvements for both F-15 and F-16 include the landscape corridor on Fiddymment Road. A landscape corridor is also required on Angus Road adjacent to F-15. A masonry wall with pilasters will be provided at the back of the landscaped corridor, with corner clips at each street corner and paseo openings at the end of the two F-15 cul-de-sacs, consistent with the WRSP Design Guidelines and the Fiddymment Ranch Master Landscape Plans

Affordable Housing: Parcel F-15 is not identified as an affordable housing site, and as discussed in the Specific Plan Amendment section, the affordable obligation on F-16 is being transferred to Parcel F-6.

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.***

The size, configuration and design of all lots within the F-15 subdivision are consistent with the City's policies and the WRSP R1/DS standards. The size, configuration and design of all lots within the F-16 subdivision are consistent with the City's policies and the WRSP RS/DS standards. As discussed above, all improvements are consistent with the City's policies

- 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 design, layout, configuration, and size of all the lots provide for the construction of single-family detached houses in a diversity of product types. As depicted on the tentative maps and subject to the conditions of approval, all of the lots can be used and built upon.

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

The water quality impacts associated with the project and the expected discharge of waste for this project are consistent with what has been anticipated by the WRSP 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 the development.

## **CONCLUSION**

Staff has reviewed the proposed General Plan-Specific Plan Amendments, Rezone and Development Agreement Amendment, and also forwarded the application to all affected departments. The proposed land use plan represents a minor change from the current plan in terms of land use balance and adjacent compatibility. As discussed above, the requested amendments and the two tentative subdivision maps meet the required findings and staff recommends their approval.

## **ENVIRONMENTAL DETERMINATION**

The Planning & Redevelopment Director has determined that this project will not have a significant effect on the environment and proposes that a Negative Declaration be adopted. This determination is based upon an Initial Study, which concludes that there will be no significant environmental impacts. The Initial Study and Negative Declaration, attached as Exhibit A to this report, were posted for a 20-day public review period from June 19, 2009 through July 9, 2009. To date, no comments on the document have been received.

## **RECOMMENDATION**

The Planning & Redevelopment Department recommends the Planning Commission take the following actions:

- A. Adopt the Negative Declaration for WRSP Fiddymment F-15 & F-16;
- B. Recommend that the City Council approve the General Plan Amendment – File # GPA-000049;
- C. Recommend that the City Council adopt the one finding of fact as stated in the staff report and approve the Specific Plan Amendment – File # SPA-000035;
- D. Recommend that the City Council adopt the two findings of fact as stated in the staff report and approve the Rezone – File # RZ-000047;
- E. Recommend that the City Council adopt the five findings of fact as stated in the staff report and approve the Development Agreement Amendment – File # DA-000042;
- F. Adopt the three findings of fact as stated in the staff report and approve the Tentative Map to subdivide WRSP F-15 into 167 single-family lots – File # SUB-000126 subject to seventy-four (74) conditions of approval; and
- G. Adopt the three findings of fact as stated in the staff report and approve the Tentative Map to subdivide WRSP F-16 into 110 single-family lots – File # SUB-000128 subject to seventy-four (74) conditions of approval.

## **Conditions of Approval for Tentative Subdivision Maps SUB-000126 and SUB-000128**

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 Improvement Standards and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
3. The developer shall not commence with any on-site improvements until such time as grading and/or improvement plans are approved and grading and/or encroachment permits are issued by the Department of Public Works. (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. All those provisions pertaining to the development of this subdivision that are within the West Roseville Specific Plan (WRSP) document, the Development Agreement by and between the City of Roseville and Roseville Fiddymment Land Venture, LLC and the Operations and Management Plan for the WRSP shall be made part of the requirements of this subdivision. (Engineering)
6. The project shall comply with all applicable environmental mitigation measures identified in the WRSP EIR. (Planning)

