

ITEM 6.1: Tentative Subdivision Map and Development Agreement Amendment – 5800 Market Street – SVSP PCL CG-1 and CG-20 – PL20-0248

REQUEST

The applicant requests approval of a Tentative Subdivision Map to create 115 Low Density Residential (LDR) lots on Sierra Vista Specific Plan (SVSP) Parcel CG-1 and 44 Medium Density Residential (MDR) lots on SVSP Parcel CG-20 along with all necessary frontage and open space improvements. A Development Agreement Amendment is also requested to transfer 20 middle-income for purchase housing units from SVSP Parcel CG-20 to SVSP Parcel CG-31. The units will be transferred in the form of 10 very-low income and 10 low-income rental units.

Applicant – Nicholas Brown, JMH Weiss Inc.
Owner – John J. Guerra, Jr. Trustee

SUMMARY RECOMMENDATION

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

- A. Recommend the City Council approve the First Amendment of the Cyril G. Barbaccia Irrevocable Trust Development Agreement.
- B. Adopt the three (3) findings of fact and approve the Tentative Subdivision Map subject to eighty-three (83) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

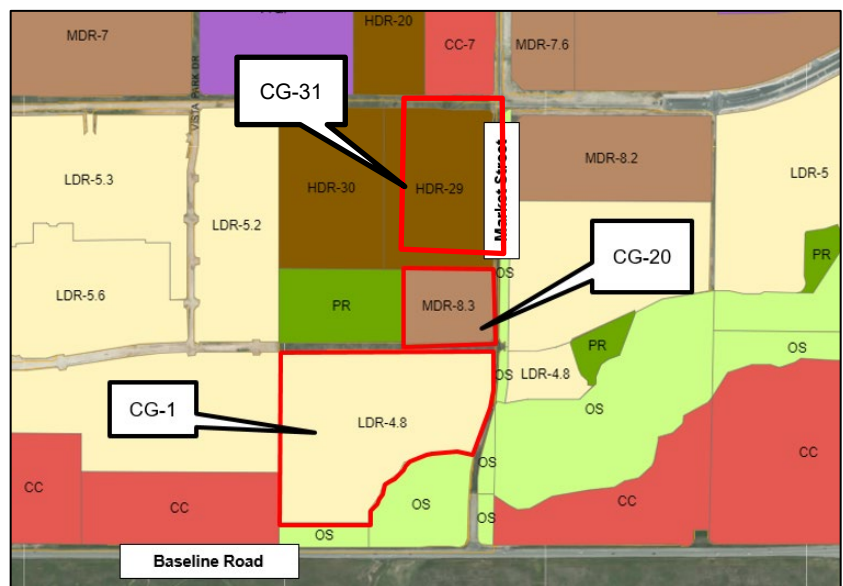
There are no outstanding issues associated with this request. The applicant has reviewed and is in agreement with the recommended conditions of approval.

BACKGROUND

The project site is within the Sierra Vista Specific Plan (SVSP). The SVSP was adopted on May 5, 2010 and includes 2,064 acres west of Fiddlyment Road and 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.

The proposed project is located on SVSP Parcels CG-1 and CG-20. Parcel CG-1 is zoned Small Lot Residential with Development Standards (RS/DS) and has a LDR land use designation. Parcel CG-20 is zoned RS/DS and has a MDR land use designation. The project includes a Tentative Subdivision Map to create 115 LDR lots on Parcel CG-1 and 44 MDR lots on Parcel CG-20, for a total of 166 lots. A

Figure 1: Project Location



Development Agreement Amendment (DAA) is also requested to transfer 20 middle-income for purchase housing units from Parcel CG-20 to Parcel CG-31 in the form of 10 very-low income and 10 low-income rental units.

