

ITEM 6.2: GENERAL PLAN AMENDMENT, SPECIFIC PLAN AMENDMENT, DEVELOPMENT AGREEMENT AMENDMENTS, TENTATIVE SUBDIVISION MAP, SMALL LOT TENTATIVE SUBDIVISION MAP MODIFICATION, LARGE LOT TENTATIVE SUBDIVISION MAP MODIFICATION, DESIGN REVIEW PERMIT FOR A RESIDENTIAL SUBDIVISION (DRRS) AND MODIFICATION TO DRRS – 2100 SIERRA GLEN DR – SVSP PCL JM-1, JM-20, JM-21, FD-6, FD-7, & FD-24 – JMC TM #2 – FILE #PL17-0204

REQUEST

The applicant is proposing various modifications to land use and unit allocations within the Sierra Vista Specific Plan (SVSP). The requested entitlements include a General Plan Amendment to change the land use designation of Parcel JM-1 from Low Density Residential (LDR) to Medium Density Residential (MDR) and Parcel JM-21 from MDR to LDR; and a Specific Plan Amendment to reflect the land use changes, to transfer units among parcels FD-6, FD-7, FD-21, FD-24, JM-1, JM-20, and JM-21, and to make changes to the text, tables, and figures of the Sierra Vista Specific Plan (SVSP). As part of the project, four Development Agreements within the SVSP will be amended to reflect the changes in land use, acreages, and unit counts, to reallocate affordable housing units, and to modify fee deferrals. The project also includes Small Lot Tentative Subdivision Maps for Parcels FD-6, FD-7, and FD-24; a Modification to a Large Lot Tentative Subdivision Map for Parcels FD-24 and JM-20; and a Modification to a Small Lot Tentative Subdivision Map for Parcels JM-1, JM-20, and JM-21. Lastly, the applicant requests a Design Review Permit for a Residential Subdivision (DRRS) to establish development standards and home designs for the lots within FD-6, FD-7, FD-24, and JM-1, and a DRRS Modification for Parcel JM-20 and JM-21 to modify previously approved development standards. The requested entitlements would allow for development of 625 units on approximately 90 acres in the eastern portion of the SVSP area.

Applicant/Owner – Steve Schnable, Mourier Investments LLC

SUMMARY RECOMMENDATION

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

- A. Consider the 2nd Addendum to the Sierra Vista Specific Plan;
- B. Recommend the City Council approve the Development Agreement Amendments;
- C. Recommend the City Council approve the General Plan Amendment (Text and Land Use Map);
- D. Recommend the City Council approve the Specific Plan Amendment (Text and Land Use Map);
- E. Adopt the two (2) findings of fact for the Tentative Subdivision Map Modification (Small Lot) subject to nine (9) conditions of approval;
- F. Adopt the two (2) findings of fact for the Tentative Subdivision Map Modification (Large Lot) subject to four (4) conditions of approval;
- G. Adopt the three (3) findings of fact and approve the Tentative Subdivision Map subject to eighty-four (84) conditions of approval;
- H. Adopt the two (2) findings of fact and approve the Design Review Permit for a Residential Subdivision subject to twenty-five (25) conditions of approval; and
- I. Adopt the two (2) findings of fact and approve the Design Review Permit for a Residential Subdivision Modification subject to three (3) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

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

BACKGROUND

The project site is within the Sierra Vista Specific Plan (SVSP), which was adopted on May 5, 2010. The plan area includes 2,064 acres west of Fiddlyment Road, north of Baseline Road. An Environmental Impact Report (EIR) was certified and a Mitigation Monitoring Program was adopted with the SVSP. Additionally, Development Agreements with the property owners of the SVSP parcels and the City were entered into to outline development obligations within the SVSP.

On December 12, 2013, the City of Roseville Planning Commission approved a project to create large-lot and small-lot tentative subdivision maps, which included several hundred acres and over 1,000 small lots (file #2012PL-038). The approved maps created 84 lots within Parcel JM-01, 319 lots within Parcel JM-20, and 171 lots within Parcel JM-21, all three of which are part of the current proposed project. The previous project also included a Design Review Permit for a Residential Subdivision (DRRS) for Parcels JM-20 and JM-21, which established modified development standards and approved unit designs for the lots contained within those parcels.

The requested entitlements would allow for development of 625 units on approximately 90 acres in the eastern portion of the SVSP area.

PROJECT DESCRIPTION

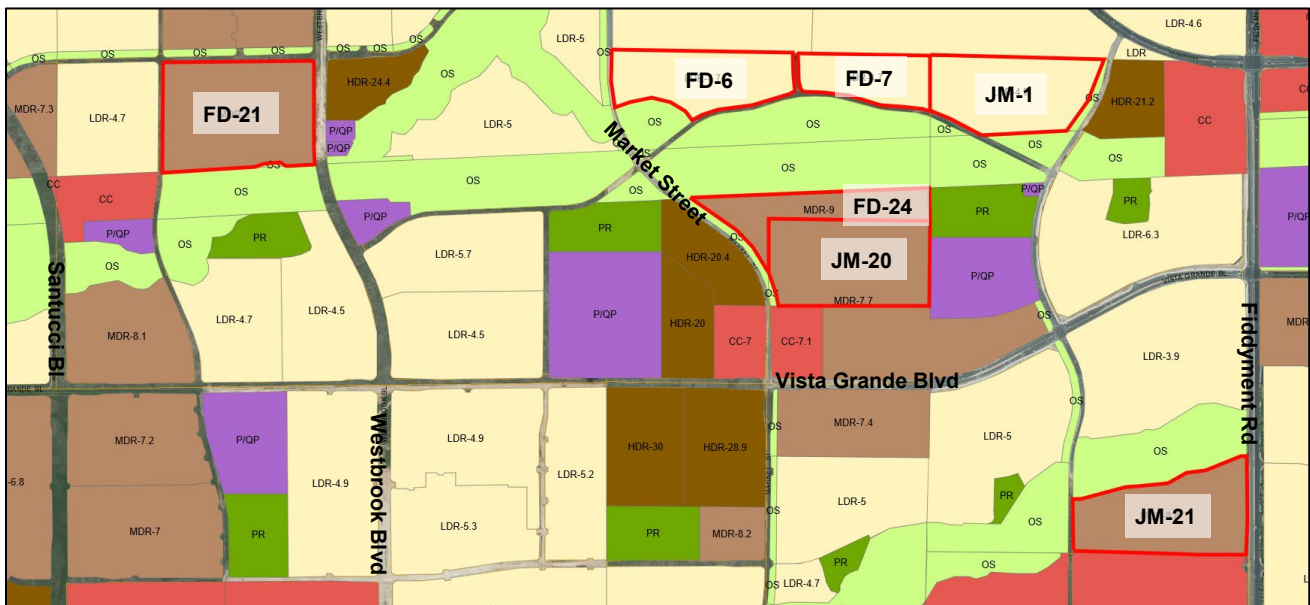
General Plan Amendment – The project includes a General Plan Amendment (GPA) to change the land use designations of approximately 36 acres of land. The proposed changes will add Low Density Residential (LDR) acreage and decrease the Medium Density Residential (MDR) acreage but will not change the overall number of residential units designated for the project area or extend beyond the development area of the SVSP. The affected parcels include Parcel JM-1 (changing from LDR to MDR) and Parcel JM-21 (changing from MDR to LDR). Exhibit A includes the proposed General Plan Amendment figure reflecting the land use changes. No policy amendments are requested with this project.

Specific Plan Amendment: The project includes an Amendment to the SVSP, which includes land use changes consistent with those described in the General Plan Amendment as well as unit transfers among parcels FD-6, FD-7, FD-21, FD-24, JM-1, JM-20, and JM-21. The applicant proposes to transfer seven (7) units out of Parcel FD-21, twelve (12) units out of Parcel FD-24, and seventy-six (76) units out of Parcel JM-21. A total of twenty-six (26) units will be transferred into Parcel FD-6, fifteen (15) units into Parcel FD-7, fifty-one (51) units into Parcel JM-1, and three (3) units into Parcel JM-20. The locations of these SVSP Parcels are shown in Figure 2. The Specific Plan Amendment also includes changes to the text, tables, and figures to reflect the land use changes and unit transfers. The map amendment is included as Exhibit B and Exhibit C is the proposed change pages for the text, tables, and figures of the SVSP.

Figure 1: Project Location



Figure 2: Parcels Subject to Unit Transfers



As part of the Specific Plan Amendment, the applicant has proposed a gated community for Parcel FD-24 and a portion of Parcel JM-20, which is not shown as gated within the SVSP. Therefore, the project will revise SVSP Figure B-25, which identifies the locations where gated communities are permitted. In addition, the application includes reconfiguring the alignment of the trail within the open space area north of Parcel FD-24, shifting the trail alignment south to the edge of the open space instead of the current location in the middle of the open space. This is proposed as a result of the permitting and consultation process with federal agencies such as the United States Army Corps of Engineers, because the new alignment results in fewer impacts within the open space area. This trail modification requires amending SVSP Figure 6-21 and B-5.