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

7. Landscape Plans may be submitted under separate permit from the Improvement Plans for all landscape corridors and all landscaped common areas. Landscaping shall be installed prior to approval of the Notice of Completion for the subdivision improvements. The landscape plan shall comply with the West Roseville Specific Plan and the City of Roseville Water Efficient Landscape Requirements (Resolution 93-55). All landscaping and irrigation shall be inspected and approved prior to Notice of Completion. (Planning, Engineering, Parks, Fire Environmental Utilities)
8. The grading and improvement plans shall be designed in accordance with the City's Improvement Standards 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. Erosion control devices (sediment traps, ditches, straw bales, etc.) shall be shown on the grading plans. All erosion control shall be installed prior to the onset of wet weather. Erosion control is installed to minimize silt discharge from the project site. It is incumbent upon the applicant to ensure that necessary measures are taken to minimize silt discharge from the site. Therefore modification of the erosion control plan may be warranted during wet weather conditions.
  - c. A rough grading permit may be approved by the Engineering Department prior to approval of the improvement plans.
  - d. Access to the floodplain as required by Engineering and the Streets Department.
  - e. Standard Handicap ramps shall be installed at all curb returns per City Standards. (Engineering)
9. 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)
10. The applicant shall apply for and obtain an encroachment permit from the Engineering Department prior to any work conducted within the City right-of-way. (Engineering)

11. 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)
12. All Lots/Parcels shall conform to Class 1 drainage, pursuant to the adopted City of Roseville Improvement Standards, except as shown on the tentative map or as approved in these conditions. (Engineering)
13. The phasing of Villages 15 and 16 shall occur sequentially as identified on the tentative map (i.e. phase A shall be deemed substantially complete prior to phase B being deemed substantially complete). If developer wishes to change phasing boundaries or change the order in which phases are constructed, a revised phasing plan shall be submitted for review and approval by the Public Works Director. (Engineering)
14. Within the Fiddymment Road landscape corridor of Villages F-15 and F-16, an eight-foot wide concrete Class 1a bike/pedestrian path shall be constructed parallel with the curb line at a distance of ten-feet back of the curb. A six-foot high enhanced masonry wall shall be constructed at the back of the landscape corridor within the right-of-way. (Engineering)
15. Within the right-of-way of Angus Road, a five-foot wide concrete pedestrian path shall be constructed within the landscape corridor parallel with the curb line at a distance of eight-feet from the back of the curb. A six-foot high enhanced masonry wall shall be constructed at the back of the landscape corridor within the right-of-way. (Engineering)
16. In Village F-15 the following roadways shall be designed and constructed as primary residential roadways with detached walk: Autumn Leaves Drive, Old Coach Drive, and Historic Grove Way. All other roadways shall be designed and constructed as minor residential roadways with detached walk. Roadways shall be designed as approved in the West Roseville Specific Plan and the tentative map. (Engineering)
17. In Village F-16 the following roadways shall be designed and constructed as primary residential roadways with detached walk: "A" Way, "E" Way, and "H" Drive. All other roadways shall be designed and constructed as minor residential roadways with detached walk. Roadways shall be designed as approved in the West Roseville Specific Plan and the tentative map. (Engineering)
18. In Village F-15 Lots A, B, C, and D shall be dedicated to the City as public right-of-way. Lot E shall be dedicated to the City in fee as open space. (Engineering)
19. In Village F-16 Lots A, B and C shall be dedicated to the City as public right-of-way. Lots D thru H shall be dedicated to the City in fee as open space. (Engineering)
20. Often the developer of a subdivision with detached sidewalks request a Deferred Improvement Agreement (DIA) for the subsequent construction of the sidewalks at such a time when the house construction is nearing completion. If this is desired, it will be the developer's responsibility to request such a DIA prior to the issuance of production home permits. The DIA shall be accompanied with a schedule that identifies bulk sections of sidewalk that will be constructed together. Prior to the construction of each section of sidewalk, a separate encroachment permit shall be obtained by the developer through the engineering Department. The placement of all detached sidewalk shall be inspected by a Public Works inspector prior to approval and acceptance by the City. (Engineering)