SITE INFORMATION

Location: 5800 Market Street

Total Size: 32.92 acres

Topography and Setting: The site is currently undeveloped consisting of native and non-native annual weeds and grasses. The elevation of the site is gently undulating with minimal elevation change in the southern portion of the site and greater elevation differences in the northern portion of the site. The site is surrounded by developing residential uses to the east and west and open space to the south. The site to the northwest of the subdivision is designated as a park.

EVALUATION: DEVELOPMENT AGREEMENT AMENDMENT

The proposed DAA will add a new Section 2.2.1 to allow the use of either the development standards in the SVSP or those included in the DAA as Exhibit E-1, amend Section 2.6 and remove Section 2.6.1 to reflect the removal of the affordable purchase units from Parcel CG-20, and amend Section 2.6.2.1 to reflect the addition of 10 very-low income rental units and 10 low-income rental units to Parcel CG-31.

Development Standards

The Subdivision 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. Consistent with other DAs within the SVSP (Mourier Investments), the project developer proposes modified RS/DS standards for the MDR Parcel CG-20 to be adopted as part of the DAA. These standards are presented in the Tentative Subdivision Map section below. As discussed in the Tentative Subdivision Map section, these standards will create lots which are of adequate size and shape to support development consistent with the SVSP guidelines.

Affordable Housing Unit Transfer

Consistent with the City's General Plan, 10% of the residential units within the SVSP are designated for middle, low-, and very-low-income purchase or rental. As describe in Table 5-3: Affordable Housing Allocation of the SVSP, 20 middle-income for purchase units are allocated to Parcel CG-20. Pursuant to Section 5.4.B of the SVSP, affordable units may be transferred between SVSP parcels subject to administrative approval by the director of the Housing Division. The transfer does not require a specific plan amendment if the transfer occurs between parcels located within the SVSP, and the ability to produce affordable units to meet the SVSP affordable housing goal is maintained. The SVSP requires that an administrative transfer be memorialized by a recorded Memorandum of Understanding, or substitute form specified by the City.

The project includes a request to transfer the 20 middle-income for purchase units from Parcel CG-20 to Parcel CG-31. These units will be transferred in the form of 10 very-low income and 10 low-income rental units. The proposed transfer has been reviewed and approved by the Director of the Housing Division. To maintain consistency in tracking affordable units, the Housing Director requested that the transfer be memorialized by way of a DAA. The transfer will also be documented in Table 5-3 of the SVSP Affordable Housing chapter. The updated table is included as Exhibit E. All of the affordable units obligated in the Barbaccia agreement are shown in the table below.

Parcels	Total Units in Parcels	Total Affordable Unit Allocation	Very Low- Income Rental	Low Income Rental Units
CG-31	420	100	50	50

Conclusion

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

- A. Consistency with the objectives, policies, general land uses and programs specified in the General Plan and the Sierra Vista Specific Plan;**
- B. Consistency with the provisions of the City of Roseville Zoning Ordinance;**
- C. Conformity with the public health, safety and general welfare;**
- D. The effect on the orderly development of the property or the preservation of property values; and**
- E. Whether the provisions of the Agreement shall provide sufficient benefit to the City to justify entering into the Agreement.**

The proposed DAA consists of a transfer of the middle-income for purchase affordable housing obligation from CG-20 to CG-31. No change to the anticipated number of units to be built on these parcels will occur. The proposed DAA is consistent with the General Plan, SVSP, and the Zoning Ordinance. The DAA is in conformance with the public health, safety, and welfare, and will not adversely affect the orderly development of the property or the preservation of property values. The proposed DAA will benefit the City by adding 20 affordable units that will count towards the City’s Regional Housing Needs Allocation (middle income units do not count towards the RHNA).

