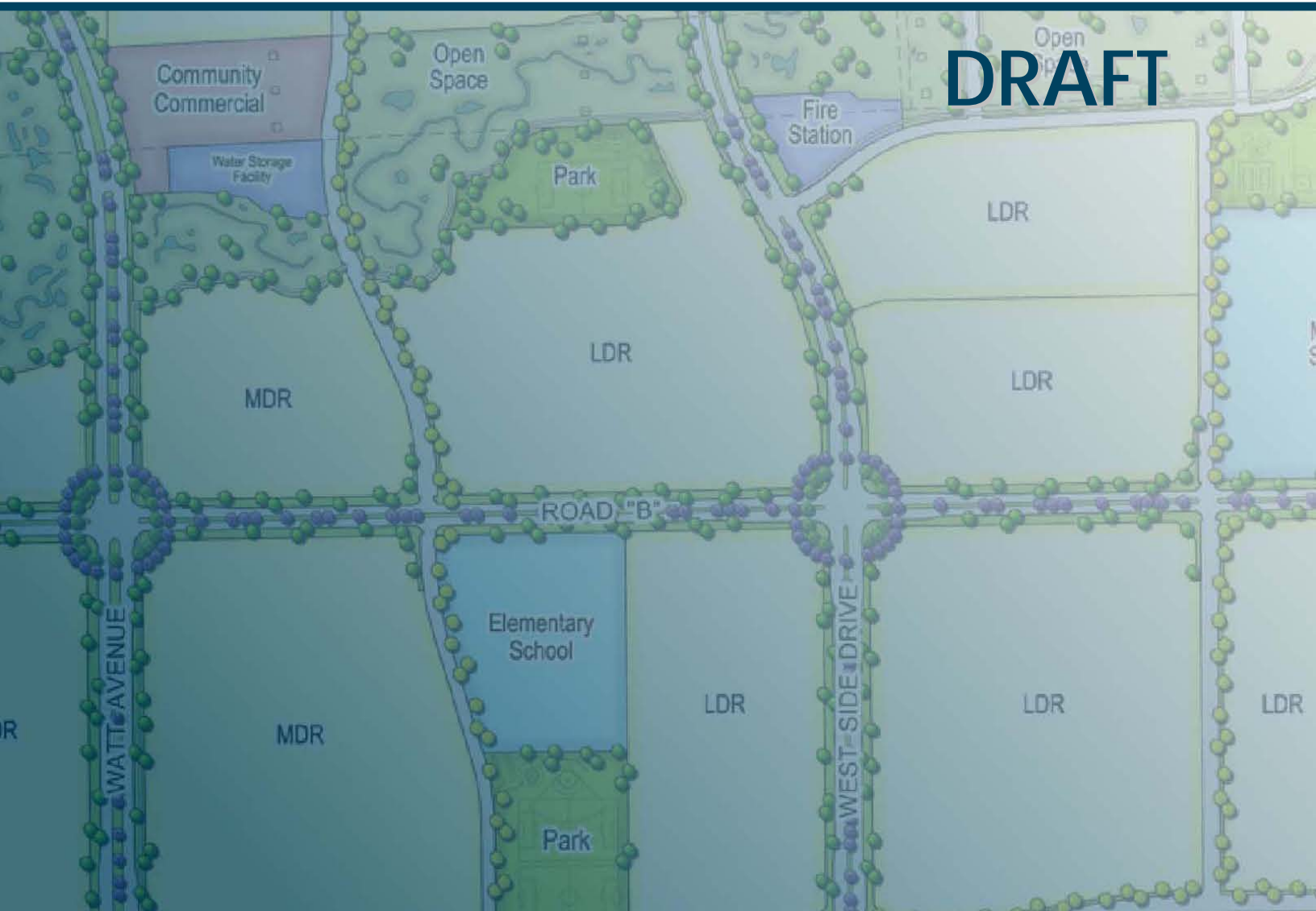




# SIERRA VISTA

SPECIFIC PLAN

DRAFT



November 10, 2009

City of Roseville





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# SIERRA VISTA

SPECIFIC PLAN

DRAFT

Adopted \_\_\_\_\_

Resolution \_\_\_\_\_



311 Vernon Street  
Roseville, CA 95661  
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November 10, 2009

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## 1.1 Overview

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The Sierra Vista Specific Plan (SVSP) establishes a comprehensive land use and regulatory framework to guide development of an approximately 2,064-acre Plan Area located to the west of Fiddymont Road and north of Baseline Road, along the western edge of the City of Roseville. Prior to the Specific Plan's adoption, most of the Plan Area was within the City's Sphere of Influence and was recognized as a logical growth extension for the City.



## 1.2 Project Objectives

---

The ultimate development pattern and urban framework for the SVSP are guided by the following objectives:

- ❑ **Complete Comprehensive Planning for the SVSP Area:** Formulate a specific plan and related land use planning documents and regulatory approvals for the SVSP as a means of expanding the City in an orderly manner, and that accommodates Roseville's share of future regional population growth, that is compatible with surrounding land uses, that complements the pattern and intensity of existing development in the City, and that provides new benefits to the City.
- ❑ **Mix of Land Uses:** Provide for a mix of land uses within the SVSP to create a balanced community with approximately 6,650 residential units on 855 acres; 216 acres of commercial, commercial mixed-use, and business professional uses; 432 acres of parks and open space, and supporting public/quasi-public uses; and 432 acres of urban reserve.
- ❑ **Existing Policies:** Satisfy the City policies, regulations and expectations as defined in the General Plan, City/Placer County Memorandum of Understanding (MOU), City/USFWS MOU, Growth Management Visioning Committee recommendations, Council Edge Policy, Zoning Ordinance, Improvement Standards, and other applicable plans, documents, and programs adopted by the City.
- ❑ **Blueprint Consistency:** Provide for development that meets the City's nine identified Blueprint implementation strategies to achieve the Blueprint Principles adopted by the City Council in June 2005. Achieve project design characteristics that are reflective of the general policy direction embodied in the City's adopted General Plan and Blueprint implementation strategies, including connectivity between neighborhoods commercial uses, and schools and parks. By focusing development on lands adjacent to existing urban areas and infrastructure, the Blueprint strives to reduce the pressure to urbanize other agricultural or habitat lands within the greater Sacramento region, and thereby minimize long-term environmental impacts within the region.
- ❑ **Commercial/Employment Center:** Provide for retail/commercial and office opportunities along key sub-regional transportation corridors such as Baseline Road and Watt Avenue.
- ❑ **Jobs/Housing Balance:** Strive for a land use mix and pattern of development that provides linkages between jobs and employment uses, will provide a reasonable jobs/housing balance, and will maintain the fiscal viability of the City.
- ❑ **Housing Opportunities:** Plan for approximately 6,650 residential units to provide housing choices in varying densities that respond to all market segments, including opportunities for rental units and affordable housing consistent with the City's General Plan.

- ❑ **Regional Housing Needs Allocation:** Aid the City in meeting its recognized obligation to accommodate a percentage of future population growth in the region (as embodied in the Regional Housing Needs Allocation [RHNA] identified by the Sacramento Council of Governments [SACOG] and the California Department of Housing and Community Development [HCD]) by increasing the residential holding capacity by 6,650 residential units in an area identified as appropriate for such development in the City/County MOU, the SACOG Blueprint Project Preferred Alternative (December 2005), and the Sierra Vista Specific Plan Feasibility Analysis (April 2007).
- ❑ **Community Form:** Shape a physical form and character of development that is functional and creates a sense of place that will:
  - Establish an identifiable western edge of the City consistent with the City's edge policy, through inclusion of open space, urban reserve and park uses;
  - Organize neighborhoods to be identifiable and walkable, and to incorporate gathering places such as village centers, parks, and schools; and
  - Provide adequate school services to serve students generated in the SVSP area.
- ❑ **Mixed-Use Nodes:** Create livable neighborhoods within the SVSP, with higher density development nodes anchored by commercial mixed-use centers that site retail, office, and service opportunities in proximity to residential neighborhoods.
- ❑ **Regional Roadways:** Provide a safe and efficient circulation system that interconnects uses and promotes pedestrian circulation and alternate transportation options. Provide for an extension of Westside Drive to provide a parallel facility to Fiddymont Road to alleviate traffic congestion. Also provide an extension of Watt Avenue within the western portion of the SVSP and develop the frontage with a mix of land uses that take advantage of higher-density nodes around potential transit stops. In addition, develop an east-west roadway connection through the SVSP that parallels Baseline Road and provides an alternative east-west travel route for SVSP residents and enhances regional transportation systems.
- ❑ **Land Use and Transportation Integration:** Provide for a mixture of land uses along the Watt Avenue and Baseline Road transportation corridors to take advantage of higher-density nodes around potential transit stops. Provide opportunities for potential bus rapid transit along Watt Avenue.
- ❑ **Citywide Park Facilities:** Plan for a citywide park facility within the Plan Area with compatible adjacent land uses that will support adult and youth sporting programs.
- ❑ **Bicycle Facilities:** Develop a system of Class I and II bikeway facilities that provide an alternative transportation mode and connect with planned City bikeway facilities to adjacent lands.
- ❑ **Pedestrian and Bicycle Connections:** Provide connections throughout the community in the east-west direction and north-

south direction via a system of open space, paseos, and Class IA bikeways.

- ❑ **Public Transportation Options:** Through implementation of City arterial and collector street improvement standards, provide the opportunity to install fixed-route bus stops in appropriate locations. Operate Commuter, Dial-A-Ride, and fixed-route public transit services as funding allows.
- ❑ **Linking Public Use Areas:** Provide schools and accompanying parks with links to Plan-wide open spaces and residential neighborhoods.
- ❑ **Habitat Conservation & Creation:** Balance development with resource protection, including preservation of the creek corridors, sensitive habitat and wetland resources in an inter-connected permanent open space. Where feasible, create multi-functional habitat within the open space corridors that will provide on-site habitat and aid in water quality. Develop the Plan Area and associated mitigation to compliment the Placer County Conservation Plan (PCCP).
- ❑ **Positive Fiscal Impact:** Include commercial and other tax-generating land uses that will allow the project to have an overall positive fiscal impact on the City and Placer County. Phase development to allow the timely provision of services with the timing of development.
- ❑ **Long Term Growth:** Plan for long-term growth to be positioned to react to market demand. The specific plan is intended to guide development over a 20-year horizon, and is not intended to provide short-term supply of land uses.
- ❑ **Program-Level Parcel Objectives:** The objectives for the Richland and Chan parcels are to provide a platform for orderly and systematic future development consistent with General Plan policies, Guiding Principles and the natural features of the land. It is recognized that the properties are a logical location for future growth as identified in the City of Roseville and Placer County MOU. The Program-level parcels and SOI amendment will enable the City to begin a long-term planning process to ensure that the area ultimately develops to City of Roseville standards. In addition, the inclusion of several parcels as Urban Reserve areas will allow the City to adequately plan for and size future infrastructure. No additional or specific project objectives have been identified for these parcels because there are no specific development plans or proposals for the parcels at this time.

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## 1.3 Specific Plan Tool

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A specific plan is a planning and regulatory tool intended to implement a city or county general plan through the development of policies, programs, and regulations that provide an intermediate level of detail between the general plan and individual development projects.

The Sierra Vista Specific Plan is the primary land use, policy, and regulatory document used to guide the overall development of the Plan Area. The SVSP establishes a development framework for land use, mobility, utilities and services, resource protection, and implementation. The intent is to promote the systematic and orderly development of the Plan Area, consistent with the overarching vision for the community. All subsequent development projects and related activities are required to be consistent with the SVSP.

The authority to prepare and adopt specific plans and the requirements for content are set forth in Sections 65450 through 65457 of the California Government Code (Planning and Zoning Law). As a mechanism for the implementation of the goals and policies of the City General Plan, State law stipulates that specific plans can only be adopted or amended if they are consistent with the jurisdiction's adopted General Plan. This Specific Plan is consistent with the policies of the City of Roseville 2025 General Plan, as well as other applicable State and local regulations.

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## 1.4 Specific Plan Organization

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The Sierra Vista Specific Plan is organized into the following chapters:

### **Chapter 1 Introduction**

Summarizes the purpose, organization, authority, and objectives of the Specific Plan and related documents.

### **Chapter 2 Context**

Describes the Plan Area's location and setting, and identifies the features and policy objectives that influence the design and location of land uses and roadways.

### **Chapter 3 Vision and Principles**

Identifies the overarching vision, organizing principles, and community form elements that shape the Plan.

**Chapter 4 Land Use Plan**

Identifies the land use plan and corresponding land use designations.

**Chapter 5 Affordable Housing Plan**

Provides an affordable housing program for the Plan Area, identifying the location and distribution of affordable units.

**Chapter 6 Circulation Plan**

Describes the network to provide for the movement of vehicles, pedestrians, bicyclists, and transit.

**Chapter 7 Public Services Plan**

Identifies public services including parks and recreation, schools, libraries, police, and fire.

**Chapter 8 Utilities Plan**

Describes water, wastewater, recycled water, storm drainage, electric, natural gas, and solid waste services.

**Chapter 9 Resource Management Plan**

Describes measures to protect biological, open space, and cultural resources.

**Chapter 10 Implementation**

Describes the various specific plan-related documents, the phasing plan, financing of public improvements, subsequent approval actions, amendment procedures, and unit/square footage transfers.

**Appendix A Development Standards**

Provides unique development standards for certain areas of the community, identifying deviations to typical residential development standards and providing new standards for mixed-use areas.

**Appendix B Design Guidelines**

Provides guidelines for the Plan Area's design attributes for the creation of consistent streetscapes, entry features, walls, fencing, identification signage, and other common landscape elements.

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## 1.5 Related Documents

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Several documents work in tandem with this Specific Plan to provide policy guidance for implementation of the project. Existing documents including the City's General Plan, Municipal Code, Community Design Guidelines, Design and Construction Standards, Storm Water Design Manual, and various City master plans (i.e., parks, utilities, bikeways, open space preserves, etc.), have been previously adopted by the City and are actively used to plan for, and implement, development projects. In addition, concurrent with adoption of the Sierra Vista Specific Plan, General Plan amendments, development agreements, large lot subdivision maps, and an environmental impact report, including a mitigation monitoring and reporting plan, were approved, each providing guidance for the ultimate buildout of the Plan Area.

The application and deviation from these documents and master plans are further discussed in Chapter 10, Implementation.



## 2.1 Project Location

The Sierra Vista Specific Plan (SVSP) is located in southwestern Placer County, approximately 10 miles northeast of the City of Sacramento. The Plan Area is bounded by Baseline Road to the south, Fiddymont Road to the east, the West Roseville Specific Plan (WRSP) area to the north, and Placer County's proposed Curry Creek planning area to the west. The SVSP is located approximately five miles west of downtown Roseville and four miles east of the Sutter County line. (See Figures 2-1, Regional Context and 2-2, Plan Area Location)

At the time of Specific Plan approval, Sierra Vista was within unincorporated Placer County and mostly within the City of Roseville's Sphere of Influence (SOI).

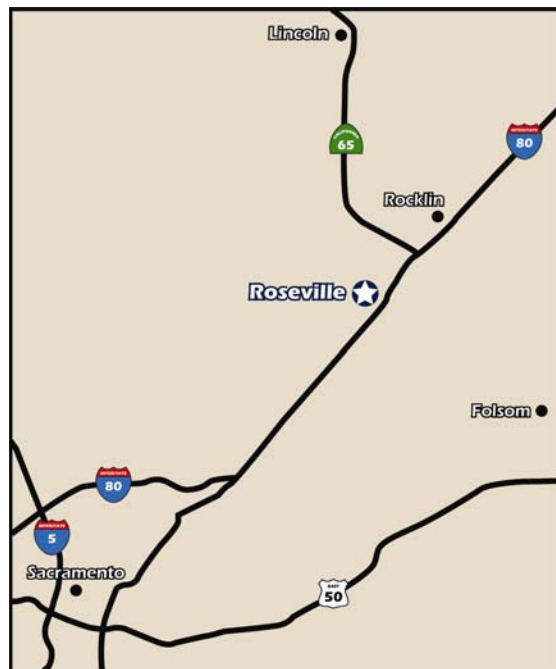


Figure 2-1: Regional Context

## 2.2 Project Setting

### A. Regional Setting

During the 1990's and through the mid-2000's, the six-county region including the City of Roseville experienced significant growth. While the pace of new development slowed after 2005, according to the Sacramento Area Council of Governments (SACOG), the region is expected to add over 1-million jobs and 800,000 residential units by the year 2050. A majority of the growth is expected to occur adjacent to existing urbanization, a large portion of which is projected for the cities of Elk Grove, Folsom, Sacramento, and Roseville. As the region grows, there will continue to be strong demand for residential development in the Roseville area, particularly as the City continues to strengthen as a major employment center in the region.

At the time of Specific Plan approval, several other master-planned development projects were being contemplated in proximity to the SVSP. (See Figure 2-2 for the geographic location of each project.) Each development proposal incorporates a mix of land uses, which is primarily residential, but also has non-residential components that include commercial, office, park, school, university, and public/quasi-public uses. These include:

- ❑ **Placer Vineyards Specific Plan**, a 5,230-acre project located immediately south of the SVSP and Baseline Road. This project was approved by the Placer County Board of Supervisors in July 2007.
- ❑ **Regional University Specific Plan**, a 1,157-acre project located northwest of SVSP, along the planned extension of Pleasant Grove Boulevard. This project was approved by the Placer County Board of Supervisors in December 2008.
- ❑ **Placer Ranch Specific Plan**, a 2,213-acre proposed project located north of the SVSP, adjacent to the Roseville city limits and the WRSP area.
- ❑ **Creekview Specific Plan**, a 570-acre proposed project located west of the City of Roseville, generally northwest of the WRSP area.

Two other future projects, not yet planned, but included as geographic areas of interest for development include:

- ❑ **Curry Creek Community Plan**, an approximately 4,189-acre land area located in Placer County to the west of and directly adjacent to the SVSP.
- ❑ **Brookfield**, an approximately 660-acre land area located to the north of the Creekview Specific Plan area and adjacent to the Roseville city limits.

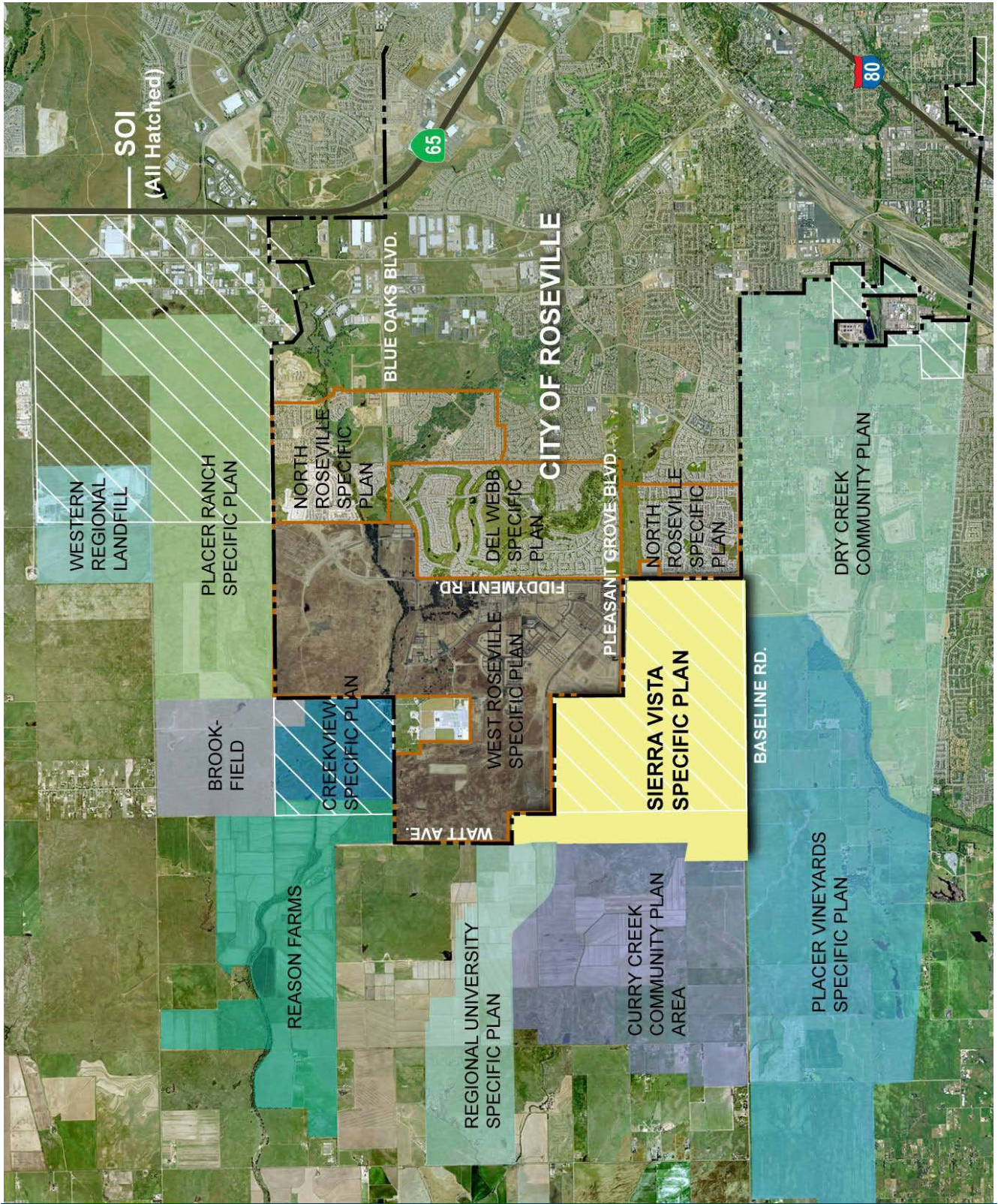


Figure 2-2: Plan Area Location

In addition to the planned development projects noted above, two approved and/or built out Roseville Specific Plan projects are located adjacent to the SVSP. These include:

- ❑ **West Roseville Specific Plan**, a 3,100-acre project located immediately north of Sierra Vista, which was approved and annexed by the City of Roseville in 2004 and began construction in 2005.
- ❑ **North Roseville Specific Plan**, (portion of) located to the east of Fiddymont Road and south of Pleasant Grove Boulevard, is immediately east of Sierra Vista. This plan is primarily low-density single-family homes and is mostly built out.

## B. Site Conditions and Uses



*Westward view of the southern edge of the SVSP, along Baseline Road.*



*The southern portion of the site, near the Curry Creek corridor.*



*Western area of the SVSP.*

At the time of Specific Plan approval, the Plan Area was primarily undeveloped, characterized by gently-rolling topography and large, open annual grassland areas. Curry Creek traverses the southern portion of the site in a westerly direction, crossing Baseline Road for a period, and ultimately crossing back north of Baseline to the western edge of the Plan Area. Seasonal wetlands, including vernal pools and seasonal drainages are also dispersed throughout the site. A small number of trees are present in the southwest portion of the site, primarily along the Curry Creek corridor.

Previous onsite uses consisted of limited agricultural enterprises such as grazing and dry farming. Several residences and other structures associated with past and ongoing agricultural activities exist on the site, generally in the central and southwestern portion of the Plan Area, accessed from Baseline Road. At the time of Specific Plan approval, agricultural operations had generally ceased in the area due to marginal soils. Any remaining agricultural operations were limited to small dry farming areas along Baseline Road and limited strawberry farming.

The Western Area Power Authority (WAPA), Sacramento Municipal Utility District, and Roseville Electric each have easements, which together have a combined width of 410-feet and form the WAPA corridor, that generally extends in an east-west direction through the center of the Plan Area. Several constraints exist within this corridor, including multiple high tension power lines and associated towers. This is part of WAPA's northern California energy transmission infrastructure system.

## 2.3 Factors Influencing the Specific Plan

Sierra Vista's final development plan was influenced by several factors, which are reflected in the organization and mix of land uses and location of roadways on the land use plan. Some of these factors were physical, with the development plan influenced by existing natural features that created various site constraints or locational opportunities. Other factors that influenced the Specific Plan were reflective of City policies (General Plan, Blueprint implementation strategies, etc.), and the City and property owners' individual objectives. The following sub-sections summarize the key factors, opportunities, constraints, and regulatory context in which the development plan for Sierra Vista was derived.

### A. Site Opportunities and Constraints

The Plan Area's location, natural and man-made features, and proximity to newly urbanizing areas provide significant opportunities for the form and organization of land uses and roadways within Sierra Vista.

- ❑ **WAPA Corridor:** This 410-foot wide corridor bisects the Sierra Vista site in an east/west fashion. It consists of three parallel easements for WAPA, SMUD, and Roseville Electric, which have existing high-tension power lines and associated towers/poles. Despite its physical constraints that limit development within the easements, the corridor provides a number of potential benefits for the community. These include opportunities to locate facilities for stormwater drainage, storm water treatment features, bikeways, natural open space, recreation features, and parking lots for various land uses.
- ❑ **Natural Resources:** Several prominent drainages and swales pass through the Plan Area, which are fueled by urban runoff from development to the east of Fiddymont Road and to the north in the WRSP. Curry Creek, a perennial swale, meanders through the southern portion of the Plan Area. In addition, an intermittent drainage meanders through the center of the Plan Area, generally following the WAPA corridor. These features create several development constraints, but they also afford a number of opportunities. Preserved as open space features, these corridors will provide relief to the developed environment and will create a space for passive recreation and pedestrian/bike trails. Opportunities for the preservation and/or on-site mitigation of wetlands and vernal pools and stormwater detention can also be accommodated in these corridors. Appropriate avoidance and preservation areas were determined in consultation with state and federal resource agencies as discussed below under F. Resource Agency Early Consultation.
- ❑ **Baseline Road Corridor:** With the anticipated growth in western Placer County through the year 2050, Baseline Road will



*The WAPA corridor's power lines and related towers crossing the SVSP.*



*The Curry Creek corridor along the southern portion of the SVSP, near Watt Avenue.*

strengthen as a major east/west travel corridor between Placer and Sutter counties, which is projected to ultimately accommodate over 45,000 daily vehicle trips. As such, the land uses sited along this edge have the unique opportunity to capitalize on future traffic volumes by providing both local and regional-serving goods and services that will benefit Roseville residents and regional travelers.

- ❑ **Roadways:** The placement, alignment, and design of roadways within Sierra Vista were influenced by several pre-existing conditions. First, roadway connections to the Plan Area respond to existing and planned roadways adjacent to the site, which include the existing Watt Avenue, Dyer Road, and Westhills Drive, and the future planned West Side Drive, Market Avenue, and Upland Drive. Second, Sierra Vista's major roadways are planned as one component of an overall regional traffic planning solution for western Placer County, providing for future regional connections (i.e. proposed Placer Parkway) and providing east-west facilities that parallel Baseline Road.
- ❑ **Connections to West Roseville's Village Center:** A 115-acre Village Center is planned to the north of Sierra Vista, within the southern portion of the WRSP. The Village Center is modeled after a traditional downtown and is envisioned as a community gathering place for residents of west Roseville. Its core includes plans for a church and mixed-use retail/office buildings that are anchored by a central park. In addition, its urban design framework is intended to foster a "traditional" grid-like development pattern for the surrounding higher-density residential neighborhoods. Given Sierra Vista's proximity to the WRSP Village Center, this element includes opportunities for direct roadway, transit, and pedestrian connections from the SVSP.
- ❑ **Adjacent Neighborhoods:** Sierra Vista is adjacent to the West Roseville and North Roseville Specific Plan areas. At the time of Specific Plan approval, these areas were developed (or being developed) with a mix of uses that consisted primarily of residential neighborhoods. Along the northern and eastern edges of Sierra Vista, land uses were influenced by existing land uses and roadway corridors.

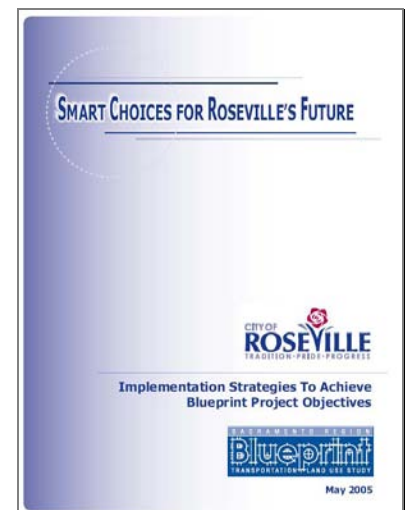
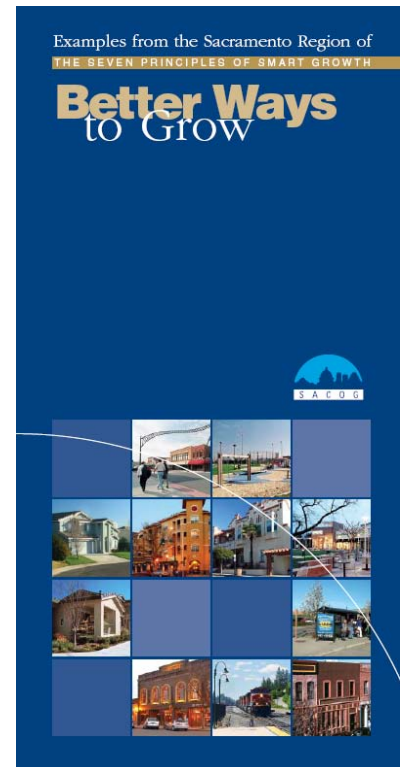
While functioning as both opportunities and constraints to the project, the factors outlined above ultimately played a significant role in helping shape the form of the Sierra Vista community.

## B. Blueprint

The Sacramento Region Blueprint Transportation Land Use Study was a regional planning effort initiated by the Sacramento Area Council of Governments (SACOG) in 2002 that examined how transportation and land use planning could be better linked to accommodate future growth. Through a two-year process, SACOG, in association with participating jurisdictions in the six-county region (including Roseville), developed a number of land use scenarios, depicting how the region could accommodate an anticipated additional population of 1.7 million people and associated homes and jobs by the year 2050. The effort culminated in December 2004 when SACOG adopted a “Preferred Blueprint Scenario” for growth in the region’s six counties. For Placer County, the preferred scenario anticipated that a significant portion of future growth would occur in the western portion of the County’s “greenfields,” between Roseville’s western limits and the eastern edge of Sutter County. SACOG’s Preferred Blueprint Scenario included seven key growth principles, some of which apply directly to newly-developing greenfield areas:

- ❑ **Transportation Choices:** To provide alternative modes of transportation to the automobile and create land use patterns that encourage people to walk, ride bicycles, ride public transit, and carpool.
- ❑ **Mixed-Use Developments:** To establish places where mixed-use development can occur in an effort to provide a variety of goods and services in proximity to residential uses, and further, to support alternative transportation modes such as walking and biking.
- ❑ **Compact Development:** To utilize land in a more efficient manner by creating environments that are more compactly built, thereby reducing reliance on the automobile and encouraging walking, biking, and use of public transit.
- ❑ **Housing Choices:** To provide residents with opportunities for a mix of housing choices, which include apartments, condominiums, townhouses, and single-family detached homes on varying lot sizes, which collectively respond to multiple demographic, pricing, and market segments.
- ❑ **Natural Resource Conservation:** To conserve and preserve natural resource areas, including prominent vernal pool concentrations and drainages, through the designation of permanent open space.
- ❑ **Quality Design:** To foster attractive communities with a strong sense of place, that will use land efficiently.

In support of this regional effort, in May 2005, the City of Roseville adopted a set of Implementation Strategies to guide both infill and greenfield development projects in Roseville. These strategies are intended to



encourage several “smart growth” development principles that were outcomes of the Blueprint effort.

The Sierra Vista Specific Plan incorporates elements of these smart growth principles in support of the City’s adopted Blueprint Implementation Strategies. Specifically, the plan provides for the creation of higher-density neighborhoods with a mix of uses in ‘village nodes,’ fosters transportation choices with provisions for bikeways and commercial corridors that will support transit, and promotes more compact development that will offer a variety of housing choices for multiple market segments. These strategies are defined in greater detail throughout Chapter 3, Vision and Principles, and Chapter 4, Land Use.

## C. General Plan Growth Management Policies

### Guiding Principles

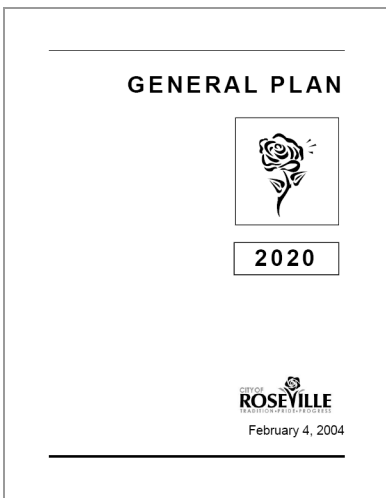
The City’s General Plan Growth Management Element includes several “Guiding Principles” that direct the City’s review of new development proposals located outside the City’s corporate boundaries. The intent of these principles is to ensure that new development meets or exceeds the City’s existing policies, standards, and expectations, and further, that new development does not unduly impact services to existing City residents. While some of the Guiding Principles address the City’s governmental services and long-term fiscal sustainability, other principles address matters that guided the physical form of Sierra Vista’s land use plan. These include provisions to:

- Maintain the integrity of existing neighborhoods and create a sense of place in new neighborhoods.
- Aid in regional traffic solutions and in right of way preservation.
- Incorporate mechanisms to ensure new schools are available to serve the residents and shall not impact existing schools.
- Include a significant interconnected public open space component/conservation plan in coordination with the City of Roseville/ U.S. Fish and Wildlife Service Memorandum of Understanding.

### Western Edge

The City’s General Plan Growth Management Element includes several policies intended to provide for a ‘distinctive edge’ and ‘physical and visual transition area’ between the City and County lands to the west. These policies state that:

*“Development proposed on the western edge of the City shall provide a distinctive open space transition to create a physical and*



*visual buffer between the City and County to assure that the identity and uniqueness of the City and County will be maintained.”*

*“As new development is proposed in City’s Sphere of Influence to the west of Fiddymment Road, require project proponents to provide a transitional area between City and County lands, through a system of interconnecting Open Space land areas.”*

The Sierra Vista Specific Plan supports the City’s Growth Management policies related to the Guiding Principles for new development and the creation of a distinctive western edge, which are represented in the final design and form of the new community. Details outlining how Sierra Vista provides a western edge treatment, consistent with the City’s policies, are discussed in Chapter 3, Vision and Principles.

## D. Growth Management Visioning Committee

The Roseville City Council enacted the Growth Management Visioning Committee (GMVC) in August 2004 to develop a vision that would guide the City’s growth through the year 2025. The committee was formed partially in response to a growing number of large-scale development proposals being considered in unincorporated land areas adjacent to the City. The goal was to gain a high-level understanding of the potential impacts that planned growth could have on the City’s character, quality of life, boundaries, and population. Through extensive public involvement and facilitated meetings, the GMVC developed a vision for Roseville’s future. The vision was supported by several growth management policy concepts and action steps recommended to implement the vision. The GMVC’s report and recommendations were approved by the City Council in 2005.

## E. City/County Memorandum of Understanding

In 1997, the County of Placer and City of Roseville entered into an agreement regarding the future development of a 5,540-acre ‘transition area’ west of Fiddymment Road and north of Baseline Road, adjacent to Roseville’s western city limits in Placer County. Referred to as the City/County MOU, this agreement was intended to promote interagency communication and to foster cooperative land use planning within the transition area. Of Sierra Vista’s 2,064-acre Plan Area, approximately 1,691 acres (82%) are within the MOU transition area (See Figure 2-2). The MOU specifies the mutually-agreed-upon requirements for processing development applications within the transition area, and allows development applications to be processed either by the County or the City. Its terms include provisions for City/County consultation and review, application submittal, mitigation of project impacts, and minimum

development standards. The SVSP was processed in accordance with the City/County MOU.

## **F. Resource Agency Early Consultation**

In August 2000, the City and the USFWS entered into a memorandum of understanding (MOU) to prepare a Habitat Conservation Plan (HCP) or equivalent permit process to minimize incidental take of vernal pool species from future City growth. Consistent with this agreement, the City of Roseville, the SVSP Landowners, and the USFWS, the US Army Corps of Engineers, and U.S. Environmental Protection Agency (EPA) conducted an extensive early consultation process. The group met on over fourteen different occasions and conducted field trips to review on-site resources and off-site mitigation properties with the following objective: to reach basic agreement on a land use plan and mitigation strategy that could be permitted under Section 404 of the Clean Water Act utilizing a Section 7 Consultation process for ESA compliance. Feedback received through this process influenced the land use plan and resulted in additional and expanded avoidance areas.

Draft

November 10, 2009

## 3.1 Project Vision

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The vision for Sierra Vista is to create a new community that meets or exceeds the City's development standards through a high level of amenities and services, and distinguishes itself through an efficient design and development pattern. Its visual character is defined by several placemaking elements that include neighborhood gathering nodes, paseos, network of pedestrian paths and bikeways, and park facilities. In addition, the community is envisioned as a place with strong connectivity among neighborhoods, which will contribute to Roseville's economic and job base. The vision includes the ability to obtain state and federal approvals required to implement the land use plan without the need for significant revisions that would invoke reinitiating CEQA.

Building upon Roseville's established growth patterns, the SVSP supports the City's implementation of 'smart growth' principles derived from SACOG's regional Blueprint process. In addition to helping the City meet its fair share obligation of the region's housing needs, Sierra Vista demonstrates that newly developing areas can support a more efficient use of land consistent with regional goals. To further these goals, the Sierra Vista Specific Plan provides the mechanisms to create and encourage housing choices and diversity, compact design, mixed-use development, convenient opportunities for employment and services, narrower roadways with gridded street networks, transportation choices, and natural resource conservation.

The Specific Plan provides opportunities to create new residential neighborhoods that accommodate Roseville's and the region's demand for housing. The residential land uses are generally organized such that many neighborhoods are anchored by a park that provides opportunities for residents to gather and enjoy the neighborhood setting. Further, the

plan seeks to create a higher-intensity 'village node' where more compactly designed residential neighborhoods are organized around a core area that supports commercial/office and/or public uses. This provides opportunities for development patterns that foster walking and bicycling in lieu of driving to local destinations.

## 3.2 Community Form

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The community's organizing principles respond to several 'key influences' described in Chapter 2, Context, which shape the foundation for Sierra Vista's overall form and development pattern. Factors influencing the community's form include existing site features and natural resources (that addresses feedback from resource agencies regarding resource avoidance), adjacent development patterns and roadways, the City's Guiding Principles for new development west of Fiddymont Road, Blueprint principles, and the Growth Management Visioning Committee's vision. For purposes of defining the organization of the community, the Sierra Vista land use plan can be divided into six broad form elements:

- Baseline Road Employment/Commercial Corridor
- Village Node
- Residential Neighborhoods
- Parks and Open Space
- Circulation Systems

These community form elements are reflected on Figure 3-1.



**VISION AND PRINCIPLES**

Figure 3-1: Community Form Elements

## A. Baseline Road Employment/ Commercial Corridor



*Commercial and office flex space*



*Business professional buildings and  
employment centers*

Baseline Road is the Plan Area's primary economic employment and commercial corridor and provides approximately 181 acres of land designated for employment center, retail, and office development. Most notable are the Community Commercial sites located along this corridor, which are provided at key intersections with Fiddymont Road, Watt Avenue, and West Side Drive. Combined, these sites may support upwards of 2.5 million square feet of commercial uses including 'large floorplate' retailers. In addition, a Community Commercial/Business Professional site is located along this corridor, which is intended to support development of a mixture of commercial and/or business professional uses. The land uses along the Baseline Road corridor are sited conveniently for local residents and to draw from the surrounding region.



*Large floorplate retail centers*

## B. Village Node

In order to reinforce the community’s urban form and create smaller-scale “place-making” opportunities, a village node is planned in the Plan Area. As an anchor to some of Sierra Vista’s higher-density residential neighborhoods, the Node is envisioned to establish local-serving retail/service centers or public/quasi-public gathering places within the residential neighborhoods. The intent is to encourage residents living within a ¼-mile of a mixed-use node to walk for services, thereby reducing reliance on the automobile.

Each commercial mixed-use site would be permitted to develop with a combination of neighborhood-serving commercial, office, and/or public/quasi-public uses, supported by high-density residential units. For commercial areas, uses may be mixed either in a horizontal or vertical fashion, with either commercial/office or residential development on the same site, or with residential units or office space located above ground-floor commercial space. The intent is to create an environment where residential units are sited in proximity to commercial areas, office spaces, or other service uses. Design guidelines for development of the Village Node are provided in Appendix B.



*Concept plan illustrating a potential design solution for Sierra Vista’s commercial mixed-use sites (See Figure B-11 for Market Street detail.)*

## C. Residential Neighborhoods



Sierra Vista’s residential neighborhoods are a significant element of the community, characterized by a more traditional form and “built over time” appearance. The Specific Plan contains design guidance for the streetscapes of each neighborhood. This will help ensure that neighborhoods are structured in a manner to emphasize a strong sense of place.