Development Agreement Amendments: The project includes the amendment of four development agreements (DAs) within the SVSP that cover the JMC properties: Mourier & Bagley, Mourier & Computer Deductions, Mourier & Wealth Management, and Westpark Federico (Exhibits D—G). All four of the amendments include the removal of fee deferrals, excepting the deferrals for the SPRTA Tier II Traffic Fee and the City-Wide Park Fee. As a result of the unit transfers associated with the project, the development agreements also include a change in the number of units within the affected development agreements as well as the proposed land use changes. The unit transfer does not change the total number of units within the specific plan. The amendment to the Mourier & Computer Deductions DA also includes the proposed transfer of an eight (8)-unit affordable housing obligation from the North Roseville Specific Plan Parcel M-31 to SVSP Parcel JM-30, increasing the number of affordable housing units from 138 to 146; the overall number of units allocated to Parcel JM-30 remains unchanged at 159 units. Table 5-3 of the SVSP, which identifies the affordable housing allocation by parcel, will be updated to reflect the proposed transfer (included with Exhibit C).

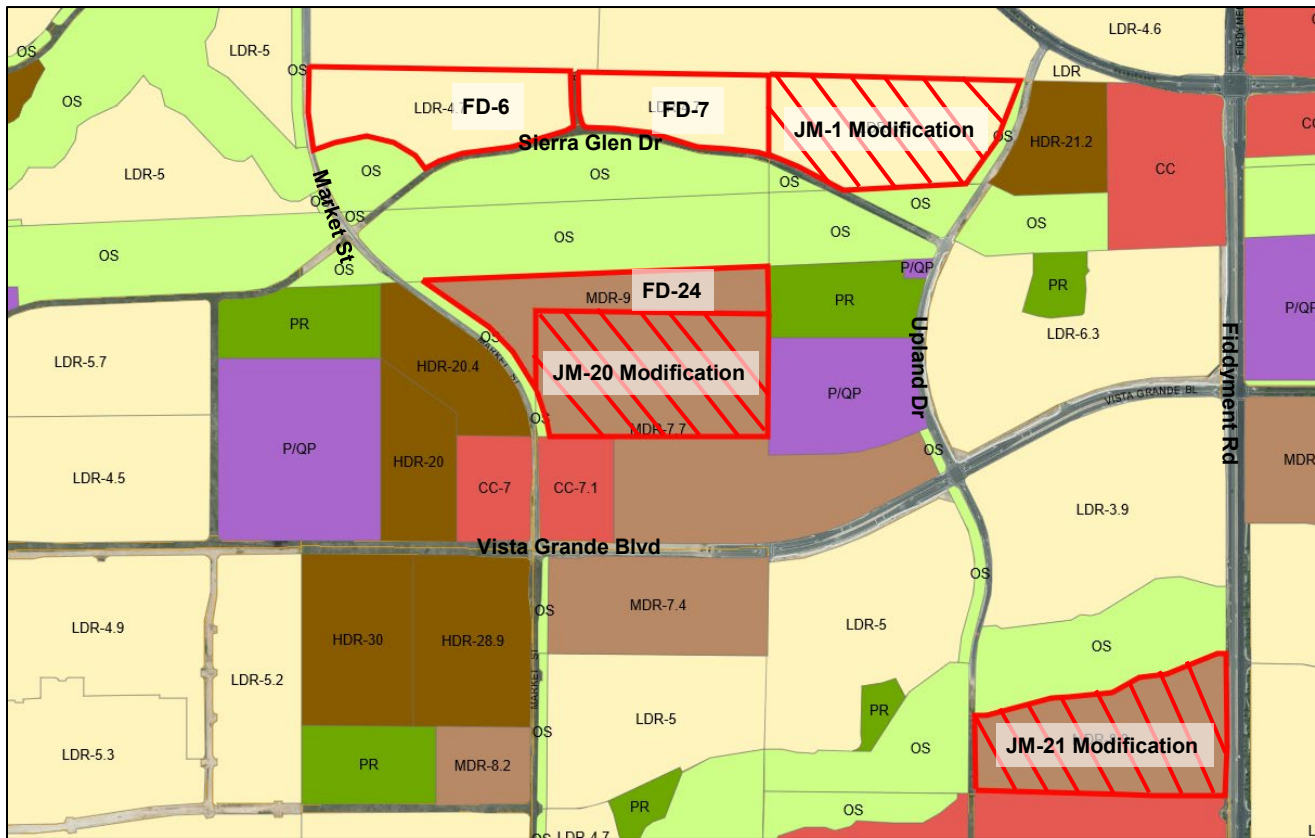
Modification of a Small Lot Tentative Subdivision Map: The applicant requests approval of a modification to the approved small-lot maps for Parcel JM-1, Parcel JM-20, and Parcel JM-21, as shown in Exhibits I—K. The modification of the small-lot map approved within Parcel JM-1 increases the total number of lots from 84 to 135, which triggers a change in land use from LDR to MDR based on the number of units per acre. The modification also adds a roadway connection into Parcel FD-7 to the west. The modification of the small-lot map approved within Parcel JM-20 includes removing several roadway connections, in order to allow for a portion of the parcel to be within a gated community. The elimination of the road connections also results in a minor reconfiguration of the lots, and increases the number of lots from 319 to 322 lots. The modification of the small-lot map approved within Parcel JM-21 decreases

the total number of lots from 171 to 95, which triggers a change in land use from MDR to LDR based on the number of units per acre.

Modification of a Large Lot Tentative Subdivision Map: The applicant requests approval of a modification to the large lot maps for Parcel FD-24 and JM-20 to establish large lot boundaries consistent with the phasing plan of the proposed small-lot maps. The phasing plan is included as Exhibit M.

Tentative Subdivision Map: The applicant proposes new gated subdivisions on Parcels FD-6, FD-7, and FD-24 (see Figure 3). Each map results in a total of 95, 57, and 84 lots, respectively. The Tentative Subdivision Map for Parcel FD-6 is included as Exhibit N, the map for Parcel FD-7 is included as Exhibit O, and the map for Parcel FD-24 is included with JM-20 (Exhibit K).

Figure 3: Proposed Subdivision Map Locations



Design Review Permit for a Residential Subdivision (DRRS) and Modification to DRRS: The project includes elevations and development standards for the subdivisions within parcels FD-6, FD-7, JM-1, and FD-24. The proposed elevations are consistent with the previously approved DRRS for JM-20 (file #PL18-0344). The subdivisions will utilize the development standards approved for JM-21 (file #2012PL-038), but will be modified to specify a lot width applicable to certain lots in FD-24 and JM-21. The development standards for JM-20 will be modified to be consistent with the development standards proposed for the parcels above. The development standards are included as Exhibit P and the proposed elevations are included as Exhibit Q.

SITE INFORMATION

Location: 2100 Sierra Glen Drive

Total Size: ±90 acres

Topography and Setting: The topography is relatively flat. The project area is located south of existing single-family subdivisions within the SVSP, and west of Upland Drive. New subdivisions are currently under development east and southeast of the project area.

EVALUATION AND FINDINGS: DEVELOPMENT AGREEMENT AMENDMENTS

Zoning Ordinance Section 19.84.040 specifies that recommendations for approval or denial of a Development Agreement (DA), including Amendments, shall include consideration of the following:

1. Consistency with the objectives, policies, programs, and land use designations of the City of Roseville General Plan.
2. Consistency with the City of Roseville Zoning Ordinance.
3. Conformity with the needs of public health, safety, and welfare.
4. The effect on the orderly development of property or the preservation of property values.
5. Whether the provisions of the Agreement shall provide sufficient benefit to the City to justify entering into the agreement.

The DAs are binding contracts that set the terms, rules, conditions, regulations, entitlements, responsibilities, and other provisions relating to the development of the covered properties. The project includes the amendment of four DAs that cover the subject parcels, which include Mourier & Bagley, Mourier & Computer Deductions, Mourier & Wealth Management, and Westpark Federico. This will be the first amendment to the above mentioned DAs, with the exception of the Westpark Federico DA, which will be the second amendment. The DAs will be amended to reflect the changes in land use and unit transfers for the parcels within the affected development agreements. As mentioned, all four of the amendments include the removal of fee deferrals, excepting the deferrals for the SPRTA Tier II Traffic Fee and the City-Wide Park Fee. The DA amendments do not amend any previous development obligations.

The amendment to the Mourier & Computer Deductions DA includes the proposed transfer of an eight (8)-unit affordable housing obligation (4 Very-Low and 4 Low) from the North Roseville Specific Plan Parcel M-31 to SVSP Parcel JM-30, increasing the number of affordable housing units from 138 to 146. The overall number of units allocated to Parcel JM-30 remains unchanged at 159 units. The City's Housing Division reviewed the project and determined the proposed affordable unit transfer is acceptable and is consistent with City policy.

In summary, City staff has found the proposed amendments to be consistent with the City's General Plan and with the City's Zoning Ordinance. The DAAs are in conformance with the public health, safety, and welfare, and will not adversely affect the orderly development of the properties or the preservation of property values. Therefore, the proposed DAAs are consistent with items 1-5 above.