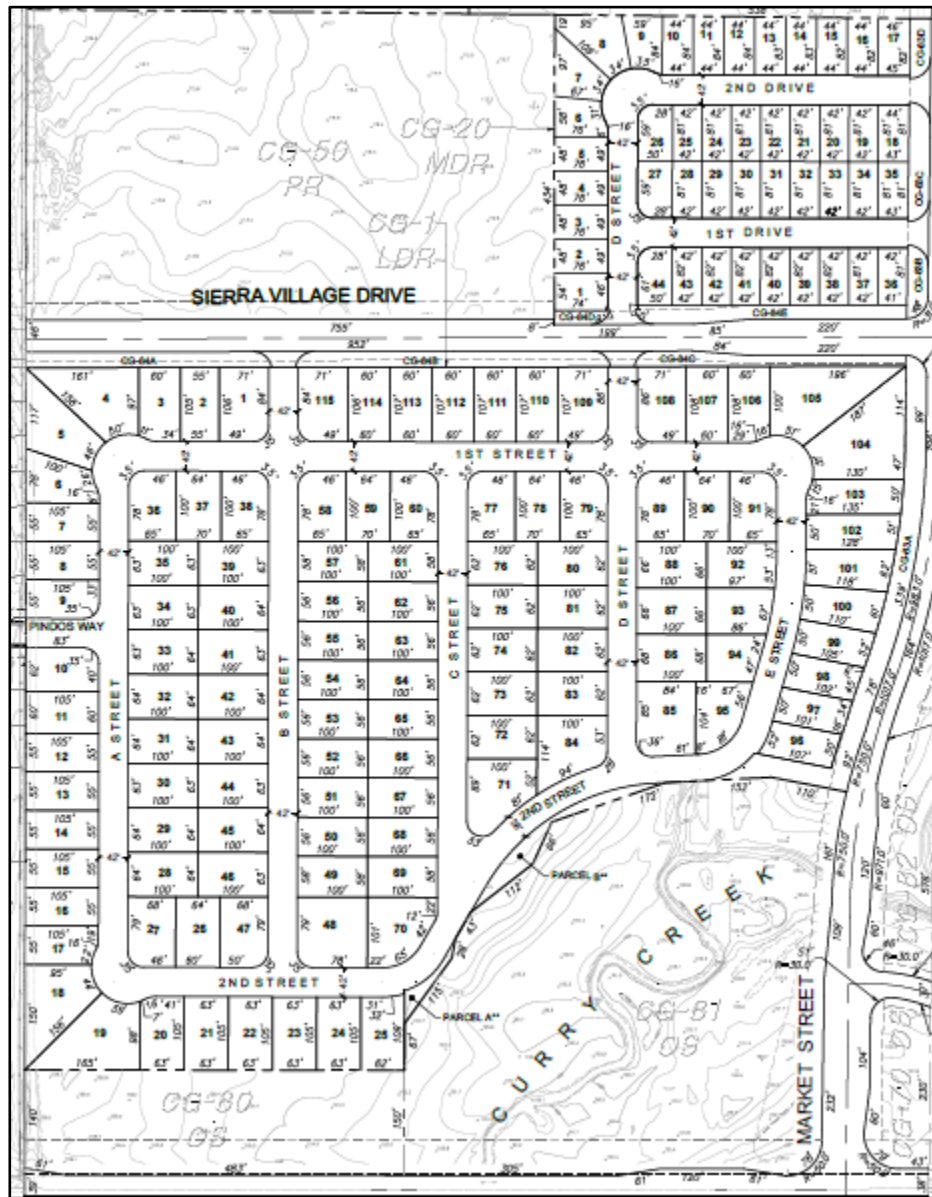
EVALUATION: TENTATIVE SUBDIVISION MAP

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 project includes two subdivisions: 115 low-density lots on Parcel CG-1, and 44 medium-density lots on Parcel CG-20 (Figure 2). The CG-1 subdivision will be accessed from two driveways off Sierra Village Drive in the northern portion of the subdivision and will include a connection to the developing subdivision to the west. The Parcel CG-20 subdivision will be accessed from one driveway off Sierra Village Drive in the southern portion of the subdivision and two driveways off Market Street in the eastern portion of the subdivision. All of the proposed lots will have public street frontage. The subdivision layout and street design were reviewed by the City’s Engineering Division and Fire Department to ensure there is adequate street widths for circulation and emergency response.