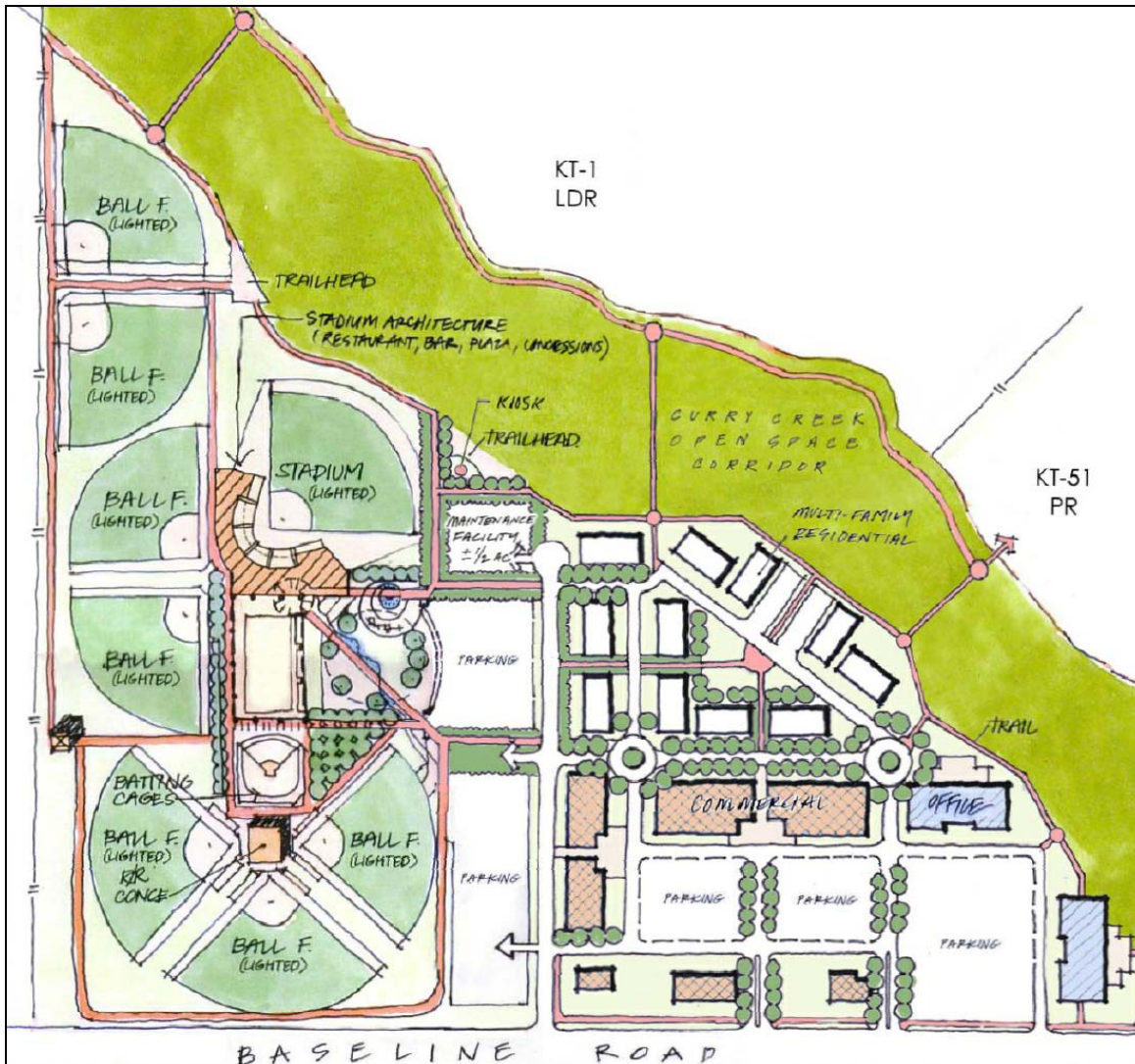
The design criteria for residential neighborhood development focus on the public realm, the street, and how it relates to the private realm, the home. This is ultimately accomplished with a combination of residential development standards, neighborhood design guidelines, and roadway design standards. Working in tandem with one another, these standards and guidelines seek to achieve the following elements throughout the residential neighborhoods of the Sierra Vista community:

- A network of streets surrounding a Village Node that generally follows a grid-like pattern and are segmented into walkable blocks;
- Narrower collector streets with on-street parking, where appropriate, that calm traffic;
- Opportunities for landscape paseos along collector street edges, planted with trees that have tall and wide canopies, which provide shade, define the public realm and create a neighborhood scale for the pedestrian;
- Paseo systems with sidewalks that are separated from the street and provide connectivity between residential neighborhoods;
- Living spaces and porches that may be oriented to the street and enhance each home’s architectural streetscape appearance;
- Smaller parks within the residential neighborhoods that function as place-making elements and gathering places; and
- Subdivision walls that open to adjacent streets to allow multiple connections and visual connectivity.

A wide array of housing types are envisioned to be allowed in the Sierra Vista community, reflective of the evolving and dynamic housing market. The community could allow a mixture of housing choices, including conventional-style detached units on small and large lots, detached cluster housing, detached townhomes, and a variety of attached residential units with product-specific siting characteristics.

## D. Signature Park

One of Sierra Vista’s most significant defining elements is a 40-acre citywide park, located along Baseline Road in the southwestern portion of the community. As a “Signature Park” intended to promote tourism in the City, the park will enhance Roseville’s reputation as a place with state of the art sporting facilities by providing a venue for large scale recreational events and tournaments. Ultimately, full buildout of the park is envisioned to include a variety of recreation facilities for baseball and softball tournaments. Final design and programming of this facility will be determined in the future. A preliminary concept plan is illustrated below. Ancillary amenities that complement the tournament-level fields could include a stadium, batting cages, restaurants, and large outdoor spaces or plazas for fairs and other large events. Recreational and/or ancillary amenities include lighted facilities.



Concept plan illustrating a potential design solution for the Signature Park

## E. Parks and Open Space



A comprehensive system of parks and open space are planned within the Sierra Vista community. Over 370 acres (18 %) of the Plan Area are provided for these features, which together create another community-defining element that supports Roseville’s long-standing heritage as a City with high-quality parks. Several park types are provided, each designed to meet different needs of community residents. Large neighborhood parks are sited throughout the community adjacent to elementary and middle schools, maximizing joint-use opportunities for outdoor recreation facilities. Small neighborhood parks are provided in greater frequency throughout the community, generally sited in a manner to ensure that a park anchors many residential neighborhoods. Schools in the Plan Area are adjacent to park sites and are linked to one another through a combination of paseos and open space corridors. Within paseos and open space areas, over 17 miles of street-separated pathways are provided for both bicyclists and pedestrians, which provide connections between the residential neighborhoods and the community’s public spaces. Several natural features in the Plan Area will be preserved as open space, including the Curry Creek corridor and intermittent drainages within, and adjacent to, the Western Area Power Authority (WAPA) corridor. These open space areas provide opportunities for locating Class I bike paths that further strengthen the community-wide linkages between parks, schools, and residential neighborhoods.



## F. Circulation Systems

The Sierra Vista Specific Plan includes many of the City's Blueprint Implementation Strategies for multi-modal circulation, providing multiple transportation choices that address vehicles, public transit, bicyclists, and pedestrians.

For vehicles, the backbone roadway system includes a combination of arterial and collector streets that provide connections from existing and planned roadways adjacent to the Plan Area. These roadways are designed to accommodate future anticipated local and regional traffic demands, with ultimate connections to the future planned Placer Parkway and roads leading to the City of Lincoln. The design of the backbone roadway system supports the creation of a smaller 'neighborhood' network of local roadways, which are planned to form both conventional and gridded street patterns.

Public transit, another transportation choice supported by the plan, may include a combination of bus service systems via Roseville Transit, with connections to Sacramento Regional Transit and Placer County Transit. These services will utilize Sierra Vista's roadway systems to provide local and regional transit connections for community residents. In addition, Watt Avenue is planned to accommodate a future route for bus rapid transit (BRT), which would provide direct regional access from the community to downtown Sacramento employment centers and other destinations.

A comprehensive system of pedestrian and bike paths and paseos are planned throughout Sierra Vista, adding to the mix of transportation choices available for the community's residents. Off-street Class I and Class Ia bike paths are included in landscape corridors, open space areas, and the WAPA powerline corridor. On-street Class II bike lanes are provided on arterials, collectors, and modified collectors. Ultimately, this system of pedestrian paths and bikeways provides off-street linkages throughout the community, connecting with Roseville's existing facilities, and with Reason Farms and the Pleasant Grove Creek corridor via planned bikeway facilities in the WRSP. In addition to the formal off-street pedestrian/bikeway networks, pedestrian walkability within the community's smaller neighborhood-serving mixed-use commercial nodes will be enhanced by street design standards that place priority on pedestrian comfort and safety.

Through these circulation elements, Sierra Vista's planned transportation systems are intended to provide multiple choices for community residents and employees, in compliance with the City's adopted Blueprint Implementation Strategies for multi-modal circulation.





## 4.1 Overview

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The Sierra Vista Specific Plan provides for a mix of land uses to achieve the desired community form and Plan Area objectives. These land use designations include low-, medium-, and high-density residential uses; commercial and office uses, which in some cases are sited with one another and/or with residential uses; public/quasi-public uses for schools and civic facilities; parks and open space uses; and an urban reserve land use, which functions as a transitional area along a portion of the western Plan Area boundary.

At buildout, the Plan Area will provide for approximately 6,650 dwelling units, accommodate roughly 16,900 residents, add approximately 3.4-million square feet of retail and office uses, and provide in excess of 7,500 jobs.

## 4.2 Land Use Plan

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The Sierra Vista Specific Plan land use designations are summarized in Table 4-1, with an accompanying Land Use Map on Figure 4-1.

**Table 4-1: Plan Area Land Use Summary**

Land Use Designation		Applied Zoning Districts	Acres	% of Total Acres	Units	% of Total Units
<b>Residential Neighborhoods</b>						
LDR	Low Density Residential	RS/DS	502.4	24.3%	2,524	38.0%
MDR	Medium Density Residential	RS/DS	250.0	12.1%	2,221	33.4 %
HDR	High Density Residential	R3	67.9	3.3%	1,650	24.8%
<i>Subtotal</i>			<i>820.3</i>	<i>39.7%</i>	<i>6,395</i>	<i>96.2%</i>
<b>Commercial and Employment</b>						
CC	Community Commercial (Commercial Mixed Use)	CMU/SA	34.9	1.7%	255	3.8%
CC/BP	Community Commercial/ Business Professional (Mixed Use)	CC/SA	27.3	1.3%	--	--
CC	Community Commercial	CC & GC	153.7	7.5%	--	--
<i>Subtotal</i>			<i>215.9</i>	<i>10.5%</i>	<i>255</i>	<i>3.8%</i>
<b>Open Space/Public</b>						
P/QP	Public/Quasi-Public	P/QP	60.7	2.9%	--	--
PR	Parks & Recreation	PR	90.6	4.4%	--	--
OS	Open Space	OS	266.9	12.9%	--	--
OS	Paseos (60' -wide)	OS	14.0	0.7%	--	--
UR	Urban Reserve	UR	432.2	20.9%	--	--
<i>Subtotal</i>			<i>864.4</i>	<i>41.9%</i>	<i>--</i>	<i>--</i>
<i>Road Right-of-Way/ Landscape Corridor</i>			<i>163.5</i>	<i>7.9%</i>	<i>--</i>	<i>--</i>
<b>TOTAL</b>			<b>2,064.1 ac</b>	<b>100%</b>	<b>6,650 du</b>	<b>100%</b>

**Note:** See Table 7-4 for net Paseo total acres

**LAND USE LEGEND**

LDR	Low Density Residential	POP	Public/Quasi Public
MOR	Medium Density Residential	PR	Park
HOR	High Density Residential	OS	Open Space
CC	Community Commercial	UR	Urban Reserve
CC (CMU)	Community Commercial/Commercial Mixed Use		Rights-of-Way
CC/BP	Community Commercial/Business Professional		

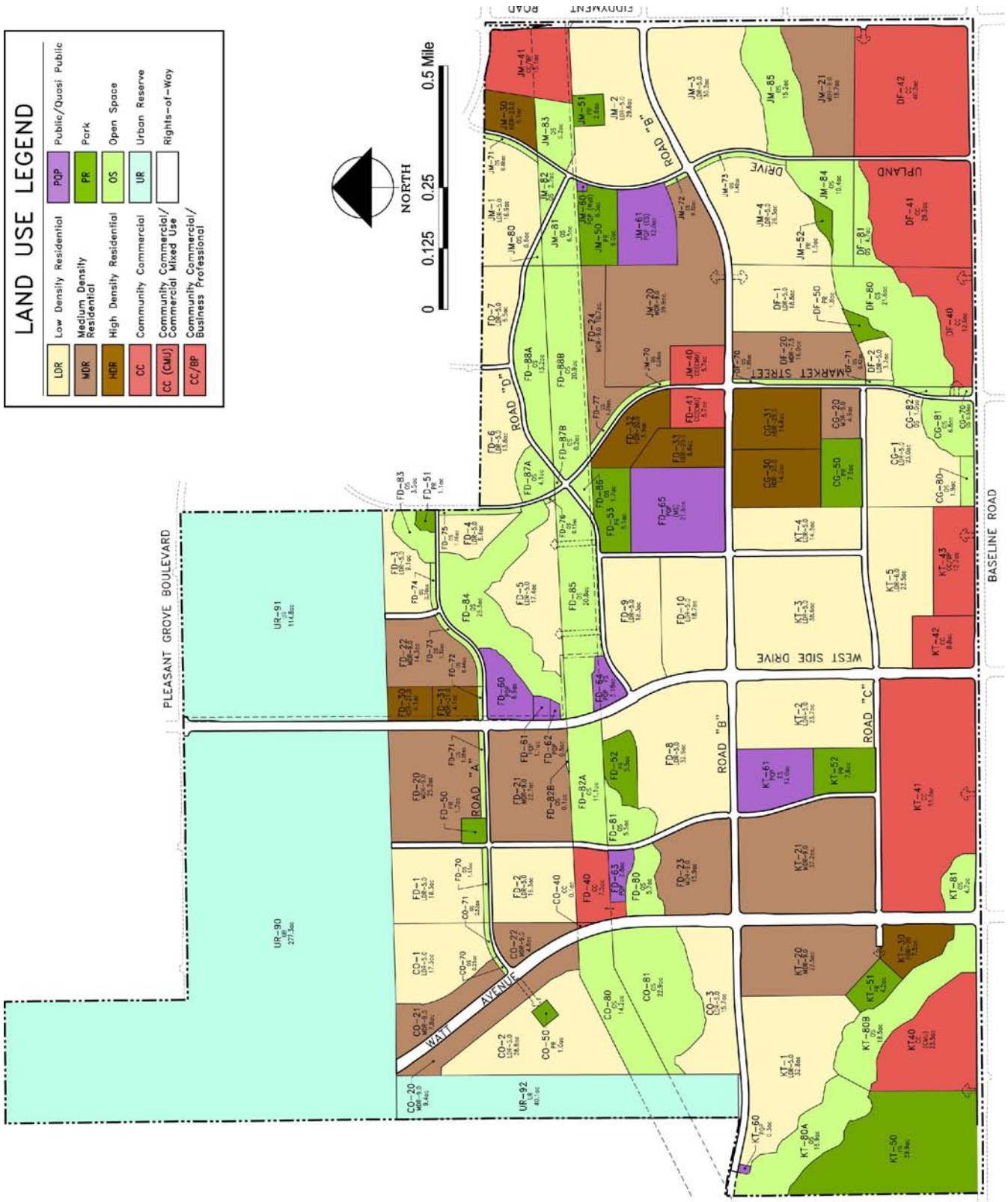


Figure 4-1: Land Use Map

**Table 4-2: Land Use, Zoning, & Acreage by Parcel**

PARCEL	GENERAL PLAN LAND USE (Specific Plan Land Use)	ZONING	ACRES	ALLOCATED UNITS	FINALED UNITS	AVAILABLE UNITS	DENSITY
CG-1	LDR (Residential)	RS/DS	23.0	115	0	0	5.0
CG-20	MDR (Residential)	RS/DS	4.9	44	0	0	9.0
CG-30	HDR (Residential)	R3	14.0	420	0	0	30.0
CG-31	HDR (Residential)	R3	14.6	420	0	0	29.0
CG-50	PR (Park)	PR	7.6				
CG-70	OS (Open Space)	OS	0.53				
CG-80	OS (Open Space)	OS	1.9				
CG-81	OS (Open Space)	OS	6.8				
CG-82	OS (Open Space)	OS	1.0				
CG-100	ROW/Landscape Corridors	ROW	6.3				
<b>sub-totals (CGB)</b>			<b>80.6</b>	<b>999</b>	<b>0</b>	<b>0</b>	

CO-1	LDR (Residential)	RS/DS	17.3	86	0	0	5.0
CO-2	LDR (Residential)	RS/DS	28.8	144	0	0	5.0
CO-3	LDR (Residential)	RS/DS	15.7	78	0	0	5.0
CO-20	MDR (Residential)	RS/DS	9.4	84	0	0	9.0
CO-21	MDR (Residential)	RS/DS	7.8	70	0	0	9.0
CO-22	MDR (Residential)	RS/DS	4.8	43	0	0	9.0
CO-40	CC (Commercial)	CC	0.1				
CO-50	PR (Park)	PR	1.0				
CO-70	OS (Open Space/Paseo)	OS	0.25				
CO-71	OS (Open Space)	OS	0.52				
CO-80	OS (Open Space)	OS	14.2				
CO-81	OS (Open Space)	OS	22.9				
CO-100	ROW/Landscape Corridors	ROW	17.3				
<b>sub-totals (Conley)</b>			<b>140.1</b>	<b>505</b>	<b>0</b>	<b>0</b>	

DF-1	LDR (Residential)	RS/DS	18.8	94	0	0	5.0
DF-2	LDR (Residential)	RS/DS	3.2	16	0	0	5.0
DF-20	MDR (Residential)	RS/DS	16.0	120	0	0	7.5
DF-40	CC (Commercial)	GC	12.6				
DF-41	CC (Commercial)	GC	29.3				
DF-42	CC (Commercial)	GC	40.2				
DF-50	PR (Park)	PR	1.8				
DF-70	OS (Open Space/Paseo)	OS	1.85				
DF-71	OS (Open Space/Paseo)	OS	0.42				
DF-80	OS (Open Space)	OS	21.6				
DF-81	OS (Open Space)	OS	4.7				
DF-100	ROW/Landscape Corridors	ROW	9.7				
<b>sub-totals (DF Properties)</b>			<b>160.2</b>	<b>230</b>	<b>0</b>	<b>0</b>	

**Table 4-2: Land Use, Zoning, & Acreage by Parcel (cont.)**

PARCEL	GENERAL PLAN LAND USE (Specific Plan Land Use)	ZONING	ACRES	ALLOCATED UNITS	FINALED UNITS	AVAILABLE UNITS	DENSITY
FD-1	LDR (Residential)	RS/DS	18.3	91	0	0	5.0
FD-2	LDR (Residential)	RS/DS	16.3	81	0	0	5.0
FD-3	LDR (Residential)	RS/DS	9.1	45	0	0	5.0
FD-4	LDR (Residential)	RS/DS	6.4	32	0	0	5.0
FD-5	LDR (Residential)	RS/DS	17.4	87	0	0	5.0
FD-6	LDR (Residential)	RS/DS	13.8	69	0	0	5.0
FD-7	LDR (Residential)	RS/DS	8.5	42	0	0	5.0
FD-8	LDR (Residential)	RS/DS	32.9	164	0	0	5.0
FD-9	LDR (Residential)	RS/DS	18.3	91	0	0	5.0
FD-10	LDR (Residential)	RS/DS	18.7	93	0	0	5.0
FD-20	MDR (Residential)	RS/DS	25.2	226	0	0	9.0
FD-21	MDR (Residential)	RS/DS	22.7	204	0	0	9.0
FD-22	MDR (Residential)	RS/DS	14.3	128	0	0	9.0
FD-23	MDR (Residential)	RS/DS	15.9	143	0	0	9.0
FD-24	MDR (Residential)	RS/DS	10.7	96	0	0	9.0
FD-30	HDR (Residential)	R3	4.1	86	0	0	21.0
FD-31	HDR (Residential)	R3	4.1	86	0	0	21.0
FD-32	HDR (Residential)	R3	8.9	178	0	0	20.0
FD-33	HDR (Residential)	R3	8.6	172	0	0	20.0
FD-40	CC (Commercial)	CC	7.5				
FD-41	Commercial Mixed Use	CMU/SA	5.7	40	0	0	20.0
FD-50	PR (Park)	PR	1.7				
FD-51	PR (Park)	PR	1.1				
FD-52	PR (Park)	PR	5.5				
FD-53	PR (Park)	PR	8.1				
FD-60	Public/Quasi-Public (Church)	P/QP	6.9				
FD-61	Public/Quasi-Public (Electrical Substation)	P/QP	1.1				
FD-62	Public/Quasi-Public (Recycle Center)	P/QP	0.5				
FD-63	Public/Quasi-Public (Water Treatment/Well)	P/QP	2.8				
FD-64	Public/Quasi-Public (Fire Station)	P/QP	3.2				
FD-65	Public/Quasi-Public (Middle School)	P/QP	21.6				
FD-70	OS (Open Space/Paseo)	OS	1.13				
FD-71	OS (Open Space/Paseo)	OS	1.28				
FD-72	OS (Open Space/Paseo)	OS	0.44				
FD-73	OS (Open Space/Paseo)	OS	1.32				
FD-74	OS (Open Space/Paseo)	OS	0.70				
FD-75	OS (Open Space/Paseo)	OS	1.16				
FD-76	OS (Open Space/Paseo)	OS	0.15				
FD-77	OS (Open Space/Paseo)	OS	1.36				
FD-80	OS (Open Space)	OS	5.7				
FD-81	OS (Open Space)	OS	5.5				
FD-82A	OS (Open Space)	OS	11.1				
FD-82B	OS (Open Space)	OS	0.1				
FD-83	OS (Open Space)	OS	3.5				
FD-84	OS (Open Space)	OS	25.3				
FD-85	OS (Open Space)	OS	20.8				
FD-86	OS (Open Space)	OS	1.7				
FD-87A	OS (Open Space)	OS	4.1				
FD-87B	OS (Open Space)	OS	0.2				
FD-88A	OS (Open Space)	OS	13.2				
FD-88B	OS (Open Space)	OS	20.9				
FD-100	ROW/Landscape Corridors	ROW	46.5				
<b>sub-totals (Federico)</b>			<b>506.0</b>	<b>2154</b>	<b>0</b>	<b>0</b>	

**Table 4-2: Land Use, Zoning, & Acreage by Parcel (cont.)**

PARCEL	GENERAL PLAN LAND USE (Specific Plan Land Use)	ZONING	ACRES	ALLOCATED UNITS	FINALED UNITS	AVAILABLE UNITS	DENSITY
JM-1	LDR (Residential)	RS/DS	16.9	84	0	0	5.0
JM-2	LDR (Residential)	RS/DS	29.6	148	0	0	5.0
JM-3	LDR (Residential)	RS/DS	30.2	151	0	0	5.0
JM-4	LDR (Residential)	RS/DS	26.3	131	0	0	5.0
JM-20	MDR (Residential)	RS/DS	39.9	359	0	0	9.0
JM-21	MDR (Residential)	RS/DS	18.7	168	0	0	9.0
JM-30	HDR (Residential)	R3	6.1	138	0	0	23.0
JM-40	Commercial Mixed Use	CMU/SA	5.7	40	0	0	20.0
JM-41	Commercial/Business Professional	CC/SA	15.1				
JM-50	PR (Park)	PR	8.0				
JM-51	PR (Park)	PR	2.6				
JM-52	PR (Park)	PR	1.5				
JM-60	Public/Quasi-Public (Well)	P/QP	0.3				
JM-61	Public/Quasi-Public (Elementary School)	P/QP	12.0				
JM-70	OS (Open Space/Paseo)	OS	0.26				
JM-71	OS (Open Space/Paseo)	OS	0.88				
JM-72	OS (Open Space/Paseo)	OS	0.32				
JM-73	OS (Open Space/Paseo)	OS	1.40				
JM-80	OS (Open Space)	OS	0.6				
JM-81	OS (Open Space)	OS	6.5				
JM-82	OS (Open Space)	OS	2.7				
JM-83	OS (Open Space)	OS	6.2				
JM-84	OS (Open Space)	OS	10.4				
JM-85	OS (Open Space)	OS	15.2				
JM-100	ROW/Landscape Corridors	ROW	25.6				
<b>sub-totals (Mourier Investments LLC)</b>			<b>283.0</b>	<b>1219</b>	<b>0</b>	<b>0</b>	
KT-1	LDR (Residential)	RS/DS	32.8	164	0	0	5.0
KT-2	LDR (Residential)	RS/DS	23.7	118	0	0	5.0
KT-3	LDR (Residential)	RS/DS	38.6	193	0	0	5.0
KT-4	LDR (Residential)	RS/DS	14.3	71	0	0	5.0
KT-5	LDR (Residential)	RS/DS	23.5	136	0	0	6.0
KT-20	MDR (Residential)	RS/DS	22.5	202	0	0	9.0
KT-21	MDR (Residential)	RS/DS	37.2	334	0	0	9.0
KT-30	HDR (Residential)	R3	7.5	150	0	0	20.0
KT-40	CC (Commercial Mixed Use)	CMU/SA	23.5	175	0	0	20.0
KT-41	CC (Commercial)	GC	55.2				
KT-42	CC (Commercial)	GC	8.8				
KT-43	Commercial/Business Professional	CC/SA	12.2				
KT-50	PR (Park)	PR	39.9				
KT-51	PR (Park)	PR	4.2				
KT-52	PR (Park)	PR	7.6				
KT-60	Public/Quasi-Public (Sewer Lift Station)	P/QP	0.3				
KT-61	Public/Quasi-Public (Elementary School)	P/QP	12.0				
KT-80A	OS (Open Space)	OS	16.9				
KT-80B	OS (Open Space)	OS	18.5				
KT-81	OS (Open Space)	OS	4.7				
KT-100	ROW/Landscape Corridors	ROW	52.8				
<b>sub-totals (KT Development)</b>			<b>456.7</b>	<b>1543</b>	<b>0</b>	<b>0</b>	
UR-90	Urban Reserve	UR	277.3				
UR-91	Urban Reserve	UR	114.8				
UR-92	Urban Reserve	UR	40.1				
UR-100	ROW/Landscape Corridors	ROW	5.3				
<b>sub-totals (Urban Reserve)</b>			<b>437.5</b>				

## 4.3 Land Use Designations

Land uses within the Sierra Vista Specific Plan are implemented through the zoning district applied to each parcel. This includes the application of the Development Standards (DS) and Special Area (SA) overlay zones to provide customized development standards, as allowed by the City's Zoning Ordinance. Specific details related to permitted uses and development standards are included in the City of Roseville Zoning Ordinance. In addition, for projects subject to a Design Review for Residential Subdivision (DRRS) permit, development standards may be defined as part of the City's subdivision review process.

The following summarizes the SVSP's land use designations, with descriptions for each land use, related density, and applied zoning districts.

### A. Residential Neighborhoods

The residential component of the Specific Plan utilizes three residential land use designations: Low Density Residential (LDR), Medium Density Residential (MDR), and High Density Residential (HDR). To achieve the vision for Sierra Vista's neighborhoods, a wide array of housing types are allowed. The Specific Plan supports development of conventional-style detached units on both large and small lots, including provisions for gated, executive, and custom home communities. In addition, higher-density residential units on smaller lots can be accommodated, which could include detached cluster housing, detached townhomes, and a large variety of detached and attached residential units with product-specific siting characteristics.

The SVSP provides for internal park and school sites, trail linkages, bikeways, paseos, landscape corridors, street trees, and other elements to enhance the residential neighborhoods. The mix of housing types is reflective of the diversity of lifestyles and addresses future growth anticipated in the City of Roseville and neighboring regions.

Approximately 70% of the SVSP's units are designated for low and medium densities, with the balance, nearly 30%, planned for high-density. Sierra Vista's high-density residential units include those allocated to the mixed-use parcels in the Plan Area's village nodes (see Section 3.2).





### Low Density Residential (LDR)

<b>Density:</b>	0.5 to 6.9 dwelling units per acre
<b>Applied Zoning District:</b>	RS/DS Small Lot Residential/Development Standard Overlay
<b>Description:</b>	The Low Density Residential (LDR) land use designation supports single-family detached homes on conventional lots within the density range noted above. Lot sizes typically range between 4,500 and 6,000 square feet, but could be smaller or larger depending on site slope, natural features, and neighborhood design. Typical housing product types include front-loaded, alley-loaded, or clustered, single-family detached units.
<b>Permitted Uses and Development Standards</b>	Permitted uses as specified in the City of Roseville Zoning Ordinance. Development standards as specified in Appendix A of the Sierra Vista Specific Plan or established with the subdivision map and a Design Review for Residential Subdivision.

### Medium Density Residential (MDR)



<b>Density:</b>	7.0 to 12.9 dwelling units per acre
<b>Applied Zoning District:</b>	RS/DS Small Lot Residential/Development Standard Overlay
<b>Description:</b>	The Medium Density Residential (MDR) land use designation accommodates both single-family detached homes and attached homes. Lot sizes are typically smaller than those in LDR areas, which allows greater densities per the range outlined above. Within this density range, single-family detached housing is typically supported on standard or alley-loaded lots, courtyard lots, green court lots, auto courts, alley clusters, zero-lot lines, or z-shaped lots. In addition, duet/ half-plex homes, townhomes, or condominiums are accommodated in MDR areas.
<b>Permitted Uses and Development Standards</b>	Permitted uses as specified in the City of Roseville Zoning Ordinance. Development standards as specified in Zoning Ordinance or established with the subdivision map and a Design Review for Residential Subdivision.

## High Density Residential (HDR)

<b>Density:</b>	13.0 to 30.0 dwelling units per acre
<b>Applied Zoning District:</b>	R3 Attached Housing
<b>Description:</b>	The High Density Residential (HDR) land use designation primarily accommodates attached housing, but depending on the unit type, could also include detached housing, within the density range noted above. The types of housing units that could be accommodated in this designation include, but are not limited to, detached townhomes, courtyard townhomes/condominiums, garden-style apartments, and podium design apartments/condominiums. In addition, these types of multi-family housing provide for both a mix of for-sale and for-rent units and may be utilized to help achieve the SVSP's affordable housing plan.
<b>Permitted Uses and Development Standards</b>	As specified in the City of Roseville Zoning Ordinance.



### Residential Unit Transfers

There may be a desire or need to adjust (reduce or increase) the number of units assigned to some large-lot residential parcels. These adjustments may be permitted, pursuant to the provisions outlined in section 10.8 (Residential Unit Transfers) of this Specific Plan.

### Custom Homes

Custom homes may be designated for construction in any low density residential subdivision in the SVSP. Custom homes are single-family residential units that have unique exterior styling and individualized interior floor plans, such that each home's architectural design is distinct from others in the subdivision. Typically, custom homes have detailed architectural features and upscale amenities that give them an appearance and character similar to, or qualitatively exceeding that of individually designed homes found in the City's other custom and/or executive housing neighborhoods.

While the SVSP does not predetermine the location of custom home subdivisions, they may be created subject to market demand and economic conditions. If proposed, custom home subdivisions may be approved through the City's tentative subdivision map process.

## B. Commercial Employment

A range of employment and services uses are planned within the Sierra Vista community. These include community commercial, office, and mixed-use commercial uses. A majority of the Plan Area’s commercial and employment center uses are sited along Baseline Road, taking advantage of the exposure provided by the projected traffic volumes along this corridor. Smaller, neighborhood-level commercial sites are provided throughout the interior of the Plan Area, some of which are mixed-use, allowing for retail goods and services in proximity to the residential neighborhoods.

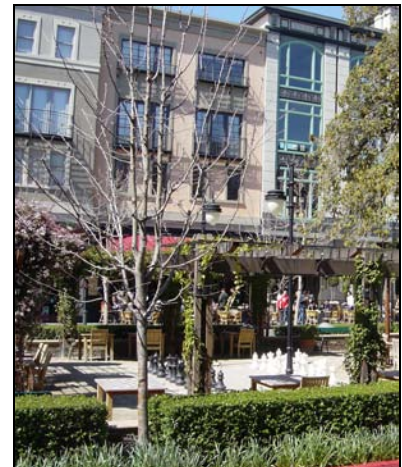


### Community Commercial (CC)

<b>Typical FAR:</b>	up to 0.4
<b>Applied Zoning Districts:</b>	GC – General Commercial CC – Community Commercial
<b>Description:</b>	<p>The Community Commercial (CC) land use designation provides for a broad range of retail goods and services, which can accommodate developments including conventional neighborhood shopping centers (typically anchored by a grocer) and larger-scale commercial centers (sometimes referred to as ‘Power Centers’).</p> <p>For Sierra Vista, CC sites are generally sited along the Baseline Road corridor or at major intersections where sites have superior visibility and access to vehicular traffic. At full buildout, these parcels will collectively support nearly 2.7 million sq. ft. (assuming a typical FAR outlined above) of commercial development with a mixture of retail, office, restaurant, entertainment, and/or hotel uses.</p>
<b>Permitted Uses and Development Standards</b>	As specified in the City of Roseville Zoning Ordinance.

**Community Commercial (CC) – Mixed Use**

<b>FAR &amp; Density:</b>	Commercial/Office: Up to 3.0 FAR Residential: 13.0 dwelling units per acre and higher
<b>Applied Zoning Districts:</b>	CMU/SA – Commercial Mixed Use/Special Area overlay
<b>Description:</b>	<p>Sites with a Community Commercial (CC) – Mixed Use designation are intended to develop as mixed-use centers that allow for a combination of commercial, office, and residential uses. To foster this type of development pattern, these sites have a Commercial Mixed Use (CMU) zoning district, which is combined with a Special Area (SA) overlay. These sites are intended to promote a variety of commercial use types and the flexible citing of other uses that are typically considered to be compatible with commercial development.</p> <p>The permitted uses on these parcels could be mixed in either a horizontal or vertical manner. This means that a commercial/office component could be co-located on the same site with a residential component, or that a commercial/office component could be located on the ground floor of a multi-story residential component. This allows flexibility for future market conditions while maintaining sites for local neighborhood services.</p> <p>At full buildout of the Plan Area, these CMU parcels can accommodate over 350,000 sq. ft. of commercial/office uses (assuming FAR of 0.4 for the portion of each site assumed to be non-residential) and 255 residential units.</p> <p>The development allocation for each site assumes 60% commercial/office and 40% high-density residential. While the intent is that each site develops with a mixture of uses, it could develop solely as a commercial use, or with a different mixture of commercial/residential uses, provided some non-residential use is provided. Therefore, the final development plan for each site may ultimately deviate from the square footage/ dwelling unit assumptions listed in Table 4-2. See Figure B-23 for an illustrative concept plan.</p>
<b>Permitted Uses &amp; Development Standards</b>	As specified in the City of Roseville Zoning Ordinance.



**Community Commercial/Business Professional (CC/BP) – Commercial/Office Mixed Use**



<p><b>Typical FAR:</b></p>	<p>Up to 0.4 FAR</p>
<p><b>Applied Zoning Districts:</b></p>	<p>CC/SA – Community Commercial/Special Area overlay</p>
<p><b>Description:</b></p>	<p>The Community Commercial/ Business Professional (CC/BP) – Commercial/Office Mixed Use land use is a combined designation that accommodates a mixture of non-residential uses. Two CC/BP sites are planned for Sierra Vista; one along the Baseline Road corridor and one at the corner of Fiddymont Road and Pleasant Grove Blvd. Each site is intended to accommodate a mix of commercial and/or professional office uses. This will ensure that the SVSP can be responsive to the future needs of the market, while providing ample opportunities for both service and employment uses within the community. Over 350,000 sq. ft. of commercial and/or office uses can be supported by the Plan Area’s CC/BP parcels.</p> <p>To provide the flexibility needed to allow for a mixture of both commercial and office uses, the CC/BP parcels have a Community Commercial/Special Area (CC/SA) zoning district. Each parcel may develop with a mixture of commercial and office, or may be solely commercial or office. The development standards embodied in this Specific Plan (see Appendix A) specify the uses and development regulations for these parcels, consistent with the vision and intent in Chapter 3. See Figure B-29 for an illustrative concept plan.</p>
<p><b>Permitted Uses and Development Standards</b></p>	<p>As specified in the City of Roseville Zoning Ordinance.</p>

## C. Parks, Open Space, and Public Areas

Approximately 21% of the Sierra Vista Specific Plan has been designated for public uses and open space. As illustrated on the land use plan, this includes parcels for Public/Quasi-Public (P/QP), Parks and Recreation (PR), Open Space, and Paseos (OS). The SVSP incorporates several parcels for P/QP uses to support development of schools and public facilities. Numerous park sites are also provided throughout the Plan Area’s residential neighborhoods. Among these is a planned “Signature Park” that would function as a citywide amenity. Open Space areas are a significant component of the SVSP, which provide areas for habitat preserves or passive recreation. All open space and public uses have been designated and are sized consistent with General Plan policies and standards. Open Space parcels were identified in cooperation with federal resource agencies as part of the City’s Resource Agency Early Consultation Process. In addition, approximately 21% of the Plan Area is designated as Urban Reserve (UR), which is a holding designation that anticipates future urbanization.

### Public/Quasi-Public (P/QP)

<b>Applied Zoning Districts:</b>	P/QP
<b>Description:</b>	The Public/ Quasi-Public land use designation accommodates a variety of public-serving uses and facilities. These sites will provide for public schools (one middle school and three elementary schools), a church, and a fire station. In addition, sites for the construction of various essential service facilities are provided throughout the Plan Area, in accordance with requirements of the City’s utility departments. These include facilities for an electric substation, groundwater wells, water treatment, water storage tanks, and solid waste recycling. Municipal and school facilities are discussed in more detail in Public Services Plan and Utilities Plan (Chapters 7 and 8).
<b>Permitted Uses and Development Standards</b>	As specified in the City of Roseville Zoning Ordinance.



**Parks & Recreation (PR)**



<p><b>Applied Zoning Districts:</b></p>	<p>PR</p>
<p><b>Description:</b></p>	<p>The Park and Recreation (PR) land use designation is applied to parcels where formal, developed park facilities are planned. A combination of active and passive recreational facilities is provided for the community, in two park categories. Parks and recreation facilities are further described under Public Services Plan (Chapter 7).</p> <p><b>Citywide Park</b> An approximate 40-acre citywide "Signature Park" is located in the southwest corner of the Plan Area along the western edge and Baseline Road, adjacent to a Commercial Mixed Use site. A variety of recreation facilities are envisioned for baseball and softball tournaments. In addition, ancillary amenities that complement the tournament-level fields, such as a stadium, batting cages, restaurants, and large outdoor spaces or plazas for fairs and other large events, may be planned.</p> <p><b>Neighborhood Parks</b> Larger neighborhood parks are sited throughout the community adjacent to the two elementary schools and the middle school, maximizing joint-use opportunities for outdoor recreation facilities (neighborhood/school parks). Park sites that are co-located with schools are typically sized between 5 and 10 acres. Park amenities typically found in these larger neighborhood/school parks, consistent with the General Plan, include multiple active use ball fields such as soccer, baseball or softball and amenities that may attract users from multiple neighborhoods.</p> <p>Smaller neighborhood parks are provided in greater frequency throughout the community to anchor some of the higher-density residential neighborhoods. Most of the community's parks are linked to a system of paseos and open spaces, providing a comprehensive network of pedestrian and bikeway connections to the Plan Area's parks and open space system.</p>
<p><b>Permitted Uses and Development Standards</b></p>	<p>As specified in the City of Roseville Zoning Ordinance.</p>

**Open Space (OS)**

<p><b>Applied Zoning Districts:</b></p>	<p>OS</p>
<p><b>Description:</b></p>	<p>The Open Space (OS) land use designation is generally applied to lands that are environmentally sensitive or otherwise significant due to habitat and where preservation is required by federal permit. Land identified with the OS designation can contain hazards, natural features, or man-made features. For Sierra Vista, the OS land use designation is also applied to the Plan Area’s paseo parcels, which are widened corridors along key roadways that provide pedestrian/ bikeway linkages throughout the Plan Area. Open space areas provide for passive recreation opportunities, pedestrian/ bike paths, preservation of significant resources, view sheds, flood water conveyance and retention, stormwater quality treatment/ filtration, aesthetic enhancement (within paseos), water conserving landscapes, whenever possible, and resource mitigation. Sierra Vista’s open space system has three primary components:</p> <p><b>Creek Corridors</b> Curry Creek traverses the southern portion of the site in an east-west direction. In addition, Vista creek traverses in an east-west direction through the center of the plan area, crossing through the Western Area Power Authority (WAPA) corridor. Both of these corridors are planned for permanent preservation as open space and include opportunities for stormwater treatment and bikeways.</p> <p><b>WAPA Corridor</b> A linear open space corridor is designated within the WAPA power line easement running east-west through the Plan Area. Although development is limited within the easement, the corridor provides a number of potential benefits for the community including opportunities to locate facilities for stormwater treatment, drainage, low impact development features, bikeways, natural open space, recreation features, and parking lots for commercial/residential uses and neighborhood parks.</p> <p><b>Paseos</b> Several paseo corridors are planned that generally follow Upland Drive, Market Street, and Road A. These features can be located within residential neighborhoods or along roadways and provide pedestrian and bikeway linkages from the residential neighborhoods to the park, school, and open space areas. Width varies depending on location (see Paseo Plan, Figure B-5) and may include water conserving landscaping, multi-use pathways, and other features.</p>



### Open Space (OS)

**Permitted Uses and Development Standards**

As specified in the City of Roseville Zoning Ordinance.

### Urban Reserve (UR)

**Applied Zoning Districts:**

UR

**Description:**

The Urban Reserve (UR) land use designation is applied to lands that are anticipated to receive urban land use entitlements at some time in the future. While no development is proposed within the project's Urban Reserve areas, it is anticipated that these land areas may ultimately develop with a mix and density of land uses similar to that in the balance of the project site.

**Permitted Uses and Development Standards**

As specified in Appendix A of this Specific Plan document.

## 5.1 Overview

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State law (California Government Code Section 65584) requires that each city and county plan to accommodate a fair share of the region's housing construction needs. In urban areas, state law provides for councils of governments to prepare regional housing allocation plans that assign a share of a region's housing construction need to each city and county. In the six-county greater Sacramento region (comprising the counties of Sacramento, Placer, El Dorado, Yolo, Sutter, and Yuba), the Sacramento Area Council of Governments (SACOG) is the entity authorized to determine the future housing needs for the region. SACOG adopted a regional housing allocation plan in February 2008, called the "Regional Housing Needs Plan" (RHNP). Each city and county receives a total number of housing units that it must plan for within a 7.5-year time frame. Within each allocation number, allocations are broken down to provide for very-low, low, moderate, and above-moderate incomes.

The City of Roseville General Plan Housing Element, with a SACOG RHNP allocation, establishes a citywide goal to provide decent, safe, adequate, and affordable housing in sufficient quantities for all economic segments of the community. Given the nature of the housing market in Roseville and the South Placer area, it is a particular challenge to create housing opportunities that are affordable to middle- and lower-income residents. Typically, such affordable housing opportunities require market restriction and/or subsidies. In an attempt to maximize efforts to meet affordable housing needs and to provide a mechanism whereby the City, property owners, and business community can actively work together in developing new affordable housing, the City's Housing Element specifies an affordable housing goal of ten percent (10%) of all new housing units in the City be affordable to middle-, low-, and very-low-income households.