EVALUATION: GENERAL PLAN AMENDMENT AND SPECIFIC PLAN AMENDMENT

The applicant is requesting a GPA and SPA to reconfigure land use designations and transfer units among several large lot parcels in the project area. These parcels include FD-6, FD-7, FD-21, FD-24, JM-1, JM-20, and JM-21. The SVSP allows for residential units to be transferred between lots within the plan area. However, unit transfers that result in a change in land use or result in greater than a 20% difference shall be evaluated with an amendment to the Specific Plan. In this case, the unit transfers result in a change in land use for Parcels JM-1 and JM-21, and the cumulative increase/decrease in units changes the allocation of several parcels by more than 20% (see Table 1). Thus, the unit transfers are being processed as a SPA. The SPA also includes changes to the text, tables, and figures of the SVSP to reflect the land use changes and unit transfers.

The proposed changes will add Low Density Residential (LDR) acreage and decrease the Medium Density Residential (MDR) acreage but will not change the overall number of residential units designated for the project area or extend beyond the development area of the SVSP. The City Departments responsible for development review have examined the proposed land use modifications and unit transfers, and determined that there will be no impacts to planned infrastructure, roadways, or other public facilities. As discussed in the Addendum prepared for the project (Attachment 1), the project is converting some of the anticipated land uses with a lower water demand to a use with a higher demand (18.3 acres of MDR to LDR), but is also converting some land uses with a higher demand to a lower demand (17 acres of LDR to MDR). The City’s Environmental Utilities Department determined that the proposed land use changes will result in a slight increase in water demand. However, this increase was determined to be a negligible amount when compared to the overall water demand of the project area. Additionally, staff determined the City has sufficient water supply to adequately serve the project and the project does not result in any unanticipated impacts not evaluated in the SVSP EIR. As such, staff supports the proposed GPA and SPA.

Table 1: Proposed Unit Transfers

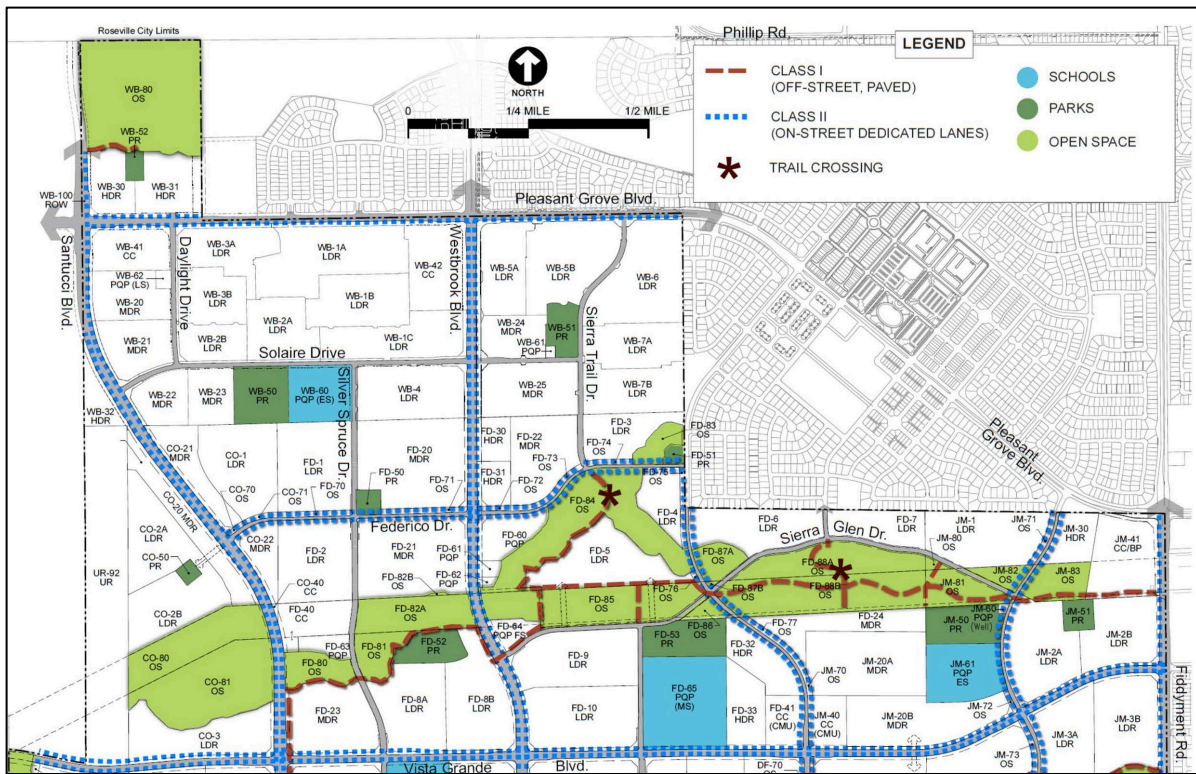
Parcel	Existing Land Use	Proposed Land Use	Existing Units	Proposed Units	Difference	% Change	Transfer from
FD-6	LDR	Unchanged	69	95	+26	38%	22 units from JM-21, 4 units from FD-24
FD-7	LDR	Unchanged	42	57	+15	36%	8 units from FD-24, 7 units from FD-21
FD-21	MDR	Unchanged	204	197	-7	3%	--
FD-24	MDR	Unchanged	96	84	-12	13%	--
JM-1	LDR	MDR	84	135	+51	61%	JM-21
JM-20	MDR	Unchanged	319	322	+3	1%	JM-21
JM-21	MDR	LDR	171	95	-76	44%	--
TOTAL			985	985			

In addition to the above amendments, the applicant has requested two minor revisions to the SVSP: shifting a trail alignment and identifying a new gated subdivision. The items are reviewed separately, below.

Trail Alignment

The SVSP includes two maps showing the City’s Class I and II Bikeways; one of these is Figure 6-21, within Chapter 6, Circulation, and the other is Figure B-5, within the SVSP Design Guidelines. As shown in Figure 4, there is a planned Class I bike trail extending through the middle of the open space area between the project parcels, with a central north-south trail connecting the project areas. However, as developers within the SVSP have worked with resources agencies, such as the United States Army Corps of Engineers and U.S. Fish and Wildlife Service, the trail alignments have been refined. The resource agencies indicated the trail should be aligned along one side of the open space, rather than going through the center. Therefore, the applicant proposes to modify the trail alignment as part of this project, so that the trail runs along the southern boundary of the open space area (the northern boundary of Parcel FD-24). The City’s Parks, Recreation, and Libraries staff and Alternative Transportation staff have concurred with this realignment. The proposed new alignment is included with the SVSP change pages (Exhibit C) and in the open space access plan (Attachment 3).

Figure 4: SVSP Figure 6-21, Class I and II Bikeways

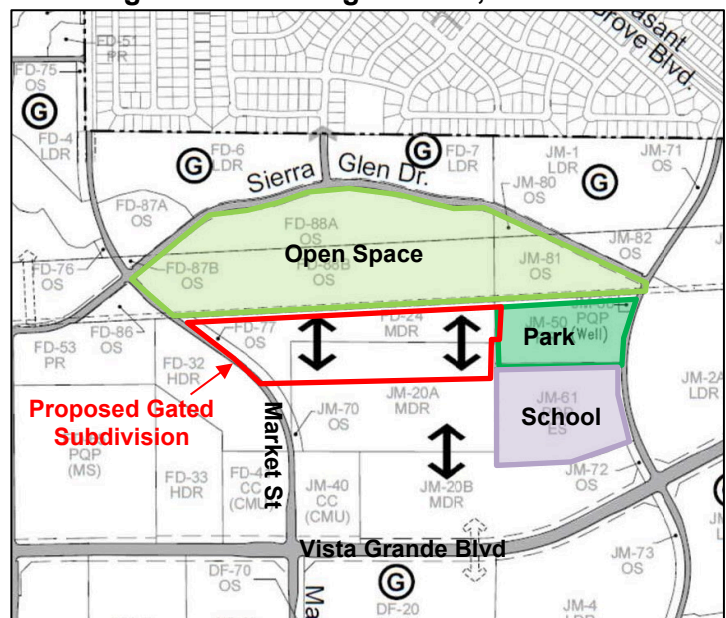


The realignment of the trail continues to provide the Class I trail system envisioned within the Specific Plan, and the purpose of the modification is to better preserve the open space area and comply with the agencies' permitting requirements. Preservation of designated open space is included within the policies of both the SVSP and the General Plan. This change is consistent with the overarching vision and design principles of the SVSP, does not conflict with the development agreement, and is consistent with the policies of the General Plan. Given that the change results in improved open space preservation and an ability for the project to gain federal wetland approvals, the change does not increase impacts compared to the analysis within the SVSP EIR.