Figure 2: Tentative Subdivision Map



The Subdivision Map Act and the City's Subdivision Ordinance do not contain any maximum or minimum lot sizes. Instead, these standards are contained within the Zoning Ordinance and SVSP. The proposed lots all have a zoning designation of RS/DS. For properties in the RS/DS zone a developer may either use the RS/DS development standards established in the SVSP, applicable Development Agreement, or may adopt adjusted standards through the Design Review Permit for Residential Subdivisions (DRRS) entitlement. The SVSP also includes multiple design standards applicable to subdivision design, including guidelines for the locations of walls and fencing, the locations of trails and paseos, requirements for connectivity along paseos, and guidelines for developments adjacent to parks and open space trails. Each proposed subdivision is analyzed with respect to these guidelines as discussed below.

Parcel CG-1

Parcel CG-1 has a LDR land use designation. The applicant proposes to use the RS/DS development standards as shown on the face of the tentative parcel map and consistent with the SVSP. All of the

proposed lots conform to the applicable standards and have a typical lot size of 6,350 – 14,850 square feet. The proposed unit density is 4.82 units per acre, which is consistent with the LDR land use designation. The subdivision will have two points of access from Sierra Village Drive.

Consistent with SVSP Figure B-3, Location of Walls and Fences, the project will include masonry walls along Sierra Village Drive, Market Street, and along the southern boundary where the property is adjacent to CG-80. Open style fencing will be provided along the single-loaded street adjacent to the open space Parcel CG-81. Standard wood fencing will be installed adjacent to the project's western boundary where the lots are adjacent to residential uses. The tentative subdivision map is consistent with the fencing recommendations in the SVSP. In addition, as required by SVSP Figure B-5, the project includes construction of an open space trail along its boundary with open space Parcel CG-81. This trail will provide a trail connection between Baseline Road and Market Street. Landscaping will be provided along the adjacent roadways consistent with the requirements in the SVSP.

The SVSP recommends that neighborhood access and visibility be provided when adjacent to parks and open space. Consistent with the SVSP guidelines, a single-loaded street is used adjacent to open space parcel CG-81. In addition, the internal street system and sidewalks are designed to allow residents to easily access the trail system.

Parcel CG-20

Parcel CG-20 has a MDR land use designation. The applicant proposes to use the RS/DS development standards as shown on the face of the tentative parcel map, and as included as applicable standards in the DAA (Figure 3). All of the proposed lots conform to the applicable standards and have a typical lot size of 3,350 – 6,400 square feet. The proposed unit density is 8.24 units per acre, which is consistent with the MDR land use designation. The subdivision will have one point of access from Sierra Village Drive and two points of access from Market Street. As required in the Zoning Ordinance, small lot residential homes requires the approval of a Design Review Permit for Residential Subdivision (DRRS) to ensure consistency with the development standards for RS/DS lots and consistency with the SVSP Design Guidelines. The design of the homes on CG-20 will be reviewed and approved by the Planning Commission through the DRRS process.

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

The proposed parcels are of sufficient size and shape to accommodate development that is consistent with the applicable zoning and design requirements. As mentioned above, the lots are consistent with the applicable development standards and the standards included in the DAA. The modified RS/DS standards are of adequate size and shape to support development consistent with the SVSP guidelines. 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.