The housing for the Sierra Vista Specific Plan is planned to have a mix of housing types in low-, medium-, and high-density residential neighborhoods. Similar to existing low-density residential (LDR) areas of Roseville, it is anticipated that Sierra Vista’s LDR neighborhoods will provide market-rate housing affordable predominately to moderate- and above-moderate-income households. The Plan Area’s medium-density (MDR) and high-density (HDR) residential areas will generally have the greatest opportunity to create affordable housing at the middle, low, and very-low income levels. As outlined later in this chapter, the SVSP affordable housing plan focuses on MDR and HDR parcels, and has been structured to be consistent with the General Plan’s affordable housing goals.

## 5.2 Definition of Housing Affordability

Housing affordability is based on household income categories defined by the U.S. Department of Housing and Urban Development (HUD). These five income categories are used for comparative purposes and are based on a percentage of the county median income, adjusted for household size (Table 5-1). All jurisdictions within Placer County, including Roseville, utilize the same basic income calculations irrespective of actual income level distribution in the community.

Income Category	Percent of Income
<b>Very-Low-Income</b>	Less than 50% of Median
<b>Low-Income</b>	50% to 80% of Median
<b>Middle-Income</b>	80% to 100% of Median
<b>Moderate-Income</b>	100% to 120% of Median
<b>Above Moderate-Income</b>	120% + of Median

Based upon sales and rental prices, and the definition of affordability, the City’s Housing Element includes the following housing assistance needs identified for each income group:

- ❑ **Very-Low-Income Households** not currently owning their own home will not be able to qualify for home ownership without substantial subsidies, unless their incomes rise significantly. Rental subsidies for very-low-income households are needed to maintain affordability.
- ❑ **Low-Income Households** not currently owning their own home will require loan subsidies in order to afford and qualify for home

ownership. Rental subsidies for low-income households are needed to maintain affordability.

- ❑ **Middle- and Moderate-Income Households** may require some assistance in purchasing a home, since the price range of new homes in Roseville may exceed these households' ability to pay. This household group is expected to afford rental units without financial assistance.
- ❑ **Above Moderate-Income Households** are considered financially able to find affordable units, both for purchase and rent, within Roseville's housing market.

Numerous assumptions are required to translate household income to affordable rental rates and purchase prices. Lenders ultimately determine the actual purchasing power of households' income at a given point in time. A household can qualify to purchase a home that is based on annual income, the down payment, the level of other long-term obligations, and interest rates.

For planning purposes, the City of Roseville assumes that for rental units, low and very-low income households should not spend more than thirty (30%) of their monthly gross income on housing costs, including utilities. For middle-income households, thirty five (35%) of monthly gross income is used to determine housing cost affordability. Purchase housing costs include payment of principal, interest, taxes, insurance and any homeowner's association dues.

It is recognized that the various factors that determine affordability continually change, and that project-specific affordability standards need to be established and adjusted as development occurs. To this end, the 10% affordable housing goal is calculated for each specific plan area based on the total residential units mapped.

## 5.3 Affordable Housing Program

Consistent with the City's General Plan affordable housing goal, ten percent (10%) of Sierra Vista's 6,650 residential units have been designated for middle-, low-, and very-low-income households. This includes a mix of both purchase and rental housing made affordable to households in income brackets identified below, pursuant to the provisions of the Development Agreements for each property owner within the Plan Area. In accordance with General Plan policy, twenty percent (20%) of the affordable housing units will be made available to middle-income households, forty percent (40%) to low-income households, and forty percent (40%) to very-low-income households. The SVSP affordable housing goal is summarized in Table 5-2.

**Table 5-2: Affordable Housing Goal**

Income Category	Units Required to Meet Goal
40% Very-Low-Income	266 du
40% Low-Income	266 du
20% Middle-Income	133 du
<b>Total Affordable Housing Need</b>	<b>665 du (10% of 6,650 du)</b>

### Allocation of Affordable Housing Goal

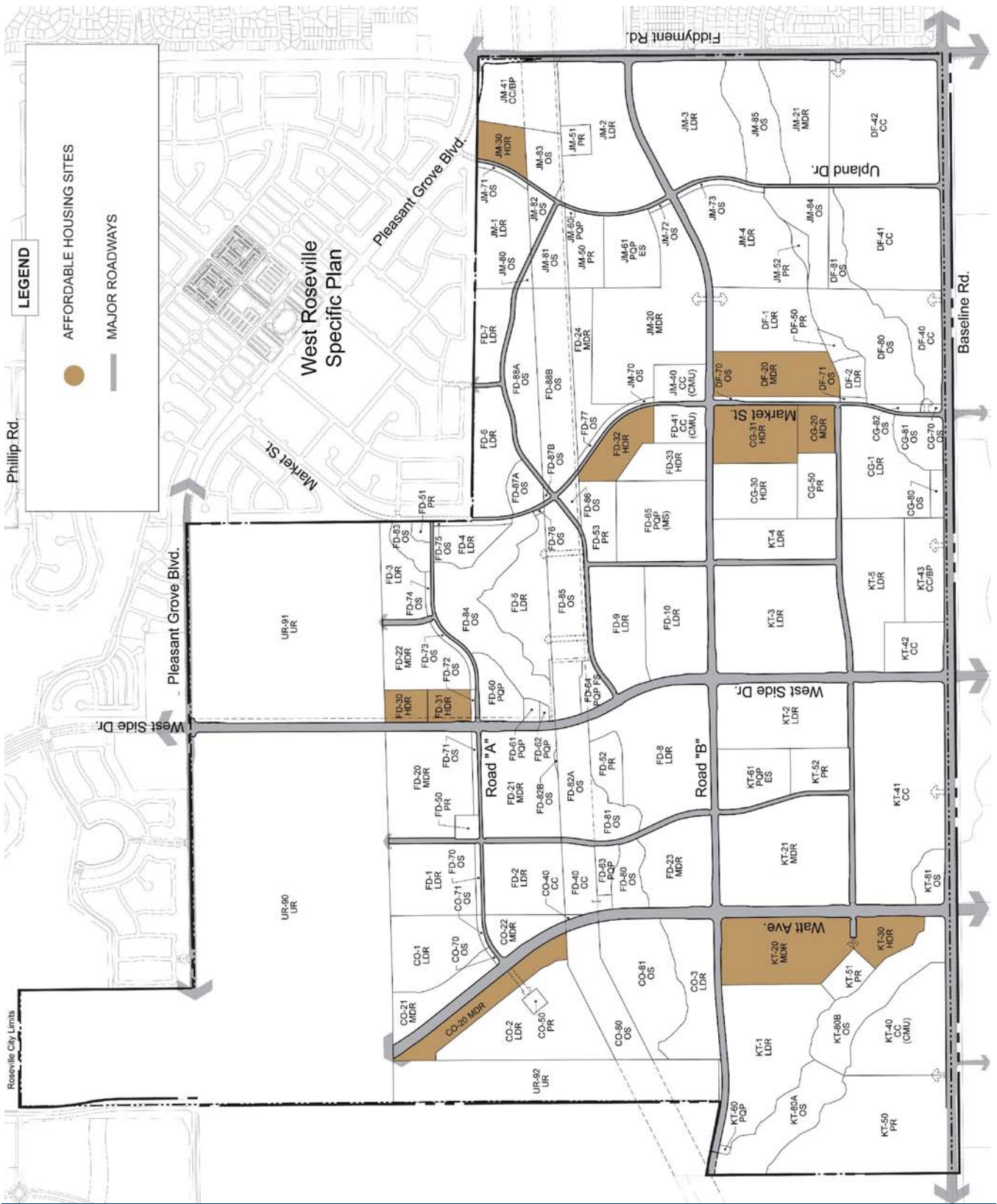
The affordable housing units within the SVSP have been allocated to specific MDR and HDR parcels as identified in Table 5-3, with designated parcels reflected on Figure 5-1. The intent is to distribute affordable units throughout the Plan Area. In addition, through implementation of the Affordable Housing Plan, the City should work with property owners to define alternative solutions, such as carriage units or granny flats in LDR and MDR areas, which also meet the intent of the Program.

**Table 5-3: Affordable Housing Allocation**

Parcel	Land Use	Total Units in Parcel	Total Affordable Allocation	Very Low Income Rental	Low Income Rental	Middle <sup>2</sup> Income Purchase
CO-20	MDR	84	34			34
KT-20	MDR	202	31			31
DF-20 <sup>1</sup>	MDR	120	23	9	9	5
CG-20	MDR	44	20			20
FD-30	HDR	86	86	43	43	
FD-31	HDR	86	86	43	43	
JM-30	HDR	138	138	69	69	
FD-32	HDR	178	43			43
CG-31	HDR	420	80	40	40	
KT-30	HDR	150	124	62	62	
<b>Total</b>			<b>665</b>	<b>266</b>	<b>266</b>	<b>133</b>

1 Carriage units are intended to fulfill the very-low and low income obligation  
 2 Middle-income purchase unit obligations may also be fulfilled via additional low-income rental units.

NOTE: SVSP Section 5.4 allows for the transfer of affordable units. Check with the Housing Division to confirm current affordable housing obligations.



**AFFORDABLE HOUSING PLAN**

Figure 5-1: Affordable Housing Sites

## 5.4 Administration and Implementation

Residential builders are encouraged to explore creative approaches in providing a range of housing opportunities to meet the needs of middle-, low-, and very-low-income households. Over time, housing markets, income categories, funding programs, and other factors change, and it is important to retain some level of flexibility to ensure that affordable housing goals are achieved. The City's affordable housing goal is intended to be flexible in recognition that the actual number of affordable units constructed depends on the level of available subsidies.

The options outlined below may be considered to assist in achieving the SVSP affordable housing goal. It should be noted that the City reserves the right to consider alternatives to achieving affordable housing within the SVSP (such as allowing carriage units or granny flats in LDR or MDR areas), should the cost of producing the affordable housing preclude the City from accessing federal and state financing programs, or if legislation mandates the City to alter its approach to affordable housing.

### A. Carriage Housing/ Expanded Living Area

A carriage house/expanded living area is eligible for consideration as affordable under the City's Affordable Housing Program. In order to consider allowing a carriage house/expanded living area towards meeting a portion of the Plan Area's 10% affordable housing goal, a practical mechanism must be in place for the application and monitoring for compliance of such units, as individual home owners will be the providers of affordable rental housing. Affordable rental housing provided by individual homeowners is not typical for rent-restricted units. Therefore, the following criteria are required of carriage housing/expanded living area in order to secure a minimal level of success in the rental of these units as affordable:

- ❑ All homes within a subdivision constructed to include carriage houses/ expanded living areas must have a recorded covenant regarding the allowance and restriction to rent the carriage units as affordable to very-low and low income categories;
- ❑ The number of units with the deed restriction must be 2.5-times the number of affordable carriage units assigned to the large lot parcel. For example, if credit is given for 10 affordable rental units, there would need to be a minimum of 25 units in the subdivision with an affordable rental unit deed restriction;
- ❑ Separate electric meters must be installed on carriage units that are used as affordable housing; and
- ❑ Carriage houses/expanded living areas are not required to be rented, however, if they are, they may only be rented at

affordable rent levels as outlined in the California Health and Safety Code §50053. For example, considering the size of the units as studios, the affordability of rents would be for a one-person household at 50% of median income, which equates to a very-low income unit.

For homes that are constructed to include carriage houses, no additional impact fees are required above what is normally collected for issuance of a building permit. All fees based on square footage for the primary residence will be expanded to include the carriage house conditioned living space in fee determinations.

## B. Transfers/Credits

Subject to administrative approval by the director of the City's Housing Division, the affordable housing allocations identified on Table 5-3 may be transferred among parcels within the SVSP. In addition, to the extent that the number of affordable units produced on a parcel exceeds the number of affordable units allocated to that parcel, the excess units may be credited towards meeting the SVSP affordable housing goal assigned to other parcels. Transfer and/or credits may be approved by the director of the City's Housing Division without the need for amendments to this Specific Plan or related Affordable Housing Regulatory Agreements or Development Agreements if it is determined that:

- ❑ The transfers are applied to parcels within the SVSP and covered by the same development agreement; and
- ❑ The transfers/credits maintain the ability to produce affordable units and achieve the SVSP affordable housing goal.

Requests for transfers and/or credits shall include information as deemed necessary by the City to ensure consistency with the SVSP's affordable housing program. In addition, a revised affordable housing allocation (Table 5-3) shall be provided reflecting adjusted affordable unit allocations. The City's housing division shall maintain all revisions to Table 5-3 as the official SVSP affordable housing allocation record. The affordable housing unit transfer shall be memorialized by way of a recorded Memorandum of Understanding (or substitute form as specified by the City).

## C. Density Bonus

The City may, in accordance with its Density Bonus Ordinance (Zoning Ordinance, Chapter 19.28) assign additional residential units to projects for the purpose of achieving the affordable housing goal. The increase in units provided by a density bonus is intended to reduce average per unit development costs. In the SVSP, a density bonus is assigned by City approval of an Affordable Housing Regulatory Agreement (or substitute

form as specified by the City) to individual projects on a case-by-case basis, and may constitute a portion of the subsidy (if required) for the provision of affordable units.

## **D. In-Lieu Fee**

To the extent an in-lieu affordable housing fee is adopted on a citywide basis, a portion of the affordable housing allocations identified on Table 5-3 may be satisfied with an in-lieu fee, subject to approval by the director of the City's Housing Division.

## **E. Affordable Housing Regulatory Agreement**

An Affordable Housing Regulatory Agreement (or substitute form as specified by the City) is required for each parcel with an affordable housing allocation to detail and secure specific requirements and obligations. Among other provisions, the Affordable Housing Regulatory Agreement will:

- Specify the number of affordable units to be reserved at each income level.
- Specify the term of the affordability obligation.
- Set initial rent or purchase prices for the designated affordable units.
- Establish criteria and a basis for annual rent or purchase price increases.
- Provide the City with a mechanism to monitor actual rents and purchase prices paid.
- Identify any City or other subsidies required to assist in meeting the affordability requirement and, if applicable, the basis and terms for refunding such subsidies.

Affordable Housing Regulatory Agreements require City approval prior to the issuance of building permits, or recordation of a final small lot map where a subdivision map is required, for any large-lot parcel with an affordable housing allocation. The total number of affordable units required is to be calculated based on the number of final units mapped.

## 6.1 Overview

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The circulation system for the Sierra Vista Specific Plan includes a hierarchy of roadways and other improvements that are designed to link with existing and planned City and regional facilities. These facilities address all forms of mobility and include roadways, bikeways, pedestrian paths, and public transit, which collectively are intended to provide multiple transportation options and encourage people to rely less on their automobiles.

The design of Sierra Vista's mobility systems emphasizes connectivity between uses, transportation choices, and the provision of a safe and efficient circulation system for drivers, bicyclists, and pedestrians.

This chapter discusses each element of the circulation plan including roadways, bikeways, pedestrian paths, public transit, park and ride lots, as well as other transportation system management tools.

## 6.2 Roadways

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### A. Existing System and Connections

At the time of Specific Plan approval, several existing and planned roadways provided access to the SVSP. These included:

- ❑ **Fiddymment Road** – Located along the eastern boundary of the Plan Area, this roadway was a two-lane facility at the time of Specific Plan approval.
- ❑ **Baseline Road** – Located along the southern boundary of the Plan Area, this roadway was a two-lane facility at the time of Specific Plan approval, and functioned as an automobile linkage between the City and Highway 99/Interstate 5.
- ❑ **West Side Drive** – At the time of Specific Plan approval, West Side Drive was a planned north/south arterial roadway located to the north of the SVSP in the West Roseville Specific Plan (WRSP). When constructed in the WRSP, West Side Drive will ultimately be a 6-lane roadway between Blue Oaks Blvd. and Pleasant Grove Blvd. and will adjoin the northern edge of the SVSP. With the SVSP, Westside Drive will complete the north/south linkage between Pleasant Grove Blvd. and Baseline Road, which provides a connection from Baseline Road to Blue Oaks Blvd. that parallels both Watt Avenue and Fiddymment Road.
- ❑ **Upland Drive and Market Street** – At the time of Specific Plan approval, planned and/or partially constructed two-lane collector streets were located to the north in the WRSP. These roadways provide connection opportunities along the northern boundary of the Plan Area, west of Fiddymment Road and east of West Side Drive. Both of these roadways provide direct connections to Pleasant Grove Boulevard, an east/west arterial located to the north of the Plan Area.
- ❑ **Watt Avenue** – The northern end of Watt Avenue terminates at the southern boundary of the Plan Area, approximately two miles west of Fiddymment Road. This north/south roadway provides a connection to Interstate 80 and Sacramento County.

Each of the roadways described above provide connections to the Plan Area, demonstrating how existing circulation systems links the Plan Area with Roseville and western Placer County.

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## B. Planned System and Improvements

The SVSP roadway system includes arterial, collector, and local roadways. The SVSP Roadway System is illustrated on Figure 6-1 with lane capacity, right-of-way, and landscape requirements summarized in Table 6-1. Typical roadway design sections are illustrated in this chapter, with corresponding landscaping standards and related design details included in Appendix B, Design Guidelines. The construction of arterial and collector roadways will be phased as described in the Specific Plan Development Agreements. All public roads will be constructed to City of Roseville standards.

**Table 6-1: Roadway Summary**

Roadway Type/Name	Roadway		Landscape Corridor		Landscape Median	Parking	Fig. #
	Reserved Lane Capacity	Right of Way	Adjacent to LDR & MDR <sup>1</sup>	Adjacent to Other Uses <sup>2</sup>			
<b>Arterial Roadways <sup>3</sup></b>							
Watt Avenue <sup>4</sup>	8	122'	40'	40'	14'	None	6-2
Baseline Road <sup>4</sup>	6	100'	50'	50'	14'	None	6-3
Fiddymt Rd. & West Side Dr.	6	100'	35'	50'	14'	None	6-4
Road B	4	76'	35'	50'	14'	None	6-5
<b>Collector Roadways <sup>3</sup></b>							
Collector	2	34'	30/60'	30/60'	None	None	6-7
Modified Collector w/ Parking	2	44'	20/50'	20/50'	None	one side	6-8
<b>Local Roadways</b>							
Primary Residential (attached walk)	2	46' <sup>6</sup>	n/a	n/a	n/a	on street	6-9
Primary Residential (detached walk) <sup>5</sup>	2	58' <sup>6</sup>	n/a	n/a	n/a	on street	6-10
Modified Residential w/ Paseo	2	63'	n/a	n/a	n/a	on-street	6-11
Minor Residential (attached walk)	2	42'	n/a	n/a	n/a	on street	6-12
Minor Residential (detached walk)	2	54'	n/a	n/a	n/a	on street	6-13
Wide Alley (no parking) <sup>7</sup>	2	22'	n/a	n/a	n/a	None	6-14
Wide Alley (parking permitted) <sup>7</sup>	2	22'	n/a	n/a	n/a	on apron	6-15
Narrow Alley (with curb & gutter) <sup>7</sup>	1	16'	n/a	n/a	n/a	on apron	6-16
Narrow Alley (without curb & gutter) <sup>7</sup>	1	16'	n/a	n/a	n/a	on apron	6-17

1. Landscape corridors adjacent to LDR and MDR along arterial and collector roadways will be incorporated within the ROW.
2. Landscape corridors will not be constructed adjacent to parks. Adjacent to open space, a PUE/LSE is provided (width varies depending on roadway type) with post and cable fencing constructed 3' from back of walk. At culvert crossings, sidewalk is monolithic.
3. Ancillary right-turn lanes, bus turn-out's, and standard tapers are permitted reductions to the landscape corridor (PUE/LSE). See Figure 6-18.
4. A center median, 8-feet in width, is required as a pedestrian refuge at all Watt Ave and Baseline triple left intersections. A 6-foot reduction in overall landscaping adjacent to these areas is allowed (in no case shall landscaping width be less than 25-feet).
5. Rolled curb and gutter is permitted with detached walks where residential units' driveways access the street.
6. BOC to BOC width may be reduced from 38' to 34' where adjacent to open space and no on-street parking is provided.
7. Alleys are publicly-maintained.

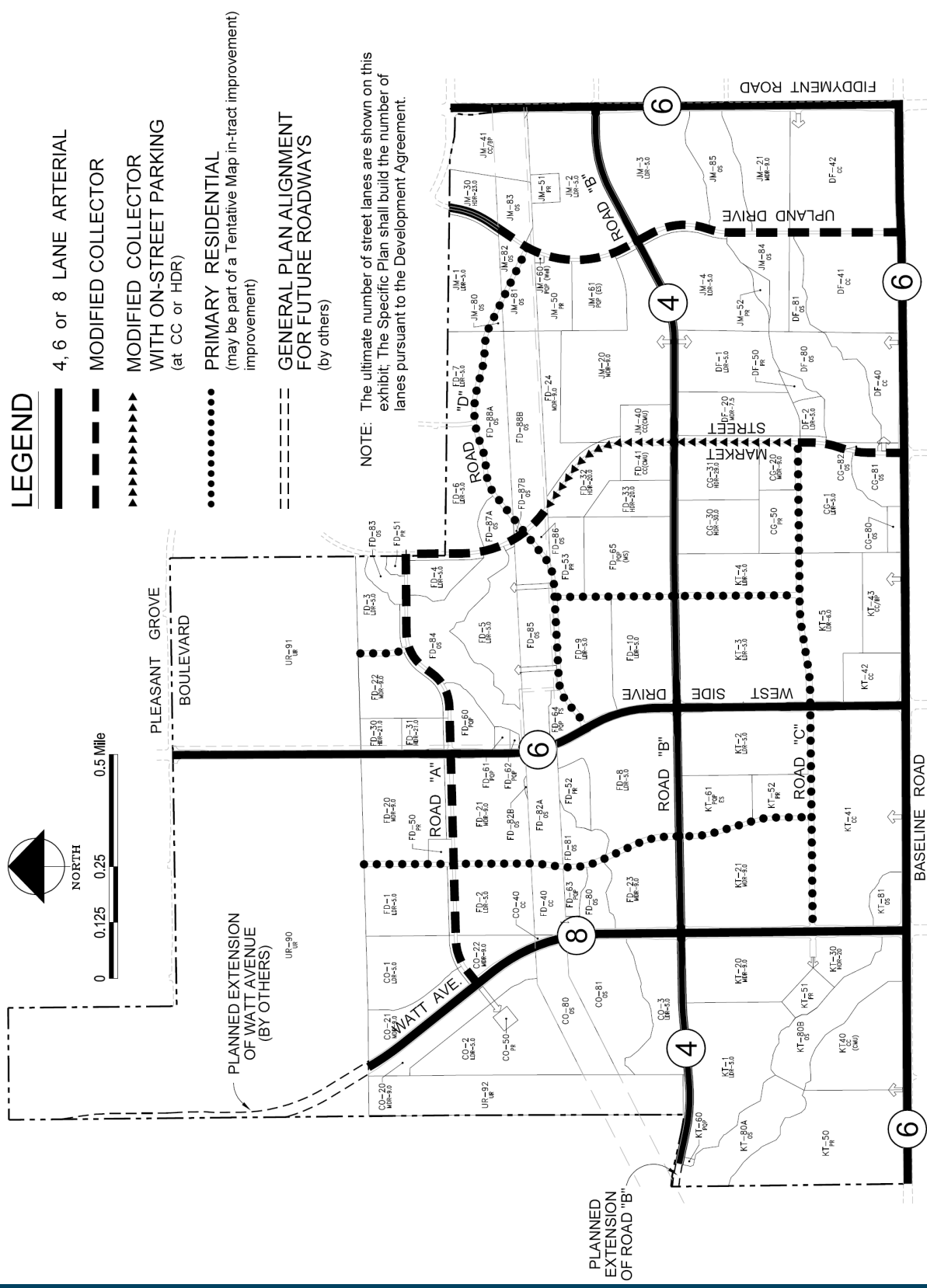
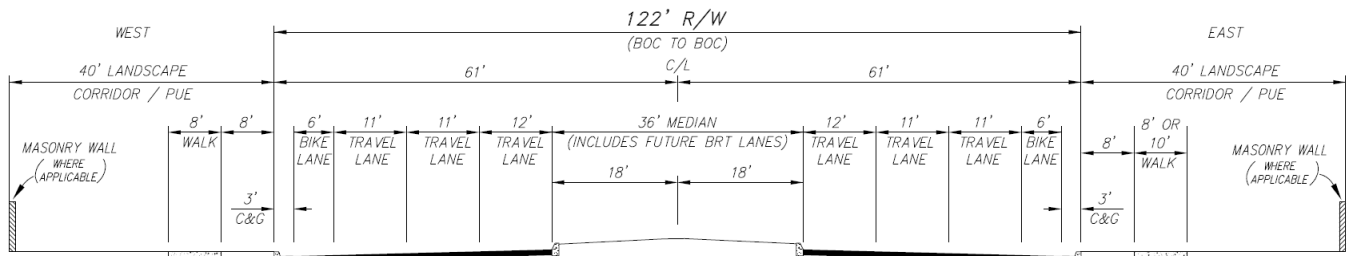


Figure 6-1: Roadway System

## Arterial Roadways

Arterial streets are primary circulation routes that provide linkages between sections of the City and the regional circulation system. These roadways generally carry relatively high traffic volumes and do not permit on-street parking. In the SVSP, arterials range from 4- to 6-lanes and include landscape medians, bikeways, and adjacent landscape corridors with 8-foot wide detached sidewalks. Where provided, 8-foot wide sidewalks along arterial streets also function as Class IA paths, which provide an option for bicyclists to ride on a street-separated path versus riding on the street. See Figures 6-2 through 6-5 for the design of SVSP arterial roadways. Where adjacent to LDR and MDR land uses, the right-of-way dedication will include the landscape corridor.

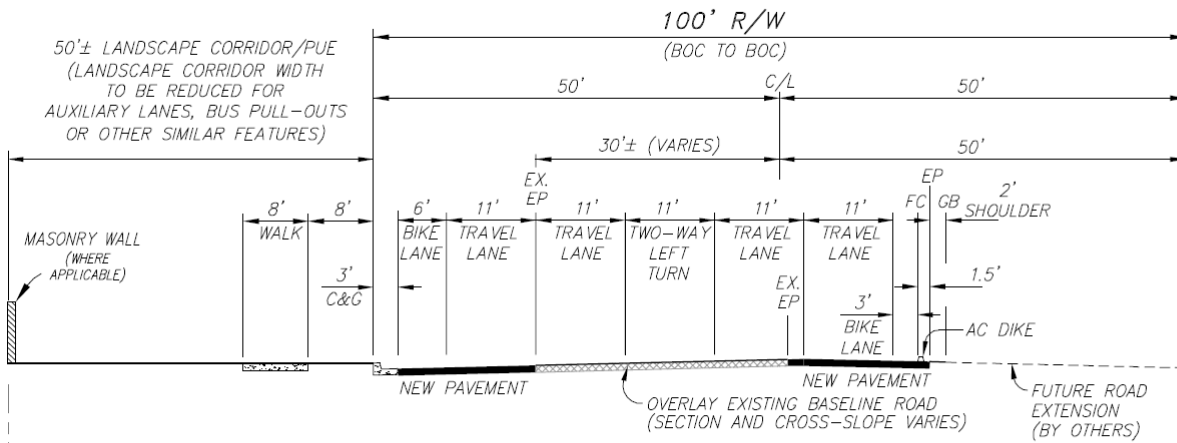
- ❑ **Watt Avenue** – This roadway is planned to be constructed or improved in phases, with an ultimate buildout of 6 lanes (122-foot right-of-way). The design standard for this roadway is unique in that it incorporates a wider than typical median that can be converted to future Bus Rapid Transit (BRT) lanes if needed in the future. Dimensions for the design of travel lanes, bike lanes, and turn pockets are consistent with the City's improvement standards and include a 36'-wide median, which can accommodate 2 future BRT lanes and a center median. 40'-wide landscape corridors are also provided on either side of the right of way.
- ❑ **Baseline Road** – This roadway is planned to be constructed or improved in phases, which consists of a 4-lane arterial roadway with a two-way left turn lane with the SVSP. With adjacent land development in the County of Placer, the ultimate buildout of Baseline Road accommodates 6 lanes (100-foot right-of-way). Consistent with the City's improvement standards, the ultimate design provides for a 14'-wide landscaped median, which can be converted to left turn pockets where appropriate. Landscape corridors are also provided on either side of the right of way.
- ❑ **West Side Drive & Fiddymont Road** – These roadways are planned to be constructed and improved in phases, with an ultimate buildout of 6 lanes (100-foot right-of-way). Consistent with the City's improvement standards, these arterials provide for 14'-wide landscaped medians, which can be converted to left turn pockets where appropriate. Landscape corridors are also provided on either side of the right of way. To accommodate Roseville Electric's existing 60kV overhead power line on West Side Dr., the landscape corridor on the road's east side has a modified design (compared to the City's standard arterial design) between Pleasant Grove Blvd. and the WAPA corridor/substation site where the landscape corridor includes a 50'-wide power line easement.
- ❑ **Road B** – This roadway is planned as a 4-lane arterial (76-foot right-of-way). Consistent with the City's improvement standards, its design includes a 14'-wide landscaped median, which can be converted to a left turn pocket where appropriate. A landscape corridor is also provided on either side of the right of way.



**Notes:** - See Table 6-1 for additional information about landscape corridor/PUE  
 - Sidewalk on east side of Watt Ave., between parcels FD-80 & KT-51, is 10'-wide, per bikeways plan.

**Figure 6-2: Watt Avenue**

**SIERRA VISTA  
 SPECIFIC PLAN**

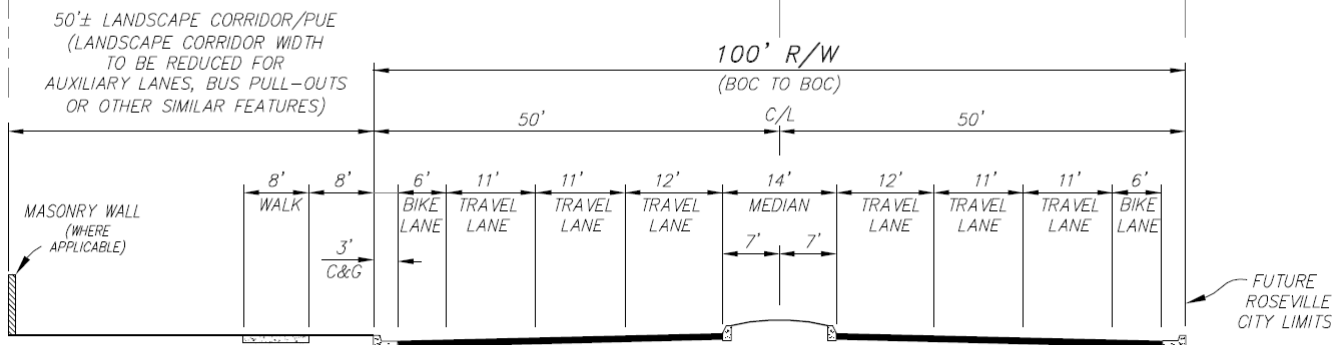


**BASELINE ROAD**

**SIERRA VISTA PROJECT IMPROVEMENTS**

NOTE: ADDITIONAL 10' AUXILIARY LANE TO BE PROVIDED ALONG SIERRA VISTA SPECIFIC PLAN COMMERCIAL PARCELS.

**SIERRA VISTA  
 SPECIFIC PLAN**

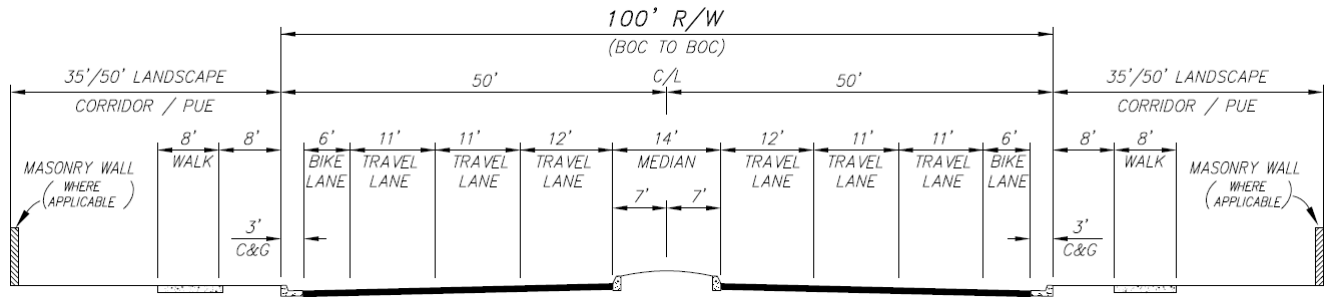


**BASELINE ROAD**

**ULTIMATE IMPROVEMENTS**

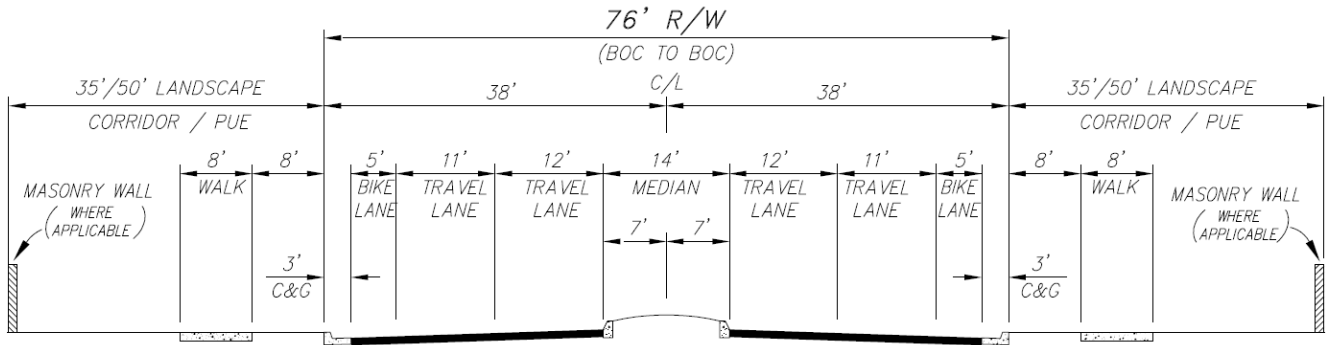
**Note:** See Table 6-1 for additional information about landscape corridor/PUE

**Figure 6-3: Baseline Road**



- Notes:**
- See Table 6-1 for additional information about landscape corridor/PUE
  - A powerline easement will be included in the landscape corridor on the east side of West Side Drive, from the electric substation north to Plan Area boundary, and shall be 50'-wide to accommodate existing overhead power lines.

**Figure 6-4: Fiddymont Road and West Side Drive**



- Notes:**
- See Table 6-1 for additional information about landscape corridor/PUE
  - Sidewalks at school sites shall be installed within the 35-foot landscape corridor.

**Figure 6-5: Road B**

### Arterial Roadway Traffic Signals and Median Breaks

The circulation system of arterial and collector roadways is designed to maximize efficiency for automobiles while remaining safe for bicyclists and pedestrians. To this end, the SVSP includes a plan that identifies planned traffic signals and median breaks throughout the Plan Area. The intent of identifying planned traffic signals and potential median breaks is to consolidate left turn movements along arterial roadways, thereby enhancing the efficiency of traffic flow and minimizing interruptions to the landscaped medians. Depending on the final development plan for individual projects, other median breaks may be allowed without amending this Specific Plan, provided that the design guidelines in Appendix B are met. The location of signals and median breaks on arterial roadways is illustrated on Figure 6-6.

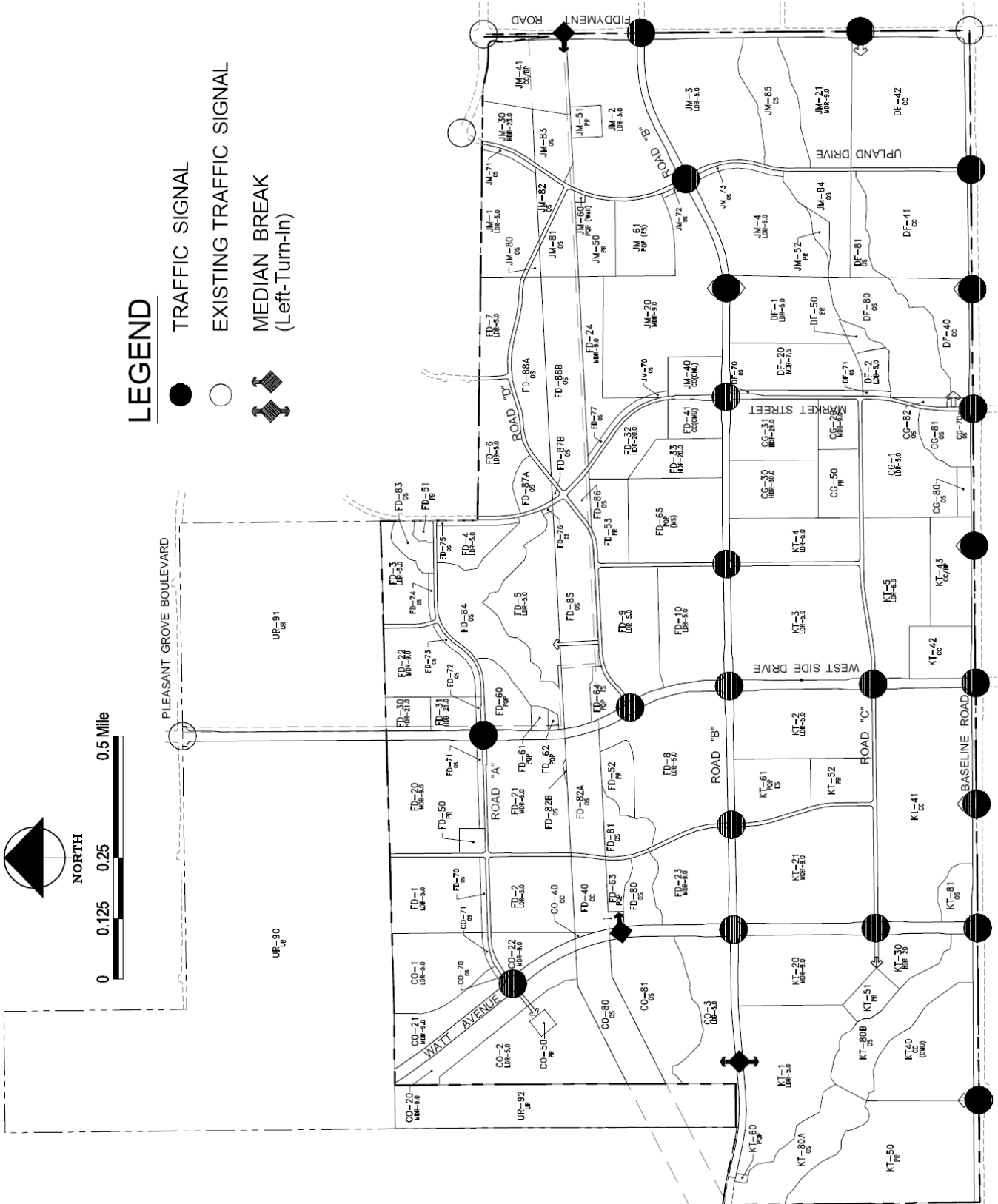
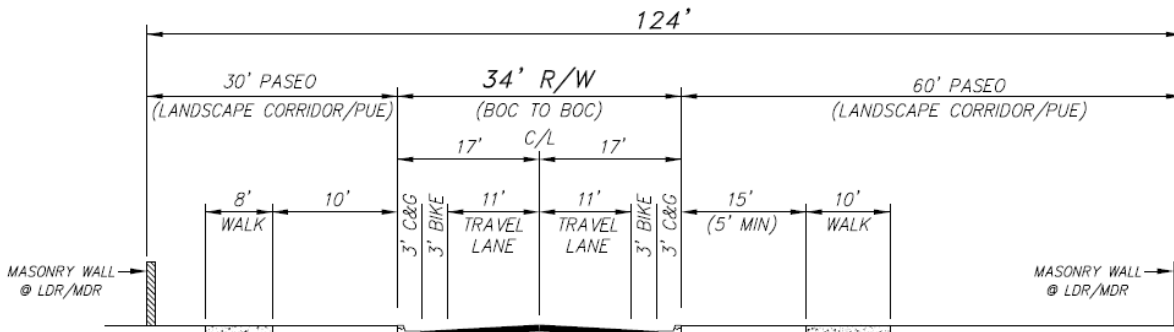


Figure 6-6: Arterial Roadway Traffic Signals and Median Breaks

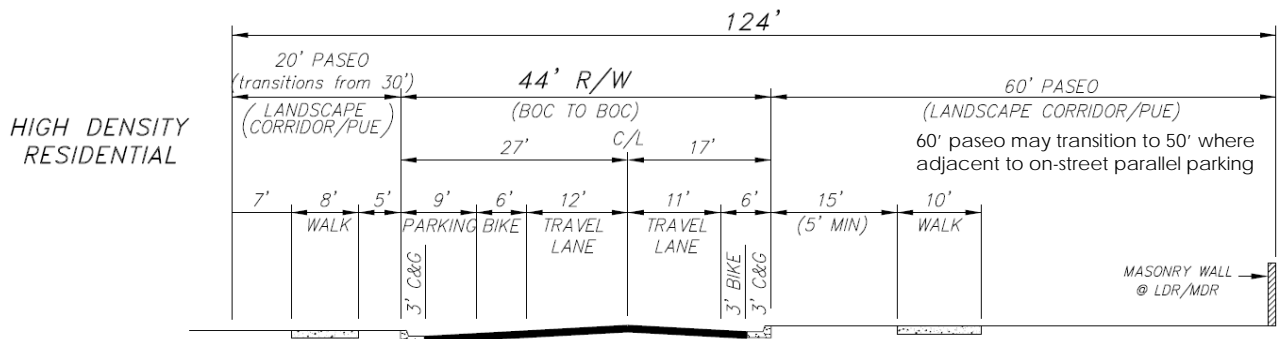
### Collector Roadways

Collector streets are secondary circulation routes that generally distribute trips from the arterial street system to the local street system. Consistent with the City's improvements standards, collector streets provide for two travel lanes and on-street Class II bike lanes, with the ability to provide on-street parallel parking adjacent to commercial and high-density residential land uses. A modification to the City's standard collector street design is incorporated into the SVSP, which reduces the pavement and travel lane widths by 14' and increases the adjacent landscape corridor. This modification is intended to reduce travel speeds and create a more walkable street corridor for pedestrians. Where adjacent to LDR and MDR land uses, the right-of-way dedication will include the landscape corridor. In addition, the design standards for collectors in Sierra Vista include paseos along the street edge. The design standards for each street are illustrated below. Other design standards may be approved where a collector is located between commercial parcels (applies to DF-41/42 and JM-40/FD-41) in order to create a pedestrian-friendly street edge in conjunction with the commercial center, subject to City approval.