Gated Subdivision

Section B.8 of the SVSP design guidelines includes design requirements for gated subdivisions, and identifies the location of areas which are permitted to be gated in SVSP Figure B-25. The applicant has proposed gating subdivisions within Parcels JM-1, FD-6, FD-7, FD-24, and a portion of JM-20, but the SVSP does not identify Parcels FD-24 or JM-20 as gated. Figure 5 of this staff report is a portion of Figure B-25, which has been annotated to show how the proposed gated portion of the subdivision (bordered in red) relates to the adjacent areas. The black arrows in SVSP Figure B-25 show locations where connections between subdivisions are anticipated, and the encircled "G" is a subdivision where a gated community is permitted. Though as

Figure 5: SVSP Figure B-25, Annotated



shown, the proposed gated subdivision is in an area where connection was anticipated, the SVSP includes an administrative-approval process for gating additional areas, stating: “. . . additional parcels may be determined appropriate for a gated subdivision if it can be demonstrated that the gates will not preclude adequate through-access for pedestrians, cyclists, or automobiles.” There are a few key areas to consider in a discussion of through-access: the park, the school, the open space, and Market Street.

The northern boundary of the proposed gated subdivision was never anticipated to include through-access for vehicles, because of the open space preserve. The western boundary also did not include a planned major street connection to Market Street; the major connection is located farther south, on the northern boundary of the future commercial site (JM-40 on Figure 5). The proposed subdivision design (discussed in later sections of this staff report) also includes an additional minor residential street connection onto Market, just south of the gated subdivision. These connections provide the needed access to Market Street. On the eastern boundary, a public street is planned alongside the school and park, with the gate for the subdivision near the northern end of this roadway, so as not to impede access to the park or school. Therefore, the proposed gated subdivision will not impede through-access for vehicles to any of the key areas.

Pedestrians and bicyclists can share the roadway facilities in the project area, as all public roads will include sidewalks, and Market Street will include a Class II (on-street) bicycle lane and pedestrian paseo. This will ensure access to the park, school, and Market Street. The open space includes a trail system, as discussed in the previous section, and this trail system serves two main purposes: a walking connection to uses such as the park and the school, and a recreational walking path. For residents to the north of the open space area, the trail can be accessed at its connection on Sierra Glen Drive and then traveled to the park and school or used for recreational purposes. For residents south of the gated subdivision, the park and school are directly accessible, with no need to use the trail. The proposed gated subdivision does not impede or affect access to the school and park for surrounding residential areas. For recreational access, the gated subdivision would remove the nearest trail access point for some of the homes to the south, because residents could not walk north through the gated community to reach the trail. However, access would still be maintained, as residents could connect to the system through the park, or by using the paseo along Market Street. The increased walking distance would not be significant, especially since this would only affect trail users who are engaged in recreational walking.

Based on this analysis, staff concludes the proposed gated subdivision conforms to the requirements for gated subdivisions in the SVSP.

EVALUATION AND FINDINGS: TENTATIVE SUBDIVISION MAP MODIFICATION (SMALL LOT & LARGE LOT)

The City of Roseville Subdivision Ordinance (Section 18.06.290) establishes the processes by which an approved Tentative Subdivision Map may be modified. There are two types of modifications established: minor amendments and major amendments. A minor amendment involves changes that are substantially consistent with the intent of the original approval. These are generally limited to changes which make small modifications to parcel shapes and sizes or other small amendments to the subdivision layout. Any other type of modification is a major modification. The proposed Small Lot Tentative Subdivision Map Modification changes the lotting pattern and roadway connections. The proposed Large Lot Tentative Subdivision Map Modification proposes to sub-phase existing large lots into smaller large lots in a manner consistent with the proposed phasing exhibit for the small-lot parcels FD-24 and a portion of JM-20. Both modifications are classified as major modifications.

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

- 1. The size, design, character, grading, location, orientation and configuration of lots, roads and all improvements for the tentative subdivision map are consistent with the density, uses, circulation and open space systems, applicable policies and standards of the General Plan or any applicable specific plan for the area, whichever is more restrictive, and the design standards of this Title.**
- 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.**
- 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.**

Small Lot Tentative Subdivision Map (SLTSM) Modification

The applicant requests approval of a modification to the approved maps within Parcel JM-1, Parcel JM-20, and Parcel JM-21.

Parcel JM-1

The modification within Parcel JM-1 adds a roadway connection into Parcel FD-7 and moves the subdivision entrance from Sierra Glen Drive approximately 280 feet west so that it is better integrated with FD-7. Both of the subdivisions within JM-1 and FD-7 are gated, and their connection will improve access and circulation. As discussed previously, 51 units will be added from JM-21, which triggers a change in the land use designation of the parcel from LDR to MDR based on the number of units per acre. The prior lots approved for JM-1 were an average of 55' x 110', whereas the proposed modification reduces the size to 45' x 80' to be consistent with the lots in FD-7. The subdivision does not result in lots which cannot be used or built upon, and the reconfigured lots conform to the proposed development standards (discussed in the DRRS evaluation, later in this staff report). The proposed modification is consistent with the required findings.

Parcel JM-20

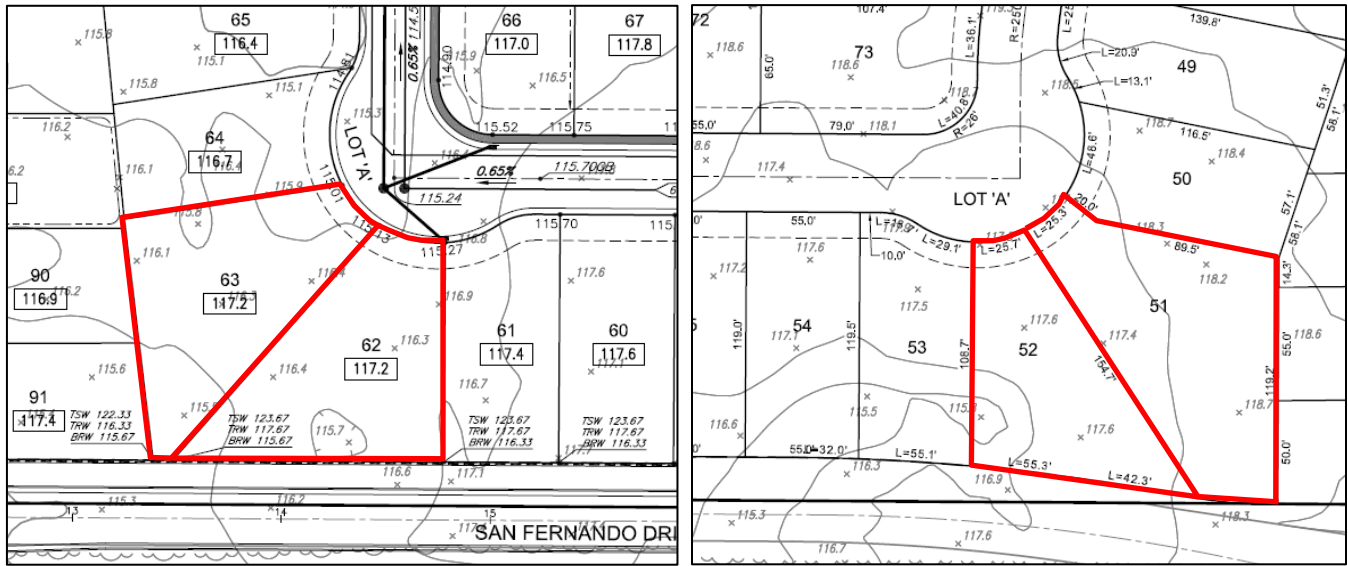
The modification of Parcel JM-20 includes removing several roadway connections, in order to allow for a portion of the parcel to be within a gated community, and reconfigures lots. This includes adding three additional lots, transferred from Parcel JM-21. The addition of these lots does not change the land use designation of the site, which will continue to be MDR. The reconfigured lots conform to the proposed development standards, and the only roads being eliminated are the north-south connections, which would have extended into the gated portion of the subdivision. Other changes include reorienting the lots across from the school (Parcel JM-61), so that the lots side-on to the road rather than face the road. This change was made in consultation with City Engineering staff, because streets in front of a school tend to be busy at school pick-up and drop-off. Eliminating driveways in front of the school both increases available street parking and reduces potential driver conflicts with people backing out of their driveways. The proposed modification is consistent with the required findings.

Parcel JM-21

The modification of the small-lot map approved within Parcel JM-21 increases the individual lot sizes from an average of 38' x 71' to 55' x 110'. This results in a decrease of the total number of lots from 171 to 95, triggering a change in land use from MDR to LDR based on the number of units per acre. The lots conform to the approved development standards, which allow minimum lot sizes of 2,600 square feet and 2,900 square feet for interior and corner lots, respectively, and minimum lot widths of 38 feet and 44

feet. The Zoning Ordinance definition of lot width requires the measurement to be taken at the front yard setback—which in this case is 12.5 feet from the front lot line. As shown in Figure 6, Lots 51-52 and 62-63 are located on the inside of the street curve, which results in a condition where the lot is narrow on the frontage, but then widens so that each lot is at least 45 feet wide. For this reason, the applicant has proposed a narrower width requirement of 30 feet for these lots. Access to the subdivision will remain from both Upland Drive and Fiddymment Road. The proposed modification is consistent with the required findings.