Figure 3: MDR Development Standards

	Single Family with Attached Sidewalk ⁴	Single Family with Separated Sidewalk ^{2,4}
Lot Size (minimum)		
Area, Interior Lot	<i>3,000 sq. ft.</i>	<i>2,800 sq. ft. ²</i>
Area, Corner Lot	<i>3,300 sq. ft.</i>	<i>3,000 sq. ft. ²</i>
Width, Interior	<i>40 ft.</i>	<i>40 ft.</i>
Width, Corner	<i>50 ft.</i>	<i>45 ft.</i>
Permitted Density (maximum per lot)		
Residential Density	1 dwelling; 1 second unit	1 dwelling; 1 second unit
Setbacks (minimum)		
Front ³	<i>14 ft. to living space or side wall of garage; 18 ft. min. driveway depth w/ roll-up garage door</i>	<i>9 ft. to living space or side wall of garage; 18 ft. min. driveway depth w/ roll-up garage door</i>
Sides ^{3,5}	5 ft. interior side 12.5 ft. street side on corner	5 ft. interior side <i>7.5 ft. street side on corner</i>
Rear	<i>10 ft. to 1st story wall 15 ft. to 2nd story wall</i>	<i>10 ft. to 1st story wall 15 ft. to 2nd story wall</i>
Coverage (maximum)		
Site Coverage	None & <i>no min. usable open space required</i>	None & <i>no min. usable open space required</i>
Height (maximum)		
Height	35 ft.	35 ft.
Other Provisions		
Front Yard Stagger	None required, but optional per unit design	None required, but optional per unit design
2 nd story wall separation	10 ft.	10 ft.
Two-story unit mix	No limit	No limit
Stagger for 3 rd car garages	2 ft. between 3 rd car bay and two-car garage	2 ft. between 3 rd car bay and two-car garage
<ol style="list-style-type: none"> 1. Items in <i>italics</i> represent modifications to City Zoning Ordinance Standards 2. Sidewalk separated from back of curb by 5-foot planter strip. 3. Front setback (and side setback where adjacent to street) measured from back of walk. If no sidewalk is present, setbacks measured from back of curb. Minimum separation between two-story elements shall be 10 feet. 4. A DRRS permit (required for neighborhoods greater than 7 du/ac) will be used to ensure compliance with the standards above. 5. Fence side yard setback is 5 feet from back of walk where facing a street with an attached sidewalk. Fence side yard setback is 2.5 feet from back of walk where facing a street with a detached sidewalk. 		

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. No comments were received. A public notice of the Planning Commission hearing was published on May 28, 2021, and was distributed to all property owners within 300 feet of the project site. To date, no comments have been received.

ENVIRONMENTAL DETERMINATION

The project is statutorily exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15182, Residential Projects Pursuant to a Specific Plan, which exempts residential projects that are consistent with a Specific Plan for which an environmental document was certified, and Section 303 the City of Roseville CEQA Implementing Procedures. The Sierra Vista Specific Plan EIR (SCH# 2008032115) was certified by the City of Roseville on May 5, 2010.

RECOMMENDATION

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

- A. Recommend the City Council approve the **Development Agreement Amendment – 5800 Market Street – SVSP PCL CG- and CG-20 – PL20-0248**.
- B. Adopt the findings of fact as stated in the staff report and approve the **Tentative Subdivision Map – 5800 Market Street – SVSP PCL CG-1 and CG-20 – PL20-0248** subject to eighty-three (83) conditions of approval.

CONDITIONS OF APPROVAL FOR TENTATIVE SUBDIVISION MAP

1. The Tentative Subdivision Map shall not be deemed approved until the actions on the Development Agreement are approved and become effective. (Planning)
2. Prior to issuance of building permits for construction of homes within CG-20 MDR subdivision, the home builder shall be required to submit a Design Review Permit for Residential Subdivision (DRRS) for review of consistency with the Zoning Ordinance development standards for RS/DS lots and consistency with the SVSP Design Guidelines. (Planning)
3. 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. The Developer shall submit civil drawings to the Department of Development Services – Engineering Division for review and approval. (Engineering)
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 developer shall not commence with any on-site improvements until such time as grading and/or improvement plans have been submitted for review and are approved and grading and/or encroachment permits are issued by the Department of Public Works. (Engineering)
6. 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)

7. The project shall comply with all required environmental mitigation identified in the Sierra Vista Specific Plan Environmental Impact Report, and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)