- Notes:**
- See Design Guidelines Table B-1 and Figure B-5 for additional information about paseo.
  - At signalized intersections, approaches shall have dedicated lanes for right turn, through, and left turn movements. See Figure 6-18.

**Figure 6-7: Modified Collector Street (No On-Street Parking)**



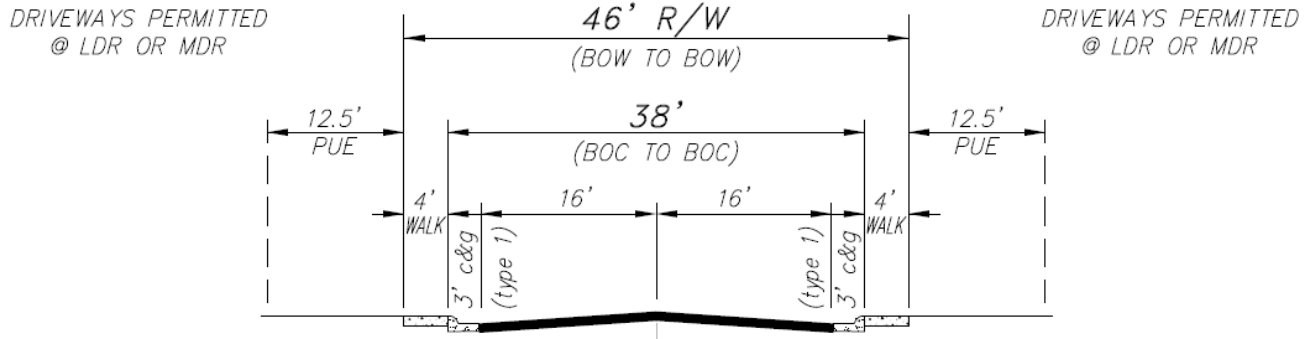
- Notes:**
- See Design Guidelines Table B-1 and Figure B-5 for additional information about paseo.
  - At signalized intersections, approaches shall have dedicated lanes for right turn, through, and left turn movements. See Figure 6-18.

**Figure 6-8: Optional Modified Collector with On-Street Parking**

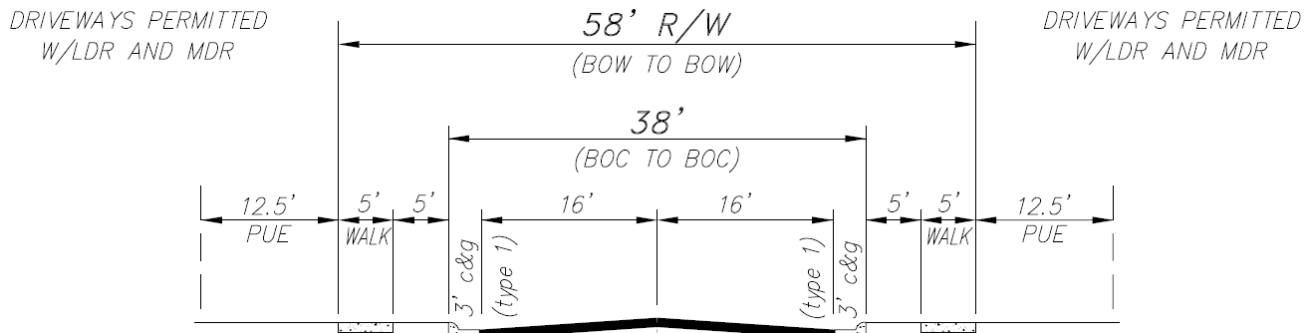
## Local Roadways and Alleys

Local roadways provide direct access from collector streets to homes. The typical design standards for local streets include 2 travel lanes with space for on-street parking and an adjacent sidewalk. Sierra Vista provides for several types of local roadway design standards, depending on the application and desired interface between homes and the street. The SVSP provides options for the design of local streets, which allow the use of either detached or attached sidewalks. These street types are provided in several classifications as summarized below:

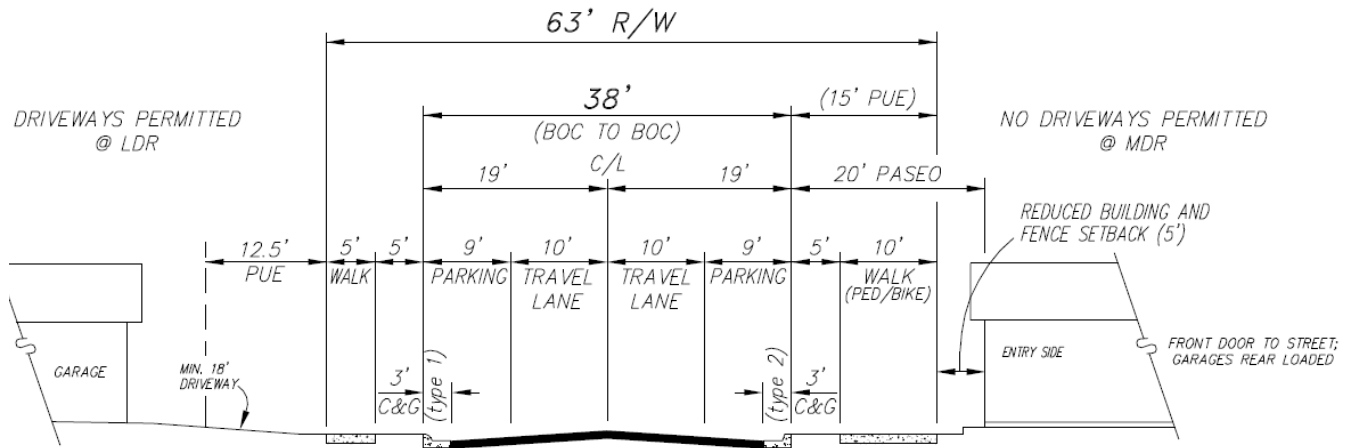
- ❑ **Primary Residential Street** (Figures 6-9 and 6-10) – Used to accommodate higher traffic volumes and where adjacent to schools and parks, per the City’s roadway improvement standards. Type 2 (vertical) curbs are used adjacent to open space areas, schools, and parks. The SVSP provides two design standards, one with an attached 4’-wide sidewalk, and one with a 5’-wide sidewalk separated from the curb by a 5’-wide planter.
- ❑ **Primary Residential Street with Paseo** (Figure 6-11) – Used on residential streets that include a paseo, as designated on the Paseo Plan in Section B.6 (Design Guidelines). This street design is similar to the Primary Residential street with detached sidewalks, with a wider 10’-wide sidewalk (paseo) provided on one side of the street to accommodate and encourage pedestrian/bike uses. Type 2 (vertical) curbs are used adjacent to open space areas, schools, parks, and along the street edge adjacent to a paseo. Driveway cuts are generally not permitted along the street edge having a paseo, except as noted in the Paseos Plan (Section B.6) or otherwise permitted by the City on a case-by-case basis.
- ❑ **Minor Residential Street** (Figures 6-12 and 6-13) – Used to carry lower traffic volumes than Primary Residential Streets, per the City’s roadway improvement standards. Two design sections are provided, both of which include two travel lanes, but have different right of ways to accommodate attached and detached sidewalk conditions.
- ❑ **Wide Alley** (Figures 6-14 and 6-15) – Used to provide automobile access and service areas for residential lots with rear-loaded garages. The design standard for this street type provides a 22’-wide back-of-curb to back-of-curb dimension that allows two-way travel.
- ❑ **Narrow Alley** (Figures 6-16 and 6-17) – An optional design for automobile access and service areas for residential lots with rear-loaded garages. The design standard for this street type provides a 16’-wide dimension for automobile travel, which can be widened in areas where parking is needed. The narrow alley shall not be considered as emergency fire apparatus access.



**Figure 6-9: Primary Residential Street**



**Figure 6-10: Primary Residential Street with Separated Sidewalk**



**Notes:** - See Design Guidelines Table B-1 and Figure B-5 for additional information about paseo.  
 - Rolled curb and cutter is permitted with detached walks where unit driveways access the street.

**Figure 6-11: Primary Residential Street with Paseo**

DRIVEWAYS PERMITTED  
@ LDR OR MDR

DRIVEWAYS PERMITTED  
@ LDR OR MDR

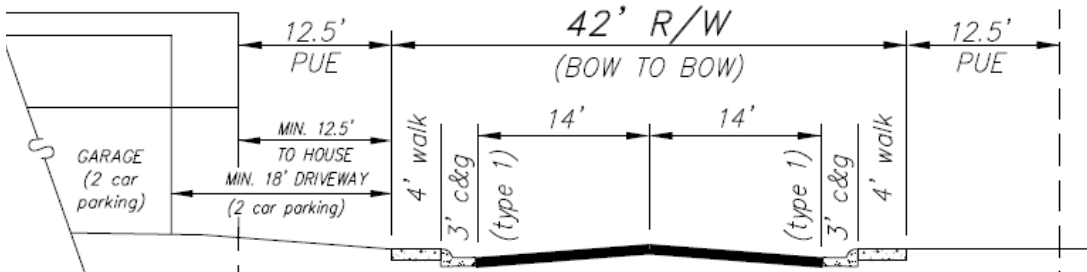


Figure 6-12: Minor Residential Street

DRIVEWAYS PERMITTED  
@ LDR OR MDR

DRIVEWAYS PERMITTED  
@ LDR OR MDR

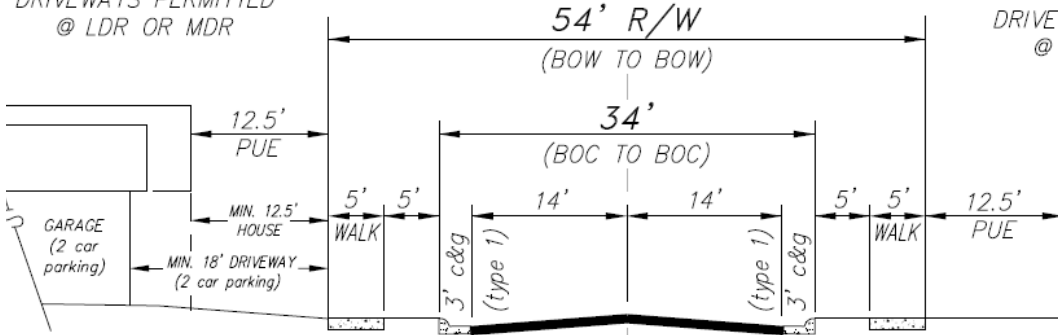
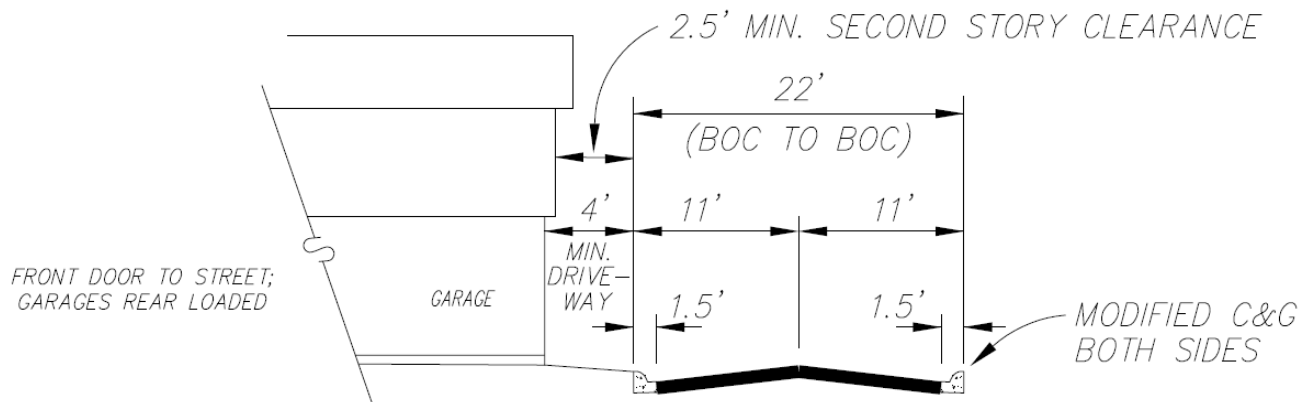
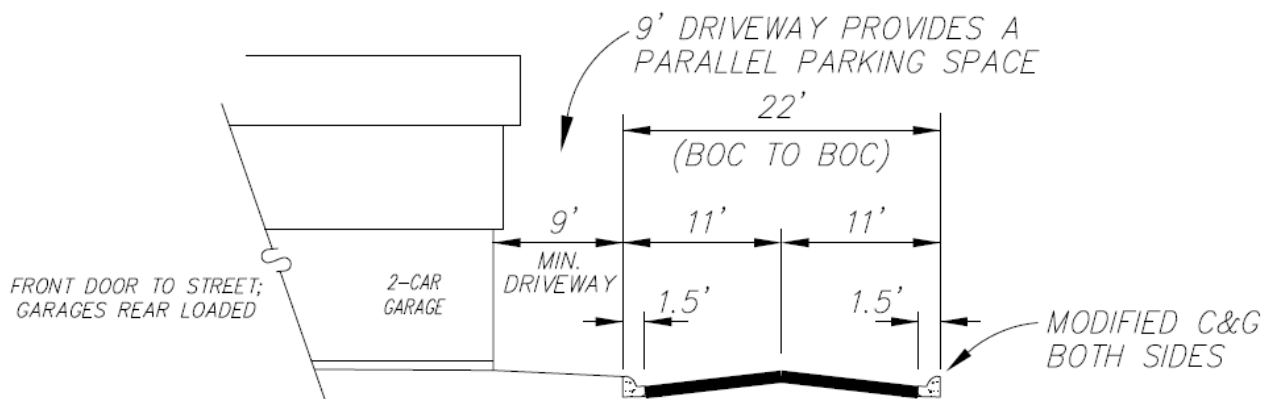


Figure 6-13: Minor Residential Street with Separated Sidewalk

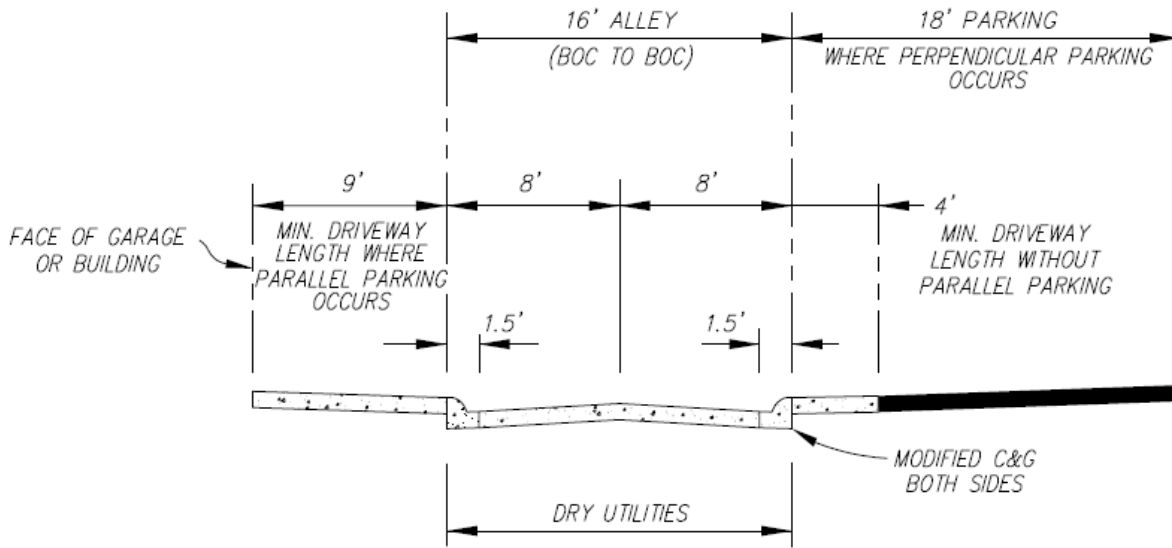


**Figure 6-14: Wide Alley (No Parking)**



**Note:** Parking restrictions may apply per Table A-1 in Appendix A or if alley is needed for Fire Department access.

**Figure 6-15: Wide Alley (Parking Permitted on Aprons)**



NARROW ALLEY CROSS-SECTION DESIGN AND FINISHED GRADE MATERIALS MAY VARY.

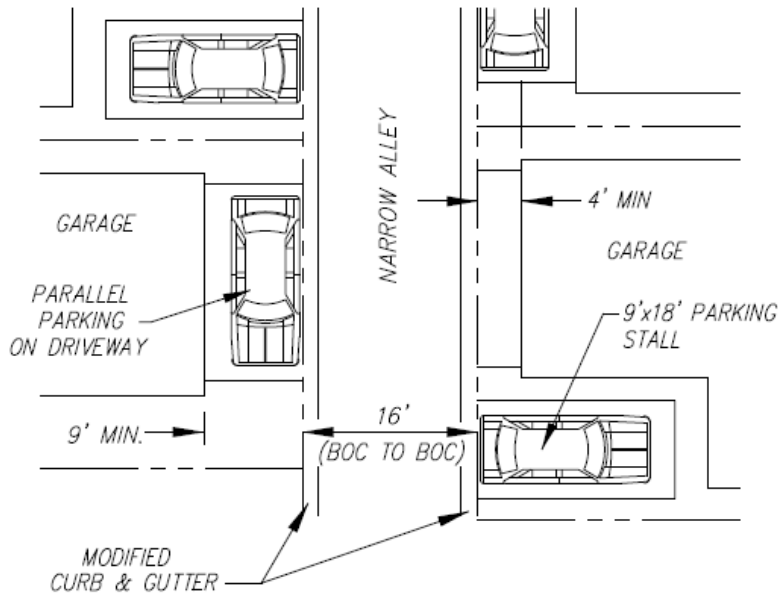
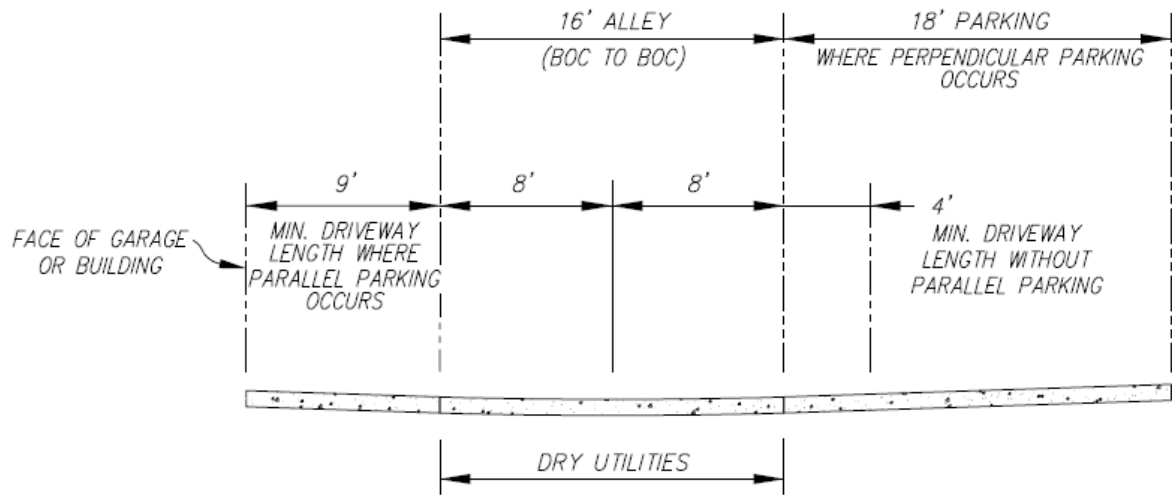
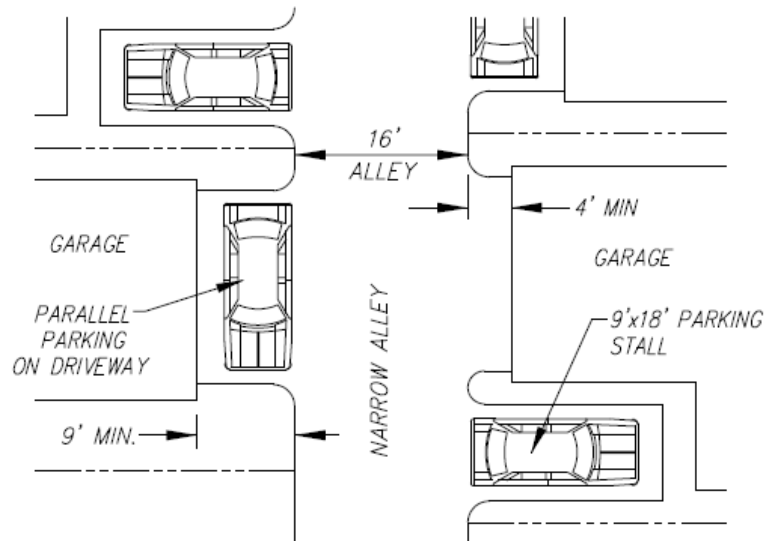


Figure 6-16: Narrow Alley with Curb & Gutter



(NARROW ALLEY DESIGN WITHOUT CURB & GUTTER)

NARROW ALLEY CROSS-SECTION DESIGN AND FINISHED GRADE MATERIALS MAY VARY.



**Figure 6-17: Narrow Alley without Curb & Gutter**

## C. Additional Street Design Standards

### Intersection Corner Clips

As noted in the design standards for arterial and collector streets, standard City turn lanes such as turn pockets, acceleration/deceleration lanes/tapers, and bus turn outs must be accommodated at street intersections. To ensure that these roadway elements do not significantly degrade the landscape corridors at street intersections, a typical design standard has been developed for corner clips. The intent is that a certain level of landscaping at major roadway intersections is maintained to ensure a high-quality streetscape, while accommodating the lanes needed for efficient automobile travel. The minimum design standards for intersections, including a typical design for a corner clip, is illustrated below.

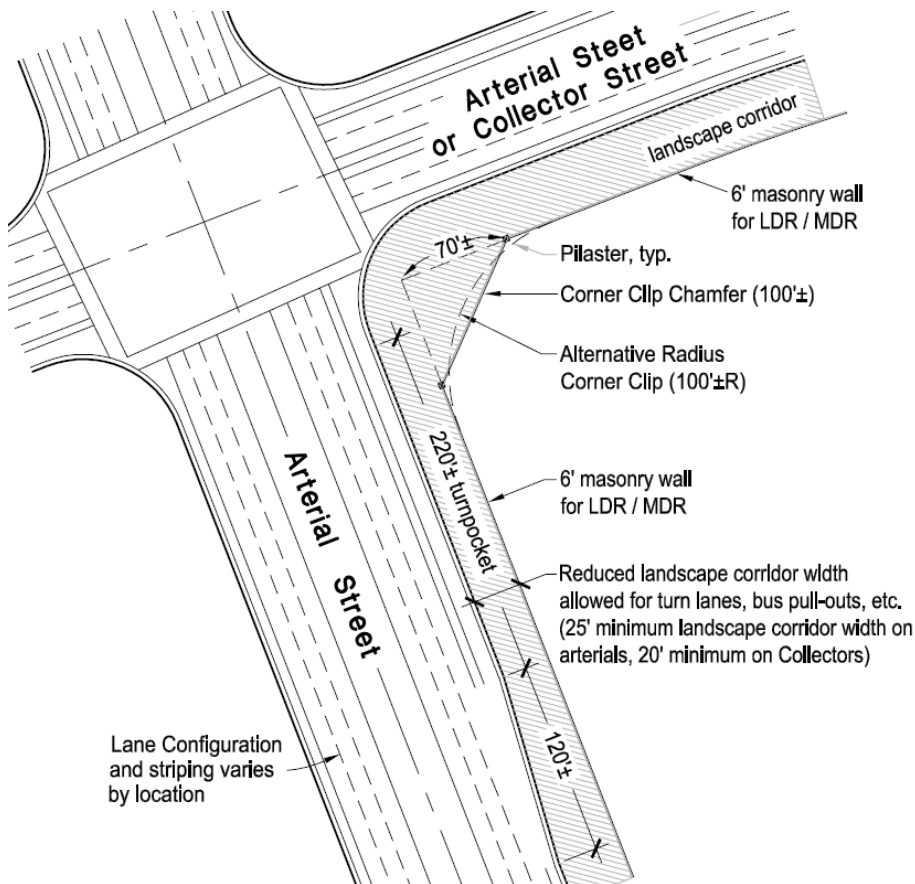
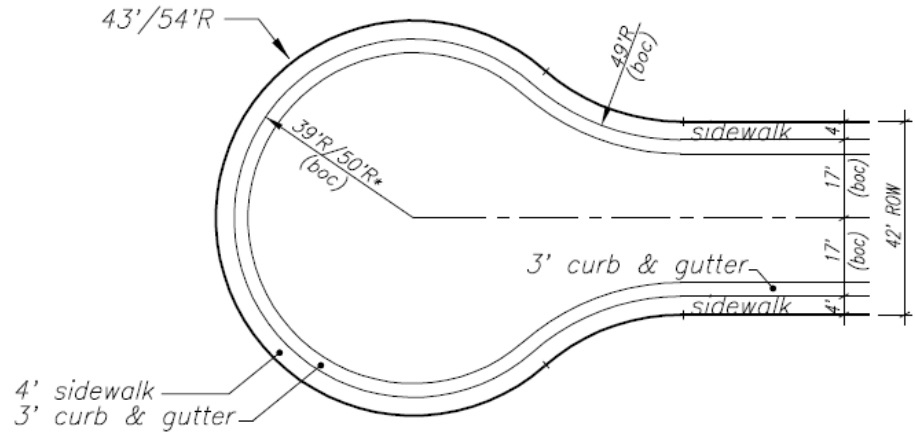


Figure 6-18: Corner Clip Design Standards

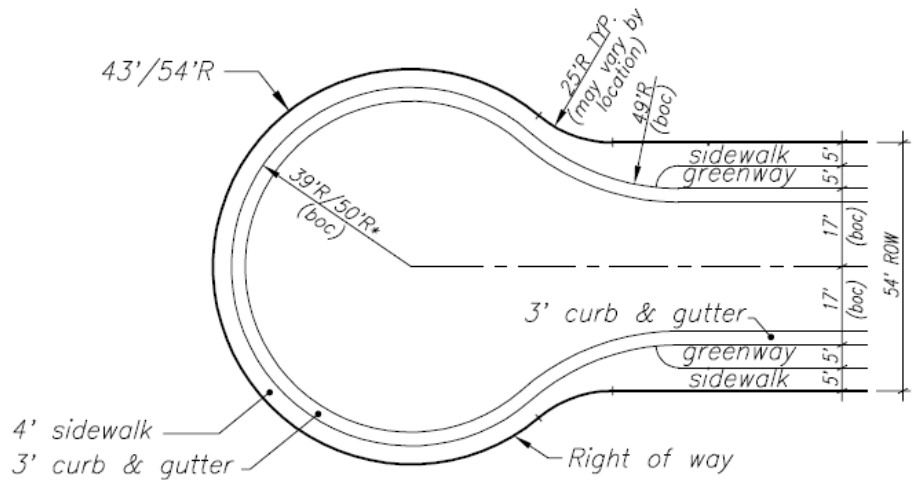
### Cul-De-Sacs and Elbows

Depending on the residential street type used in each neighborhood, there may be variation in the types of cul-de-sacs and street elbows. Sierra Vista includes two design sections for each of these elements; one for streets with attached sidewalks, and one for streets with detached sidewalks, which are illustrated below.



\* Radius increases to 50' for cul-de-sacs 200' or more in length.

#### Standard Cul-de-sac – Attached Sidewalk



\* Radius increases to 50' for cul-de-sacs 200' or more in length.

#### Modified Cul-de-sac – Detached Sidewalk

**Figure 6-19: Cul-De-Sac Design Standards (Standard and Modified)**

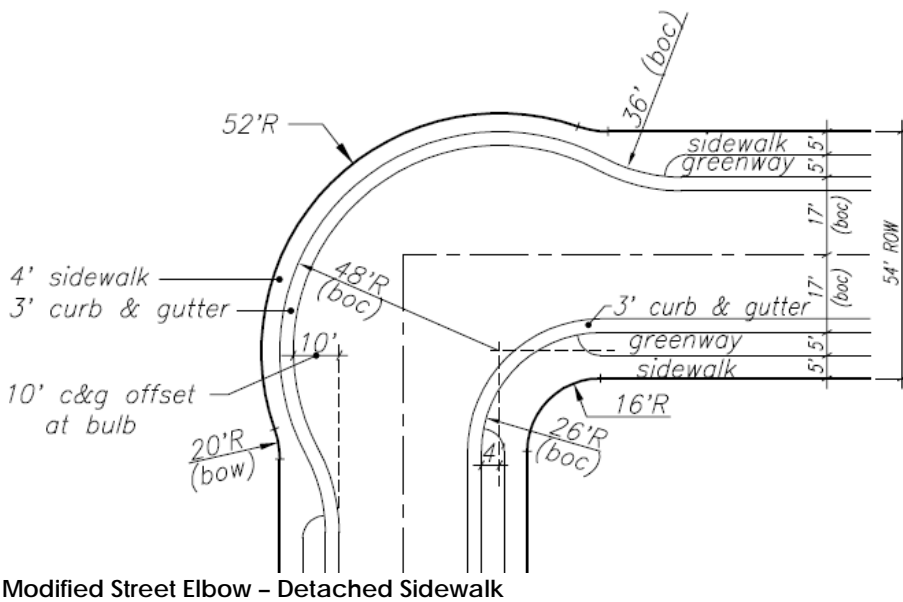
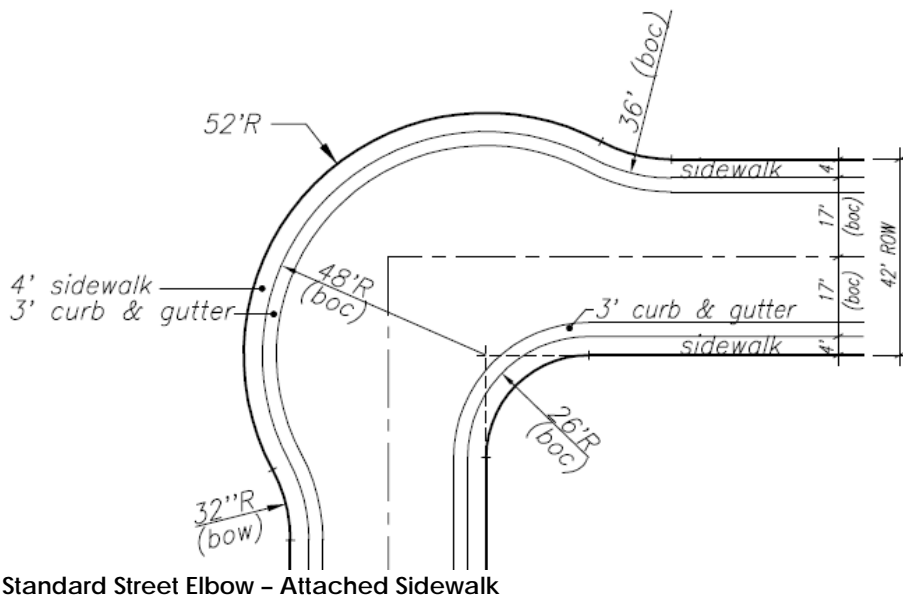


Figure 6-20: Elbow Design Standards

## 6.3 Bikeway & Pedestrian Network

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A comprehensive system of multi-use paths and bikeways is planned throughout Sierra Vista, complementing the transportation choices available for the Plan Area's residents, employees, and visitors. This network is an important component in providing connectivity for non-vehicular travel within the SVSP. As planned, the system of bikeways and multi-use paths provides off-street linkages throughout the community, connecting with Roseville's existing facilities, and with Reason Farms and the Pleasant Grove Creek corridor via planned bikeway facilities in the West Roseville Specific Plan. For Sierra Vista, this network consists of three key components:

- ❑ Enhanced Pedestrian Paths;
- ❑ Class I and II Bikeways; and
- ❑ Sidewalks.

---

## A. Enhanced Pedestrian Paths

Enhanced pedestrian paths consist of two key elements: The multi-use pathways located in the system of paseos, and Class IA paths located along arterial roadways. These features are the most prominent elements of the bikeway and pedestrian network, providing street-separated linkages throughout the community.

Paseos are specially-designed corridors along key roadways that help form a plan-wide network of off-street pathways for bicycle and pedestrian circulation. Within the paseo corridors, pathways are typically 8-10' wide and serve both bicycles and pedestrians. They are also a significant component of Sierra Vista's circulation system, that enhances neighborhood design and adds value and quality of life to the community and its residents.

Pedestrian paths include the Class IA paths within the landscape corridors of arterial roadways. These paths are also multi-use, providing connections between most parks, schools, open space areas, and residential neighborhoods within the community. These features connect to the natural open space areas, linking with the Class I bikeway system (described in next section) to provide enhanced access throughout the SVSP. These pathways typically consist of an 8' wide sidewalk.

Specific details regarding the design of paseos, their application throughout the Plan Area, and their interface with homes is provided in Section B.6 of Appendix B, Design Guidelines. In addition, design of the Class IA paths are illustrated in the various street sections for arterial roadways, provided earlier in this chapter.

## B. Class I and II Bikeways

As illustrated on Figure 6-21, the bikeway network consists of both Class I and Class II bikeways. When complete, approximately 27 miles of Class I and II bikeways will be provided within Sierra Vista. This extensive system will enhance pedestrian and bicycle use and access throughout the community, linking various land uses and providing connections to existing and planned bikeway facilities within Roseville.

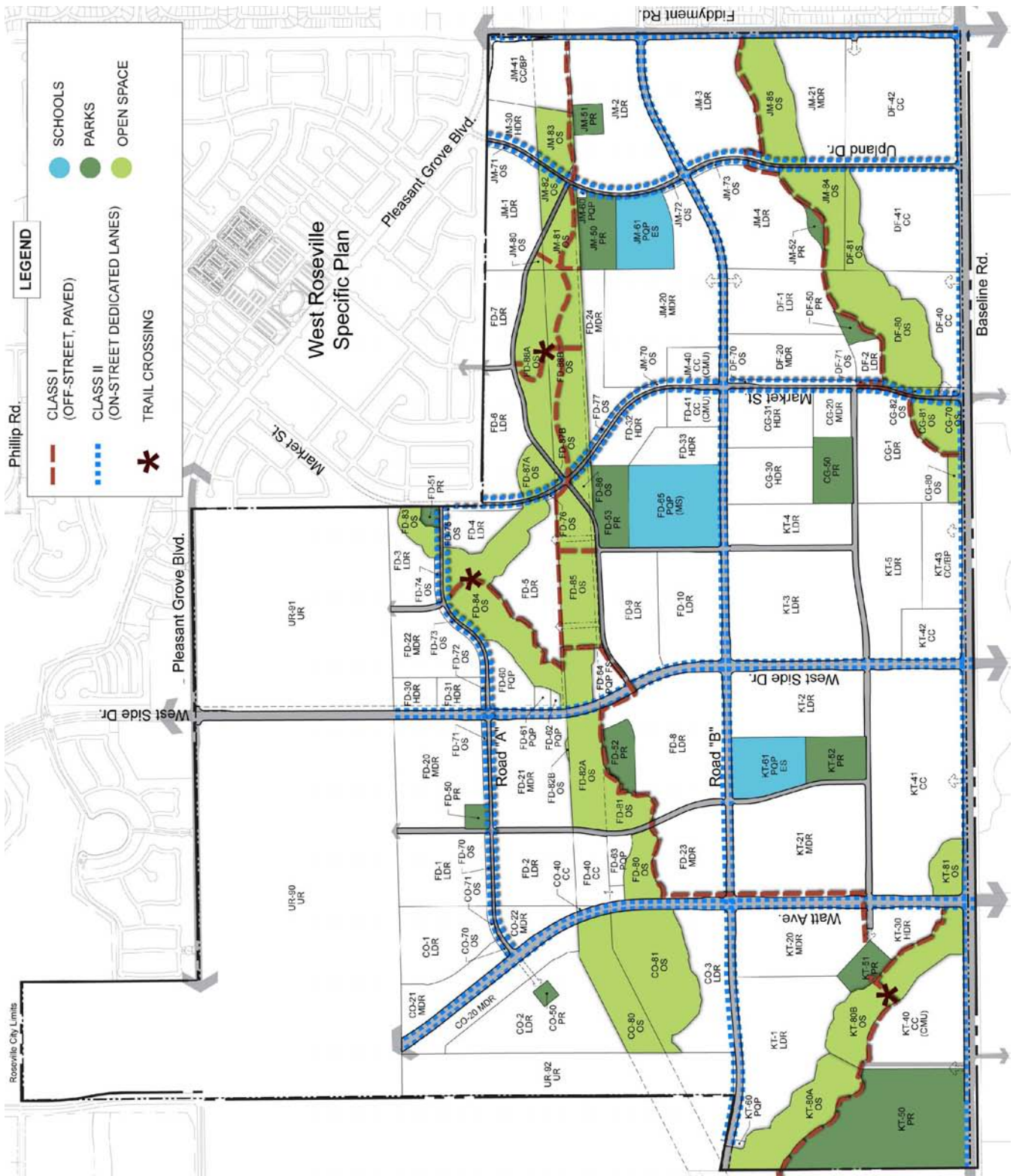
The planned network of bikeways consists of two key components: Class I bike paths located in or adjacent to open space corridors, and Class II bikeways within arterial and collector streets. Together, these components provide a comprehensive system of on and off-street bikeways that link all neighborhoods of the community.

The backbone of the Class I bike path network is located within the WAPA corridor, which allows pedestrians and bicycle riders to move in an east/west direction within the Plan Area, and connect to existing facilities to the east. A design section for the segment of pathway adjacent to Parcels JM-41 and JM-2 within the WAPA corridor is provided in Figure 6-22. Class I bike paths located along Curry Creek will provide northeast-southwest access in the southern portion of the site. Per City standards, these facilities typically consist of a 10'-wide paved path with lane striping.

Class II bikeways are designated bike lanes located on arterial roadways and collector streets. The width of these lanes varies depending on the roadway type. (Refer to the street sections on Figures 6-2 through 6-8 for the design and location of these facilities.) All Class II bike lanes are delineated with signage and painted stripes.

The Class I bikeway system has been designed to minimize barriers and reduce potential travel disruptions. At grade crossings of streets will occur where the Class I path intersects at or near signalized intersections. Signage and delineation of bikeway crossings will be provided at these crossings, per City standards, as shown on Figure 6-23.

The SVSP promotes frequent connections between the Class I system and adjacent uses. Where a single loaded street abuts open space, park or paseos, the Class I path (separated from street) may replace the standard sidewalk on the open space side of the street and paved links to the Class I bikeway will be provided. Where a cul-de-sac or loop street, multi-family or non-residential project abuts the Class I path, a paved link may be provided to the path when feasible. The Class I system within an open space area may meander to minimize environmental impacts and create visual interest. In accordance with City standards, all Class I bike paths typically require 10-feet of pavement with lane striping, plus a 2-foot decomposed granite/gravel shoulder on each side.

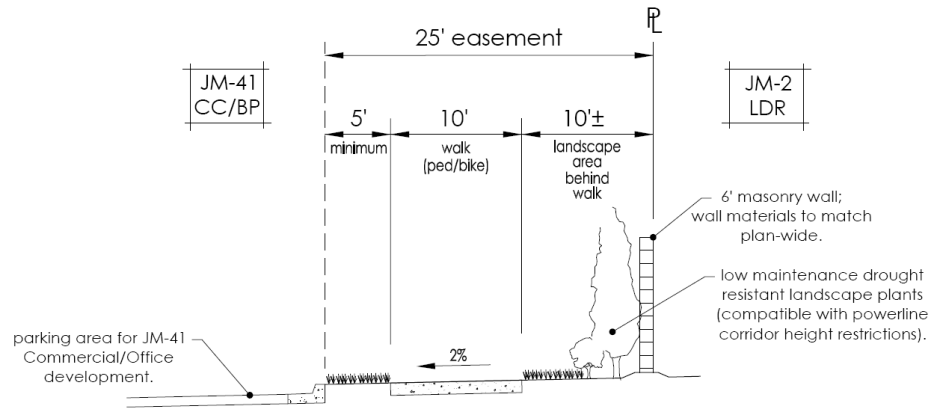


**CIRCULATION PLAN**

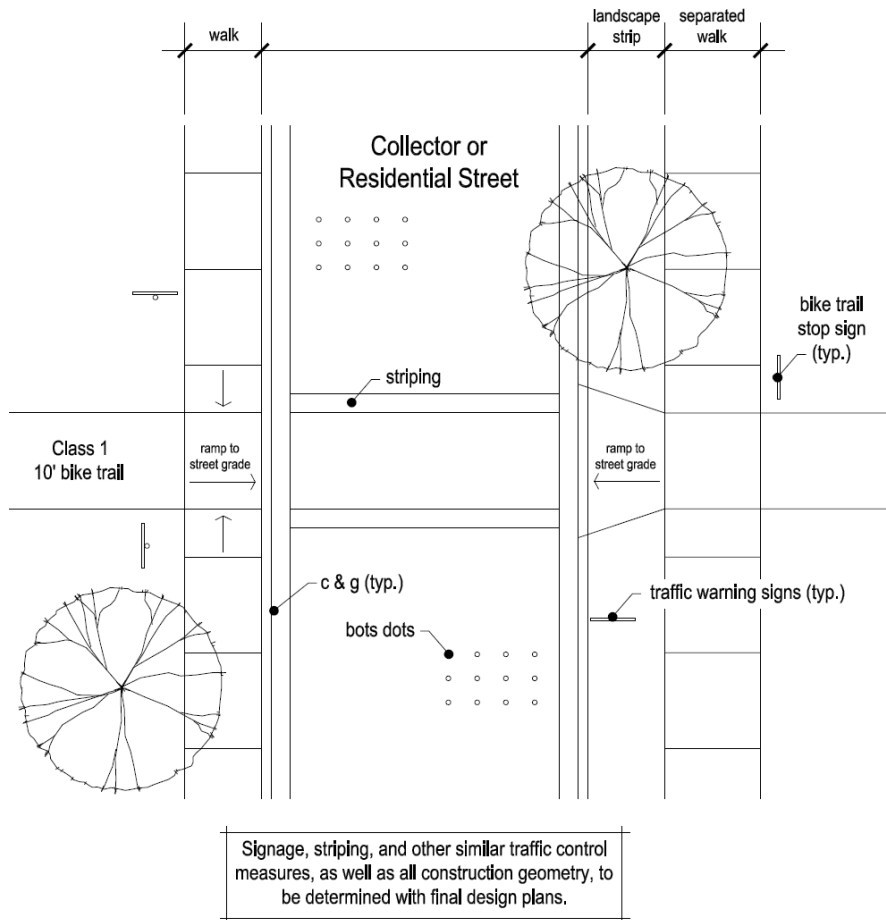
**Note:** Creek crossings are subject to approvals from the appropriate federal and state agencies.