Figure 6: Parcel JM-21, Lots 51-52 & 62-63



Large Lot Tentative Subdivision Map (LLTSM) Modification

The applicant requests approval of a modification to the large lot maps for Parcel FD-24 and JM-20 to establish large lot boundaries consistent with the phasing plan of the proposed small-lot maps. Parcel FD-24 will be sub-phased into two smaller large lot parcels and Lots 11 and 12 of Parcel JM-20 will be sub-phased into three smaller large lots. The proposed modification is consistent with the SVSP Land Use Plan, with no changes to LLTSM or SLTSM land use or zoning designation, and includes unrecorded large lots only. Adequate access and circulation is provided to each large lot parcel to facilitate development of the small lots. The proposed modification is consistent with the applicable policies of the General Plan, SVSP, and design standards of the Subdivision Ordinance. The proposed Tentative Subdivision Map is included as Exhibit L.

EVALUATION AND FINDINGS: TENTATIVE SUBDIVISION MAP

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 and the Community Design Guidelines, and the design standards of Title 18 (Subdivision Ordinance) of the Roseville Municipal Code.***

The Map Act and Subdivision Ordinance do not contain any maximum or minimum lot sizes. Instead these standards are contained within the Zoning Ordinance and SVSP. A developer may either use the

The subdivision within Parcel FD-24 is adjacent to both an open space trail and a City park. The SVSP recommends that visual access and connectivity be provided to these uses, and includes a list of potential means of achieving this access. The proposed project is for a gated subdivision, and the effect of this on access to the park and trail was discussed earlier in this staff report. Staff concludes that access will be maintained. The subdivision design also includes homes that back up to the open space trail. Although it is generally recommended that there be opportunities to have homes fronting the open space, so that residential streets can provide public views into the open space, the SVSP allows homes to back up to a trail. In such cases, the use of open-style fencing is recommended; the subdivision design will include open fencing along the northern property line.

Parcel FD-6

The applicant has proposed to use the same modified RS/DS development standards for this 95-lot gated subdivision, which has a typical lot size of approximately 45' by 100'. The proposed unit density is 6.5 units per acre, which is consistent with the LDR land use designation. This parcel is bordered by roadways on the eastern and western side, by a road and an open space parcel on the southern side, and by existing single-family homes on the northern side. The subdivision is designed to have the gated entry on Sierra Glen Drive, with an emergency vehicle access point and pedestrian/bicycle connection to Branston Drive.

SVSP Figure B-3, Location of Walls and Fences, recommends a masonry wall along Sierra Glen Drive and Market Street, and open wrought iron fencing along the open space area. In reviewing the proposal, staff determined a masonry wall is an appropriate wall type rather than wrought iron. The purpose of open wrought iron fencing is to provide visual access to open space. In this case, the open space area is on the corner of an intersection anticipated to have high traffic volumes. Because there are public streets on either side of the open space, it retains good visibility, and because there will be high traffic volumes on these roadways, using a masonry wall to reduce noise in the rear yards of the lots is advisable.

Sierra Glen Drive includes a primary residential street paseo, according to SVSP Figure B-5. The submitted subdivision map includes a 10-foot sidewalk surrounding by 5-foot landscape strips, consistent with the SVSP. The SVSP also requires a pedestrian or other connection on an average of 600 feet for developments adjacent to a paseo. The proposed subdivision design is consistent with this standard.

Parcel FD-7

The applicant has proposed to use the same modified RS/DS development standards for this 57-lot gated subdivision, which has a typical lot size of approximately 45' x 80'. The proposed unit density is 6.3 units per acre, which is consistent with a LDR land use designation. This parcel is bordered by roadways on the western and southern sides, by existing single-family homes on the northern side, and by Parcel JM-1 on the eastern side. The applicant proposes to integrate the lots within JM-1 and FD-7 into one gated subdivision of 192 lots. This subdivision is designed to have gated entries on Upland Drive and on Sierra Glen Drive, with an emergency vehicle access point and pedestrian/bicycle connection to Branston Drive that aligns with FD-6.

SVSP Figure B-3, Location of Walls and Fences, requires a masonry wall along Sierra Glen Drive, and the submitted improvement plans include a masonry wall. In addition, the submitted subdivision map includes a 10-foot sidewalk surrounding by 5-foot landscape strips, consistent with the SVSP requirements for the primary residential street paseo. The SVSP also requires a pedestrian or other connection on an average of 600 feet for developments adjacent to a paseo. The proposed subdivision design is consistent with this standard.

2. The subdivision will result in lots which can be used or built upon. The subdivision will not create lots which are impractical for improvement or use due to: the steepness of terrain or

location of watercourses in the area; the size or shape of the lots or inadequate building area; inadequate frontage or access; or, some other physical condition of the area.

As discussed above, the proposed subdivisions have been designed to accommodate future development. The proposed parcel configurations preserve the location of watercourses and do 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.*

As part of the adoption of the SVSP, an assessment of wastewater demands was completed for the entire plan area. The proposed subdivision map is consistent with the total number of units anticipated within the Specific Plan, and therefore will not increase planned demands on sewage services; there will be no impacts to the existing requirements established by the Regional Water Quality Control Board.

EVALUATION AND FINDINGS: DESIGN REVIEW PERMIT FOR A RESIDENTIAL SUBDIVISION

Section 19.10.045 of the Zoning Ordinance specifies that a Design Review Permit is required for all compact residential development (attached or detached single-family units on land with a General Plan land use designation of Medium Density Residential or higher) or for any residential projects of any density on a parcel or parcels zoned Small Lot Residential (RS) where modifications to the RS supplemental design standards are requested. Design Review gives staff the opportunity to examine the proposed design to determine compatibility with the surrounding community, and compliance with the intent of the Community Design Guidelines and other applicable design standards. Pursuant to Zoning Ordinance Section 19.78.060, the required Findings for a Design Review Permit for a Residential Subdivision are as follows:

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

A DRRS was approved for Parcel JM-20 and Parcel JM-21 as part of the project approved in 2013, which included modified RS development standards to allow for smaller lot sizes and reduced setbacks. The standards for Parcel JM-20 include a minimum lot size of 3,000 square feet and a minimum lot width of 45 feet, while lots within Parcel JM-21 are a minimum of 2,600 square feet with a minimum lot width of 38 feet. The applicant is requesting to utilize the approved JM-21 development standards for Parcels FD-6, FD-7, FD-24, JM-1 and for JM-20, including the addition of the minimum lot width standard for a flag lot as discussed above. The proposed standards are included as Exhibit M. The applicant has also submitted a design review package (Exhibit N) showing architectural treatment and floor plans, which are identical to the approved home designs for Parcel JM-20 (file #PL18-0344).

Plan Types: The project includes eight plan types, three one-story and five two-story, ranging in size from approximately 1,300 square feet to approximately 2,300 square feet. The units will be single-family, detached, front-loaded product types with two-car garages, similar in height, bulk, and arrangement to other planned homes in the vicinity. Table 2 identifies the square footage, number of bedrooms, and number of floors for each plan type.

Table 2: Plan Types

Plan Type	Square Footage	Bedrooms	Floors
Plan 1343	1,343	3	1
Plan 1412	1,412	3	1
Plan 1435	1,435	3	1
Plan 1570	1,570	3	2
Plan 1790	1,790	4	2
Plan 1964	1,964	4	2
Plan 2184	2,184	5	2
Plan 2341	2,341	5	2

Streetscape: Each of the eight floor plans will be offered in one of four architectural styles—Spanish, Craftsman, Cape Cod, and French. Building projections and varying roof forms are used to provide visual interest in the streetscape. For the sides and rear of the homes, each elevation includes both a standard and an enhanced set of plans. The enhanced elevations will be used on street-facing elevations and elevations adjacent to open space. Enhancement includes the addition of window fittings such as shutters, window trims, and the use of additional materials on the façade. Figure 8 includes an example of the streetscape.

Figure 8: Example Streetscape



Colors and Materials: Visual interest on the homes' façades are provided by the variation in materials and architecture. Each style will be offered in five color schemes consisting of natural or neutral tones. Instead of using bright colors, the selected palettes alternate paler and more saturated neutral tones on the varying wall planes and materials. The designs incorporate a mix of materials, such as stucco, lap siding, and stone, and decorative embellishments (i.e., shutters and decorative woodwork) which help further emphasize façade articulation in the streetscape.

Landscaping: The applicant has included typical landscaping plans showing the proposed plant palette and layout. The plans include a mix of trees, shrubs, and groundcover, using a palette that will create seasonal visual interest consistent with the SVSP Landscape Guidelines. The project is conditioned to comply with the City's Water Efficient Landscape Ordinance (WELO).

The size and overall design of the project is compatible with the other approved subdivisions in the nearby area. The project is also consistent with the applicable design guidelines, as the design has included architectural treatments and details which will create street presence and character.

EVALUATION AND FINDINGS: DESIGN REVIEW PERMIT FOR A RESIDENTIAL SUBDIVISION MODIFICATION

Section 19.78.060.J of the Zoning Ordinance Section requires that two (2) findings be made prior to the approval of a Design Review Permit Modification. The required findings are listed below in ***bold italics***.