21. All cul-de-sacs with lengths in excess of 200 feet, as measured from the center of the bulb to the center line of the intersecting street, shall be constructed with increased bulb radii of 50 feet to the back of the curb. (Engineering, Fire)
22. 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)
23. 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)
24. All storm drainage, including roof drains, shall be collected and treated with Best Management Practices (BMP's) per the City's Stormwater Quality Design Manual. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. Drain outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. The grading/improvement plans for the site shall be accompanied with a shed map that defines that area tributary to this site and all drainage facilities shall be designed to accommodate the tributary flow. The storm drain system and proposed BMP's shall be maintained by the CFD. Prior to the issuance of any permits, the owner shall provide a plan for the maintenance of the proposed BMP's. (Engineering)
25. The following statement shall be added to the general notes of the plan set; "Unless otherwise approved by Engineering, the final grading of the project site shall be constructed to accommodate a maximum driveway slope of 14% for each residential lot, as measured from the back of the sidewalk to the garage (20-ft set back). It will remain the responsibility of the Builder/Developer to design a house which provides suitable access to the parcel." (Engineering)
26. The grading plans shall be accompanied with engineered structural calculations for all retaining walls greater than 4 feet in height. All retaining walls shall be of either split faced masonry units, keystone type construction, or cast in place concrete with fascia treatment. (Engineering)
27. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require relocation as a result of the construction of turn lanes and/or driveways. (Engineering)
28. To ensure that the design for any necessary widening, construction, or modifications of Public Streets does not conflict with existing dry utilities generally located behind the curb and gutter, and prior to the submittal of design drawings for those frontage improvements, the project proponent shall have the existing dry utilities pot holed for verification of location and depth. (Engineering)
29. Special attention shall be made with the landscaping corridors to ensure that clear sight distance corridors are provided for driveway and street signs. The landscape and improvement plans shall depict all the location of street signage and shall clearly show the minimum sight distances to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement design together with any required relocation and/or modification of existing facilities to meet these design objectives. (Engineering)
30. Improvement plans shall show the Preserve boundary and label it as a protected area. The Pre-Construction meeting shall address the presence of the Preserve, the sensitive habitats present

and minimization of disturbance to the Preserve. During grading and construction the preserve area shall be avoided and shall not be used for parking, storage, or project staging. The contractor shall remove all trash blown into the preserve from adjacent construction on a daily basis. After construction is complete, the temporary fencing shall be removed from the preserve, along with all temporary erosion control measures (e.g., straw bales, straw waddles and stakes, silt fencing). (Engineering, CDD, Planning)

31. 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)
32. 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)
33. Landscaping adjacent to the Preserve shall be California native, drought-tolerant groundcover, shrubs, plants and trees. (CDD, Planning)
34. Prior to the approval of the Improvement Plans, the project proponent shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City, as defined by the Regional Water Quality Control Board. The SWPPP shall be submitted in a single three ring binder. Upon approval, the SWPPP will be returned to the project proponent during the pre-construction meeting. (Engineering)
35. 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)
36. 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 feet 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 feet 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)

37. 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)
38. Any backflow preventors visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventors shall be screened with landscaping and shall comply with the following criteria:
  - a. There shall be a minimum clearance of four feet, on all sides, from the backflow preventor to the landscaping.
  - b. For maintenance purposes, the landscaping shall be installed on a maximum of three sides and the plant material shall not have thorns.
  - c. The control valves and the water meter shall be physically unobstructed.
  - d. The backflow preventor shall be covered with a green cover that will provide insulation. (Environmental Utilities)
39. 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)
40. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 500 feet on center. (Fire)
41. 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)
42. Fire hydrants in cul-de-sacs shall be located within 250 feet of the center of the bulb, and shall not be located at the end of a cul-de-sac. (Fire)
43. A minimum 3-foot clear space shall be provided and maintained around all fire protection equipment. (Fire)
44. Dead end fire apparatus access roads in excess of 150 feet in length shall be provided with approved provisions for the turning around of fire apparatus. (Fire)
45. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and unobstructed vertical clearance of not less than 13 feet 6 inches.
46. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus (34 tons GVW) and shall be provided with an AC pavement surface so as to provide all-weather driving capabilities. Said fire access road shall be constructed prior to the presence of on-site combustible products and shall be maintained throughout the construction process. (Fire)
47. Fire apparatus access roads shall be provided in accordance with Section 503 (2007 California Fire Code), for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirement of this section and shall extend to within 150 feet of all portions of the facility and all portions of the

exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

48. Access and water supply are required prior to the issuance of a sales trailer permit, model home permit or production home permit for any of the villages. (Fire)
49. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)
50. All Electrical Department facilities, including street lights where applicable, shall be designed and built to the "City of Roseville Specifications for Residential Trenching". (Electric)
51. The design for electrical service for this project will begin when the Electric Department has received a full set of improvement plans for the project. (Electric)
52. All landscaping in areas containing electrical service equipment shall conform with the "Electric Department Landscape Design Requirements" as outlined in Section 7.00 of the Electric Department's "Specifications for Residential Trenching" (Electric)
53. 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)
54. 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**

55. 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 (with attached sidewalks) and 10-foot wide (with detached sidewalks) public utilities easement along all road frontages within the subdivision;
  - b. Water and sewer easements. (Environmental Utilities, Electric)
56. Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)
57. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)
58. 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)
59. 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)

60. The street names shall be approved by the City of Roseville. (Engineering)
61. A Community Facilities District (CFD) shall be formed for the subject property prior to approval of the Final/Parcel Map. This district is being formed in order to maintain all landscape and lighting within Village F-15 Lots A, B, C & D and Village F-16 Lots A, B & C. It is the applicant's responsibility to prepare the appropriate documentation for the creation of this CFD. In order to allow the CFD to be in place at the beginning of the fiscal year, the documentation shall be provided to the Finance Department not later than March 15 of the year preceding the fiscal year in which this annexation will become effective. (Finance, Engineering)
62. 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)
63. 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)
64. 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)
65. 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)
66. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

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

67. 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)
68. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
69. 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)
70. 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)
71. 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)

72. 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)
73. All plant material shall be maintained under a 90 calendar day establishment period after initial planting. Upon completion of the establishment period, all plant material shall remain under warrantee for an additional 9 months minimum. Any plant material which does not survive during the establishment period shall be immediately replaced. Any trees or shrubs which do not survive during the warrantee period shall be replaced one month prior to the end of the warrantee period. Tree or shrub replacement made necessary due to acts of God, neglect or vandalism shall be exempt from the warrantee. (Parks)
74. The Tentative Subdivision/Parcel Map application shall not be deemed approved until the actions on the Rezoning, Development Agreement and Specific Plan Amendment are approved and become effective. (Planning)

**ATTACHMENTS:**

1. General Plan-Specific Plan Amendment Exhibit
2. June 23, 2009 Letter from Westpark-Fiddymment Farm Neighborhood Association
3. High Density Land Use Percentage by Specific Plan Area
4. Water Demand Calculation

**EXHIBITS:**

- A. Negative Declaration and Initial Study
- B. WRSP Figure 4-1 Land Use Plan
- C. WRSP Figure 5-1 Affordable Housing Distribution
- D. Table of General Plan and Specific Plan Text Changes
- E. Rezone Exhibit
- F. Development Agreement Amendment with Exhibits
- G. Tentative Map for F-15 (3 sheets)
- H. Tentative Map for F-16 (3 sheets)

**Note to Applicant and/or Developer:** Please contact the Planning & Redevelopment Department staff at (916) 774-5276 prior to the Planning 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 & Redevelopment Director at, or prior to, the public hearing.