**Figure 6-21: Class I and II Bikeways**

Barriers (bollards, rail fence, vertical curbs, post and cable, posts, etc.) will be provided along bike paths to separate the pathways from the open space preserve areas, if required by a Section 404 permit issued under the federal Clean Water Act. Such barriers shall comply with the 404 permit regarding use of the preserve area, and with City design, maintenance and public safety requirements.



**Figure 6-22: Class I Bike Path Design Section at Parcel JM-41**



**Figure 6-23: Bike Path Street Crossing (Collector or Residential)**

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## C. Sidewalks

Sidewalks are required along all Sierra Vista public roadways (except alleys) and are a key component of the pedestrian circulation system at the neighborhood level. For local streets, sidewalks consist of either a 4-foot wide attached sidewalk or a 5-foot wide detached sidewalk. Collector streets include 8-10-foot wide detached sidewalks within landscape corridors. In applications where a paseo is located along a collector or primary residential street, the sidewalk is typically 8-10'-wide (per Paseo Plan in Section B.6 of Design Guidelines) and is intended to be shared with pedestrians and bicyclists. Also, the typical 8-foot wide detached sidewalks within landscape corridors along arterial streets are considered Class IA enhanced pedestrian paths, which are also shared by bicyclists and pedestrians.

## 6.4 Public Transit

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Public transit, another transportation choice supported in the SVSP, may include a combination of bus service systems via Roseville Transit with connections to Sacramento Regional Transit and Placer County Transit. These services will utilize Sierra Vista's roadway systems to provide local and regional transit connections for community residents. Roseville Transit provides fixed route and Dial-A-Ride services within the City, as well as fixed route commuter services between Roseville and downtown Sacramento. The fixed route local and commuter systems operate on regularly scheduled routes, with the Dial-A-Ride system providing demand responsive curb-to-curb service. Roseville Transit users can connect to both Placer County Transit and to Sacramento Regional Transit at designated transfer points. The transfer points are at the Galleria Mall and Orlando Avenue at Louis Street.

In addition, Watt Avenue is planned to accommodate a future route for bus rapid transit (BRT). At the time of Specific Plan approval, the South Placer Regional Transportation Authority had identified several potential routes for BRT, one of which is located in Sierra Vista's planned extension of Watt Avenue. If ultimately implemented, BRT would provide an express bus commuter service throughout the west Placer County and to downtown Sacramento employment centers. This service would also provide connections to other transit hubs, including light rail facilities, in Sacramento County.

To facilitate the expansion and use of transit, the highest intensity land uses in the SVSP have been located in proximity to major transportation corridors and potential transit stops. These uses include high density residential, mixed-use developments, employment, and the Signature Park. As an example, highest intensity commercial uses are planned at the intersection of Watt Avenue and Baseline Road and Fiddyment Road and Baseline Road, which maximizes transit accessibility to a regional service area.

Bus turnouts and shelters will be located and constructed in accordance with City Improvements Standards and as otherwise required by the Public Works Director for specific projects. In addition, a transfer station is planned near the intersection of Baseline and Fiddyment Roads, and will include queuing space for buses and a location for pedestrian shelters. Additional details regarding the obligations for the transfer station, including related facilities, is included in the project development agreements. The location of these facilities are conceptually shown on Figure 6-24.



## 6.5 Park and Ride Facilities

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Park and ride lots provide parking for commuters to leave their vehicles to meet carpools, vanpools or access transit. In the SVSP, a total of 2 park and ride lots are dispersed throughout the Plan Area near major roadway intersections on the Baseline Road, Fiddymont Road, and Watt Avenue corridors. Each designated location requires the inclusion of 50 park and ride spaces. Sites designated to provide park and ride facilities are identified on Figure 6-25.

Park and Ride spaces are in addition to the minimum required parking spaces for each project. These spaces will be installed with project development and maintained by the project developer, with all designated spaces signed in accordance with City standards. Park and Ride lots are intended to be made available to commuters during normal commute hours on a daily basis. Additional details regarding the obligations for the construction of park and ride lots, including related facilities, is included in the project development agreements.

## 6.6 Transportation Systems Management

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Transportation System Management (TSM) measures are designed to reduce the number and length of home-to-work commute trips through actions such as ridesharing, flexible work hours, and support of public transportation. Any project site, common work location, or employer with 50 or more employees is required to comply with the City of Roseville TSM Ordinance and shall incorporate TSM measures to the degree required by the Ordinance.



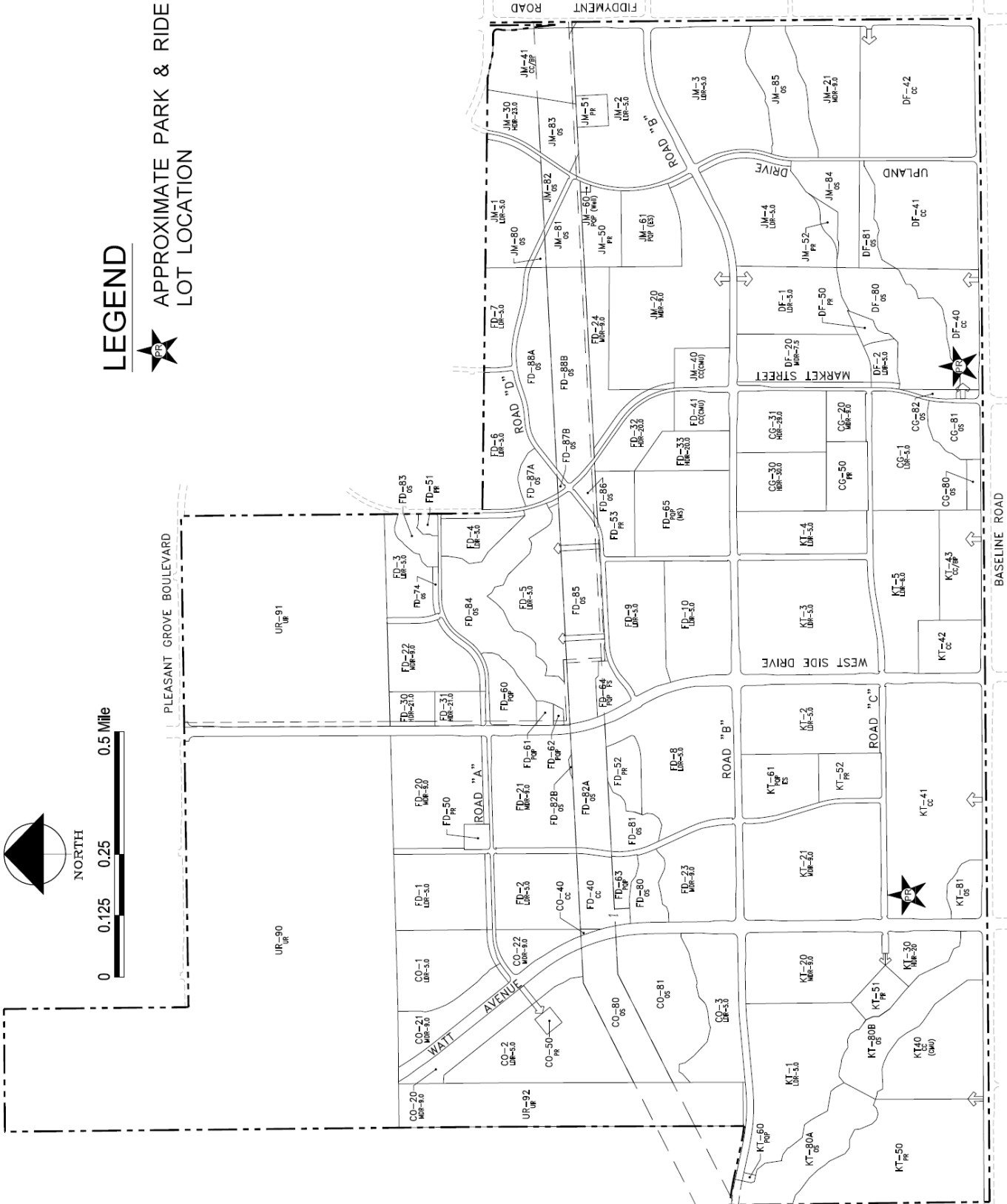
NORTH



# LEGEND



APPROXIMATE PARK & RIDE LOT LOCATION



# CIRCULATION PLAN

Figure 6-25: Park & Ride Facilities



Draft  
November 10, 2009

## 7.1 Overview

This Chapter of the Specific Plan provides an overview of the key public services and facilities required to meet the needs of SVSP residents, in accordance with the City's General Plan. A high level of public services and facilities contribute to resident's satisfaction with where they live and can become focal points of activity, enhancing a sense of community. Services addressed include parks and recreation, schools, libraries, police protection, and fire protection/emergency services. Phasing and financing obligations relating to public services are outlined in the Specific Plan Development Agreements and in Chapter 10 of this Specific Plan. Table 7-1 summarizes the public service providers to the SVSP.

Service	Provider
Parks and Recreation	City of Roseville
Schools	Center Unified School District Roseville City School District Roseville Joint Union High School District
Library	City of Roseville
Police Protection	City of Roseville
Fire and Emergency Services	City of Roseville

## 7.2 Parks and Recreation



Sierra Vista incorporates a comprehensive system of parks and open space areas consisting of citywide parks, neighborhood parks, and open space Preserves including Curry Creek and other sensitive resource areas, as well as paseos (See Figure 7-1).

The size and location of parks throughout the Plan Area respond to several factors related to General Plan policies, community needs, proximity to residential neighborhoods, and ability to promote joint use facilities. Parks are generally spaced throughout the community such that a park space anchors each residential neighborhood, providing a recreational amenity within an easy walking or biking distance of neighborhood residents. Where feasible, these park sites are sited along open space corridors and are linked by the plan wide system of paseos. In addition, larger neighborhood parks are sited adjacent to elementary and middle school sites to maximize opportunities for joint-use recreational facilities between the City and the school districts. The resulting interconnected park and open space network provides a comprehensive system of 'green' linkages, which enhances pedestrian and bicycle access throughout Sierra Vista and provides connections to existing and planned facilities within the City of Roseville.

This section of the Specific Plan summarizes Roseville's parks and open space requirements, discusses credits for parks and open space, and presents the parks and open space plan.



## A. Parks and Open Space Requirements

Sierra Vista's parks and recreational facilities and open space areas comply with the policies and requirements of the City's General Plan Parks and Recreation Element. For new development areas, the General Plan requires that nine acres of parkland be provided for every 1,000 residents. This requirement is satisfied through three land-dedication components: 3 acres each of citywide park, neighborhood park, and open space.

The 6,650 dwelling units in the Plan Area generate an estimated population of 16,891 residents based on an average household size of 2.54 residents. With this estimated population, the City's provision of nine acres per 1,000 residents requires a total of 152.1 credited acres of parkland in the Plan Area. The City's General Plan park dedication requirements are summarized below in Table 7-2.

**Table 7-2: General Plan Park Dedication Requirements**

	General Plan Standard	Credited Acreage Required
<b>Citywide Park</b>	3 acres per 1,000 residents	50.7 acres
<b>Neighborhood Park</b>	3 acres per 1,000 residents	50.7 acres
<b>Open Space</b>	3 acres per 1,000 residents	50.7 acres
<b>Total Requirement</b>		<b>152.1 acres</b>



## Parks and Open Space Provided

Approximately 372 acres of the Sierra Vista Specific Plan has been designated for citywide parks, neighborhood parks, paseos, and open space Preserves. Specifically, the Plan Area designates approximately 91 acres for citywide and neighborhood parks, 14 acres for paseos, and 267 acres for open space areas. Sierra Vista’s park lands are summarized in Table 7-3 and sited throughout the Plan Area as illustrated on Figure 7-1.

## Credited Parks and Open Space

A total of 152.1 acres of credited park land are required within the Plan Area in order to comply with the General Plan’s park land dedication requirements. This includes land for citywide and neighborhood parks, as well as open space.

Each acre set aside for active park use is credited as a full acre towards meeting the General Plan park dedication requirement. Depending on the ultimate use, recreational value, or application of Sierra Vista’s open space parcels, full or partial credit may be granted for open space land containing informal recreational facilities, paseos, open space amenities, or natural features.

Park land credits for each parcel are outlined in Table 7-3, with a cumulative summary summarized in Table 7-4, below. The credits applied are reflective of each parcel’s recreational value as a park or open space amenity.

**Table 7-3: Park and Open Space Lands and Credits by Parcel**

Parcel	Type	Acreage	Credit Ratio	Credited Ac.
<b>Citywide Park Facilities</b>				
KT-50	Citywide Park	39.9	1:1	39.9
<i>Subtotal</i>		<i>39.9 ac.</i>		<i>39.9 ac.</i>
<b>Neighborhood Parks</b>				
CG-50	Neighborhood Park	7.6	1:1	7.6
CO-50	Neighborhood Park	1.0	1:1	1.0
DF-50	Neighborhood Park	1.8	1:1	1.8
FD-50	Neighborhood Park	1.7	1:1	1.7
FD-51	Neighborhood Park	1.1	1:1	1.1
FD-52	Neighborhood Park	5.5	1:1	5.5
FD-53	Neighborhood Park/School	8.1	1:1	8.1
JM-50	Neighborhood Park/School	8.0	1:1	8.0
JM-51	Neighborhood Park	2.6	1:1	2.6

**Table 7-3: Park and Open Space Lands and Credits by Parcel**

Parcel	Type	Acreage	Credit Ratio	Credited Ac.
JM-52	Neighborhood Park	1.5	1:1	1.5
KT-51	Neighborhood Park	4.2	1:1	4.2
KT-52	Neighborhood Park/School	7.6	1:1	7.6
<i>Subtotal</i>		50.7 ac.		50.7 ac.
<b>Open Space</b>				
CG-80	Open Space	1.9	1:5	0.38
CG-81	Open Space	6.8	1:5	1.36
CG-82	Open Space	1.0	1:5	0.20
CO-80	Open Space - powerline	14.2	1:10	1.42
CO-81	Open Space	22.9	1:5	4.58
DF-80	Open Space	21.6	1:5	4.32
DF-81	Open Space	4.7	1:5	0.94
FD-80	Open Space	5.7	1:5	1.14
FD-81	Open Space	5.5	1:5	1.10
FD-82A	Open Space - powerline	11.1	1:10	1.11
FD-82B	Open Space	0.1	1:5	0.00
FD-83	Open Space	3.5	1:5	0.70
FD-84	Open Space	25.3	1:5	5.06
FD-85	Open Space - powerline	20.8	1:10	2.08
FD-86	Open Space - powerline	1.7	1:10	0.17
FD-87A	Open Space	4.1	1:5	0.82
FD-87B	Open Space - powerline	0.2	1:10	0.00
FD-88A	Open Space	13.2	1:5	2.64
FD-88B	Open Space - powerline	20.9	1:10	2.09
JM-80	Open Space	0.6	1:5	0.12
JM-81	Open Space - powerline	6.5	1:10	0.65
JM-82	Open Space - powerline	2.7	1:10	0.27
JM-83	Open Space - powerline	6.2	1:10	0.62
JM-84	Open Space	10.4	1:5	2.08
JM-85	Open Space	15.2	1:5	3.04
KT-80A	Open Space	16.9	1:5	3.38
KT-80B	Open Space	18.5	1:5	3.70
KT-81	Open Space	4.7	1:5	0.94
Paseos	Open Space - Paseos (see Table7-5)	14.0	1.1*	6.17
<i>Subtotal</i>		280.9 ac.		51.08 ac.
<b>TOTAL</b>		<b>371.5 ac.</b>		<b>141.68 ac.</b>

**Table 7-4: Park Credit Summary**

Park Type	Credited Acreage Required	Total Acreage Provided	Credited Acreage Received	Surplus/ Shortfall
<b>Citywide</b>	50.7 acres	39.9 acres	39.9 acres	-10.8 acres
<b>Neighborhood</b>	50.7 acres	50.7 acres	50.7 acres	none
<b>Open Space</b> (includes paseos)	50.7 acres	280.9 acres	51.1 acres	+0.4 acres
<b>Total Requirement</b>	<b>152.1 acres</b>	<b>371.5 acres</b>	<b>141.7 acres</b>	<b>-10.4 acres</b>

As illustrated above, Sierra Vista satisfies the City's open space and neighborhood park land dedication requirements. However, there is a shortfall in the citywide park component. The Citywide land dedication shortfall is to be satisfied via the City's park in-lieu fee pursuant to General Plan policy.

In addition, paseos are eligible for open space credit. The SVSP includes a paseo design whereby the typical landscape corridors along collector streets (Market Street, Upland Drive, and Road A), are widened by a total width of 26 feet along the collector roadway edge. This additional widened portion of landscape is referred to as paseo and is eligible to receive a 1:1 acre open space parkland credit. A total of 6.17 acres of paseo landscaping will augment the required collector roadway's typical landscape corridor. Therefore, this portion of the paseo is eligible for a total open space credit of 6.17 acres. The specific design for the collector roadways includes one side of the street with a total landscape & paseo width of 60', and the other side with a 30'-wide landscape & paseo. Combined, the total landscape easement and widened paseo component total approximately 14 acres as noted in Table 7-3, above. Table 7-5, below, includes a detailed summary of each paseo parcel and its applied open space credit.

**Table 7-5: Paseo Credit Summary**

Paseo Corridor/ Parcel Designation	Parcel Size (60'-wide corridor)	Paseo Credit at 1:1*
<b>Road A</b>		
CO-70	0.25 ac.	0.12 ac.
CO-71	0.52 ac.	0.24 ac.
FD-70	1.13 ac.	0.49 ac.
FD-71	1.28 ac.	0.57 ac.
FD-72	0.44 ac.	0.22 ac.
FD-73	1.32 ac.	0.57 ac.
FD-74	0.70 ac.	0.30 ac.
<i>subtotal</i>	<i>5.64 ac.</i>	<i>2.51 ac.</i>
<b>Market Street</b>		
CG-70	0.53 ac.	0.23 ac.
DF-70	1.85 ac.	0.80 ac.
DF-71	0.42 ac.	0.18 ac.
FD-75	1.16 ac.	0.52 ac.
FD-76	0.15 ac.	0.07 ac.
FD-77	1.36 ac.	0.55 ac.
JM-70	0.26 ac.	0.15 ac.
<i>subtotal</i>	<i>5.73 ac.</i>	<i>2.50 ac.</i>
<b>Upland Drive</b>		
JM-71	0.88 ac.	0.38 ac.
JM-72	0.32 ac.	0.17 ac.
JM-73	1.40 ac.	0.61 ac.
<i>subtotal</i>	<i>2.60 ac.</i>	<i>1.16 ac.</i>
<b>Total</b>	<b>13.97 ac.</b>	<b>6.17 ac.</b>

\* **Note:** Open space park credit is given for the incremental widening/upsizing of a standard collector street and associated landscape corridor, which constitutes that 26'-wide portion of the paseo, as described above.

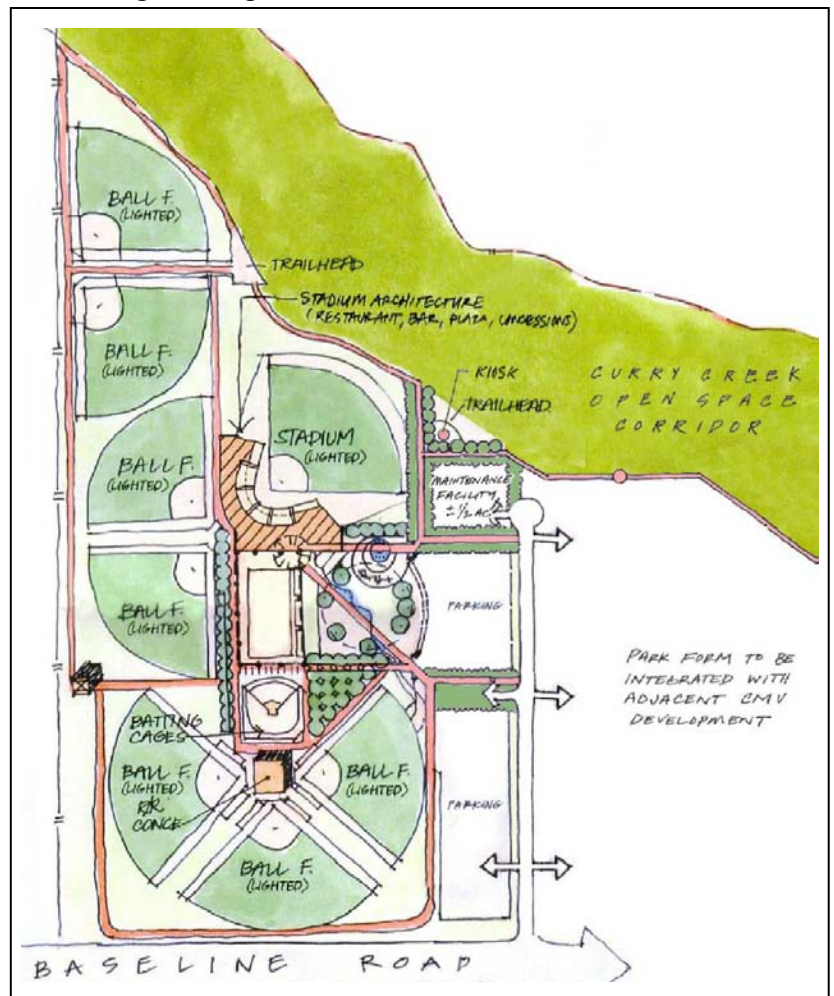
## B. Park and Open Space Concept Plans

As shown on Figure 7-1, Sierra Vista's park and open space system is designed to provide linkages and a range of recreational opportunities within proximity to all residents and employees. Park designs will include reduced turf areas with turf areas focused on active recreational use. The park designs will target a 60% turf goal based on total park acreage throughout the Plan Area. Park designs will increase the use of water conserving landscapes, utilize recycled water for irrigation, and install water efficient irrigation systems and controls. Each component of the system is described in more detail below.

### Citywide Park

A citywide "Signature Park" is planned in the southwest corner of the Plan Area along Baseline Road. This park is intended to promote tourism in the City and enhance Roseville's reputation as a place with state of the art sporting facilities by providing a venue for large scale recreational events and tournaments. In addition, the park is planned along the edge of the Plan Area to provide an opportunity for potential future expansion. Recreational facilities for baseball and softball tournaments are envisioned for the 40-acre site. Ancillary amenities such as a field house, stadium, batting cages, restaurants, and large outdoor spaces or plazas for fairs and other large events that complement the tournament-level fields may be included on-site. Planned recreational and/ or ancillary amenities include lighted facilities and a PA (public address) system.

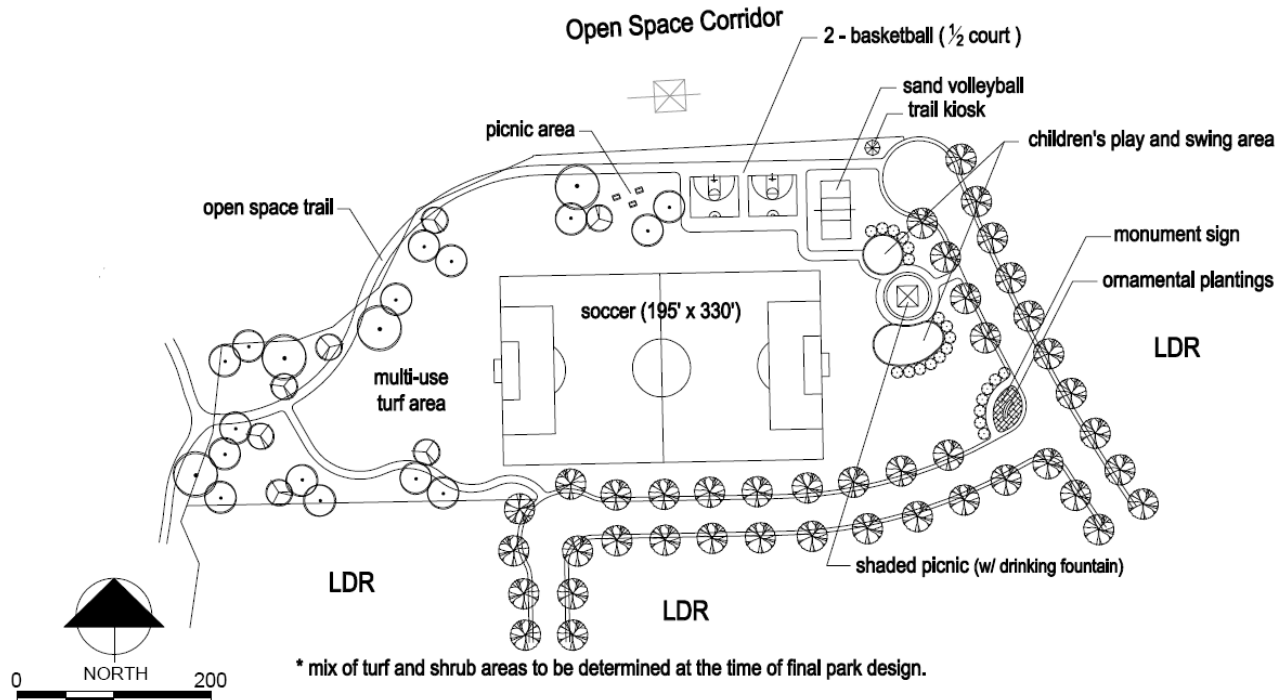
The Curry Creek open space corridor borders the northern edge of the park, adding a natural feature to this amenity. This allows park users access to the creek, which provides opportunities for passive recreation and links this park with Sierra Vista's larger pedestrian/bikeway network. Additionally, this open space area connects with the Western Area Power Authority (WAPA) corridor to the west (off-site), creating a potential future linkage from the Signature Park.



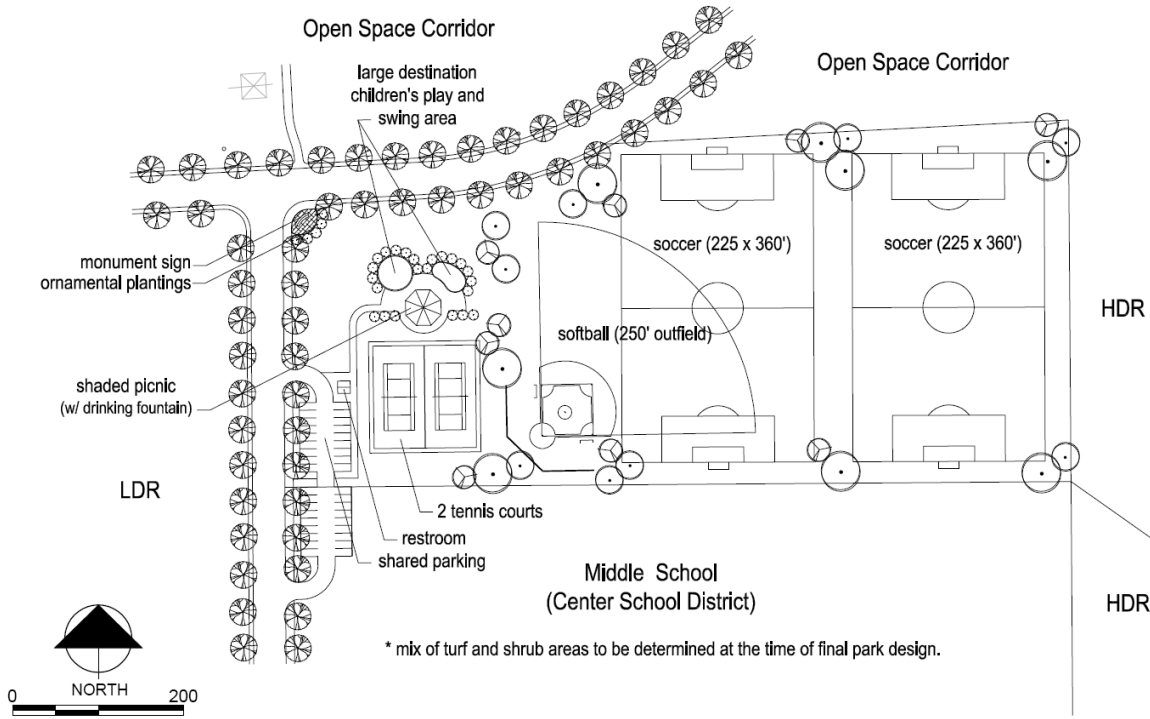
### Neighborhood Parks

Twelve neighborhood parks are planned within Sierra Vista, ranging from approximately 1 to 11 acres in size. Three neighborhood/school parks are provided throughout the Plan Area, typically sited adjacent to schools to maximize joint-use opportunities for outdoor recreation facilities. These parks will typically include multiple active ball fields such as soccer, baseball or soccer and could include park amenities that will draw users from multiple neighborhoods. Smaller neighborhood parks that range in size from 1 to 4 acres are also sited throughout the community. These parks will include informal recreation amenities. The frequency of parks throughout the Plan Area is intended to place a central park space within an easy walking or biking distance of all residential neighborhoods. As designed, these parks provide a communal gathering place for residents and a local recreational amenity within each neighborhood. In addition, neighborhood parks are linked to the Plan Area’s schools via the planned system of paseos and open space corridors.

This section provides a conceptual park plan for each of the neighborhood parks planned for Sierra Vista. Each plan includes an illustrative layout of recreational spaces, including facilities and amenities such as play areas, ball fields, etc. These plans are conceptual, intended only to provide direction for the final design of each park, which will be subject to review and approval by the City’s Park and Recreation Commission.

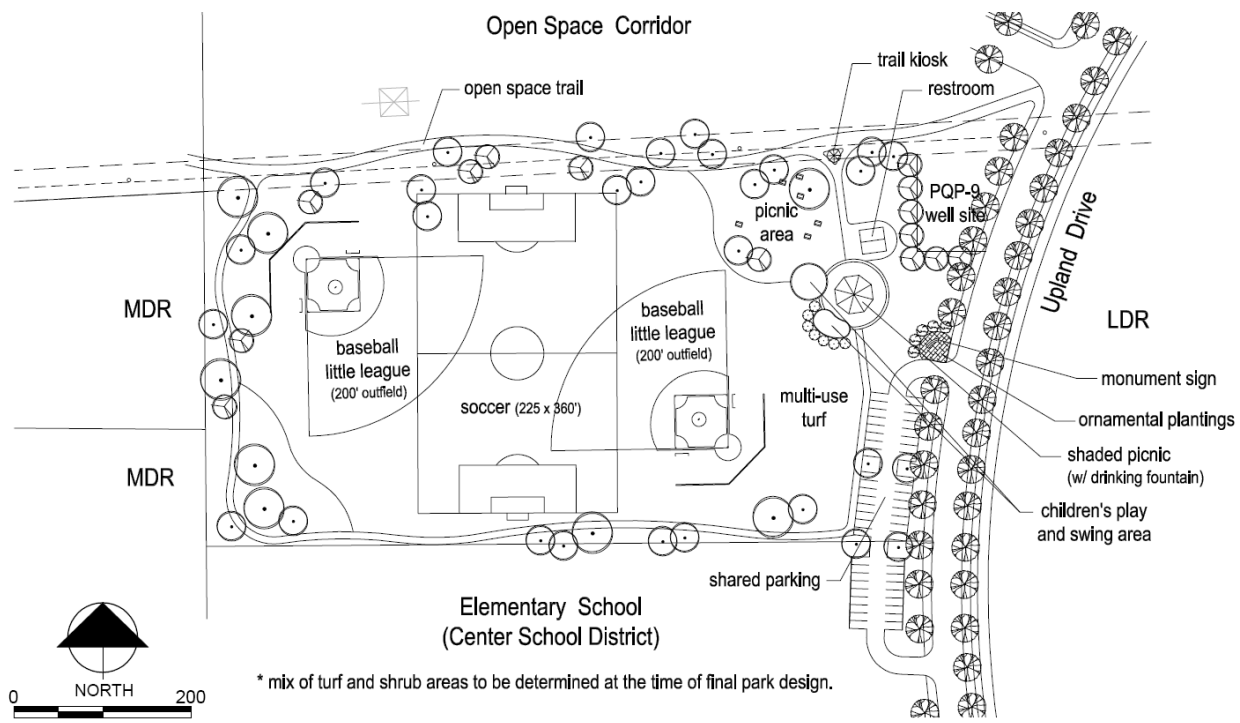


**Concept Plan for Neighborhood Park Parcel FD-52**



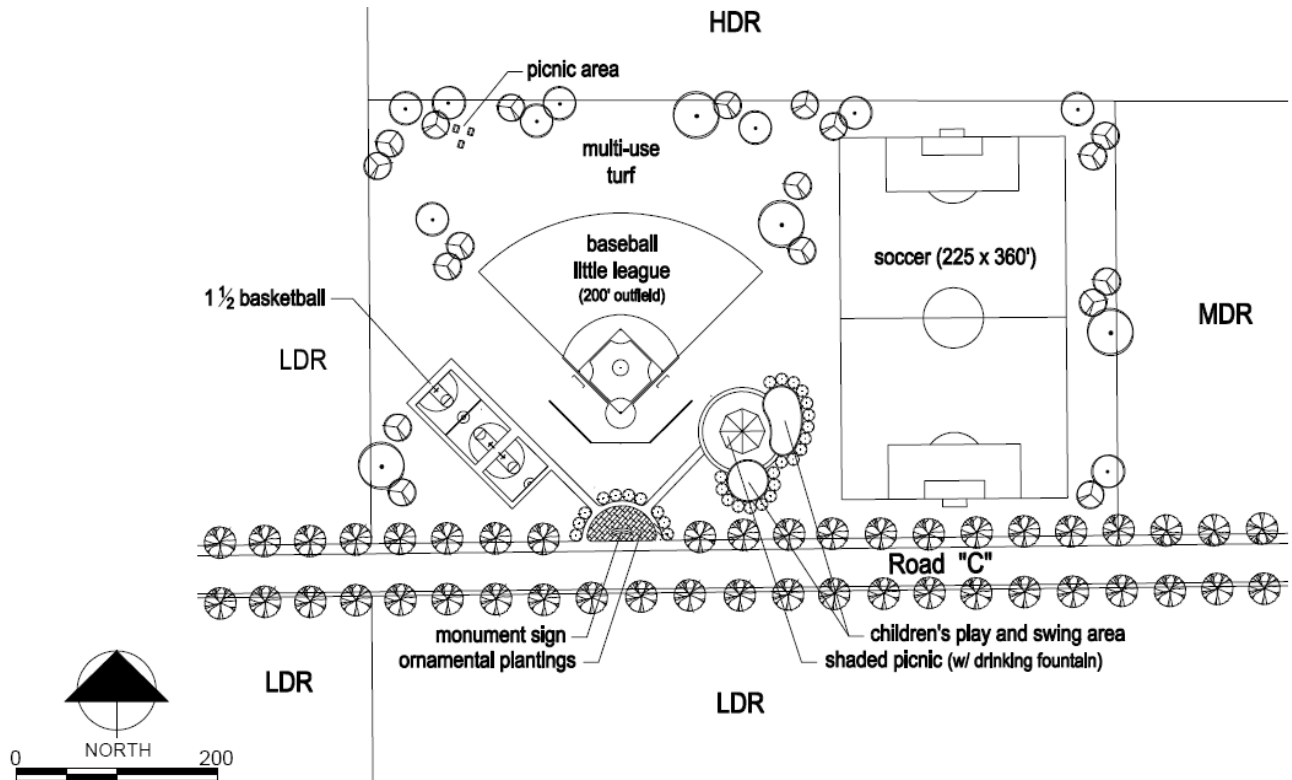
Parcel FD-53 PR (± 8.1 ac)

**Concept Plan for Neighborhood Park/School Parcel FD-53**

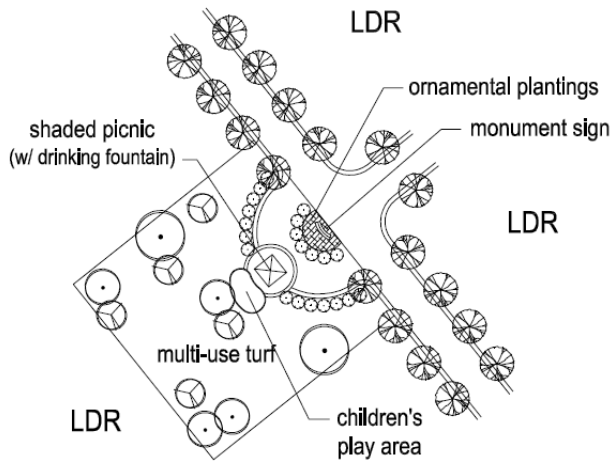


Parcel JM-50 PR (± 8.0 ac)

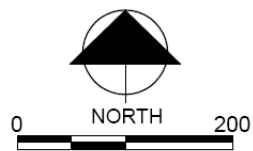
**Concept Plan for Neighborhood Park/ School Parcel JM-50**



**Concept Plan for Neighborhood Park Parcel CG-50**

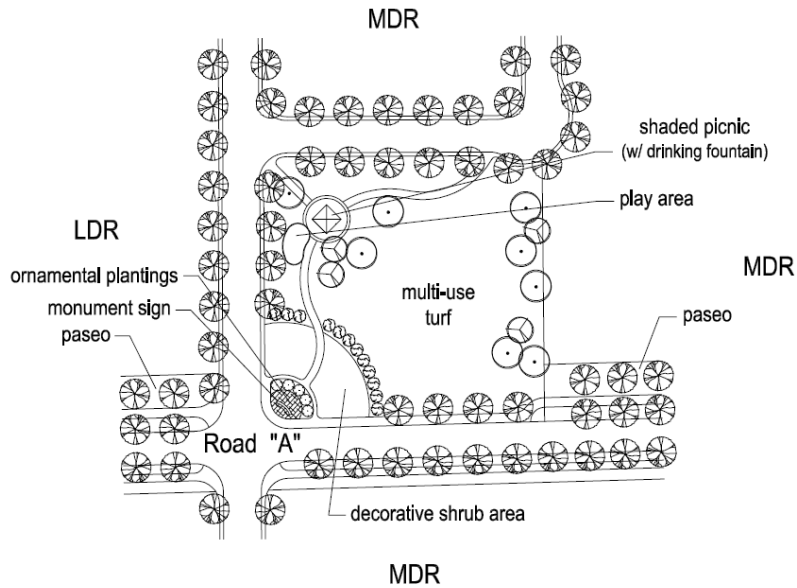


\* mix of turf and shrub areas to be determined at the time of final park design.



Parcel CO-50 PR (± 1.0 ac)

**Concept Plan for Neighborhood Park Parcel CO-50**



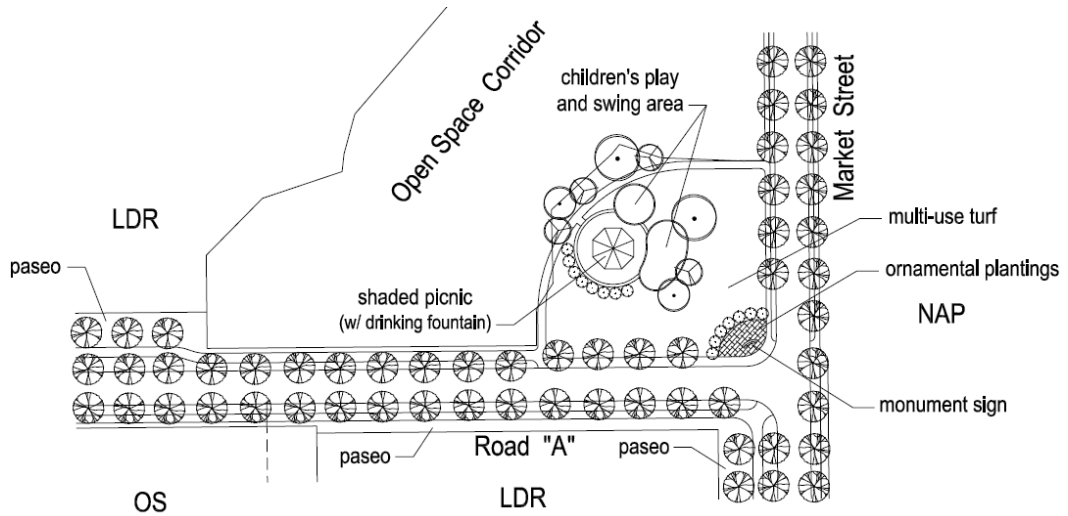
\* street adjacency to be determined at the time of future development plans.  
 \* mix of turf and shrub areas to be determined at the time of final park design.



0 NORTH 200

Parcel FD-50 PR (± 1.7 ac)

**Concept Plan for Neighborhood Park Parcel FD-50**



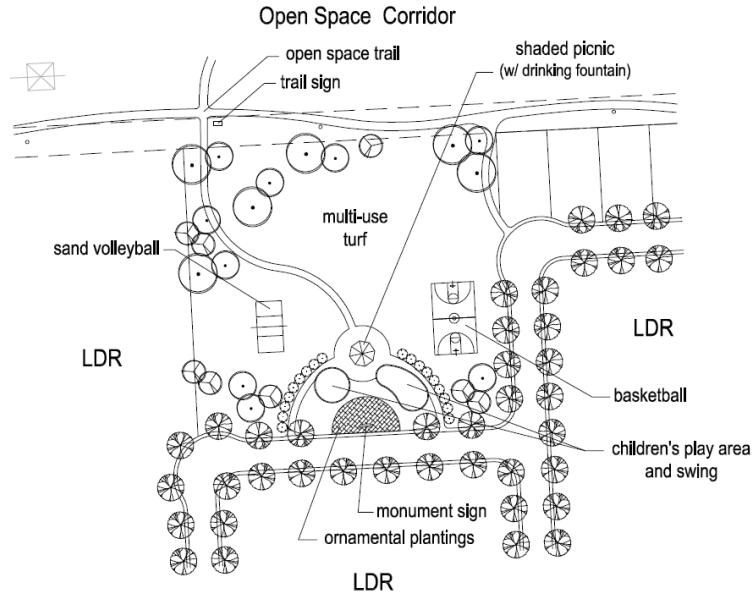
\* mix of turf and shrub areas to be determined at the time of final park design.