- 1. The proposed modification is substantially consistent with the intent of the original approval.***
- 2. The proposed modification complies with all applicable standards and requirements of the Zoning Ordinance, with the applicable goals, policies and objectives set forth in the General Plan, the applicable Community Design Guidelines and the applicable Specific Plan.***

The proposed modification to the previously approved DRRS for Parcel JM-21 will modify the development standards by allowing a reduced lot width of 30 feet for Lots 51-52 and 62-63. As mentioned, these standards will also apply to JM-20. No modifications to the approved plan types or designs are proposed (file #PL18-0344), which are identical to the plans proposed for FD-6, FD-7, FD-24, and JM-1 (as discussed above). Thus, staff finds the proposed modification is substantially consistent with the intent of the original approval and is consistent with the applicable standards and guidelines. Staff supports approval of the proposed modification.

PUBLIC OUTREACH

The proposed project was distributed to the various agencies and departments which have requested notice of City applications, and all comments were considered and incorporated into the Conditions of Approval, as appropriate. Notice of the application was also distributed to the Roseville Coalition of Neighborhood Associations (RCONA). A public notice of the Planning Commission hearing was published in the Press Tribune on December 27, 2019, was distributed to all property owners within 300 feet of the project site, and provided to RCONA. To date, no comments have been received.

ENVIRONMENTAL DETERMINATION

Consistent with CEQA Guidelines Section 15164, regarding a previously certified and adopted Environmental Impact Report (EIR), an Addendum to the SVSP EIR (SCH #2008032115, certified May 5, 2010) has been prepared to cover the minor technical changes and additions necessary to describe the impacts of the proposed project (Attachment 1). The Addendum did not identify any new environmental impacts from the project. As such, staff recommends the Planning Commission consider the Addendum prior to taking action on this project.

RECOMMENDATION

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

- Consider the 2nd Addendum to the Sierra Vista Specific Plan;**
- Recommend the City Council approve the GENERAL PLAN AMENDMENT (TEXT AND LAND USE MAP) – 2100 SIERRA GLEN DRIVE – SVSP PCL JM-1, JM-20, JM-21, FD-6, FD-7, AND FD-24 – JMC TM #2 PROJECT – FILE #PL17-0204;**
- Recommend the City Council approve SPECIFIC PLAN AMENDMENT (TEXT AND LAND USE MAP) – 2100 SIERRA GLEN DRIVE – SVSP PCL JM-1, JM-20, JM-21, FD-6, FD-7, AND FD-24 – JMC TM #2 PROJECT – FILE #PL17-0204;**

- D. Recommend the City Council approve the **DEVELOPMENT AGREEMENT AMENDMENTS – 2100 SIERRA GLEN DRIVE – SVSP PCL JM-1, JM-20, JM-21, FD-6, FD-7, AND FD-24 – JMC TM #2 PROJECT – FILE #PL17-0204**;
- E. Adopt the two (2) findings of fact for the **TENTATIVE SUBDIVISION MAP MODIFICATION (SMALL LOT) – 2100 SIERRA GLEN DRIVE – SVSP PCL JM-1, JM-20, JM-21, FD-6, FD-7, AND FD-24 – JMC TM #2 PROJECT – FILE #PL17-0204** subject to nine (9) conditions of approval;
- F. Adopt the two (2) findings of fact for the **TENTATIVE SUBDIVISION MAP MODIFICATION (LARGE LOT) – 2100 SIERRA GLEN DRIVE – SVSP PCL JM-1, JM-20, JM-21, FD-6, FD-7, AND FD-24 – JMC TM #2 PROJECT – FILE #PL17-0204** subject to four (4) conditions of approval;
- G. Adopt the three (3) findings of fact and approve the **TENTATIVE SUBDIVISION MAP – 2100 SIERRA GLEN DRIVE – SVSP PCL JM-1, JM-20, JM-21, FD-6, FD-7, AND FD-24 – JMC TM #2 PROJECT – FILE #PL17-0204** subject to eighty-four (84) conditions of approval;
- H. Adopt the two (2) findings of fact and approve the **DESIGN REVIEW PERMIT FOR A RESIDENTIAL SUBDIVISION – 2100 SIERRA GLEN DRIVE – SVSP PCL JM-1, JM-20, JM-21, FD-6, FD-7, AND FD-24 – JMC TM #2 PROJECT – FILE #PL17-0204** subject to twenty-five (25) conditions of approval; and
- I. Adopt the two (2) findings of fact and approve the **DESIGN REVIEW PERMIT FOR A RESIDENTIAL SUBDIVISION MODIFICATION – 2100 SIERRA GLEN DRIVE – SVSP PCL JM-1, JM-20, JM-21, FD-6, FD-7, AND FD-24 – JMC TM #2 PROJECT – FILE #PL17-0204** subject to three (3) conditions of approval.

**CONDITIONS OF APPROVAL FOR THE MODIFICATION OF A TENTATIVE SUBDIVISION MAP
(SMALL LOT, PCL JM-1, JM-20, & JM-21) – FILE #PL17-0204**

- 1. The Tentative Subdivision Map is approved as shown in Exhibits I—L, and as conditioned below. (Planning)
- 2. The project is subject to the previously approved conditions of approval for File #2012PL-038 (Attachment 4), except as conditioned or modified below. (Planning)
- 3. Fences and walls shall be consistent with the locations and treatments specified in the Sierra Vista Specific Plan Design Guidelines, with the following exception: the use of a masonry wall adjacent to the open space on Parcel JM-1 is permitted. (Planning)

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

- 4. The applicant shall submit a street name application with proposed street names. The application can be found [HERE](#). After city review, the applicant will receive the application identifying approved or rejected street names. If enough street names are approved, the applicant shall submit a map with the approved street names to receive a stamp and to be used as the approved street name exhibit. This shall be included in the submittal for improvement plans. (Business Services)
- 5. Per section 3.5.2(b) of the Development Agreement, the Owner shall construct the remainder of Fiddyment Road improvements from the northern boundary of open space parcel JM-85 to Baseline Road, including the construction of sidewalk along JM-85, with the development of JM-21. Owner shall be responsible for reimbursing City for construction of 5-ft of pavement, median curb, utility stubs and left turn pockets into the Plan Area. Owner shall construct full median landscaping along Fiddyment Road. If cost to landscape ½ of median exceeds reimbursable amount to City, owner will be eligible for TMF credits. Per Section 3.5.2 of the Development Agreement, a Funding, Construction and Acquisition

Agreement shall be entered into between City and Developer within 30 days of City acceptance of improvement plans. (Engineering)

6. With the development of JM-21, the Owner shall construct the entirety of San Fernando Drive from Fiddymment Road to Upland Drive. If San Fernando Drive has been constructed by the property owner to the south of JM-21 prior to the development of JM-21, then **prior to approval of the improvement plans**, the Owner shall pay their fair share reimbursement to the City per the Baseline Marketplace Developer A/Developer B Reimbursement Agreement. (Engineering)
7. The entrance from Fiddymment Road to Parcel JM-21 shall include a modified right turn deceleration lane with a length of 150 feet and a 90 foot taper. (Engineering)
8. The project shall comply with all applicable environmental mitigation measures identified in the Sierra Vista Specific Plan EIR and subsequent Addendum, and shall include all applicable mitigation measures as notes on the improvement plans. (Planning)
9. The Tentative Subdivision Map application shall not be deemed approved until the actions on the Development Agreement Amendments, General Plan Amendment, and Specific Plan Amendment are approved and become effective. (Planning)

CONDITIONS OF APPROVAL FOR THE MODIFICATION OF A TENTATIVE SUBDIVISION MAP

(LARGE LOT, PCL FD-24 & JM-20) – FILE #PL17-0204

1. The Tentative Subdivision Map is approved as shown in Exhibit M, and as conditioned or modified below. (Planning)
2. The project is subject to the previously approved conditions of approval for File #2012PL-038 (Attachment 4), except as conditioned or modified below. (Planning)
3. The project shall comply with all applicable environmental mitigation measures identified in the Sierra Vista Specific Plan EIR and subsequent Addendum, and shall include all applicable mitigation measures as notes on the improvement plans. (Planning)
4. The Tentative Subdivision Map application shall not be deemed approved until the actions on the Development Agreement Amendments, General Plan Amendment, and Specific Plan Amendment are approved and become effective. (Planning)

CONDITIONS OF APPROVAL FOR THE TENTATIVE SUBDIVISION MAP (PCL FD-6, FD-7, & FD-

24) – FILE #PL17-0204

1. The Tentative Subdivision Map is approved as shown in Exhibit K (Parcel FD-24), Exhibit N (Parcel FD-6), and Exhibit O (Parcel FD-7), and as conditioned or modified below. (Planning)
2. The Tentative Subdivision Map shall not be deemed approved until the actions on the Development Agreement Amendments, General Plan Amendment, and Specific Plan Amendment are approved and become effective. (Planning)
3. 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. Project billing may occur up to two (2) months after the end of warranty or the Notice of Termination date for the SWPPP, whichever occurs later. (Engineering, Environmental Utilities, Electric, Finance)
4. 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)