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

8. 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. Landscape corridors shall also successfully complete the required establishment period. 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)
9. 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)
10. The Improvement Plans shall include a complete set of Landscape Plans. The Landscape Plans shall be approved with the Improvement Plans. (Planning, Engineering, Fire, Environmental Utilities, Electric)
11. 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)
12. 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)
13. 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)

14. 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)

15. 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)*

16. 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)

17. 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)

18. Any backbone improvements, not constructed adjacent to (or needed to serve) a proposed subdivision shall be completed by the applicant. (Engineering)

19. The traffic signal located at Baseline Road and Market Street shall have commenced construction to the satisfaction of the City Engineer prior to CG-1 Phase 1A being deemed substantially complete and shall be completed to the satisfaction of the City Engineer prior to CG-1 Phase 1B being deemed substantially complete, per the approved CG-01 & CG-20 Phasing Plan. Construction of this traffic signal is eligible for reimbursement from the Sierra Vista Specific Plan Traffic Mitigation Set Aside Fund. Developer shall enter into a Reimbursement Agreement with City to receive these eligible reimbursements. (Engineering)

20. The developer may qualify for reimbursement of non-CIP improvements through the Sierra Vista Fee Program per the Barbaccia Development Agreement. (Engineering)

21. The proposed phasing of CG-1 is sequential in nature and shall be completed in order of phase 1A, Phase 1B and Phase 2 per the CG-01 & CG-20 Phasing Plan. Phase 3 may be constructed independently per the CG-01 & CG-20 Phasing Plan. The following is a break down for each phase.

Phase 1A: CG-01 (32 lots)

- a) Per the CG-1 & CG-20 Phasing Plan, construct Sierra Village Drive from the western property line to the western most curb return of Market Street. This will include 32 to 46 feet of

- pavement width, 3-foot curb and gutter (both sides) and 5 feet of sidewalk (south side only). A 10-foot wide median will also be required, see Detail 6, page 6 of the approved Tentative Map.
- b) Construct Market Street from the intersection with Sierra Village Drive to Baseline Road (if not already completed by others).
 - c) Install landscaping along Sierra Village Drive and Market Street frontage of phase 1A.
 - d) Prior to phase 1A being deemed substantially complete, construction shall have commenced on the Baseline Road Improvements and traffic signal at Market Street and Baseline Road, as depicted in the CG-01 & CG-20 Phasing Plan and to the satisfaction of the City Engineer.

Phase 1B: CG-01 (26 lots)

- a) Construct Baseline Road frontage per Detail 1, 2 and 3 (page 6 of 7) of this approved CG-01 and CG-20 Tentative Map from the western boundary of CG-80 to the intersection of Market Street. This will include 17 feet of additional pavement width as well as a 3-foot curb and gutter and 8-foot sidewalk. This will also include an approximate 600-foot taper beyond the eastern most curb return along Baseline Road. The right turn lane on Baseline Road will need to be constructed east of the intersection.
- b) Upsize the existing culvert that crosses Baseline and outfalls in the open space lot CG-81 to the Master Drainage Studies ultimate condition. A construction easement will be required to the limits of the culvert improvement. Complete all drainage improvements in the open space, including the single 18-inch outfall (CG-81).
- c) Complete the Traffic signal at Baseline Road and Market Street.
- d) Portions of the Baseline Road roadway improvements are eligible for reimbursement through the City/County Fee Program. Developer shall enter into a Reimbursement Agreement with the City to receive these eligible reimbursements. The City agrees to make reimbursement progress payments during construction, as funds are available from the City/County Fee Account.
- e) Phase 1B shall not be deemed substantially complete prior to the substantial completion of the Baseline Road roadway improvements and traffic signal at Market Street and Baseline Road, consistent with the CG-01 & CG-20 Phasing Plan.

Phase 2: CG-01 (57 lots)

- a) CG-01 phase 2 may be deemed substantially complete upon CG-01 phase 1A and 1B being deemed substantially complete.