0 NORTH 200

Parcel FD-51 PR (± 1.1 ac)

**Concept Plan for Neighborhood Park Parcel FD-51**

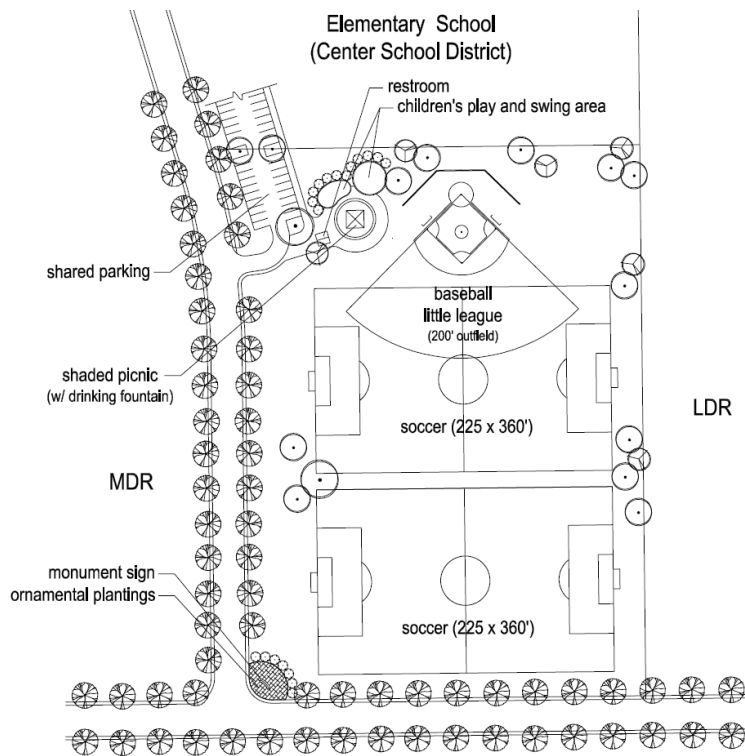


\* mix of turf and shrub areas to be determined at the time of final park design.



Parcel JM-51 PR (± 2.6 ac)

**Concept Plan for Neighborhood Park Parcel JM-51**

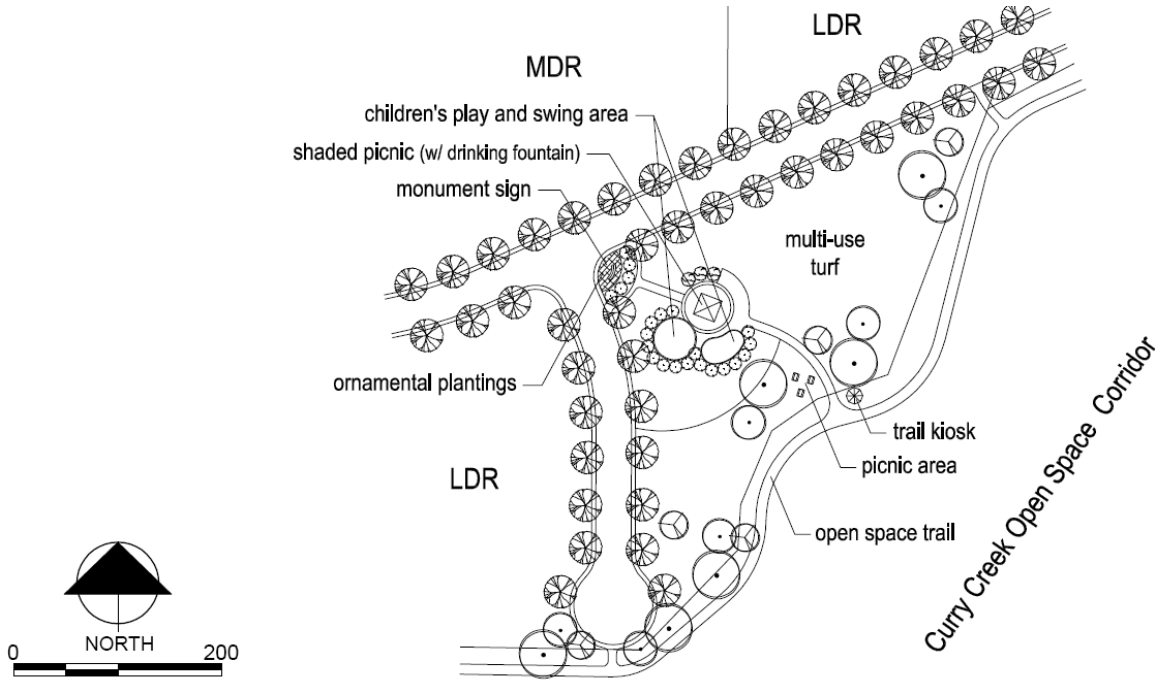


\* mix of turf and shrub areas to be determined at the time of final park design.



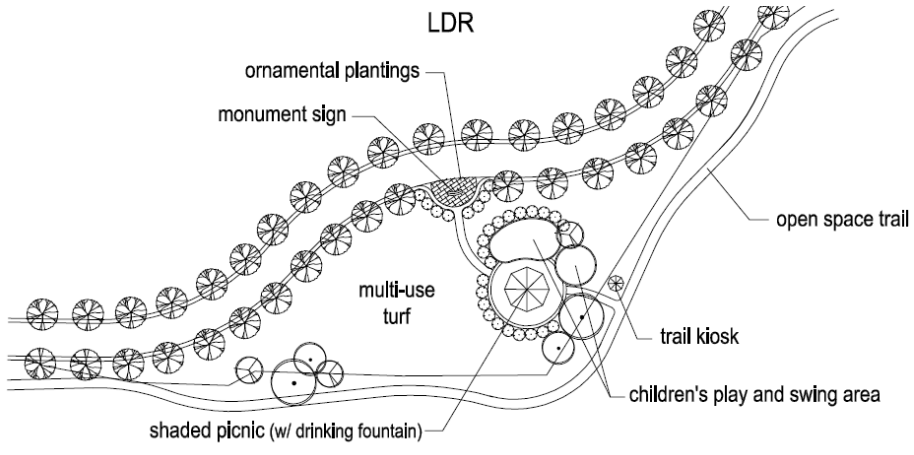
Parcel KT-52 PR (± 7.6 ac)

**Concept Plan for Neighborhood Park/School Parcel KT-52**



Parcel DF-50 PR (± 1.9 ac) \* mix of turf and shrub areas to be determined at the time of final park design.

**Concept Plan for Neighborhood Park Parcel DF-50**

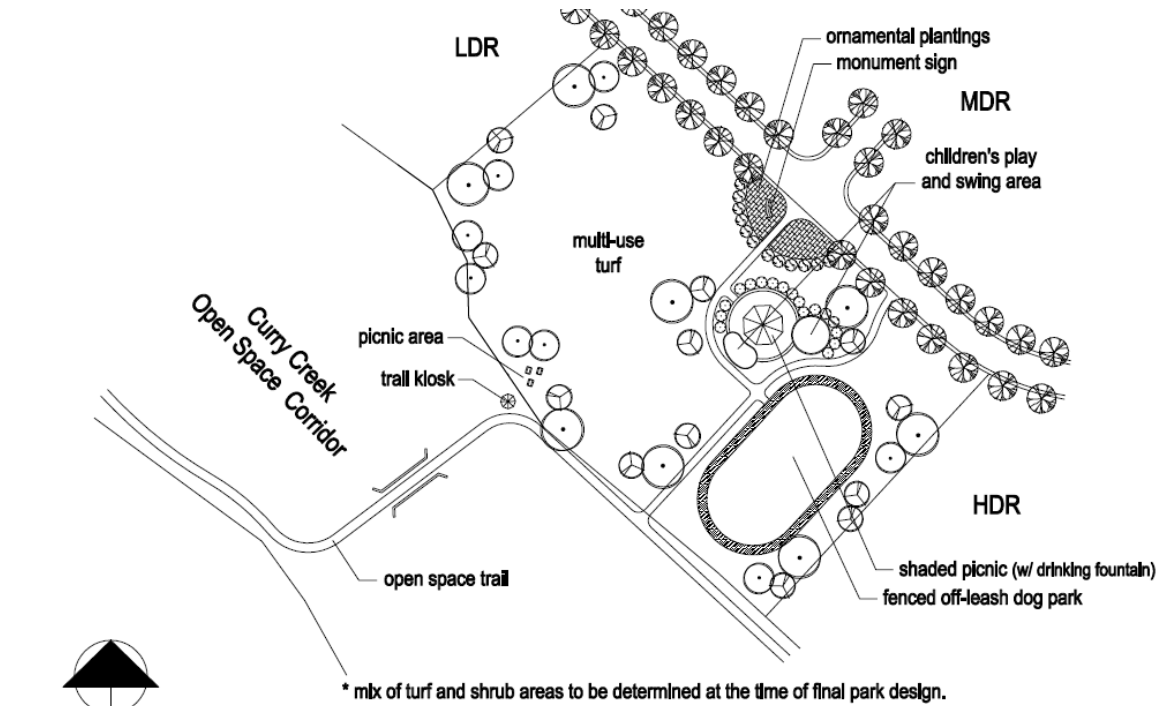


Curry Creek Open Space Corridor

\* mix of turf and shrub areas to be determined at the time of final park design.

Parcel JM-52 PR (± 1.5 ac)

**Concept Plan for Neighborhood Park Parcel JM-52**

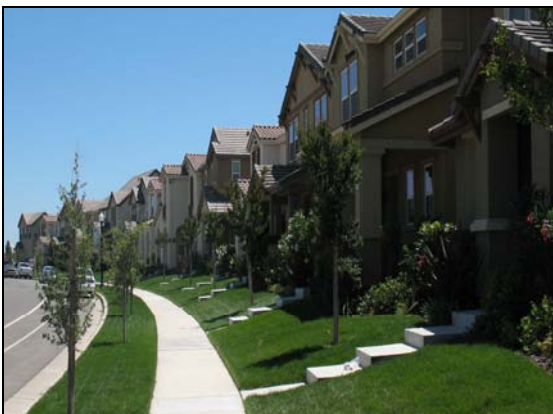


**Concept Plan for Neighborhood Park Parcel KT-51**

### Open Space – Paseos

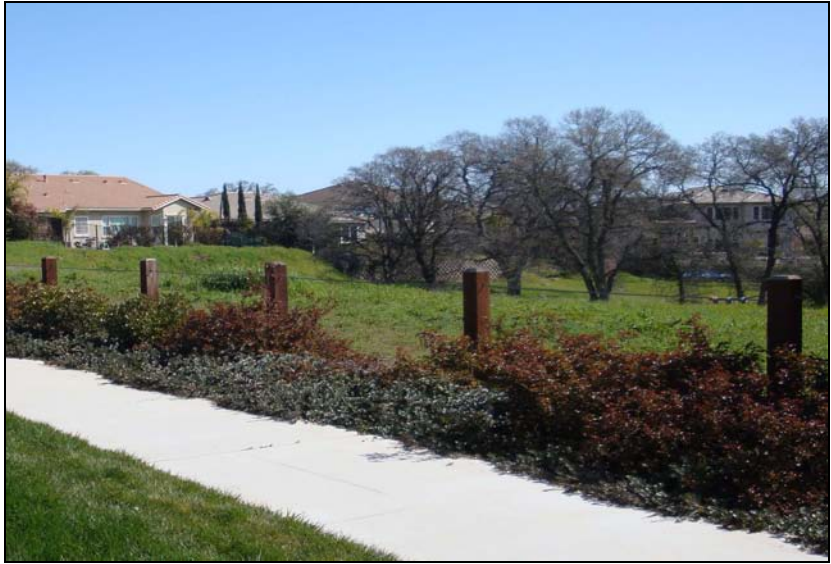
As illustrated on Figure B-5 in Appendix B, Design Guidelines, the SVSP includes a comprehensive system of paseos. Along collector streets, this includes approximately 14 acres of collector street landscape corridor and dedicated paseos, which equates to approximately 6 miles of pathways. In addition, approximately 3 miles of enhanced pedestrian paths (widened sidewalks) are provided on some primary residential streets for additional cross connectivity to the system of paseos. These features collectively create a comprehensive network of multi-use pathways throughout the Plan Area. Paseos range in width up to 60 feet,

and depending on the intended use, linkage, and application, they provide enhanced aesthetic value, and help define neighborhoods. Paseo improvements typically include water conserving landscaping, recycled water for irrigation, efficient low water use irrigation systems and controls, security lighting, and an 8-10'-wide paved pathway. Their primary purpose is to encourage walking & biking and by providing linkages for pedestrians and bicyclists between the residential neighborhoods, parks, schools, and open space areas. Detailed design parameters for paseos are included in Appendix B, Design Guidelines.



## Open Space – Preserves

Open space areas within the SVSP total approximately 267 acres of the total Plan Area acreage. In general, land that is environmentally sensitive or significant due to the presence of habitat, hazards, natural features, or man-made features is designated as an open space Preserve. The SVSP open space Preserve system was identified in consultation with state and federal resource agencies. The open space system consists of two main components: creek corridors and the WAPA corridor.



Two creek corridors traverse the Plan Area. Curry Creek flows through the southern portion of the site in an east/west direction and is planned as permanent open space. Vista Creek is also an east/west corridor, located through the center of the Plan Area. It originates from the western edge of the WRSP and flows in a southwesterly direction, through the WAPA corridor, until connecting with Curry Creek off-site to the west. The existing habitat of the creeks is somewhat degraded. The presence of urban 'nuisance' flow has resulted in the drainage exhibiting a monoculture of cattails and associated wetland plants. Through development of the Plan Area, these corridors are to be enhanced to provide a bio-diverse setting with an array of wetland and riparian signatures. Any restoration activity will be completed in compliance with the applicable permit. In addition to this enhancement, the creek corridors also provide passive recreational opportunities, as well as pedestrian and bicycle trails.

The second component of the open space system is within the WAPA corridor, a 410-foot wide easement that bisects the Plan Area in an east-west alignment. Although development within the corridor is limited by high-tension power lines and associated towers, it provides a number of benefits to SVSP residents. In addition, as noted above, Vista Creek extends through a portion of the WAPA corridor. Overall, this area serves as natural open space and can provide opportunities for bikeways, pedestrian paths, recreation features, and parking lots.

Management of open space Preserve areas is discussed in Chapter 9, Resource Management.

## 7.3 Schools

### A. School Requirements



As shown on Figure 7-2, the majority of the Plan Area is located within the Center Unified School District (CUSD), which serves kindergarten through 12th grade students. The SVSP generates an estimated 1,545 elementary school (K-6) students, 713 middle school (7-8) students, and 1,198 high school (9-12) students within the CUSD boundaries, as shown in Table 7-6. These Plan Area students generate the need for between two and three new elementary schools and one new middle school in the CUSD.

The remaining portion of the Plan Area is located within the Roseville City School District (RCSD) and Roseville Joint Union High School District (RJUHS). The RCSD serves kindergarten through 8th grade students, while the RJUHS serves 9th through 12th grade students. At buildout, the SVSP generates an estimated 197 elementary school (K-5) students and 82 middle school (6-8) students in the RCSD, and 104 high school (9-12) students in the RJUHS.

**Table 7-6: Student Generation**

	LDR/ MDR Factor	HDR Factor	CMU Factor	Students Generated	School Capacity	Schools Required
<b>Center Unified School District <sup>1</sup></b>						
Grades K-6	0.354	0.046	0.046	1,545	800	1.9
Grades 7-8	0.158	0.034	0.034	713	900	0.8
Grades 9-12	0.272	0.042	0.042	1,198	2,000	0.6
<b>Roseville City School District <sup>2</sup></b>						
Grades K-5	0.2930	0.111	n/a	197	600	0.3
Grades 6-8	0.1247	0.037	n/a	82	1,000	0.1
<b>Roseville Joint Union High School District <sup>2</sup></b>						
Grades 9-12	.161	0.036	n/a	104	1,800	0.06

1. 4,138 LDR/MDR units, 1,478 HDR units, and 255 CMU units assumed.
2. 607 LDR/MDR units and 172 HDR units assumed.



## **B. School Facilities Provided**

Two elementary schools and one middle school are planned within the Center Unified School District (CUSD) boundaries in the southern portion of the Plan Area. As a result of consultation with the Center Unified School District, each elementary school site is approximately 12 acres and the middle school site is approximately 21 acres, and all are located adjacent to a neighborhood park to maximize opportunities for joint use recreation facilities. These planned school facilities will adequately serve the elementary and middle school students generated within the CUSD boundaries.

Elementary and middle-school students generated within the boundaries of the Roseville City School District (RCSD) will attend schools in the West Roseville Specific Plan area. At such time that the Urban Reserve area within the RCSD receives development entitlements, an additional elementary school site will likely be identified to handle the increased student generation.

High school students will attend schools outside the Plan Area, within each respective high school district. For CUSD, the District has determined that Sierra Vista's students will initially be served by Center High School located south of the Plan Area, which will ultimately shift to a new high school facility anticipated to be located to the west of the Plan Area in Placer County. High school students generated within the Roseville Joint Union High School District (RJUHS) will attend the planned high school located in the West Roseville Specific Plan.

School sites within the SVSP are reserved for the school districts. Facility planning and the sequencing of development of these sites are to be determined by the school districts. The SVSP is required to enter into mutual benefit impact fee agreements and to fully mitigate school impacts in accordance with the Specific Plan development agreements and funding agreements with the respective school districts. Sierra Vista's school sites are reflected on Figure 7-2.

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## 7.4 Library

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The City of Roseville operates a public library system that consist of three individual facilities. The City's original main library is located in the downtown Roseville area and a smaller library facility is located in Maidu Regional Park. The libraries provide print and web or online access library services to all City residents. In 2007, a new library at Mahany Park opened and provides services to the western portion of the City including the SVSP. This new state-of-the-art library is a joint-use facility that includes a community TV studio and utility education center.

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## 7.5 Police Protection

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The Roseville Police Department serves the Sierra Vista Specific Plan. The Police Department provides all operations and patrols out of its central station located on Junction Boulevard, approximately three miles from the Plan Area's eastern boundary. The SVSP will comply with City of Roseville Police Department recommendations regarding safety and security.

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## 7.6 Fire and Emergency Services

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The Roseville Fire Department provides fire protection, suppression, emergency medical services, and hazardous materials management to the Sierra Vista Specific Plan. An approximately 3.17-acre fire station site (Parcel FD-64) is designated within the central portion of the SVSP along West Side Drive. Upon completion, this station is to provide first response within the Plan Area. A concept plan illustrating the potential site design and layout for the fire station is provided in Appendix B, Design Guidelines. Timing of construction and staffing of the fire station will be consistent with the Fire Department Standards of Response Coverage Study, as determined by the City and the SVSP's phasing plan. Fire Stations #2 and relocated Fire Station #5 (Pleasant Grove Blvd. and Sun City Blvd.), located east of the Plan Area, and the future fire station on Hayden Parkway, located north of the Plan Area in the West Roseville Specific Plan area, will provide primary and secondary response to the Plan Area.



Draft

November 10, 2009

## 8.1 Overview

The Sierra Vista Specific Plan includes utility infrastructure required to serve the Plan Area. Each component of the utility infrastructure system is designed to accommodate build out of the SVSP area. Phasing of infrastructure improvements and funding obligations are detailed in the Specific Plan development agreements. Table 8-1 summarizes the utility providers to the SVSP.

**Table 8-1: SVSP Utility Providers**

Utility	Provider
Potable Water	City of Roseville
Wastewater	City of Roseville
Recycled Water	City of Roseville
Drainage and Flood Control	City of Roseville
Electric Service	City of Roseville
Natural Gas	Pacific Gas and Electric
Communications	AT&T SureWest Comcast Wave Broadband
Solid Waste Disposal	City of Roseville

Utility infrastructure will be constructed, dedicated, and easements will be provided consistent with this Specific Plan, the project development agreements, and other applicable standards and requirements of the City of Roseville.

## 8.2 Potable Water

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The City of Roseville will provide potable water service (supply, treatment, and conveyance) to the SVSP. Water will be delivered to the Plan Area via the City's backbone system at several planned connection points along Baseline Road, Fiddymont Road, West Side Drive, and Pleasant Grove Boulevard.

### A. Water Supply and Demand

The water demand for the Sierra Vista Specific Plan is approximately 3,612 acre feet per year (AFY). This demand will be satisfied with a combination of both potable and non-potable (recycled) water sources. The recycled water component will be utilized for irrigation purposes as outlined in Section 8.3, Recycled Water, below. The City has identified a water supply strategy to reliably supply water to the SVSP. The City's existing water supply is sufficient to serve the project. To supplement water supply during "dry" years when the City's contracted surface water may be reduced, the SVSP includes provisions for two onsite groundwater wells. Both wells will be capable of providing up to 2.6 million gallons per day (mgd) of water each.

### B. Water Conservation Measures

The SVSP includes significant water savings measures with the goal of reducing the project's overall water demands for both potable and/or recycled water to the best extent feasible and practicable. The following water conservation measures will be implemented in the SVSP in an effort to reach the City's water conservation goals:

- ❑ **Turf Reductions in Residential Areas** – This involves limiting the amount of turf in the front yards of residential properties and using a higher percentage of low-water use plant species in lieu of turf. Typically, about 70% of a total residential front yard is assumed to consist of landscaping, with the balance consisting of driveways, planter, or walkways. For the SVSP, limitations will be placed on the landscaped portion of each front yard, allowing up to 42% of the total area to be turf, with the remaining landscaped area comprised of low water use plant species that use between 65-75% less water than an average lawn.
- ❑ **Turf Reductions in Parks, Paseos, and Landscape Corridors** – This involves limiting the use of turf on non-residential parcels within the SVSP, with a focus on water efficiencies at parks, paseos, and landscape corridors. For these areas, landscape design will reduce the area of turf and increase the area of low-water-use plant species, as compared to the design of these features in

other specific plan areas. To achieve the desired water conservation, the following criteria will be implemented:

- **Parks** – It is assumed that approximately 80% of a typical park’s square footage consists of turf. The SVSP’s parks will have a maximum cumulative total of all parks planned within this specific plan area turf area of 60%, with the remaining 20% area comprised of low water use plant species. Less than 60% is acceptable provided it is compatible with the amenities planned for the park.
- **Paseos and Landscape Corridors** – It is assumed that paseos and landscape corridors are typically comprised of 80% turf area. The SVSP’s paseos and landscape corridors will have a maximum of 30% turf area, with the remaining 50% of the area comprised of low water use plant species.
- **Smart/Centrally Controlled Irrigation Controllers** – Smart and centrally controlled irrigation controllers restrict irrigation to only the times and water application rates that are necessary to maintain landscaping. They account for changes in the demand for water, which varies with weather patterns and seasonal influences. For the SVSP, smart irrigation controllers will be required for residential, small commercial, and quasi-public parcels subject to turf reduction measures, and centrally controlled irrigation controllers for larger commercial and publicly maintained parcels.
- **Recirculating Hot Water Systems** – This involves using a re-circulating pump on a home’s hot water line system, reducing the time necessary to receive hot water at any hot water faucet. This type of system will be included on all residential units to generate additional plan-wide water conservation.

With full implementation of these measures throughout the Plan Area, it is estimated that the water conservation measures outlined above will reduce the SVSP’s overall water demand by approximately 17% (or approximately 729 acre-feet) per year.

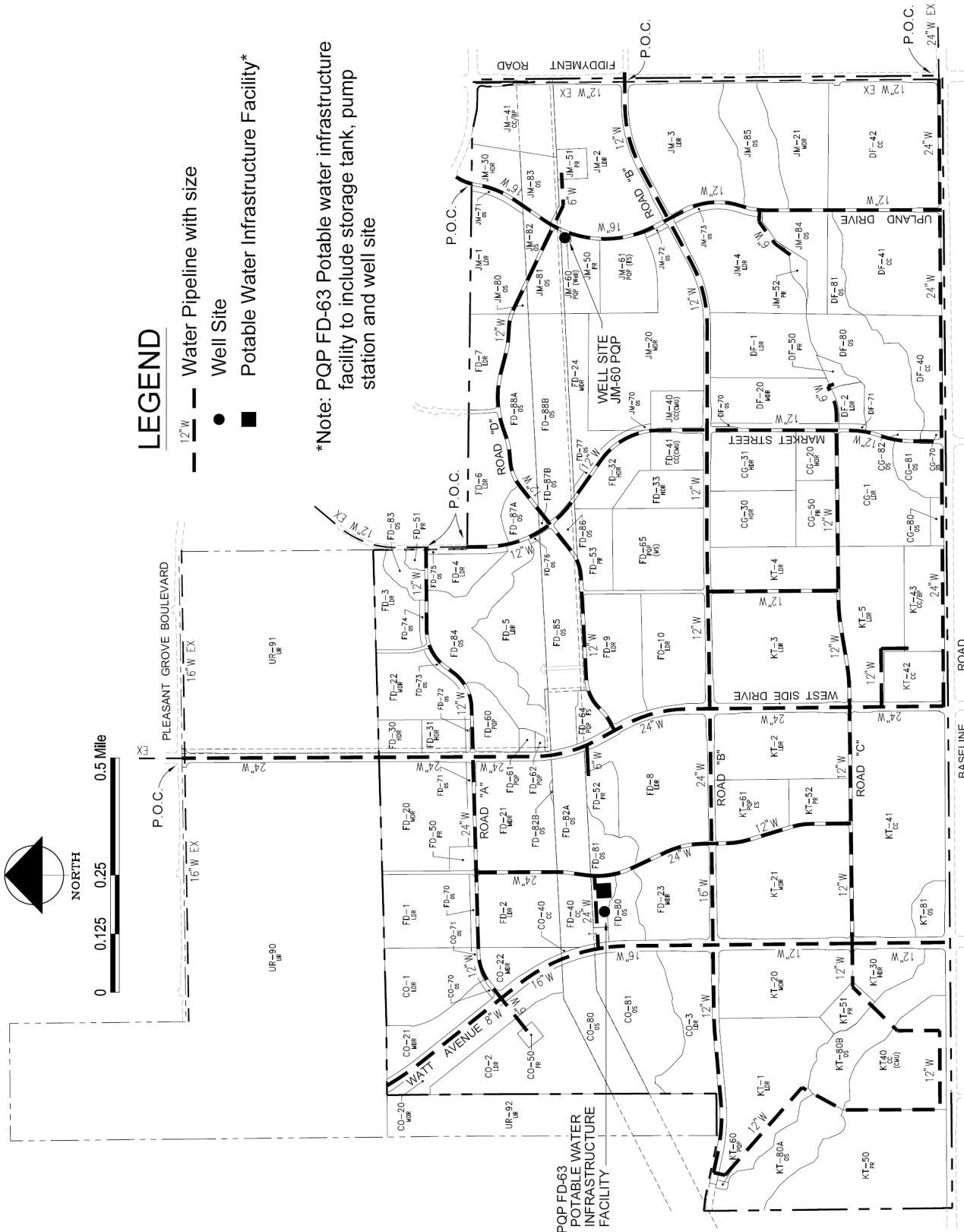
## C. Water Transmission System

The SVSP will tie into the City's existing Pressure Zone 4 for potable water. Pressure Zone 4 includes the Del Webb – Sun City area, the North Roseville Specific Plan, the West Roseville Specific Plan, and areas west of the pressure reducing valves connecting Pressure Zones 1 and 4. Zone 4 has an approximate elevation range of 75-140 feet, and includes the SVSP. The City distribution system will supply water to the SVSP through connection points with Pressure Zone 4 at various locations needed to provide a reliable water network. These connections include an existing 24-inch main in Baseline Road, which currently terminates just east of the SVSP at the south end of the SVSP, the existing 16-inch main in Pleasant Grove Blvd., which currently terminates at the northeast boundary of the SVSP, and an existing 12-inch main in Fiddymont Road. Two additional future points of connection include a planned 24-inch main in West Side Drive, which will terminate at the north boundary of the SVSP, and a planned 12-inch connection along Market Street. The planned water transmission system is shown on Figure 8-1.

The SVSP includes a 5.5 million gallon potable water storage tank with associated pumping and treatment facilities, and two groundwater wells. These facilities are planned on parcels FD-63 and JM-60. The storage tank will serve the project site during high flow periods (i.e. peak hour) and emergency fire flow demand periods and will refill during periods of low demand. The two groundwater wells will provide the City with a backup water supply during dry years or during emergency conditions.

Water will be distributed within the SVSP via looping systems that parallel collector and arterial roadways on a transmission main grid. The transmission and distribution system consists of 12-inch to 24-inch diameter mains, as illustrated on Figure 8-1. All water improvements will be constructed to the City's standards using a phased approach.

Specific detail regarding the project water facilities are contained in the Sierra Vista Potable Water Master Plan on file with the City.



**LEGEND**

- 
- 
- Well Site
- Potable Water Infrastructure Facility\*

\*Note: PQP FD-63 Potable water infrastructure facility to include storage tank, pump station and well site

Figure 8-1: Water Distribution System, Storage Tanks, and Well Locations

## 8.3 Recycled Water

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The City will ultimately provide the SVSP with recycled water from the Pleasant Grove Wastewater Treatment Plant (PGWWTP). The SVSP will use recycled water to irrigate landscaping at parks, schools, commercial, business professional, and multi-family projects, as well as publicly landscaped areas (including roadway landscape corridors and medians). The estimated annual recycled water demand in the SVSP is 865 acre-feet per year (AFY), with a peak day demand of 2.33 million gallons per day (mgd). However, with implementation of the water conservation measures outlined in Section 8.2B above, the annual demand is reduced to 563 AFY. The use of recycled water for irrigation purposes offsets potable water demand and is an important component of the SVSP's overall water supply strategy.

The City is planning to supply recycled water to the SVSP by expanding the WRSP distribution system to include the SVSP. This would be accomplished by adding storage and pumping capacity and a supplemental groundwater supply well at the existing WRSP recycled water storage tank and pump station site, and connecting the WRSP to the SVSP at three locations. These locations are a 24-inch mainline planned in West Side Drive, the 16-inch mainline in Market Street, and to the 6-inch mainline in Pleasant Grove Blvd. During the initial phases of SVSP's development, the Plan Area, with approval from the City, may utilize potable water on an interim basis for irrigation. As the Plan Area develops and recycled water infrastructure comes online, the landscape areas that may utilize potable water will be transitioned to recycled water.

The planned distribution system within the SVSP will be a looped system, which will also include interties to the recycled water system within the WRSP. Pipelines in the SVSP, ranging in size from 6 to 24 inches, will be located primarily in planned roadways with pipes extending to parcels that need recycled water service. An additional 2.9 million gallons of storage will be added and the booster pump station will be expanded at the existing WRSP storage tank site. The planned recycled water backbone distribution system is illustrated on Figure 8-2.

All recycled water improvements will be constructed to the City's standards using a phased approach. Specific details regarding the project recycled water facilities and supplies, including technical analysis, are contained in the Sierra Vista Recycled Water Master Plan on file with the City.

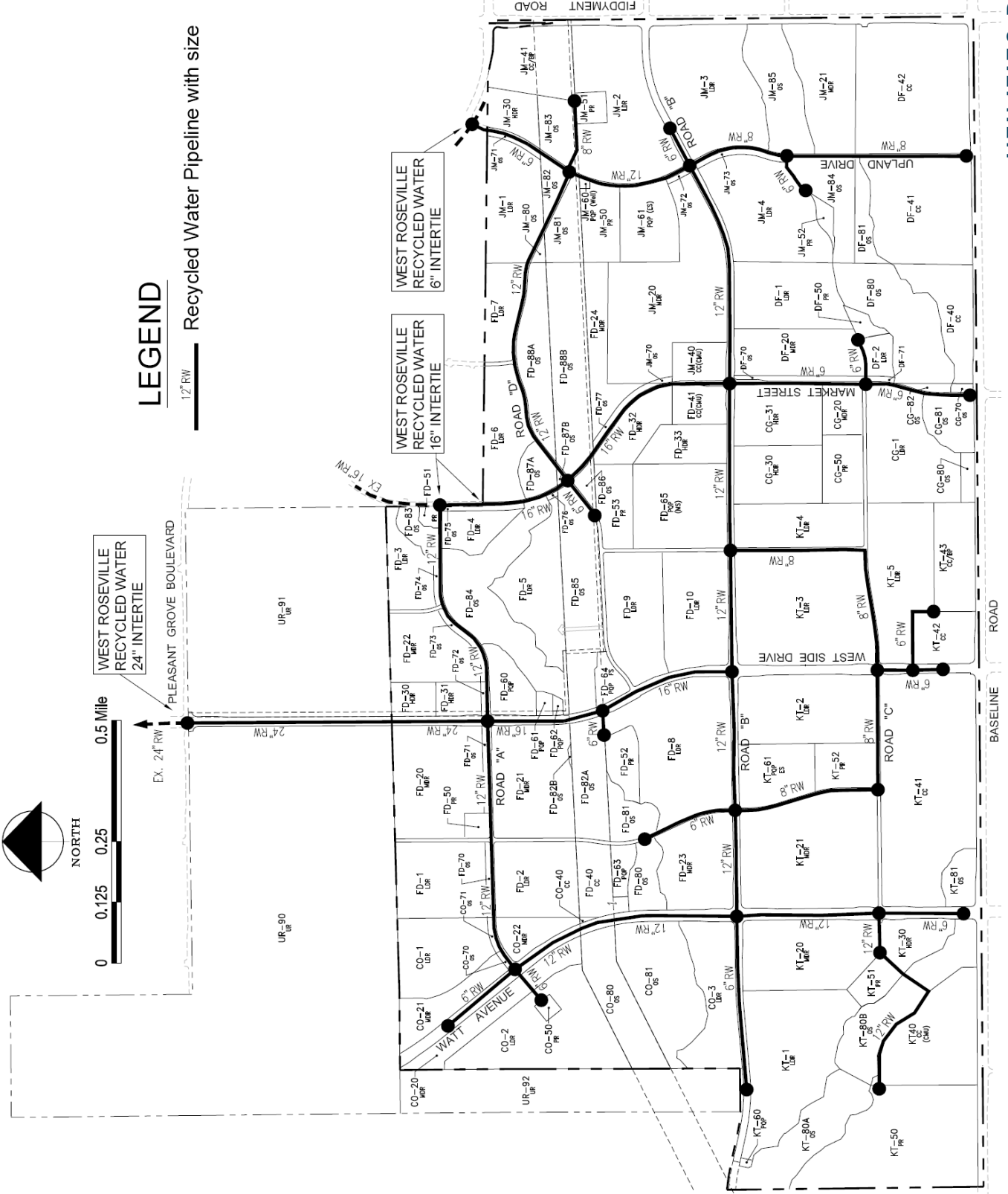


Figure 8-2: Recycled Water Distribution System

## 8.4 Wastewater

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Sierra Vista's sanitary sewer service will be provided by the City of Roseville via the Pleasant Grove Wastewater Treatment Plant (PGWWTP). This facility is located north of the SVSP within the West Roseville Specific Plan area. The SVSP is estimated to generate approximately 1.37 million gallons per day (mgd) average daily wastewater flow.

The backbone wastewater collection system is illustrated on Figure 8-3. Wastewater flows from the SVSP will be directed to PGWWTP by a network of pipes installed within street rights of way or easements. Sewer collection pipes will range in size from 6-inches to 21-inches. The sanitary sewer system will require one lift station in the southwestern portion of the Plan Area, which is planned on Parcel KT-60 along Road B, to the west of Watt Avenue.

All sewer improvements will be consistent with the South Placer Regional Wastewater and Recycled Water Systems Evaluation and will be constructed to the City's standards using a phased approach.

Specific detail regarding the project sanitary sewer system are contained in the Sanitary Sewer Master Plan on file with the City.

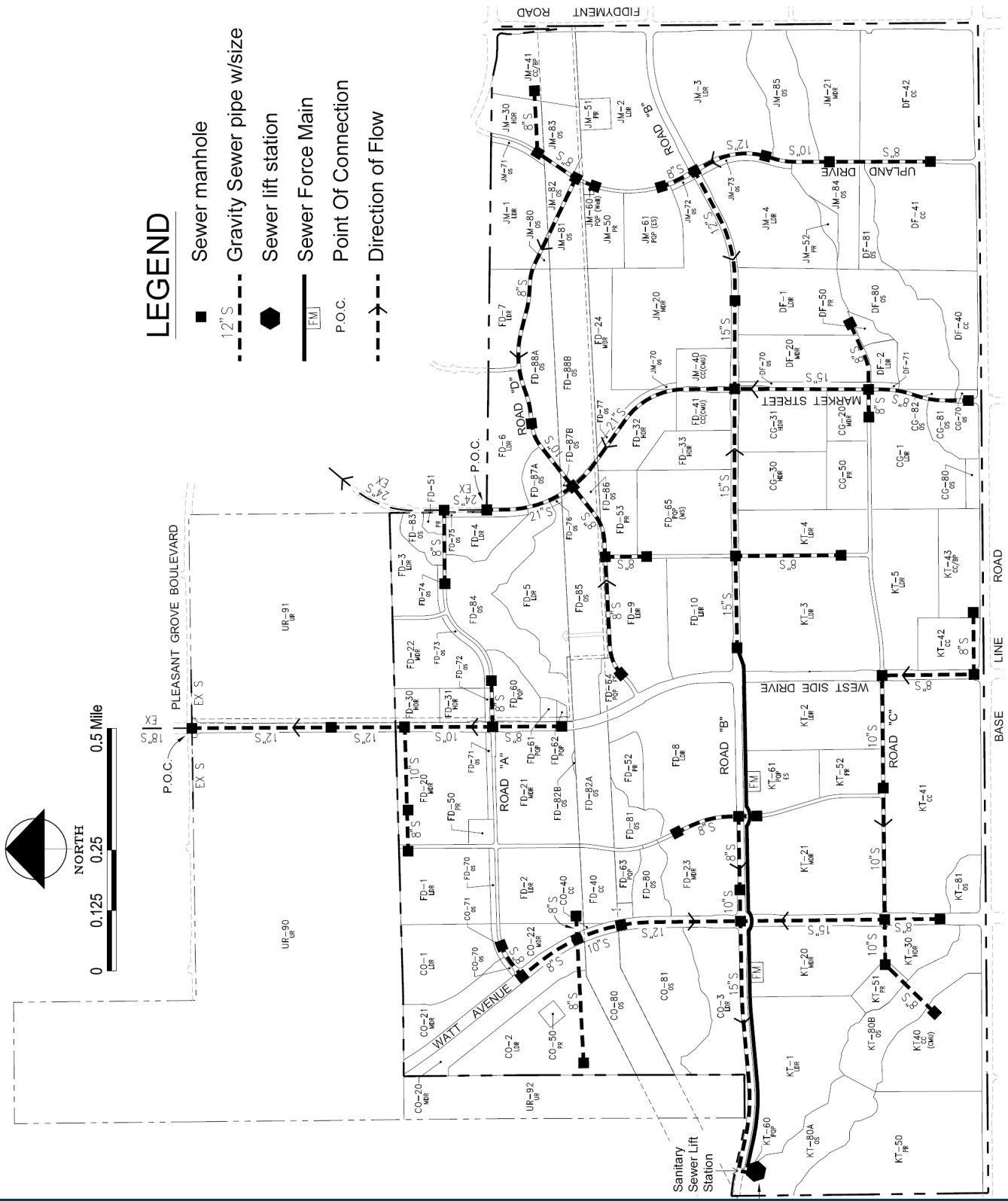


Figure 8-3: Wastewater Collection System

## 8.5 Drainage & Flood Control

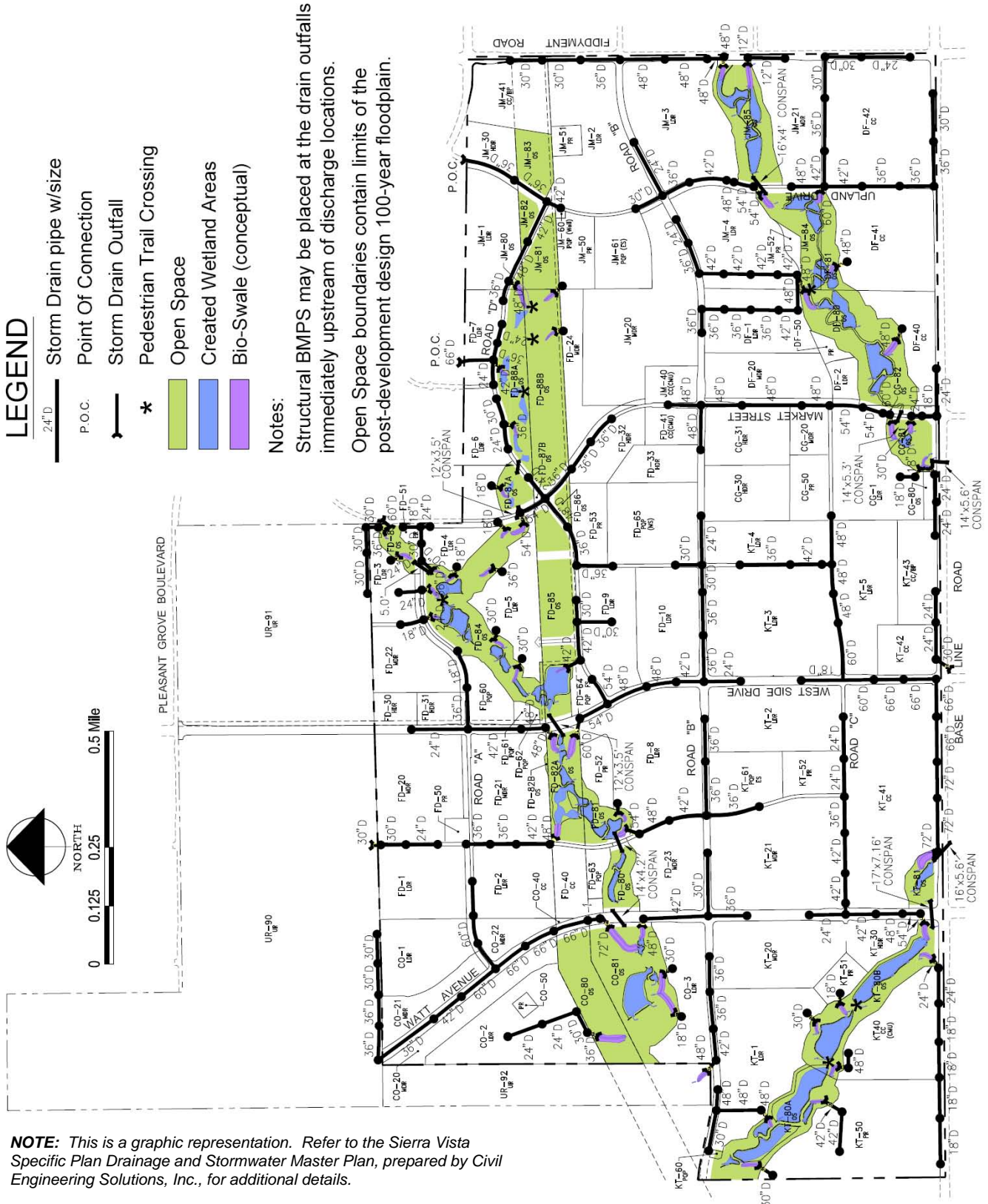
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The Sierra Vista Specific Plan (SVSP) is wholly contained within the Curry Creek watershed, which is located within the larger Natomas Cross Canal watershed of northwestern Placer County and southeastern Sutter County. The Curry Creek watershed drains to the Pleasant Grove Canal, to the Natomas Cross Canal, and then to the Sacramento River.