5. The applicant shall not commence with any on-site improvements or improvements within the right-of-way until such time as grading and/or improvement plans have been submitted for review and are approved with grading and/or encroachment permits issued by the Department of Development Services – Engineering Division. (Engineering)
6. The approval of this project does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. The Developer shall submit civil drawings to the Department of Development Services – Engineering Division for review and approval. (Engineering)
7. The project shall comply with all applicable environmental mitigation measures identified in the Sierra Vista Specific Plan EI and subsequent Addendum, and shall include all applicable mitigation measures as notes on the improvement plans. (Planning)
8. Fences and walls shall be consistent with the locations and treatments specified in the Sierra Vista Specific Plan Design Guidelines, with the following exception: the use of a masonry wall adjacent to the open space on Parcel FD-6 is permitted. (Planning)

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

9. Landscape Plans for all landscape corridors and all landscaped common areas shall be approved with the improvement plans. Landscaping shall be installed for Substantial Completion of the subdivision improvements. The landscape plan shall comply with the Sierra Vista Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning, Engineering, Parks, Fire, Environmental Utilities)
10. The applicant shall submit to the Engineering Division the appropriate Army Corps of Engineers permit or clearance, the California Department of Fish and Game Stream Bed Alteration Agreement, and/or the Regional Water Quality Control Board Water Quality Certificate. (Planning)
11. The applicant shall submit a street name application with proposed street names. The application can be found [HERE](#). After city review, the applicant will receive the application identifying approved or rejected street names. If enough street names are approved, the applicant shall submit a map with the approved street names to receive a stamp and to be used as the approved street name exhibit. This shall be included in the submittal for improvement plans. (Business Services)
12. 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 Accessible ramps shall be installed at all curb returns per City Standards. (Engineering)
13. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to the Engineering Division prior to approval of any plans. (Engineering)
 14. The applicant shall apply for and obtain an encroachment permit from the Engineering Department prior to any work conducted within the City right-of-way. (Engineering)
 15. The phasing of the infrastructure shall be consistent with the JMC Sierra Vista TM 2 Utility & Infrastructure Phasing Plan (as prepared by Baker Williams), the Sierra Vista Specific Plan, and as defined in the Development Agreement(s) between the City of Roseville and Mourier Investments, LLC. Acceptance of each subdivision by the City shall be contingent on the prerequisite infrastructure having been accepted by the City. (Engineering)
 16. Upland Drive shall be designed and constructed as a modified collector in conformance with the approved Tentative Map and the Sierra Vista Specific Plan. Parking will be restricted along Upland Drive. Paseos shall be constructed along Upland Drive as identified in the tentative map and in Sierra Vista Specific Plan Table B-1 and Figure B-5. (Engineering)
 17. Market Street shall be designed and constructed as a modified collector in conformance with the approved Tentative Map and the Sierra Vista Specific Plan. Parking will be restricted along Market from the northern limit of FD-24 north to existing Market Street. Paseos shall be constructed along Market Street as identified in the tentative map and Sierra Vista Specific Plan Table B-1 and Figure B-5. (Engineering)
 18. Sierra Glen Drive shall be designed and constructed as a primary residential roadway in conformance with the approved Tentative Map and the Sierra Vista Specific Plan. Paseos shall be constructed along the northern side of Sierra Glen Drive, as identified on the tentative map and in Sierra Vista Specific Plan Table B-1 and Figure B-5. (Engineering)
 19. Branston Drive shall be designed and constructed as a standard primary residential roadway. (Engineering)
 20. All private subdivision entrances shall be design and constructed per City Standards. The entrances shall be owned and maintained by the HOA. (Engineering)
 21. Villages FD-06 and FD-07 shall provide a minimum 20-foot wide emergency vehicle access to Branston Drive. (Engineering)
 22. Village FD-07 shall extend the outfall from the northern detention basin south to FD-88A. Lots E and F shall be designed to accommodate the conveyance of overland flows from the northern detention basin in a 100-year storm event. Access easements to the benefit of the City for the maintenance of these public drainage facilities shall be provided on the final map. (Engineering)
 23. Within Village JM-20 and FD-24, "O" Street shall be designed as a standard primary residential roadway. (Engineering)
 24. Village FD-24 shall construct a 25-foot wide driveway on Market Street for egress only. Appropriate signage shall be placed to identify this driveway is for egress only. (Engineering)

25. 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)
26. 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)
27. The following note shall be added to the Grading and/or Improvement Plans:
- To minimize dust/grading impacts during construction the applicant shall:*
- a) *Spray water on all exposed earth surfaces during clearing, grading, earth moving and other site preparation activities throughout the day.*
 - b) *Use tarpaulins or other affective covers on all stockpiled earth material and on all haul trucks.*
 - c) *Sweep the adjacent streets frontages at least once a day or as needed to remove silt and other dirt which is evident from construction activities.*
 - d) *Ensure that construction vehicles are cleaned prior to leaving the construction site to prevent dust and dirt from being tracked off site.*
 - e) *The City shall have the authority to stop all grading operations, if in the opinion of city staff, inadequate dust control measures are being practiced or excessive wind conditions contribute to fugitive dust emissions. (Engineering)*
28. 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)
29. 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)*
30. Per the Development Agreement, for all phases of subdivisions adjacent to the open space with a planned bike trail, the developer shall be responsible for preliminary design, permitting and rough grading. (Engineering, Alternative Transportation)
31. Per the Development Agreement, if the City has sufficient funds to reimburse Landowner, Landowner shall prepare the final design and construct Class I bike trail improvements where adjacent to residential subdivisions. (Alternative Transportation)
32. The design of the trail shall be consistent with City standards and shall incorporate the following:
- a) The open space trail on the north side of FD-24 shall extend all the way to the Sierra Glen/Market intersection, including the segment along Market Street. The design of the trail crossings at the Sierra Glen/Market and Sierra Glen/Upland intersection shall be in accordance with SVSP Figure 6-23. However the bot dots should not be used due to anticipated noise. Other signage and striping measures and trail layout alternatives will be

considered at the crossings to ensure trail user safety. (Engineering, Alternative Transportation)

- b) For the trail crossing the open space from FD-24, the trail shall include a safe crossing of Sierra Glen. This may be accomplished by providing a trail connection east on the south side of Sierra Glen to the Branston Drive intersection. The trail crossing shall be in accordance with SVSP Figure 6-23. However the bot dots should not be used due to anticipated noise. Other signage and striping measures and trail layout alternatives will be considered at the crossings to ensure trail user safety. (Engineering, Alternative Transportation)
- c) Where an overland release crosses a bike trail, the trail design shall accommodate the potential drainage through grading, concrete paving and scour control as determined necessary by the Public Works Director. (Engineering, Alternative Transportation)

- 33. Per the Sierra Vista Specific plan, pedestrian sidewalks along the open spaces (FD87, JM82, FD 88A and FD 88B) will be installed at the time of adjacent roadway construction. (Engineering, Alternative Transportation)
- 34. 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)
- 35. The applicant shall dedicate a separate drainage easement to the City of Roseville for the storm drain facility required to transfer public storm waters through the site. The easement document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorder's Office. (Engineering)
- 36. The grading plans for the site shall be accompanied with a shed map that defines that area tributary to this site. All drainage facilities shall be designed to accommodate the tributary flow. All on-site storm drainage shall be collected on site and shall be routed to the nearest existing storm drain stub of natural drainage coarse. (Engineering)
- 37. All storm drainage, including roof drains, shall be collected on site 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. If located within a private subdivision, the storm drain system and proposed BMP's shall be privately owned and maintained by the property owner, unless otherwise identified on the approved tentative map. Prior to the issuance of any permits, the owner shall provide a plan for the maintenance of the proposed BMP's. (Engineering)
- 38. 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)
- 39. 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)
- 40. 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)

41. 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)
42. 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, Development Services, Planning)
43. 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, Development Services, Planning)
44. 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, Development Services, Planning)
45. Landscaping adjacent to the Preserve shall be California native, drought-tolerant groundcover, shrubs, plants, and trees. (Development Services, Planning)
46. **Prior to the approval of the Improvement Plans**, the project proponent shall provide proof of preparation and submittal of a Storm Water Pollution Prevention Plan (SWPPP) to the Regional Water Quality Control Board (RWQCB). Proof shall be in the form of the Waste Discharge Identification Number (WDID#), provided to the applicant from RWQCB and placed on the coversheet of the improvement plans. Upon approval of the improvement plans, a copy of the SWPPP shall be required onsite and available for viewing by City inspection staff upon request. (Engineering)
47. 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)
48. 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.
 - 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.