Phase 3: CG-20 (44 lots)

- a) Complete Market Street from Vista Grand Blvd to Sierra Village Drive and Sierra Village Drive from Market Street to the western boundary of CG-20. (Engineering)

22. Provide pavement striping per the CG-1 and CG-20 Striping Exhibit for the intersections of Baseline/Market and Sierra Village/Market. (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. 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. This shall include a trail connection to Baseline Road through the open space parcel. Per the Development Agreement, developer may request reimbursement for this work by obtaining a reimbursement agreement prior to approval of improvement plans. (Engineering, Alternative Transportation)
25. Per the Development Agreement, if the City has sufficient funds to reimburse the Landowner, then the Landowner shall prepare the final design and construct Class I bike trail improvements where adjacent to residential subdivisions. The developer shall provide an estimate for trail construction prior to or concurrent with the first submittal of improvement plans. (Alternative Transportation)
26. The design of the trail shall be consistent with City standards and shall incorporate the following:
 - a. The design of the trail crossing at Market Street 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. 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 Development Services/Engineering. (Engineering, Alternative Transportation)
27. The design of the Class 1 bike trail shall follow the curve of 2nd Street with a 5-foot decomposed granite (DG) setback from the edge of the trail and vertical curb on 2nd Street. Where a 5-foot setback cannot be achieved, a safety counter-measure shall be provided. (Engineering, Alternative Transportation)
28. At maintenance access points along the trail, access control will be required per City Standards. (Engineering, Alternative Transportation)
29. Per the Sierra Vista Specific plan, provide attached pedestrian sidewalks along the open spaces at the time of adjacent roadway construction. (Engineering, Alternative Transportation)
30. A standard bus shelter pad shall be installed on the NW corner of Baseline Road and Market Street along westbound Baseline Road (shelter #318). (Engineering)
31. Developer shall be responsible for the installation of a bus shelter and related improvements conforming to the city's current standards on the shelter pad as conditioned above. Upon installation and final inspection by the City of Roseville, the bus shelter and related improvements shall become property of the City of Roseville. The Developer and City may enter into a construction fee agreement or other agreement based upon a construction cost of \$10,000 per shelter for future construction of the Bus

Shelter on the NW corner of Baseline Road and Market Street along westbound Baseline Road (shelter #318). (Engineering, Alternative Transit)

32. 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)
33. 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)
34. 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)
35. All storm drainage, including roof drains, shall be collected on site and shall be routed to the nearest storm drain system or natural drainage facility. Prior to discharge from the site, the storm water shall be treated with appropriate storm water pollution treatment device(s). Any drainage outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. (Engineering)
36. The grading plans shall be accompanied with engineered structural calculations for all retaining walls greater than 4 feet in height. All retaining walls shall be of either split faced masonry units, keystone type construction, or cast in place concrete with fascia treatment. (Engineering)
37. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)
38. 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)
39. 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)
40. 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)
41. Prior to construction within any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve. Fencing shall be maintained daily until

permanent fencing is installed, at which time the temporary fencing shall be removed from the project site. (Engineering, Development Services, Planning)

42. With the exception of access required for maintenance and/or emergency vehicles, the project shall be designed to prevent vehicle access into the Preserve. Post and cable fencing or other improvements shall be utilized to meet this requirement. (Engineering, Development Services, Planning)
43. Landscaping adjacent to the Preserve shall be California native, drought-tolerant groundcover, shrubs, plants, and trees. (Development Services, Planning)
44. 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, 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)
45. Project infrastructure improvements maybe subject to reimbursements under the Citywide TMF, the TMF Set-Aside or the Sierra Vista Specific Plan (SVSP) fee program as identified in the Development Agreement. (Engineering)
46. Landowner shall responsible for the construction costs of the traffic signals as shown on Exhibit “K” and described in the Phasing Plan through the payment of the TMF. The developer shall receive fee credits for the completion of the traffic signal as part of the TMF Set-Aside Fund. (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 applicant shall submit a street name application with proposed street names. The application can be found here:

https://cityofroseville.hosted.civiclive.com/UserFiles/Servers/Server_7964838/File/Government/Departments/Development%20Services/Business%20Services/Street%20Name%20Application.docx