As described in Chapter 2, Context, Curry Creek traverses the southern portion of the Plan Area as a small seasonal stream, flowing from a pipe at Fiddymont Road, crossing to the south of Baseline Road, then reentering the Plan Area near Watt Avenue, until exiting the western project boundary. The floodplain for Curry Creek varies in width from 500 feet at the east Plan Area boundary to 1200 feet at the west boundary. Federico Creek, a tributary of Curry Creek drains from east to west through the central portion of the SVSP and joins the main branch of Curry Creek just within the western boundary of the Plan Area. An additional tributary of Curry Creek is located near the northern boundary of the SVSP. This tributary conveys runoff from the WRSP to the future extension of Watt Avenue at the western boundary of the Plan Area. West of Watt Avenue, flows are discharged into Placer County.

Hydrologic modeling indicates that on-site detention of runoff would contribute to a reduction of peak flows downstream. As a result, and to support full buildout of Sierra Vista, the plan will construct features within the floodplain which provide supplemental attenuation capacity for all peak storm water runoff within the open space and creek areas of the Plan Area. Adjacent to Curry Creek and its tributaries, additional flood storage will be excavated to enhance the attenuation characteristics of the over bank areas. The addition of bridges and culverts at roadway and trail crossings will be utilized to constrict the peak flows and increase the storage characteristics of the streams by metering downstream flows. Traditional permanent detention basins for peak stormwater flow attenuation are not planned.

The proposed project attenuation enhancement features will provide adequate mitigation to reduce peak runoff rates exiting the Plan Area without increasing the 100-year hydraulic grade line elevations at the Plan boundaries and offsite. Details relating to the sizing, timing, construction, funding, and maintenance of the attenuation features are included in the Specific Plan Development Agreements. The attenuation features will be included in the SVSP 404 Permit and will be incorporated into the Operations and Management Plan. Onsite drainage improvements and open space corridors are shown on Figure 8-4.



**NOTE:** This is a graphic representation. Refer to the Sierra Vista Specific Plan Drainage and Stormwater Master Plan, prepared by Civil Engineering Solutions, Inc., for additional details.

Figure 8-4: Drainage Improvements

In addition to detention of peak flood flows within the Curry Creek watershed, the SVSP will contribute towards construction of a regional retention basin via the City's drainage fee paid at time of Building Permit. This regional stormwater retention facility is located within the Pleasant Grove watershed and is planned at the City's Reason Farms site located to the northwest of the SVSP. The SVSP's contribution to the basin is approximately 191 acre-feet.

On-site drainage improvements consist of a combination of conventional subsurface and surface drainage systems, construction of pipe conveyance systems, and construction of culverts and bridges at roadway and trail crossings of creeks and tributaries. Stormwater will be discharged through outfalls into open space corridors. Vegetated swales, soft armoring, mechanical storm filters, structural interceptors and other best management practices will be utilized at pipe outfalls or other appropriate locations for water quality management, and to convey stormwater runoff to receiving waters while minimizing impacts to open space resources. Where applicable, outfall structures will be extended past any planned bikeways alignments in the open space areas.

The number and location of outfalls shown on Figure 8-4 is based on the best available information and is subject to refinement during the subdivision map and improvement plan approvals, as well as state/federal permitting. Drainage facilities will be designed and constructed in conformance with City of Roseville Improvement Standards, the City's Stormwater Quality Design Manual, the Placer County Flood Control Agency's Stormwater Management Manual, and an open space Preserve Operations and Maintenance (O&M) Plan, the preparation of which is a requirement of the Clean Water Act 404 permit. The Preserve O&M Plan will include requirements to minimize erosion and direct drainage away from vernal pool habitat by employing conceptual drainage improvements to be outlined in the plan (swales, outfalls, energy dissipation, and erosion control). The SVSP will append to the City of Roseville Preserve Area Overarching Management Plan, which was nearing completion at the time of Specific Plan approval. This "Overarching Plan" will replace all existing Preserve area O&M Plans and will be the new Citywide standard for Preserve area management, monitoring, and reporting.

Specific detail regarding the project drainage system is contained in the Drainage and Storm Water Master Plan on file with the City.

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## 8.6 Stormwater Quality

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Sierra Vista provides a comprehensive plan for the management of urban runoff for flow control and water quality improvement. The integrated stormwater management system plan is reflected, in part, in specific design criteria contained in this section. The objectives of the Sierra Vista stormwater management plan (SWMP) are intended to fulfill the requirements of the City's National Pollutant Discharge Elimination System (NPDES) Phase II Permit, as issued by the State Water Resources Control Board, and to minimize the effects of urban stormwater runoff on the natural open space areas, including wetland areas and principal drainage corridors.

The Sierra Vista SWMP will be in accordance with the then current permit criteria applicable at the time of development. The SWMP provides the frame work for stormwater treatment during two district components of the development process, first, during the construction phase while infrastructure is being built to support the community, and the post construction phase which will be part of the improvements that make up the community and continue to protect the natural resources in perpetuity.

### A. Stormwater Management During Construction Activities

The release of on-site stormwater runoff during Construction activities is regulated by the State General Construction Permit issued by the Regional Water Quality Control Board for all construction sites greater than one acre. The General Construction permit requires that a Storm Water Pollution Prevention Plan (SWPPP) is created to address how the storm water from a particular construction site will be maintained and treated prior to being discharged from the site. The SWPPP is an evolving document that changes with the dynamics of the site development.

The use of Best Management Practices (BMPs) during the construction process will generally incorporate erosion controls and sediment controls. Erosion and sediment control BMPs include such things as applying straw mulch to disturbed areas, the use of fiber rolls and silt fences, sedimentation basins, drain inlet protection, stabilized construction accesses, and material management. The final sizing and selection of non-mechanical BMPs will consider requirements specific to the Curry Creek watershed and proposed developed activities.

## **B. Post Construction Stormwater Management**

Post construction stormwater management is intended to treat the urban runoff generated on-site in perpetuity. The BMP techniques within the Plan Area will reduce and/or eliminate the pollutants from the urban stormwater runoff and prevent the contamination of receiving waters. Sierra Vista will work with the then current permit criteria applicable at the time of development and in conformance with the City of Roseville Improvement Standards, the City's Stormwater Quality Design Manual, the Placer County Flood Control Agency's Stormwater Management Manual, the open space preserve Operations and Maintenance (O&M) Plan, to design and address post construction stormwater treatment.

Post construction stormwater treatment is composed of three general elements, source control, runoff reduction and treatment of runoff. All three elements will be used in the Sierra Vista SWMP. The basic practice of source control is to minimize the potential for constituents to enter runoff at the source. The main tool the project will employ towards the goal of runoff reduction, is the use of Low Impact Development(LID) measures. Implementation of LID includes the construction of decentralized small scale improvements that provide for local infiltration and treatment opportunities that reduce the quantity of runoff which enters the storm drain systems during a rainfall event. LID will be implemented to offset for runoff increases that occur with the development as a matter of the conversion of native ground surfaces to impervious cover. Additional Treatment control BMPs may be located at the end of the pipe and provide further treatment of the stormwater before it enters into the natural creek system.

### **Low Impact Development (LID)**

Low impact development (LID) is an approach to stormwater management that emphasizes the use of small-scale, natural, constructed and proprietary drainage features integrated throughout the city to capture urban runoff and precipitation. LID measures can slow, clean, infiltrate and evapotranspire runoff, which reduce the quantity of urban runoff entering the city storm drain systems. The added opportunities for infiltration offered by the use of LID can add water to local aquifers, increasing water reuse. It is a sustainable practice that benefits water quality protection, stream stability and can contribute to water supply. The intent is to weave the textures of natural processes into the fabric of development. In addition to traditional storm water management, which collects and conveys storm water runoff through storm drains, pipes, or other conveyances to a centralized storm water facility, LID within Sierra Vista will take a different approach by using site design elements, LID and

storm water management to minimize changes to the site's pre-development runoff rates and volumes.

Key principles of low impact development include:

- ❑ Decentralize and manage urban runoff to integrate storm water management throughout the watershed.
- ❑ Preserve the ecosystem's natural hydrological functions and cycles.
- ❑ Account for a site's topographic features in its design.
- ❑ Reduce directly connected impervious surfaces to slow runoff and provide additional infiltration opportunities.
- ❑ Reduce impervious ground cover and maximize infiltration on-site.

As Sierra Vista develops, specific LID techniques, tools, and material will be used and specified in the construction documents that will control the amount of impervious surface, increase infiltration, and improve water quality by reducing runoff from the developed sites. The Sierra Vista master drainage study has accounted for the percent of runoff reduction expected with the implementation of these LID practices. Additional project design elements within the open space areas will also provide hydrograph modification benefits. The created wetland elements will provide additional floodplain storage capacity which is factored into the project hydrology analysis. The created wetlands also provide LID and treatment potential which has not been factored into the project mitigation, which include: added infiltration opportunities, evapotranspiration opportunities, nutrient uptake, biological filtering, and stream buffers."

A variety of LID elements may be implemented within Sierra Vista to achieve a reduction in stormwater runoff. The selection and use of these elements may vary by development project, depending on the runoff reduction needed. The various LID options may include, but are not limited to, the following:

- ❑ Disconnected roof drains;
- ❑ Disconnected and separated pavement;
- ❑ Bioretention facilities, rain gardens, and bioswales;
- ❑ Tree Planting;
- ❑ Grass swales and channels;
- ❑ Curb cuts and vegetated filter strips;
- ❑ Impervious surface reduction – permeable pavements and porous pavements;
- ❑ Stream Buffers;
- ❑ Soil Amendments; or
- ❑ Pollution prevention and good housekeeping practices.

## End of Pipe Stormwater Treatment Control

In addition to the implementation of the above referenced LID measures, the storm drain system will be designed to provide additional protection of the natural environment and receiving water of Curry Creek by providing non-mechanical end of pipe treatment techniques. This element adds to the treatment train and consists of final treatment elements such as grass treatment swales.

Special consideration will be taken within Sierra Vista to capture, convey and release the urban storm water to the creek system. The treatment and conveyance of storm runoff in and through the open spaces will be made part of the Corp of Engineers 404 permitting process. Standard practices include the use of headwall structures, directly at the outfall location, that stabilize and protect the outlet pipe, surrounding topography and aid in velocity attenuation while minimizing future maintenance costs. Conveyance "grassy swales" that direct the storm water from the pipe outlet to the receiving waters, while avoiding sensitive habitat and distributing the concentrated pipe flows to a spread sheet flow will be used at every outfall in the project. Depending on the size of and frequency of particular storm events, and the actual drainage area being conveyed, the conveyance swales will be armored with geosynthetics that will minimize the potential for future erosion and rilling of the open space. This soft armoring approach will provide opportunity to create grassy swales and additional wetlands that will aide in storm water filtration and infiltration. Based on the level of LIDs proposed, additional "CDS" filtration units are not anticipated. However, additional structural BMP's can be added to the treatment train and end of pipe treatment if needed. These may include such devices as:

- ❑ Installation of "fossil filter" or equivalent petroleum absorbing insert assemblies in the project drop inlets;
- ❑ Trash screen vaults; or
- ❑ Other structural BMP's as approved by the City.

The final selection of BMPs will consider requirements specific to the Curry Creek watershed and proposed development flows. Other BMPs will involve prompt re-vegetation of disturbed areas and proper erosion protection per the NPDES permit during construction.

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## 8.7 Dry Utilities

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### A. Electric Service

Roseville Electric, the City's electric utility, will provide electric service to the SVSP.

Note: In July 2009, the California Attorney General approved an initiative titled, "New Two-thirds Requirement for Local Public Electricity Providers." Upon receipt of the required signatures, initiative proponents plan to place the initiative on the June 2010 state ballot. If the initiative is approved by voters, Roseville Electric will be required to obtain a 2/3 voter majority of both the voters in its existing service territory and the voters in the proposed expanded territory before constructing facilities to serve new electric customers. If the initiative is successful, Roseville Electric may not be the electricity provider for SVSP, but rather an investor-owned utility such as PG&E.

Roseville Electric operates the Roseville Energy Park, a 160-megawatt natural gas fired electric power plant, which uses state-of-the-art equipment to locally generate more than half of the City's electricity needs. The Roseville Energy Park is located north of the Plan Area. Any additional electricity resources that are needed to serve SVSP, including state and federal mandated renewable electricity resources, will be purchased from outside sources or generated by new Roseville-owned generating facilities. As required by state regulations, Roseville will use energy efficiency programs and initiatives to meet electricity demand, before acquiring new electricity sources.

Peak electric demand for electrical service is estimated to be 65 million volt amps (MVA) within the SVSP. Planned electric backbone facilities include a substation and a 60kV transmission line corridor. The SVSP provides a 1.1-acre site (Parcel FD-61), centrally located in the Plan Area along West Side Drive, for an electric substation. This substation will connect with Roseville Electric's existing 60kV overhead transmission lines that extend through the Plan Area, which completes a loop in west Roseville and provides connections to the Fiddymont substation and the substation in the WRSP. These transmission lines extend along the east side of planned West Side Drive, between Pleasant Grove Boulevard and the substation site, and also along the south side of the WAPA corridor between West Side Drive and Fiddymont Road. The location of the proposed electric substation and the alignments of the existing 60kV power line easements are shown on Figure 8-5.

Underground electrical distribution will be extended to individual parcels in conjunction with roadway improvements. In addition, street lighting will

be provided along all public streets as part of the roadway frontage improvements. All electric and street light facilities will be constructed to the City's current standards at the time of construction.

## **B. Natural Gas**

Pacific Gas & Electric Company (PG&E) will provide natural gas upon request and in accordance with the rules and tariffs of the California Public Utilities Commission. PG&E's long-range plans provide for availability of gas service to accommodate increased demand. Service will be provided to the SVSP from existing infrastructure adjacent to the Plan Area. Delivery of gas service to individual projects in the SVSP will be reviewed by PG&E at the time of proposal.

## **C. Communication**

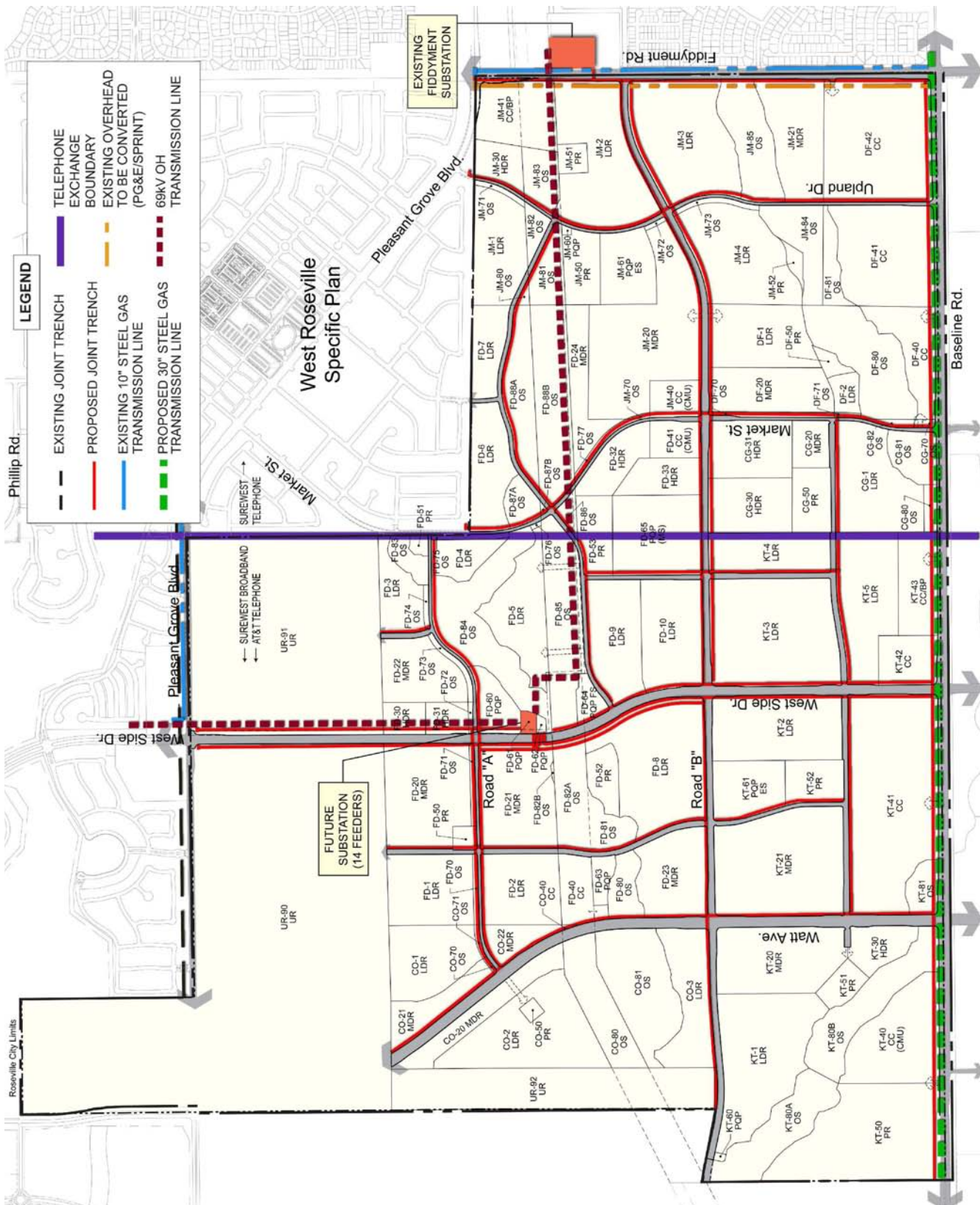
The SVSP is within the service areas of SureWest Communications, AT&T, Comcast, and Wave Broadband. Together, these providers offer both voice and data communication services to all development within the Plan Area. Distribution lines to individual parcels will be extended from existing infrastructure adjacent to the Plan Area in accordance with the infrastructure Phasing Plan for dry utilities. The appropriate providers will review delivery of telephone, cable television, and high speed data line services to individual projects in the SVSP at the time of proposal.

## **8.8 Solid Waste**

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The City of Roseville will provide solid waste services to the SVSP. Solid waste will be collected and delivered to the Western Placer Waste Management Authority facility located north of the City at Athens Avenue and Fiddymont Roads. The Authority owns a Material Recovery Facility (MRF) that receives, separates, processes, and markets recyclable materials removed from the waste stream. Residual waste is transferred to the Authority's Western Regional Sanitary Landfill located on the same site for disposal.

At full buildout, the SVSP is anticipated to generate approximately 37,081 tons of solid waste annually. Based on current city recycling efficiencies, it is expected that over half of the waste stream will be diverted from the landfill as recycled material. A 0.5-acre solid waste recycling area is planned within the SVSP on Parcel FD-62. This site will provide residents with a location to off-load recyclable materials. Vehicular access to this site is provided from West Side Drive.



UTILITIES PLAN

Figure 8-5: Electrical Substation and Power Line Alignments



Draft

November 10, 2009

9

resource management

## 9.1 Overview

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The natural undeveloped character of the Sierra Vista Specific Plan (SVSP) area consists of relatively flat to gently rolling terrain situated at an elevation of approximately 75 to 125 feet above mean sea level. Historical use of the Plan Area included ground disturbance associated with agricultural operations and minimal disturbance through structural development and associated grading activities. However, there are areas of natural habitat with the potential for wildlife diversity.

Annual grassland is the dominant vegetation community within the Plan Area, with herbaceous weed species interspersed with the non-native annual grasses. Wetland features are dispersed throughout the site. Curry Creek flows from east to west within the Plan Area, entering from the southeast, then continuing south of Baseline Road and re-entering the SVSP in the southwest corner of the Plan Area. Clusters of seasonal wetlands, including vernal pools and seasonal drainages, are also embedded in the grassland areas. A number of trees are present in the southwest portion of the site, primarily along the Curry Creek corridor, most of which are cottonwoods and willows, with approximately six interior live oaks.

The SVSP is consistent with the goals of City of Roseville General Plan Open Space and Conservation Element. The SVSP establishes contiguous open space areas that are formed to protect some of the Plan Area's most prominent natural resource areas. The form of Sierra Vista's Open Space Plan, and the resource preservation areas within it, has been guided by input received during early consultation with appropriate federal and state resource agencies. The resource management approach is designed to be consistent with the Pleasant Grove Wastewater Treatment

Plant (PGWWTP) Memorandum of Understanding (MOU) between the City and U.S. Fish and Wildlife Service (USFWS) from May 2000, which addresses annexation projects proposed on the City's western boundary, such as the SVSP. In addition, the SVSP and related off-site preservation and restoration efforts are intended to complement larger-scale regional conservation strategies, such as the proposed Placer County Conservation Plan, the County's proposed habitat conservation plan. Coordination with other agencies and conservation efforts is a fundamental principle and key objective of the SVSP resource management approach. In addition to resource protection, the open space areas help define the visual character of Sierra Vista and provide for passive recreation opportunities, pedestrian and bike access, storm drainage, flood water conveyance, utility infrastructure, and land use buffering.

Based on the characteristics of the Plan Area, the resource management approach in the Specific Plan focuses on wetland resources, vegetation and wildlife, and cultural and historic resources. Additional resources are further addressed in the Sierra Vista Specific Plan EIR.

## 9.2 Wetland Resources

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### A. Pre-Development Conditions



Several types of wetland features exist throughout the Plan Area. The most prominent of these is Curry Creek, a perennial drainage that flows year round as a result of upstream urban runoff and that supports riparian and emergent marsh vegetation. In addition to Curry Creek, there are small swales and drainages throughout the SVSP that carry water briefly during winter rainfall. Outside of the creek and swales, vernal pools and seasonal wetlands are found primarily within grassland areas. A total of 37.4 acres of verified wetlands or "other waters" of the United States occur within the Plan Area in its pre-development condition. Table 9-1 identifies the types of wetland features found throughout the Plan Area.

**Table 9-1: Jurisdictional Wetland Summary**

Wetland Type	Pre-Development Acreage	Impacted Acreage <sup>1</sup>
Ephemeral Stream	0.0625 ac.	0.0415 ac.
Intermittent Stream	5.071 ac.	0.7978 ac.
Perennial Stream	2.15 ac.	1.433 ac.
Pond	2.067 ac.	1.0450 ac.
Perennial Marsh	0.859 ac.	0.8483 ac.
Seasonal Wetland	6.4179 ac.	4.4368 ac.
Wetland Swale	11.2646 ac.	9.8812 ac.
Vernal Pool	9.5319 ac.	6.184 ac.
<b>TOTAL</b>	<b>37.4239 ac.</b>	<b>24.6676 ac.</b>

<sup>1</sup> These impacts do not include off-site impacts to wetlands. Refer to SVSP EIR for additional information for off-site impacts.

## B. Avoidance and Mitigation Strategies

The Sierra Vista development plan is the result of extensive planning and its design is influenced by the desire to reduce impacts on wetlands and habitat for endangered species. The Open Space plan, as illustrated on Figure 9-1, is configured to minimize impacts on Curry Creek and to provide buffers for habitat protection. Details regarding impacted and avoided wetlands, including mitigation strategies, are provided in the SVSP Environmental Impact Report.

Sierra Vista avoids resource impacts to the degree feasible, however, mitigation is required to offset impacts on wetland features. Sierra Vista’s mitigation strategy has two primary objectives: 1) To create no net loss of wetland functions and values, and 2) To offset impacts on federally listed species. These objectives will be accomplished through a combination of on-site preservation and off-site preservation, restoration, and creation.

Development of the SVSP will be subject to the appropriate approvals from state and federal resource agencies including the USFWS, U.S. Army Corps of Engineers (USACE), the California Regional Water Quality Control Board and California Department of Fish and Game (CDFG). Prior to submittal of an application for the SVSP, the City and SVSP property owners initiated regular meetings with representatives from various federal and state agencies. The SVSP mitigation program has involved early consultation with the resource agencies to ensure compliance with the Clean Water Act and Endangered Species Act.

## **On-Site Resource Preservation, Creation and Management**

Wetland features within the Plan Area's Open Space system will be preserved in perpetuity, with on-site Preserves ultimately dedicated to the City for management and maintenance. To ensure these features are maintained, grading and drainage plans in development areas will be designed to minimize impacts on the open space areas' existing hydrology. Approximately 45 acres of wetlands will be constructed on-site within the preserved open space. An on-site mitigation plan will be prepared describing the wetlands to be created along with the monitoring protocol and performance criteria. It is anticipated that Long-term maintenance and management of Sierra Vista's Preserves will be conducted in accordance with the City of Roseville Open Space Preserve Overarching Operations and Management (O&M) Plan as discussed further in Section 9.4 below.

## **Off-Site Mitigation**

Where biological resources cannot be avoided within Sierra Vista's development areas or mitigated on-site within the open space Preserves, off-site mitigation is required to offset impacts on wetlands and associated habitat. In order to meet the resource preservation objectives outlined above, the mitigation program includes the preservation of resource areas on off-site lands and mitigation banks. Mitigation sites have been identified in Western Placer County and are described in the 404 permit application. These sites will provide areas for preservation, restoration, and creation of wetland features. In addition, some mitigation will be provided as habitat credits in previously established and agency-approved mitigation banks located in Placer County. The use of off-site lands and habitat credits as mitigation to satisfy the on-site impacts on wetland resources will be assessed by the appropriate federal and state resource agencies and subject to various permit approvals prior to development activity within the Plan Area.



## 9.3 Vegetation and Wildlife



Annual grassland is the dominant vegetation community within the Plan Area. It is comprised primarily of non-native annual grasses and herbaceous weed species. The most common species found within Sierra Vista include medusa-head (*Taeniatherum caput-medusae*), soft brome (*Bromus hordeaceus*), wild oat (*Avena fatua*), ryegrass (*Lolium multiflorum*), and mouse barley (*Hordeum murinum*). Other species that exist throughout the Plan Area include yellow star thistle (*Centaurea solstitialis*), filaree (*Erodium botrys*), sticky tarweed (*Holocarpha virgata*), common tarweed (*Hemizonia pungens*), and bull thistle (*Cirsium vulgare*). In addition, Dwarf downingia (*Downingia pusilla*), a special-status, California Native Plant Society List 2 plant species, is located in parts of the northern portion of the Plan Area.



Sierra Vista's grassland habitat supports a number of wildlife species. These include waterfowl, wading birds, shorebirds, and several amphibian species that use the wetland areas in the winter and spring. In addition, the grassland habitat supports several raptor species, including Swainson's hawk, by providing foraging habitat. Swainson's hawk is a state-listed threatened species and is protected pursuant to the California Endangered Species Act. One nest has been documented in the southwestern portion of the Plan Area. Several prey species have also been documented on the site, including pocket gopher, meadow vole, and black-tailed jackrabbit.

Grassland habitat will be preserved as part of Sierra Vista's open space system. The largest Preserve areas include the open space parcels associated with the Curry Creek and Western Area Power Authority (WAPA) corridors. Active management of tall grasses by mowing, harvesting, discing, or grazing is anticipated to provide prey opportunities for wildlife species. Preservation and management of the grassland areas will be regulated by the Operations and Management Plan, as outlined in sub-section 9.4 below. Active management of the grassland is an important component of Sierra Vista's mitigation strategy to offset wildlife impacts, which is outlined in the Sierra Vista EIR.

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## 9.4 Operations & Management Plan

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An O&M Plan will be implemented in accordance with the applicable 404 permits to continually monitor, report, and correct disturbance, if any, to the open space/ Preserve areas. This document will ultimately be approved by the regulatory agencies and will specify the permitted activities and features within Sierra Vista's open space Preserves. For the SVSP, it is anticipated that Preserve areas will be managed in accordance with the City of Roseville Open Space Preserve Area Overarching O&M Plan. At the time of Specific Plan approval, the Overarching O&M Plan was nearing completion. When complete, it will replace several individual O&M Plans that govern management of other City-owned Preserve areas, which will result in a more consistent application of Preserve management strategies throughout the City.

At a minimum, the O&M Plan will address fire/fuel modification zones, mowing activities, grading/ construction activities, pedestrian/bikeway paths, storm drainage systems (including outfall locations and the transfer of storm water to receiving waters), and other permitted and prohibited activities. In addition, standards will be established in the O&M Plan to minimize potential future impacts on vernal pools from sources of pollution, including urban runoff and neighboring land uses. Following habitat creation and completion of success monitoring by the property owners, on-site open space Preserves will be dedicated to and managed by the City in accordance with the Preserve Area Overarching O&M Plan. Funding for the management of on-site Preserve areas will be provided by an annual tax levy via creation of a Community Facilities District (or other funding mechanism).

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## 9.5 Cultural and Historic Resources

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Much of the Sierra Vista site has been modified in the past to accommodate agricultural activities. A cultural resources report was prepared that evaluated the potential for significant resources. Seven historical cultural resources were identified as part of this analysis, which generally included residential structures, and equipment and buildings associated with agricultural activities dating back to the late 1800's. The analysis concluded that the buildings, structures, and deposits in the Plan Area do not appear to be eligible for the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR).

The Sierra Vista Specific Plan EIR provides a detailed analysis of the Plan Area's cultural and historic resources, including mitigation and direction

for further analysis of project-related impacts on cultural and historic resources, and how to proceed if any previously undiscovered or sub-surface archaeological artifacts or historical sites are discovered in the Plan Area. Potential actions include further surveying, disclosure, and documentation.

## 10.1 Overview

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Government Code Section 65451 requires that a Specific Plan include a program of implementation measures necessary to carry out its proposed land uses, infrastructure, development standards, and criteria. Implementation of the Sierra Vista Specific Plan is to be administered by the City of Roseville and carried out in accordance with the terms and conditions of several related planning and program documents. These include project-related and approved development agreements, phasing plans, a financing plan, and an environmental impact report, which augment the policies and regulations set forth in the City's General Plan and Municipal Code.

Implementation of the Sierra Vista Specific Plan is intended to result in the systematic and orderly development of the Plan Area. To achieve this intent, the Specific Plan includes a conceptual program for the phasing of infrastructure to support development, financing and construction of public improvements, review of individual development projects, transfer of residential units, and process for Specific Plan amendments/minor modifications. These programs are summarized in this chapter, with details and specific requirements included in the above referenced documents.

## 10.2 Relationship to City Plans & Policies

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### A. General Plan

The City of Roseville General Plan serves as the long-term policy guide for the physical and economic development of the City. The City's core values are the foundation of the General Plan and the underlying basis for its vision and direction.

The SVSP implements the goals and policies of the City's General Plan and augments these goals and policies by providing specific direction to reflect conditions unique to the Plan Area. At the time of Specific Plan approval, the City's General Plan and incorporated documents were amended to reflect Sierra Vista's land uses and development program. The SVSP is consistent with the City's General Plan and incorporated documents as amended.

### B. Municipal Code

The Roseville Municipal Code is one of the primary tools for implementing the General Plan. For new development areas, the Municipal Code's key components are the City's Zoning Ordinance, Subdivision Ordinance, and Tree Ordinance, which are used in tandem with this Specific Plan to implement the development program. In some instances, this Specific Plan modifies the permitted uses, development standards, or other regulations for some zoning districts within the Plan Area where unique development patterns are expected. In these cases, the zoning regulations provided in this Specific Plan (and attached Development Standards and Design Guidelines) supersede the City's Zoning Ordinance. However, where this Specific Plan is silent, the Zoning Ordinance's regulations prevail.

## 10.3 Specific Plan Related Documents

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### A. Environmental Impact Report

An Environmental Impact Report (EIR) was certified concurrent with approval of the Sierra Vista Specific Plan. The EIR, prepared in accordance with the California Environmental Quality Act (CEQA), examines the potential direct and indirect environmental effects associated with development of the SVSP and identifies appropriate mitigation measures to reduce impacts determined to be significant. The

EIR analyzes the SVSP at a project level, and serves as the base environmental document for purposes of evaluating subsequent Plan Area-related entitlements.

## B. Development Agreements

The various property owners within Sierra Vista Specific Plan area have executed individual development agreements with the City of Roseville to vest the development rights of their properties within the Plan Area. The development agreements were approved by the City in accordance with applicable State and local codes, and as such, function as legal and binding contracts between the City of Roseville, the property owners, and their successors-in-interest. Each development agreement outlines the specific development rights, establishes obligations for infrastructure improvements and land dedications, secures the timing and methods for financing improvements, and specifies other performance obligations for development of the Plan Area.

## C. Development Standards & Design Guidelines

Concurrent with the approval of the project, the Sierra Vista Development Standards and Design Guidelines (appendices to the Specific Plan) were approved by the City of Roseville. The Development Standards constitute the zoning regulations for the Specific Plan area, establishing its permitted uses and development regulations. For specific zone districts within the Plan Area, the Sierra Vista Development Standards modify the City's typical regulations in a manner to achieve a development pattern that would not be otherwise permitted by standard application of the City's Zoning Ordinance. Therefore, these standards are intended to be used in conjunction with the City's Zoning Ordinance. For matters where the Development Standards are silent, the City's Municipal Code prevails.

Sierra Vista's Design Guidelines work in tandem with the Specific Plan and Development Standards documents, and provide additional detail in the design, review, and approval of individual projects within the Plan Area. Elements addressed include subdivision and site design, architecture, landscaping, streetscapes, entries, lighting, signage, and low impact development concepts. All development within the Plan Area is required to comply with the SVSP Development Standards and Design Guidelines.

## 10.4 Phasing Plan for Public Facilities

The Sierra Vista Specific Plan provides for a comprehensively planned infrastructure system with coordinated phasing and construction of facilities. A series of infrastructure construction phases are anticipated as Sierra Vista builds out. The geographic boundaries of each phase are reflected on Figure 10-1, with residential unit and land use allocations by phase summarized in Table 10-1.

In general, the phasing plan has been structured to ensure that the improvements in each phase can support its respective development in compliance with City policies and standards, and that the development in each phase can support the costs of the required improvements.

Infrastructure phases identified in the phasing plan may be modified at the discretion of the City, in consultation with all affected City departments, subject to criteria established in the Development Agreements for the project.

The infrastructure requirements for each phase of development include all on-site backbone infrastructure and off-site facilities necessary for the build out of each phase. These include roadways, sewer, water, recycled water, storm drainage, dry utility, paseos, schools, parks, and other facilities and improvements. A full listing of improvements and related details, is attached to the Specific Plan development agreements. All in-tract sewer, storm drain, water, dry utilities, and recycled water (if applicable) will be installed as part of local project improvements.

Table 10-1: Land Use & Residential Units by Phase								
Phase	LDR	MDR	HDR	CMU	Comm.	Park	P/QP	Total
A	195.2 ac. 973 du	50.6 ac. 455 du	23.6 ac. 488 du	11.4 ac. 80 du	15.1 ac.	21.3 ac.	37.1 ac.	354.3 ac. 1,996 du
B	121.4 ac. 625 du	39.6 ac. 332 du	28.6 ac. 840 du	--	103.1 ac.	9.4 ac.	--	302.1 ac. 1,797 du
C	167.5 ac. 835 du	97.6 ac. 876 du	7.5 ac. 150 du	23.5 ac. 175 du	62.7 ac.	58.2 ac.	15.1 ac.	432.1 ac. 2,036 du
D	18.3 ac. 91 du	62.2 ac. 558 du	8.2 ac. 172 du	--	--	1.7 ac.	8.5 ac.	98.9 ac. 821 du
<b>Total</b>	<b>502.4 ac. 2,524 du</b>	<b>250.0 ac. 2,221 du</b>	<b>67.9 ac. 1,650 du</b>	<b>34.9 ac. 255 du</b>	<b>180.9 ac.</b>	<b>90.6 ac.</b>	<b>60.7 ac.</b>	<b>1,187.4 ac. 6,650 du</b>



## 10.5 Financing of Public Improvements

The construction of public improvements to serve Sierra Vista are to be funded by a variety of mechanisms including establishment of one or more Community Facilities Districts (CFD), City Impact Fees, School Impact Fees, developer financing, and other methods. A Financing Plan has been prepared for the project, available at the City’s Finance Department and hereby incorporated by reference, which identifies the funding mechanisms that can be used to construct the Plan Area’s public facilities. These various financing mechanisms are summarized on Table 10-2 and described in general terms below. For specific details on the funding strategy, please refer to the Sierra Vista Financing Plan, available at the City of Roseville Finance Department.

**Table 10-2: Public Improvement Financing Mechanisms**

Improvement/Facility	Financing Options
Roadway Improvements	CFD/ Traffic Fees/ Developer Financing
Storm Drain Infrastructure	CFD/Developer Financing
Water Infrastructure	CFD/ Water Connection Fee/ Developer Financing
Sewer Infrastructure	CFD/ Sewer Fee/ Developer Financing
Recycled Water Infrastructure	CFD/ Developer Financing
Electric Facilities	CFD/ Utility Rates/ Developer Financing
Parks	Park Fees/ Developer Financing
Paseos	Paseo Fees/CFD/ Developer Financing
Bike Trails	Bike Trail Fee/CFD/Developer Financing
Open Space Amenities	CFD/ Park Fees/ Developer Financing
Library	Public Facilities Fee
Fire Facilities	Fire Service Construction Tax
Schools	School Impact Fees/ State Funding
Other City Facilities	General Fund/ CFD/ Developer Financing
County Facilities	County-Wide Facilities Fee
Maintenance Services <sup>1</sup>	General Fund/ CFD
Governmental Services <sup>2</sup>	General Fund/Public Facilities Fees/ CFD

<sup>1</sup> Landscape corridors and medians on roadways, parks and related facilities, paseos, open space areas, bike and pedestrian paths and/or trails, detention facilities.

<sup>2</sup> Police, Fire, Library, or general governmental services

- ❑ **Developer Financing** – Direct developer/merchant builder financing may be used to contribute towards backbone improvements and facilities, shortfall financing, and for in-tract subdivision improvements.
- ❑ **Community Facilities District** – One or more Community Facilities Districts may be established to help fund the construction and/or acquisition of backbone infrastructure and facilities that serve Sierra Vista. The 1982 Mello-Roos Community Facilities Act enables cities and other entities to establish a CFD to fund various facilities and services. The proceeds of the Mello-Roos special tax can be used for direct funding of facilities and/or to service debt. A separate Community Facilities District for Services will be established for maintenance of certain facilities that provide special benefit to Sierra Vista. Such facilities may include landscape corridors and medians, open space Preserves, paseos, bike paths, detention facilities, and neighborhood parks. In addition, the CFD for Services may be used to fund governmental services that directly benefit residents of Sierra Vista, including police, fire, library, and other governmental services.
- ❑ **City Impact Fees** – The City of Roseville has adopted a set of development impact fees to finance capital improvements. The fee structure requires the payment of fees prior to issuance of a building permit. The City collects park fees, drainage fees, sewer fees, solid waste fees, water connection fees, traffic mitigation fees, public facilities fees, and the Fire Service Construction Tax.
- ❑ **School Impact Fees** – The various school districts within the Plan Area have established fees, in accordance with Section 17620 of the California Education Code, to be used to construct school facilities. Pursuant to Section 65995 of the California Government Code, these school impact fees will be collected by the school district prior to issuance of a building permit.

As noted, other financing mechanisms may be utilized, including creation of private districts or associations to fund maintenance of certain facilities within Sierra Vista. Specific financing requirements, improvement obligations, fees, reimbursements, land and easement dedications and conveyances, maintenance, and other financing and improvement-related obligations are detailed in the development agreements for the Specific Plan area.

## 10.6 Subsequent Entitlements and Approvals

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### A. City Processing

Individual development projects within the SVSP are subject to review and approval of subsequent permits and entitlements by the City of Roseville (e.g., subdivision review, design review, conditional use permits, variances, and/or other permits). Application and processing requirements shall be in accordance with the City's Zoning Ordinance and other regulations, unless otherwise modified by this Specific Plan.

All subsequent development projects, public improvements, and other activities shall be consistent with this Specific Plan and accompanying Development Standards and Design Guidelines, the Specific Plan development agreements, and all applicable City of Roseville policies, requirements, and standards. In acting to approve a subsequent project or permit, the City may impose conditions as are reasonably necessary to ensure that the project is in compliance with the Specific Plan and all then applicable plans and regulations.

### B. Environmental Review

Each subsequent development project shall be reviewed to ensure compliance with the California Environmental Quality Act (CEQA). The project EIR, which was certified concurrent with the SVSP, serves as the base environmental document for subsequent entitlements within the Plan Area. Development applications will be reviewed on a project-by-project basis to determine consistency with the EIR.

In general, if it is determined that a subsequent project is consistent with the Specific Plan and within the scope of the EIR, further environmental review may not be necessary. Section 65457(a) of the California Government Code and Section 15182(a) of CEQA provide that no EIR or negative declaration is required for any residential project undertaken in conformity with an adopted Specific Plan for which an EIR has been certified. If it is determined that a development application is inconsistent with the Specific Plan and/or substantial evidence exists that supports the occurrence of any of the events set forth in CEQA Guidelines Section 15183, a determination will be made as to the appropriate subsequent environmental document.

A mitigation monitoring program has been adopted with the EIR in accordance with Public Resources Code 21081.6 to ensure implementation of EIR mitigation measures.

## C. Approvals from Other Agencies

Appropriate Local Agency Formation Commission (LAFCO), state, and federal approvals and permits are required prior to any development activity within the Plan Area.