- c) Water and sewer mains shall not exceed a depth of 12 feet below finished grade, unless authorized in these conditions.
 - d) All sewer manholes shall have all-weather 10-ton vehicular access unless authorized by these conditions. (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. 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)
51. 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)
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 pounds of 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. 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)
55. All Electrical Department facilities, including street lights where applicable, shall be designed and built to the "City of Roseville Specifications for Residential Trenching". (Electric)
56. 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)
57. All landscaping in areas containing electrical service equipment shall conform to the "Electric Department Landscape Design Requirements" as outlined in Section 7.00 of the Electric Department's "Specifications for Residential Trenching." (Electric)

58. 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)

59. 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

60. The following easements shall be provided and shown on the Final Map or by separate instrument, unless otherwise provided for in these conditions:

a) Water and sewer easements. (Environmental Utilities, Engineering)

61. Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)

62. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)

63. 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)

64. A declaration of Conditions, Covenants and Restrictions (CC&Rs), in a form approved by the City Attorney, shall be recorded on the entire property concurrently with the Final/Parcel Map. The CC&Rs shall include the following items: (Attorney, Planning)

a) A clause 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.

b) A designated pick-up area for refuse containers shall be established for: Lots 5 and 6 within Parcel FD-24; Lots 53-55 and 77-78 within Parcel JM-1; Lots 6 and 8 of Parcel JM-20; Lots 22-26 of Parcel JM-21; and Lots 180-185 of Parcel FD-7. The pick-up area shall be located outside of the dead-end street section. The CC&Rs shall contain language establishing this pick-up area for these lots, to the satisfaction of the City. (Environmental Utilities)

65. 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)

66. Any structures crossing Lot/Parcel lines created by the Final/Parcel map shall be removed. (Engineering)

67. Lots E and F of Village FD-07 shall be dedicated (in fee) to the City for the purposes of storm drain and overland release conveyance. An access easement shall be provided through FD-07 for the purpose of maintenance of Lots E and F. (Engineering)

68. The street names shall be approved by the City of Roseville. (Engineering)
69. 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. (Finance)
70. 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, Parks)
71. The subject property shall be annexed into Municipal Services District #3 (Muni 3 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 3 CFD will become effective. (Finance)
72. The Final/Parcel Map shall include an irrevocable offer to dedicate public rights-of-way and public and/or private easements as required by the City. Lettered Lot//Parcel along major roads shall be dedicated as landscape/pedestrian/public utility easements and in fee to the City as open space. (Engineering)
73. 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)
74. 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)
75. 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)
76. 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)
77. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

78. 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)
79. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)

80. 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)
81. 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)
82. 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)
83. 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)
84. 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, Recreation, and Libraries)

CONDITIONS OF APPROVAL FOR THE DESIGN REVIEW FOR A RESIDENTIAL SUBDIVISION

(PCL FD-6, FD-7, FD-24, JM-1) – FILE #PL17-0204

1. The development standards, unit designs and landscape plans for **SVSP PCL FD-6, FD-7, FD-24, and JM-1** are approved as described in Exhibits P & Q, except as modified by these conditions of approval. (Planning)
2. This permit shall expire on the same date as the Tentative Map for SVSP Parcel FD-6, FD-7, FD-24, and JM-1 (File #PL17-0204). Effectuation of this DRRS shall occur with the first residential Building Permit. (Planning)
3. The project shall comply with all required environmental mitigation identified in the Sierra Vista Specific Plan EIR and subsequent Addendum, and shall include all applicable mitigation measures as notes on the improvement plans. (All Departments)

PRIOR TO ISSUANCE OF BUILDING PERMITS

4. The project Landscape Plans shall comply with the following:
 - a) The Landscape Plan shall indicate the location of, and be designed to avoid conflicts with, all pole-mounted light fixtures and utility equipment including (but not limited to) electric transformers, switchgear, and overhead lines, backflow preventers, fire department connections, and public water, sewer, and storm drain facilities. (Planning, Fire, EUD, Electric, Public Works)
 - b) At a minimum, landscaped areas not covered with live material shall be covered with a rock, (3") bark (no shredded bark) or (3") mulch covering. (Planning)

- c) The landscape plan shall comply with the Landscape Guidelines for Sierra Vista Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning)
5. All on-site external lighting shall be installed and directed to have no off-site glare. (Planning)
 6. Building permit plans shall comply with all applicable code requirements (California Building Code – CBC – based on the International Building Code, California Green Building Standards Code-CGBSC, California Mechanical Code – CMC – based on the Uniform Mechanical Code, California Plumbing Code – CPC – based on the Uniform Plumbing Code, California Fire Code – CFC – based on the International Fire Code – with City of Roseville Amendments – RFC, California Electrical Code – CEC – based on the National Electrical Code, and California Energy Standards – CEC T-24 Part 6), California Title 24 and the American with Disabilities Act - ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Division for applicable Code editions). (Building)
 7. Prior to the issuance of building permits, the property owner shall pay into the following fee programs: Citywide Drainage Fee, Citywide Traffic Mitigation Fee (TMF), Highway 65 Joint Partners Association (JPA), South Placer Regional Transportation Authority (SPRTA), and City/County Fee. (Engineering)
 8. The design and installation of all fire protection equipment shall conform to the California Fire Code and the amendments adopted by the City of Roseville, along with all standards and policies implemented by the Roseville Fire Department. (Fire)
 9. The applicable codes and standards adopted by the City shall be enforced at the time construction plans have been submitted to the City for permitting. (Fire)
 10. Testing of all fire systems shall be performed prior to opening the sales office for business. (Fire)
 11. Framing construction cannot commence until access roads and public fire hydrants are approved by the Fire Department. (Fire)
 12. The required fire department access with a turning radii of 30 and 50 respectively shall be continuous without interruption similar to our typical driving patterns. This is especially critical for all dead-end courts exceeding 500 feet in length. All amendments, standards and policies can be found on the City's web site www.roseville.ca.us or contact the Fire and Life Safety Division at 916-774-5800 for information. (Fire)
 13. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

DURING CONSTRUCTION AND PRIOR TO ISSUANCE OF OCCUPANCY PERMITS

14. All electric metering shall be directly outside accessible. (Electric)
15. It is the responsibility of the developer to ensure that all existing electric facilities remain free and clear of any obstruction during construction and when the project is complete. (Electric)

OTHER CONDITIONS OF APPROVAL

16. 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. (Building)

17. The developer (or designated consultant) shall certify that the building foundation location has been placed according to all approved setback requirements shown on the approved site plan. The developer shall prepare a written statement confirming building placement and provide an original copy to the City Building Department Field Inspector at the time of or prior to the foundation inspection. (Building)
18. The required width of fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Minimum required widths and vertical clearances established by the Fire Code shall be maintained at all times during construction. Closure of accesses for fire apparatus by gates, barricades and other devices shall be prohibited unless approved by the Fire Chief. (Fire)
19. Temporary aboveground storage tanks may be used at construction sites for diesel fuel only and shall not exceed 1,000 gallon capacity. Tanks shall comply with all provisions found within the Fire Code. A Fire Department Permit shall be obtained prior to tank installation. The permit shall expire after 90 days from the date of issuance, unless extended by the Fire Chief. (Fire)
20. All alley loaded driveways shall have the address and street name of the designated unit as identified on the approved city lot maps. (Fire)
21. Signs are not approved as part of the Design Review Permit. A Sign Permit is required for all project signs. (Planning)
22. Following the installation of the landscaping, all landscape material shall be maintained in a healthy and weed free condition; dead plant material shall be replaced immediately. All trees shall be maintained and pruned in accordance with the accepted practices of the International Society of Arboriculture (ISA). (Planning)
23. Fences and walls shall be consistent with the locations and treatments specified in the Sierra Vista Specific Plan Design Guidelines. (Planning)
24. The location and design of the gas service shall be determined by PG&E. The design of the 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)
25. Any relocation or modification to the existing utility facilities or other existing improvements required for the development of this subdivision shall be at the developer's expense. (Electric, Environmental Utilities, Engineering, Fire)

**CONDITIONS OF APPROVAL FOR THE DESIGN REVIEW FOR A RESIDENTIAL SUBDIVISION
MODIFICATION (PCL JM-20 & JM-21) – FILE #PL17-0204**

1. The development standards for **SVSP PCL JM-20 and JM-21** are approved as described in Exhibit P, except as modified by these conditions of approval. (Planning)
2. This permit shall expire on the same date as the Tentative Map for SVSP Parcel JM-20 and JM-21 (File #PL17-0204). Effectuation of this DRRS shall occur with the first residential Building Permit. (Planning)
3. The project shall comply with the originally approved Conditions of Approval for the project and all subsequent modifications (File #2012PL-038 & #PL18-0344), as applicable, and except as modified by these conditions. (Planning)

Attachments

1. 2nd Addendum to the SVSP EIR
2. Applicable Mitigation Measures from the SVSP EIR
3. Open Space Access Plan
4. File #2012PL-038 Conditions of Approval

Exhibits

- A. General Plan Change Pages
- B. Specific Plan Amendment Exhibits
- C. SVSP Change Pages
- D. Mourier & Bagley DAA
- E. Mourier & Computer Deductions DAA
- F. Mourier & Wealth Management DAA
- G. Westpark Federico DAA
- H. Tentative Subdivision Map Cover Sheet
- I. Small Lot Tentative Subdivision Map Modifications (Parcels JM-1, JM-20, JM-21)
- J. Parcel JM-1 Tentative Subdivision Map
- K. Parcel FD-24 & Portion of JM-20 Tentative Subdivision Map
- L. Parcel JM-21 Tentative Subdivision Map
- M. Large Lot Tentative Subdivision Map Modification (Parcels FD-24 & JM-20)
- N. Parcel FD-6 Tentative Subdivision Map
- O. Parcel FD-7 Tentative Subdivision Map
- P. Proposed RS/DS Standards
- Q. DRRS Package

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.