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)

59. 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)
60. 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

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

- a) A 12.5 foot wide public utilities easement along all road frontages;
- b) Water and sewer easements;

Easement widths shall comply with the City's Improvement Standards and Construction Standards. The easement documents shall be drafted for approval and acceptance by the City of Roseville and recorded at the Placer County Recorder's Office. (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. (Alternative Transportation, 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 clause excluding any property owned by the City from the terms of the CC&Rs.
 - c) Residents in courts or other dead-end areas shall be required to bring their trash bins to a designated trash pickup area on the main street, because refuse trucks are not able to turn around in dead end streets. Designated pick-up areas shall be established to Environmental Utilities satisfaction, and shall be memorialized in the CC&Rs. (Environmental Utilities)
 - d) A clause noting that the two required vehicle parking spaces within the garage must be kept clear and maintained for parking at all times. Storage of items which causes an inability to park within the required spaces is prohibited.
 - e) There shall be clear language regarding maintenance and common easements agreement for servicing all fire protection systems and gates used by the first responders. A service company shall be obtained to maintain all on-site fire protection systems including all common interior adjoining fire sprinkler-piping penetrations and private fire hydrants. An agreement between owners and tenants shall be made to allow permission to enter the premises to inspect all apparatuses associated with fire protection. Draft documents shall be provided to the Fire Department for review. (Fire)

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.
 - i. 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. Street names shall be approved by the City of Roseville. (Engineering)
68. 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)
69. 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)
70. 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)
71. The cost of any facilities which are identified in the CIP and are beyond those needed for this project may be reimbursed to the developer. In accordance with §66485 and §66486 of the Subdivision Map Act, any improvements constructed by the subdivider which contain supplemental size, capacity, number, or length for the benefit of property not within the subdivision and which improvements are to be dedicated to the public, the subdivider shall be entitled to reimbursement for that portion of the cost of the improvements which is in excess of the construction required for the subdivision. (Engineering)
72. 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)
73. 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)
74. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

75. 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)
76. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
77. 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)

78. All residential units must install a Seasonal Energy Efficiency Rating ("SEER") of 2 points above the minimum, as defined by the State of California in the current Title 24 of the Code of California regulations, up to a total maximum of 16 points including the 2 point premium, an Energy Efficiency Ratio ("EER") of 12 or greater, and a thermal expansion valve "TXV". The SEER rating of 2 points above the minimum, as defined by the current Title 24, up to a maximum of 16 points, and an EER rating of 12 or greater along with a TXV will be specified on building plans and Title 24 compliance certificates at the time building permits are requested. If Title 24 of the Code of California Regulations in effect at the time of request for building permits requires higher SEER or EER ratings, residential units in the Plan Area shall comply with such State requirements. The SEER and EER ratings will be verified with appropriate documentation. These requirements shall be utilized in the overall energy compliance calculations required for issuance of a building permit for any residential unit. Any variances must be approved by the Electric Department's Retail Energy Services Department. (Building, Electric)
79. 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)
80. 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)
81. 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)
82. All plant material shall be maintained under a 30-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)
83. Those portions of Parcel A and Parcel B that are bifurcated and adjacent to open space as well as the section of ROW between the bike trail and Pad 96, shall be finished with a weed barrier and low maintenance ground level cover such as cobble or bark mulch. The finish shall be inspected by the Parks Department prior to acceptance of any lots which will be maintained by the Parks Department. (Parks)

Exhibits

- A. Development Agreement Amendment
- B. Tentative Subdivision Map
- C. Grading and Stormwater Plans
- D. Phasing Plan
- E. SVSP Table 5.3

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.