# 10.7 Amendments & Minor Modifications

Proposed changes to a specific plan typically require approval of a Specific Plan Amendment (SPA). Specific Plan Amendments are processed in the same manner as the initial Specific Plan adoption, requiring review by the Planning Commission and action by the City Council.

However, because the Plan Area will build out over several years, it is anticipated that the Sierra Vista Specific Plan may need to respond to changing market conditions and City expectations during the course of buildout. To provide a degree of flexibility to respond to changing conditions, the SVSP allows for administrative approval of Minor Revisions to the Specific Plan, including the development standards and design guidelines in Appendices A and B. The Planning and Redevelopment Director, or designee, shall determine whether a proposed revision is minor, and may act upon a minor revision to the Specific Plan and appendices administratively, as specified below.

A minor revision may be processed and acted on administratively if determined by the Planning and Redevelopment Director to be in substantial conformance with:

1. The overarching vision and community design principles intended for the Sierra Vista Specific Plan, including applicable development standards and design guidelines;
2. The applicable Specific Plan development agreement(s);
3. The City of Roseville General Plan; and,
4. The Specific Plan Environmental Impact Report.

Examples of minor revisions include, but are not limited to:

- The addition of new or updated information that does not substantively change the Specific Plan.

- Minor adjustments to land use boundaries of residential, commercial, or park parcels, to open space edges between developed and non-developed land, or to street alignments, where the general land use pattern is maintained.
- Minor modifications to, and interpretations of, the development standards, as permitted by Section 19.74.020 of the Roseville Municipal Code for Administrative Variances, if it is determined that such changes are equal to or better than the original intent of the SVSP.
- Changes to the provision of public infrastructure and facilities that do not impact the level of service provided or affect the development capacity in the Plan Area.
- Modifications to the Design Guidelines, (such as revisions to design treatments, changes in specified plant materials, alterations of site concept plans, etc.), if it is determined that the design intent is maintained.
- Modifications to the provisions for infrastructure and construction timing that do not change the ability to provide adequate infrastructure for the development.

Any proposed minor revision to the Specific Plan may, at the sole discretion of the Planning and Redevelopment Director, be referred to the Planning Commission and City Council for action. Determinations and actions by the Planning and Redevelopment Director may be appealed to the Planning Commission.

If the Planning and Redevelopment Director determines that a proposed amendment does not meet the above criteria, a Specific Plan Amendment (SPA) shall be required.

## **10.8 Minor Residential Unit Transfers**

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The large lot parcels on Sierra Vista's land use plan are assigned a residential dwelling unit allocation, with associated gross land use density. These assignments were made at the time of Specific Plan approval based on an assessment of the constraints and opportunities of each large-lot parcel and anticipated long-term demand for various housing types. As individual residential small-lot parcel maps are processed over time, a more detailed assessment of site, market, and other conditions will occur. It is anticipated that this process may result in the need to adjust (reduce or increase) the number of units assigned to some large-lot residential parcels.

This Specific Plan includes a provision that allows the City to approve minor residential density adjustments and permit the transfer of residential units between large lot parcels. The Planning and Redevelopment Director may administratively approve a residential unit transfer/density

adjustment between any Specific Plan large lot parcels provided that the following conditions are satisfied:

1. The transfer and receiving parcels are located within the Sierra Vista Specific Plan and are subject to a development agreement;
2. The transfer of units does not result in a change to the land use designation, specifically, the transfer does not: (a) reduce the number of units from the transfer parcel below the minimum number of units allowed by the applicable land use designation; or (b) increase the number of units to the receiving parcel above the maximum number of units allowed by the applicable land use designation;
3. The transfer of units does not result in increased impacts beyond those identified in the Specific Plan EIR and does not preclude the ability of the parcels to conform to the applicable standards or regulations contained in this Specific Plan and related Development Standards and Design Guidelines;
4. The transfer of units does not adversely impact planned infrastructure, roadways, schools, or other public facilities, or fee programs and assessment districts;
5. The cumulative increase or decrease in units resulting from the adjustment does not change the unit allocation by more than 20% of the units to either the transfer or receiving parcel, as established at the time of the original approval of the specific plan;
6. HDR units designated as affordable units may be transferred administratively until such time that they are encumbered by an Affordable Housing Regulatory Agreement (or other form as approved by the City); and
7. For HDR parcels, unit transfers may be approved between HDR parcels administratively, provided that the resulting density of an affected HDR parcel does not fall below 18 units per acre.

The transfer of residential units, if consistent with the above criteria, is administrative in nature, is contemplated by and within the intent of this Specific Plan and the Specific Plan EIR, and will not require an amendment to the Specific Plan, zoning, applicable Development Agreements, or the City General Plan.

To request a residential unit transfer, the owner or owners of both the transfer and receiving parcels shall submit a complete Administrative Permit application to the Planning and Redevelopment Director that (a) identifies the affected parcels; (b) designates the number of units being transferred; (c) provides other documentation as required by the Planning and Redevelopment Director to determine compliance with the above unit transfer criteria; and (d) includes a revised Specific Plan Table 4-1, Plan Area Land Use Summary and Table 4-2, Land Use, Zoning, & Acreage

by Parcel, reflecting the adjusted unit counts and densities. The revised table will be the official record tracking unit allocations to each large lot residential parcel.

If the Planning and Redevelopment Director determines that the residential unit transfer is not consistent with the above criteria, the residential unit transfer may be denied or may be referred or appealed to the Planning Commission and/or City Council for action. Any determination of consistency may, at the discretion of the Planning and Redevelopment Director, be forwarded to the Planning Commission for review. The applicant may request density adjustments that do not comply with the above criteria. Such requests shall require an amendment to the Sierra Vista Specific Plan.

All unused units must be transferred prior to the City's approval of the last small lot final map or Design Review Permit for any residential large lot parcel within the Plan Area. Any units assigned to a large lot parcel that are not used by a tentative map/Design Review Permit or are not approved for transfer, shall revert to the City unit pool and landowners shall have no subsequent claim to such units.

## A.1 Residential Development Standards

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### A. Overview

Building from the City's Zoning Ordinance, the Sierra Vista Specific Plan (SVSP) document augments the development standards and design regulations for some of the Plan Area's residential neighborhoods. Via the City's Design Standard (DS) zoning designation, the standards provided in the SVSP replace the equivalent regulations in the City of Roseville's Zoning Ordinance. However, where this document is silent, the City's Zoning Ordinance shall prevail.

### B. Zoning Standards Applied

Regulations governing Sierra Vista's residential parcels are provided through a combination of this Specific Plan document and the City of Roseville Zoning Ordinance. Figure 4-1 and Table 4-1 in Chapter 4, Land Use, provide the zoning districts applied to the SVSP's parcels. For residential areas, these include RS/DS and R3/DS, consistent with the Zoning Ordinance's districts and definitions for residential areas. Development standards for the RS zoning district are customized for the SVSP.

## C. RS/DS Development Standards

Where applied, the RS/DS (Small Lot Residential/Development Standard Overlay) zone district establishes the development standards for both LDR and MDR densities. The RS/DS zone district allows a range of housing types and lot sizes that can respond to different household needs and market segments. Several other housing types are illustrated on the following pages as examples of different products that could be accommodated in the RS/DS zone. These products may require defining new development standards to accommodate a specific product type. The City encourages a variety of housing types in the RS/DS district.

The RS/DS Development Standards below (Table A-1) are approved for the RS/DS district, however housing types can vary from detached to attached, front access to alley (rear) access, and cluster arrangements. As a result, subdivisions in RS/DS district need to define individual sets of development standards when processing small lot tentative maps if they deviate from the development standards in Table A-1. A Design Review for Residential Subdivision (DRRS) consistent with the City's Community Design Guidelines is also required for housing product that is 7 dwelling units per acre and above.

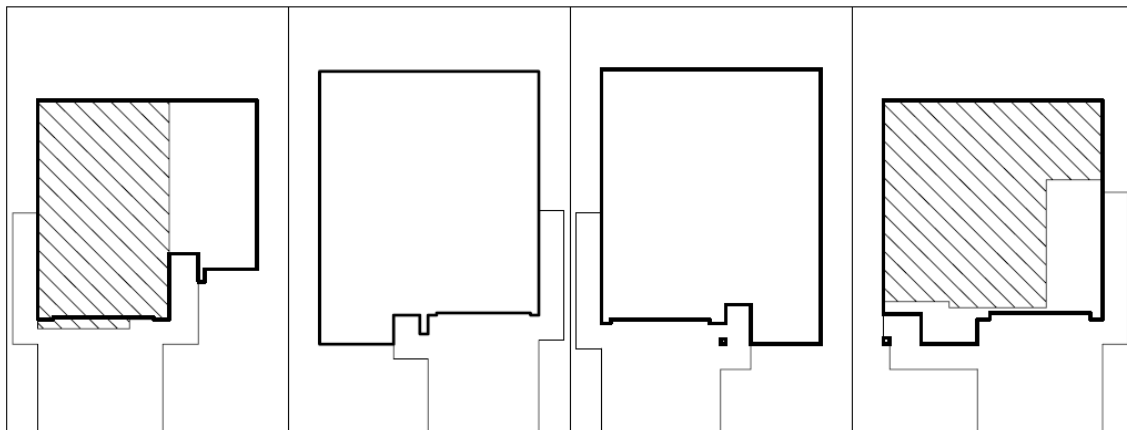
Table A-1: RS/DS Development Standards

	Single Family with Attached Sidewalk <sup>4</sup>	Single Family with Separated Sidewalk <sup>1, 4</sup>
<b>Lot Size (minimum)</b>		
Area, Interior Lot	4,500 sq. ft.	4,275 sq. ft. <sup>1</sup>
Area, Corner Lot	5,500 sq. ft.	4,710 sq. ft. <sup>1</sup>
Width, Interior	45 ft.	45 ft.
Width, Corner	55 ft.	50 ft.
<b>Permitted Density (maximum per lot)</b>		
Residential Density	1 dwelling; 1 second unit	1 dwelling; 1 second unit
<b>Setbacks (minimum)</b>		
Front <sup>2</sup>	15 ft. to living space or side wall of garage; 12.5 ft. to porch 18 ft. min. driveway depth	10 ft. to single-story living space or side wall of garage 7.5 ft. to porch, but in no case may encroach into a PUE 15 ft. to second-story living space 18 ft. min. driveway depth
Sides <sup>2</sup>	Interior Lots: Corner Lots:	
	5 ft. 5 ft. interior side 12.5 ft. street side on first floor 15 ft. street side on second floor	5 ft. 5 ft. interior side 10 ft. street side on first floor 13 ft. street side on second floor
Rear	10 ft. minimum with minimum usable open space of 700 s.f. or 500 s.f. where a usable front porch is provided <sup>4</sup>	10 ft. minimum with minimum usable open space of 500 s.f. <sup>3</sup>
<b>Coverage (maximum)</b>		
Site Coverage	None <sup>3</sup>	None <sup>3</sup>
<b>Height (maximum)</b>		
Height	35 ft.	35 ft.
<b>Supplemental Design Standards</b>		
1. Front Yard Stagger	None required, but optional per unit design	
2. Stagger for 3 <sup>rd</sup> Car Garages	2 ft. between 3 <sup>rd</sup> car bay and two-car garage	
3. Two-story unit mix	No limit	
4. Separation Between Second Story Elements	A minimum of 10 feet shall be provided between second story elements of adjacent two-story dwellings	
5. Building Exterior	Architectural treatment shall be applied to all elevations of a building. At a minimum, all doors, windows and other wall openings shall be trimmed consistent with the architectural style. Panelized windows or other architectural treatment shall be used on all garage doors.	

- 1 Sidewalk separated from back of curb by 5-foot planter strip
- 2 Front setback (and side setback where adjacent to street) measured from back of walk. Fence side yard setback is 5' from back of walk where facing a street.
- 3 The rear and side yards may be utilized to meet the minimum usable open space provided the minimum dimension, measured perpendicular to the applicable rear or side yard is ten (10) feet. Maximum coverage is a function of lot size, required setbacks and usable open space. A minimum usable open space of 500 s.f. may be applied where a front porch is provided with minimum dimension of 6 ft. x 10 ft. exclusive of entry way.
4. Variations to the standards and other housing product types may be permitted subject to processing of a Design Review Permit for Residential Subdivisions (DRRS) concurrent with the approval of a tentative subdivision map and review of product type.

## D. Example Housing Types

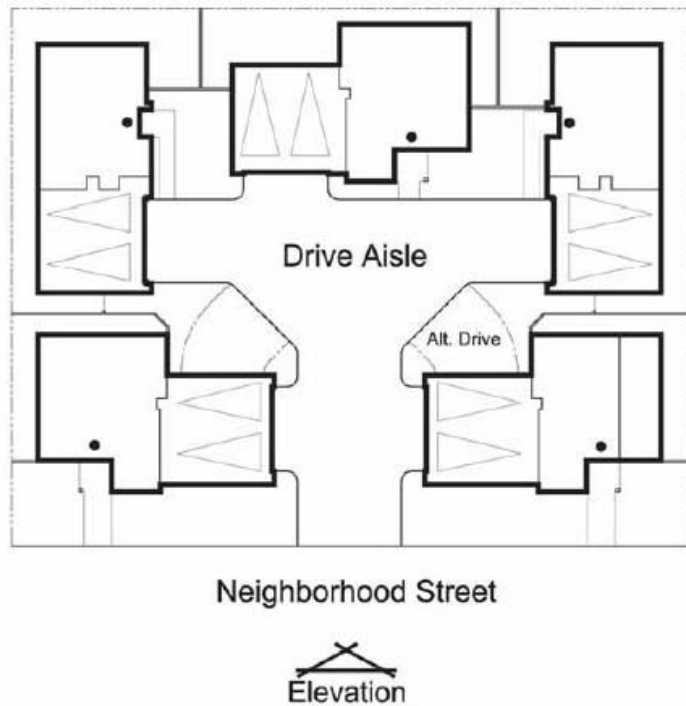
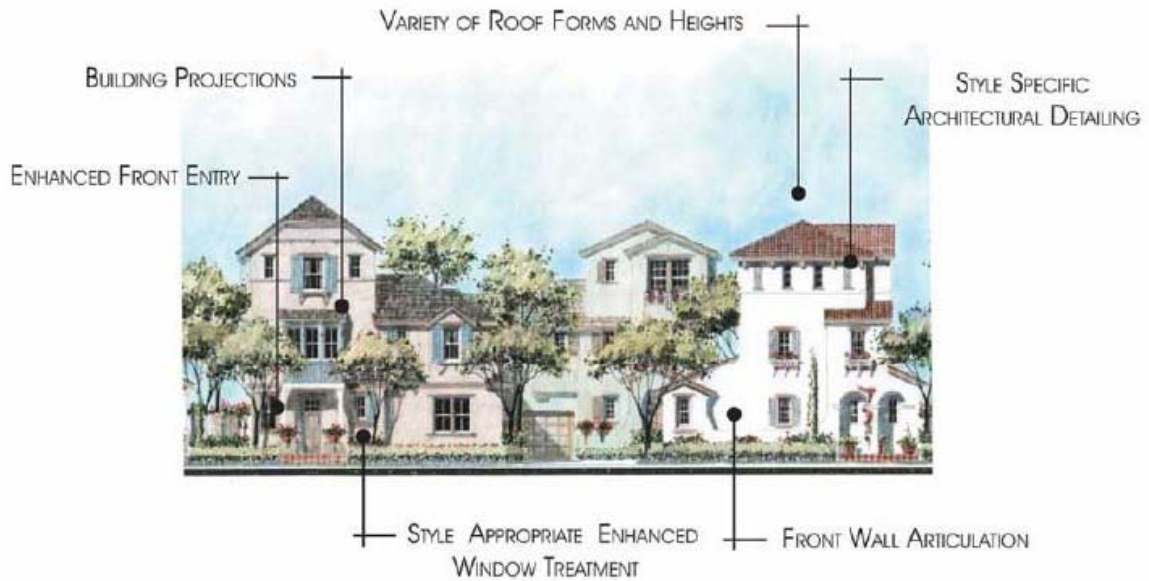
### Small Lot Detached Homes



NEIGHBORHOOD STREET

# Example Housing Types

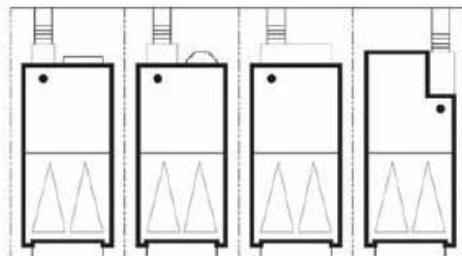
## Court Cluster 3-Story Homes



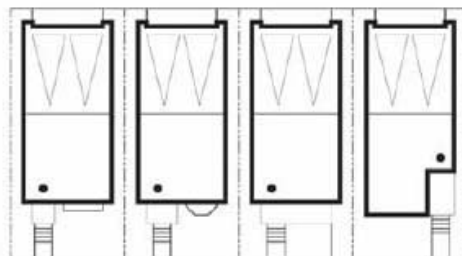
Source: The KTG Group, Inc.

## Example Housing Types

### Detached Townhomes



Drive Aisle



Neighborhood Street



Source: The KTG Group, Inc.

# Example Housing Types

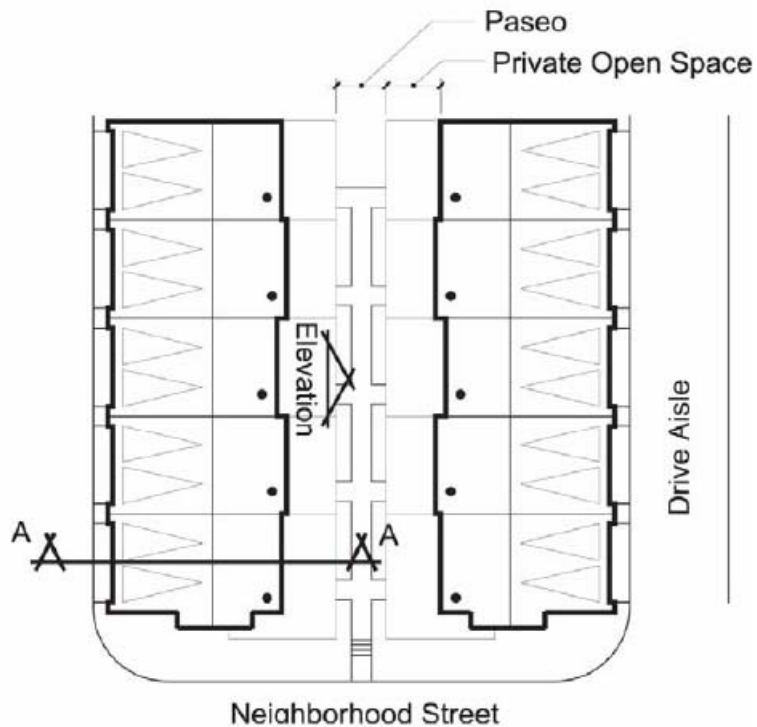
## Green Court Cluster Homes



Source: The KTG Group, Inc.

## Example Housing Types

### Attached Townhomes



Source: The KTG Group, Inc.

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## A.2 Design Criteria for Carriage Units

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### A. Overview

The City has determined that providing a diversity of housing types in its newly-developing areas is an important element in helping achieve its adopted Blueprint Implementation Strategies. In the Sierra Vista Specific Plan, carriage houses/ expanded living space is permitted above alley-loaded garages. Considered an incentive pilot program for the construction of alley-loaded residential housing types, the program addresses several of the City's Blueprint Objectives:

- ❑ Provide a wider range of Housing Choices by encouraging alternative housing types (i.e. both alley-loaded homes and carriage units).
- ❑ Increase opportunities for Compact Development through the efficient use of Medium Density Residential (MDR) lots.
- ❑ Enhancing Transportation Choices by creating land use patterns that increase residential densities and facilitate alternative transportation modes, such as walking, bicycling, and using public transit.

### B. Design Criteria

The use of carriage houses/ expanded living space is intended to have a limited application in Sierra Vista's neighborhoods. Pursuant to the terms in the Design Criteria below, carriages houses do not increase the level of service impacts beyond those already contemplated and mitigated by impact fees for the primary residential unit on each MDR lot. As such, no additional impact fees for these carriages houses are required. All fees based on square footage for the primary residence will be expanded to include the carriage house conditioned living space in fee determinations.

The criteria regulating the use of carriage houses are as follows:

1. Available to MDR parcels.
2. Provided carriage houses comply with all of the criteria, they may include a kitchen, but are not considered second units for the purposes of collecting the City's second unit fee.
3. Carriage houses are limited to a maximum of 500 square feet in size.
4. Carriage houses shall have a studio configuration. Potential uses for this expanded living space include: office, family quarters,

media/game room, small rental or other residential uses consistent with uses allowed in the MDR land use designation.

5. The primary unit shall include the following design elements:
  - Vertical curb & separated sidewalk.
  - Covered front porch a minimum of 6' deep of usable area. (Support posts, decorative columns, and/or railing may encroach into porch if they do not significantly diminish usable area).
  - Elevation of finished floor a minimum of 24" from the finished sidewalk elevation.
  - Front setback no greater than 6 feet from back of walk to the front porch, and no less than 2 ½ feet from the back of walk to maintain a 12 ½ foot public utility easement measured from the back of curb.
6. Units shall be designed with architectural interest and variety, consistent with the City's adopted Community Design Guidelines.
7. Carriage houses shall be located over a garage only and have a separate entrance that is accessible from the alley. (Entry door is not required to face alley). Access from the house may be provided in addition to alley access, but not instead of alley access.
8. A single water and sewer connection is required for each lot (separate service is not allowed).
9. A single electric service is required for each lot, although separate meters may be used. However, if these carriage houses are to be considered as a credit for affordable housing, separate electric meters shall be required.
10. For emergency response, access to carriage houses is presumed to be from the front of the MDR lot. The MDR lot shall include a 4' wide paved walk from the front of the lot to the carriage house entrance to remain unobstructed other than a potential gate.
11. Refuse container location for the primary residence and the carriage house shall be identified for each lot, and approved by the City, to ensure it does not interfere with emergency access to the carriage house.
12. The residential street designs shall be as shown in Figures 6-9 through 6-13 of Chapter 6, Circulation (also see table below).
13. Acceptable alley designs shall be as shown in Figures 6-14 through 6-17 of Chapter 6, Circulation (also see table below).
14. Two additional on-site parking spaces shall be provided in addition to required parking for the primary unit, unless otherwise stated in the table below. The parking space for the carriage house shall be

accommodated on-site, as approved by staff. The fourth space may be a parallel space shown in the driveway apron of the garage and must be a minimum of 9' wide (see Table A-2 below).

**Table A-2: Street & Alley Options for Alley-Loaded Housing**

Alley	Public Street	Carriage Unit	Parking
Narrow Alley (Figure 6-16 or 6-17)	Narrow Street (Minor Res)	Yes	4 on-site parking spaces (1 may be parallel, a min of 9' wide in front of the garage)
Narrow Alley (Figure 6-16 or 6-17)	Narrow Street (Minor Res)	No	3 on-site parking spaces (1 may be parallel, a min of 9' wide in front of the garage)
Narrow Alley (Figure 6-16 or 6-17)	Wide Street (Primary Res)	Yes	3 on-site parking spaces (a 9' apron is needed in front of the garage due to narrow alley)
Narrow Alley (Figure 6-15 or 6-17)	Wide Street (Primary Res)	No	2 on-site parking spaces (9' space in front of garage required to get turning radius into narrow alley)
Wide Alley (Figure 6-15)	Wide Street (Primary Res)	Yes	3 on-site parking spaces
Wide Alley (Figure 6-14 or 6-15)	Wide Street (Primary Res)	No	2 on-site parking spaces

\* Garage parking counts for first 2 parking spaces. All other parking is presumed to be perpendicular to the alley unless otherwise stated in Table A-2. Consideration may be given to meeting one of the required parking spaces using a parallel parking configuration when that space would not interfere with the alley function, and utility accessibility is maintained,

\*\* Narrow alley design shall include landscape planters on residential parcels (see detail, Figure 6-15) to delineate edge of alley, clearly define parking spaces, and provide location for dry utility equipment.



## B.1 Overview

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These guidelines are provided as an appendix to the Sierra Vista Specific Plan that supplement the City's Community Design Guidelines, and are intended to provide design guidance for the physical form and visual character of the SVSP. This chapter should be used in conjunction with applicable development standards in Appendix A, any applicable modified development standards or design guidelines approved for development projects via the City's DRRS process, as well as the various regulations and policy guidance provided throughout the Specific Plan. These elements are to be considered by City staff, Planning Commission, and City Council in their review of individual development projects.

The guidelines are intended to encourage creativity for individual development projects in Sierra Vista. They are not to be applied as strict standards recognizing that there are several design options that can achieve the desired intent. In addition, graphics, photos, and other imagery are used to help illustrate the successful application of guidelines, and do not dictate specific styles or architectural character. Furthermore, the imagery illustrated in these Guidelines is conceptual, intended only to communicate the spirit and intent of the accompanying guidelines.

Through these guidelines, the intent is to allow the various community, neighborhood, and home design elements to respond to market conditions, site constraints and opportunities, and other factors. While flexibility is needed, proper application of these guidelines is important to achieve the quality community described in Chapter 3, Vision and Principles.

## A. Relationship to Other City Documents

Other standards and guidelines applicable to the SVSP are set forth in the following documents, which should be referenced in the design of all uses in the Plan Area:

- Roseville Municipal Code-Title 19, Zoning Ordinance.
- Community Design Guidelines.
- Roseville Sign Ordinance.
- Roseville Water Efficient Landscape Ordinance.

## B. Administration of Guidelines

These Design Guidelines are intended to help direct the design of Sierra Vista's community design elements. It is expected that the Plan Area will build out over several years, and over time conditions may change that affect the project. The City recognizes the need for flexibility in the implementation of these Guidelines and that new conditions may arise that could affect the appropriateness of some of the Guidelines. To this end, the Specific Plan provides for the administrative approval of minor modifications to these Design Guidelines. For administrative approval of minor modifications, the requested deviations must be determined to be consistent with the spirit and intent of the design guidelines. Please refer to Section 10.7, Amendments and Minor Modifications, of Chapter 10, Implementation, for additional information regarding modifications.

## B.2 Landscape Architecture

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The guidelines for landscaping are intended to establish a basic landscape theme to be implemented consistently as Sierra Vista builds out. This will ensure that the entire Plan Area is unified by a common thread, reinforcing the sense of place envisioned for the planned community. Landscape plans prepared for roadway corridors, entrance gateways, and open space edges should conform to these guidelines and standards. Landscape design should be appropriate for the local climate and soil conditions, use of water-conserving plant species whenever possible, utilize recycled water irrigation systems, install water efficient, low volume irrigation systems and controls, harmonize with the native vegetation, and provide an appropriate transition between the formal landscaping in developed areas and the natural character of the open space areas.

To create the desired unified landscape theme throughout the Plan Area, this section outlines the appropriate landscape themes and street tree planting concepts, which are supported by a master plant palette for trees.

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## A. Overview and Approach for Landscaping

The planting approach for Sierra Vista incorporates a hierarchy of trees, shrubs, and groundcovers that define the character of Sierra Vista's public realm. Along streetscapes, the landscape architecture should utilize a consistent application of plantings from the plant palette, with trees that hold a strong street edge and create an intimate environment for pedestrian walkability. In larger landscaped areas, such as entrance gateways, landscape concepts should reinforce the landscape theming concepts, with a diversity of trees, groundcovers, and shrubs used to visually punctuate these areas and make them distinct features in the landscape. Along Open Space preserve interfaces, the landscape design approach should enhance the Plan Area's existing setting by incorporating native plant species that create a visual transition from the developed environment. Landscaping should utilize water-conserving plant species to the extent needed to comply with the Water Efficient Landscape Ordinance (WELo), recognizing that groundcovers may be used in many areas and turf in select areas. Water-conserving plants should be selected on their ability to thrive without the use of spray irrigation when established.

Throughout the Plan Area, irrigation should be consistent with the requirements of the City's adopted Water Efficient Landscape Ordinance. In addition, water conservation standards are provided in Section 8.2 of Chapter 8, Utilities.

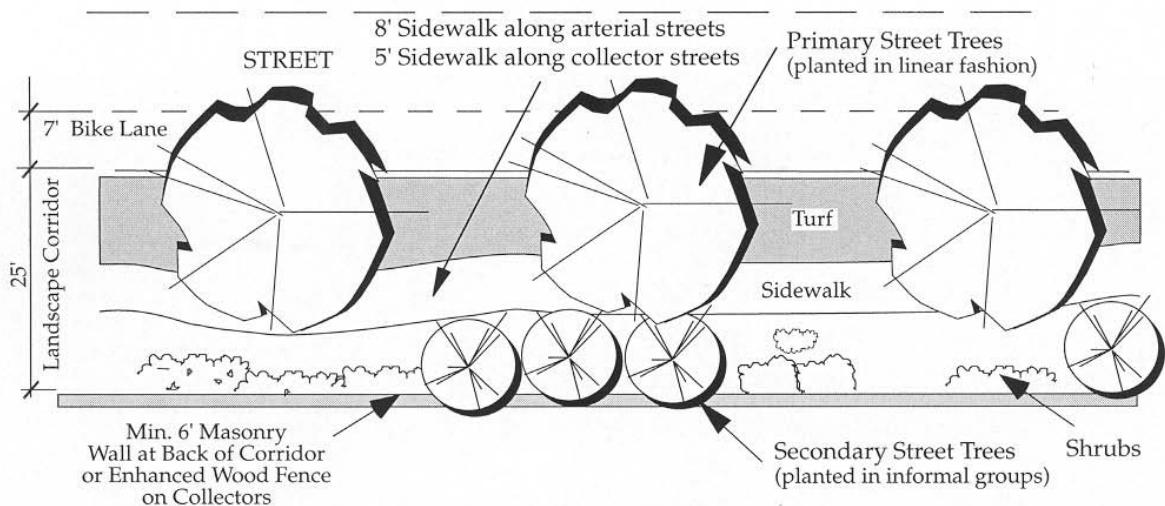
## B. Planting Concept for Streetscapes (Major Roads)

The landscape corridors and medians (where applicable) on arterial and collector streets should be landscaped with a combination of trees, shrubs, and groundcover consistent with the following guidelines:

### Primary Street Trees

Primary Street Trees should typically be planted between the street edge and sidewalk or in a front yard, as appropriate per each street design standard. Consistent application of a primary street tree will provide a scale to each street, helping define its form and visual character. Special consideration should be given to tree types in special places, such as Village Nodes or entrance gateways, where a deviation in tree type will visually distinguish these features from the balance of the streetscape. Primary street trees should be:

- ❑ Large-scale, single-trunk trees, primarily deciduous, with high canopies that grow over the roadway.
- ❑ Selected from the master plant palette, provided later in this section.
- ❑ Spaced 30-feet on center.
- ❑ Planted from a minimum 15-gallon container.
- ❑ Planted in a regular linear fashion, set back from the curb far enough to accommodate ultimate growth. Root barriers and deep root irrigation should be installed on trees that are planted within 5-feet of a curb, paved surface or wall.



**Figure B-1: Typical Landscape Corridor Street Planting Concept**

## Secondary Street Trees

Where appropriate, secondary street trees should be used as background trees in the landscape corridors to add contrast to the linear plantings of primary street trees. Median trees are also considered secondary trees, and may duplicate the primary street trees or provide contrast in the median to reinforce a street's landscape theme. Secondary trees should also be used to provide color and accents at neighborhood entries and at points of interest along the streetscape. Secondary trees should be:

- ❑ Planted in informal fashion as determined by space and tree species.
- ❑ Selected from the master plant palette, provided later in this section.
- ❑ Distinctive in form and/or color.
- ❑ Complementary to the form of the primary street tree.
- ❑ Planted from a minimum 15-gallon container.
- ❑ Spaced an average of 30-feet on center, or in equivalent quantities if planted in clusters.
- ❑ Utilize recycled water for irrigation and water efficient irrigation systems and controls.

## Shrubs

Shrubs should be used in landscape corridors and medians to provide a visual barrier to fences, walls, and utility equipment, soften the ground plane, and visually link all landscape materials. Shrubs should be:

- ❑ Planted from a minimum 1 to 5-gallon container.
- ❑ Selected according to size, color, texture, water use, and seasonal interest.
- ❑ Placed to not obstruct important pedestrian or vehicular sight lines or threaten the safety of pedestrians.

## Groundcover

Along major roadways including arterials and collectors, groundcover should be planted in all portions of landscape corridors, entrance gateways, and/or medians not planted with shrubs. Selection of plant material should also consider the pedestrian use of a particular area. High-activity areas such as parks and pedestrian corridors should be strategic in the use of turf in order to maximize water conservation. Low-activity areas, such as along arterials and collectors, should use groundcovers, particularly those that can utilize drip or other low-volume irrigation.

Utilization of groundcover should consider the following:

- ❑ Turf should be used sparingly in planter strips between the sidewalk and curb along arterial and collector streets. Usage

should be consistent with the City’s Water Efficient Landscape Ordinance.

- ❑ Non-turf groundcover (or a combination of turf and non-turf groundcover) is preferred behind the back of sidewalks on major roadways
- ❑ Other non-living materials such as bark and boulders may be combined with ground cover to add variety to the landscape.
- ❑ Planting turf via hydroseeding should be discouraged, but if used, hydroseeded areas should have strict weed-abatement measures implemented.
- ❑ Turf may be installed in areas with slopes less than 4:1. Non-turf groundcovers should be used on slopes steeper than 3:1.
- ❑ Drought-tolerant or water-conserving groundcover species that require low-water usage and low flow irrigation are encouraged.

### C. Street Tree & Groundcover Palettes (Major Roads)

The master street tree palette specifies a number of materials that vary in species, height, color, and density. The palette groups tree species based on their appropriate planter size, and should be used accordingly to select trees for various streets within the community. While many trees are listed and are appropriate for use in Sierra Vista, not all should be used. A small, but consistent palette of trees should be selected from this list, then applied uniformly throughout the Plan Area in order to create a strong, unified landscape framework. As described above for the application of primary and secondary street trees, proper use of this palette will help define Sierra Vista’s visual character and sense of place. Other plant species may be considered to augment this palette, subject to review and approval by the City. Crape myrtle tree species shall be no greater than 10% each of the total trees used in any one project or phase of work.

#### ❖ Trees for 3-Foot Planter or Larger

Amur Maple.....	Acer tataricum ginnala
Strawberry Tree .....	Arbutus unedo
Western Redbud.....	Cercis occidentalis
Chinese Fringe Tree.....	Chionanthus retusus
Eastern Dogwood .....	Cornus florida
English Hawthorn ‘Paul’s Scarlet’ .....	Crataegus laevigata ‘Paul’s Scarlet’
Washington Hawthorn.....	Crataegus phaenopyrum
Goldenrain Tree.....	Laburnum anagyroides
Crape Myrtle .....	Lagerstroemia hybrids
Amur Maackia .....	Maackia amurensis
Bechtel Crabapple .....	Malus ioensis ‘Plena’
Crabapple ‘Prariefire” .....	Malus ioensis ‘Prariefire’
Japanese Snowdrop .....	Styrax japonicus
Fragrant Snowbell .....	Styrax obassia
Chaste Tree .....	Vitex agnus-castus

❖ **Trees for 4-Foot Planter or Larger**

Trident Maple.....	Acer buergerianum
Hedge Maple .....	Acer campestre
Vine Maple.....	Acer circinatum
Japanese White Birch .....	Betula platyphylla japonica
European Hornbeam .....	Carpinus betulus ‘Fastigiata’
American Hornbeam .....	Carpinus caroliniana
Eastern Redbud.....	Cercis canadensis
Italian Cypress .....	Cupressus sempervirens
Golden Flame Tree .....	Koelreuteria bipinnata
Goldenrain Tree .....	Koelreuteria paniculata
Southern Magnolia ‘St. Mary’ .....	Magnolia grandiflora ‘St. Mary’
Kobus Magnolia .....	Magnolia kobus
Saucer Magnolia .....	Magnolia x soulangeana
Tupelo / Sour Gum .....	Nyssa sylvatica
Japanese Red Pine .....	Pinus densiflora
Chinese Pistache .....	Pistacia chinensis
Fern Pine .....	Podocarpus gracillior
Carolina Laurel Cherry .....	Prunus caroliniana
Purple Leaf Plum .....	Prunus cerasifera ‘Krauter Vesuvius’
Ornamental Pear ‘Capital’ .....	Pyrus calleryana ‘Capital’
Ornamental Pear ‘Chanticleer’ .....	Pyrus calleryana ‘Chanticleer’
Ornamental Pear ‘Redspire’ .....	Pyrus calleryana ‘Redspire’

❖ **Trees for 6-Foot Planter or Larger**

Bigleaf Maple .....	Acer macrophyllum
Japanese Maple.....	Acer palmatum
Red Maple .....	Acer rubrum
Sugar Maple .....	Acer saccharum
Common Horsechestnut .....	Aesculus hippocastanum
Madrone.....	Arbutus menziesii
European Hackberry .....	Celtis australis
Chinese Hackberry .....	Celtis occidentalis
European Beech .....	Fagus sylvatica
Kentucky Coffee Tree .....	Gymnocladus dioica
Grecian Laurel.....	Laurus nobilis
Tulip Tree .....	Liriodendron tulipifera
Canary Island Pine.....	Pinus canariensis
Ponderosa Pine .....	Pinus ponderosa
Douglas Fir.....	Pseudotsuga menziesii
Blue Oak .....	Quercus douglasii
Holly Oak .....	Quercus ilex
Burr Oak .....	Quercus macrocarpa
Pin Oak.....	Quercus palustris
Willow Oak .....	Quercus phellos
Cork Oak .....	Quercus suber
Japanese Pagoda Tree .....	Sophora japonica

❖ **Trees for 8-Foot Planter or Larger**

Incense Cedar .....	Calocedrus decurrens
Atlas (Blue) Cedar .....	Cedrus atlantica
Deodar Cedar .....	Cedrus deodara
Carob .....	Ceratonia siliqua
Arizona Cypress .....	Cupressus arizonica
Ginkgo Biloba (Male Only) .....	Ginkgo biloba
Honey Locust (thornless) .....	Gleditsia triacanthos
Dawn Redwood .....	Metasequoia glyptostroboides
Empress Tree .....	Paulownia tomentosa
Colorado Spruce .....	Picea pungens
Italian Stone Pine .....	Pinus pinea
Sycamore .....	Platanus species
California Black Oak .....	Quercus kelloggii
Valley Oak .....	Quercus lobata
Interior Live Oak .....	Quercus wislizenii
Western Red Cedar .....	Thuja plicata
Zelkova .....	Zelkova serrata

❖ **Trees for 12-Foot Planter or Larger**

American Chestnut .....	Castanea dentata
Southern Magnolia .....	Magnolia grandiflora
Chestnut-Leafed Oak .....	Quercus castaneafolia
Red Oak .....	Quercus rubra
Coast Redwood .....	Sequoia sempervirens
Giant Sequoia .....	Sequoiadendron giganteum
Bald Cypress .....	Taxodium distichum
California Bay .....	Umbellularia californica

❖ **Groundcover between Curb and Sidewalk**

Low water using turf (tall fescue blends)

Walk-on ground covers including:

- Creeping Thyme
- Blue Sedge
- Chamomile
- Fogfruit
- Asiatic Jasmine
- Blue Fescue
- Horseshoe Vetch
- California Fescue
- Dwarf Oregano
- Manzanita groundcovers
- Creeping Barberry

## D. Unique Landscape Design Considerations

### Powerline Corridor on West Side Drive

In addition to the landscape guidelines noted above, the following additional standards shall apply to the portions of West Side Drive's landscape corridor that are within the City's powerline easement.

- ❑ Landscaping within the power line easement is restricted to shrubs, groundcover, turf, and low-growing trees, subject to review and approval by Roseville Electric.
- ❑ No permanent structures other than electric utilities may be placed within the electric easement.
- ❑ Lighting structures and landscaping within the powerline easement should not exceed 15-feet (at maturity) above ground elevation, and should not be within 25-feet of the nearest high-voltage transmission line conductor.
- ❑ Berms should not be placed next to the base of powerline poles.
- ❑ All grading, landscape structures (including lighting and fencing) and landscaping on a public-utility easement or near a public utility is subject to final approval by the City.
- ❑ The 8-foot wide sidewalk is allowed to meander within and adjacent to the existing 20-foot wide public-utility easement.

### Median Breaks

Median breaks on arterial streets are limited to those shown on Figure 6-6 in Chapter 6, Circulation. The purpose of controlling the number and location of these breaks, aside from controlling traffic movements, is to ensure that a strong, continuous street tree and landscape treatment can be provided along the streetscape. On a limited basis, additional median breaks may be considered on a case by case basis. The following standards shall apply to median breaks:

- ❑ Additional median breaks will be considered when a demonstrated benefit is shown to increase the level of service of an otherwise already degraded signalized intersection adjacent to the location of the desired breaks.
- ❑ Median breaks along arterial streets should be spaced to allow for standard turn pocket and taper lengths.
- ❑ Breaks should be spaced to provide a sufficient area for median landscaping and to prevent the creation of small islands that cannot have landscaping due to size constraints.
- ❑ Median design should avoid creating conditions where hardscape must be installed in lieu of landscaping due to site distance requirements.
- ❑ A minimum of 5 trees, spaced at maximum intervals of 30' on-center, shall be provided in any one section of median.

- ❑ Special cases that deviate from these standards may be considered at the discretion of the City Engineer on a case by case basis.

## **E. Landscape Guidelines for Residential Streetscapes**

Front yard landscaping in residential areas (including planter strips between curb and sidewalk, where present) is subject to the provisions of the City's Water Efficient Landscape Ordinance (WELO) and the SVSP water conservation plan. The SVSP encourages the use of water conserving plant species and selected use of turf and groundcovers. In instances where the WELO applies, landscaping and irrigation systems along residential streetscapes should comply with the following guidelines:

- ❑ Turf should be encouraged in planter strips between the sidewalk and the curb along residential streets.
- ❑ When separated sidewalks are used within residential subdivisions, turf or other walk-on ground cover is an appropriate groundcover provided the irrigation system complies with the City's Water Efficient Landscape Ordinance (WELO).
- ❑ Where turf is not feasible, other walk-on groundcovers may be used as specified in Plant Palette (see sub-section C, above).
- ❑ Front yard landscaping should be consistent with the guidelines for plan-wide water conservation, as outlined in Section 8.2 of Chapter 8, Utilities.

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## B.3 Entry Features & Signage

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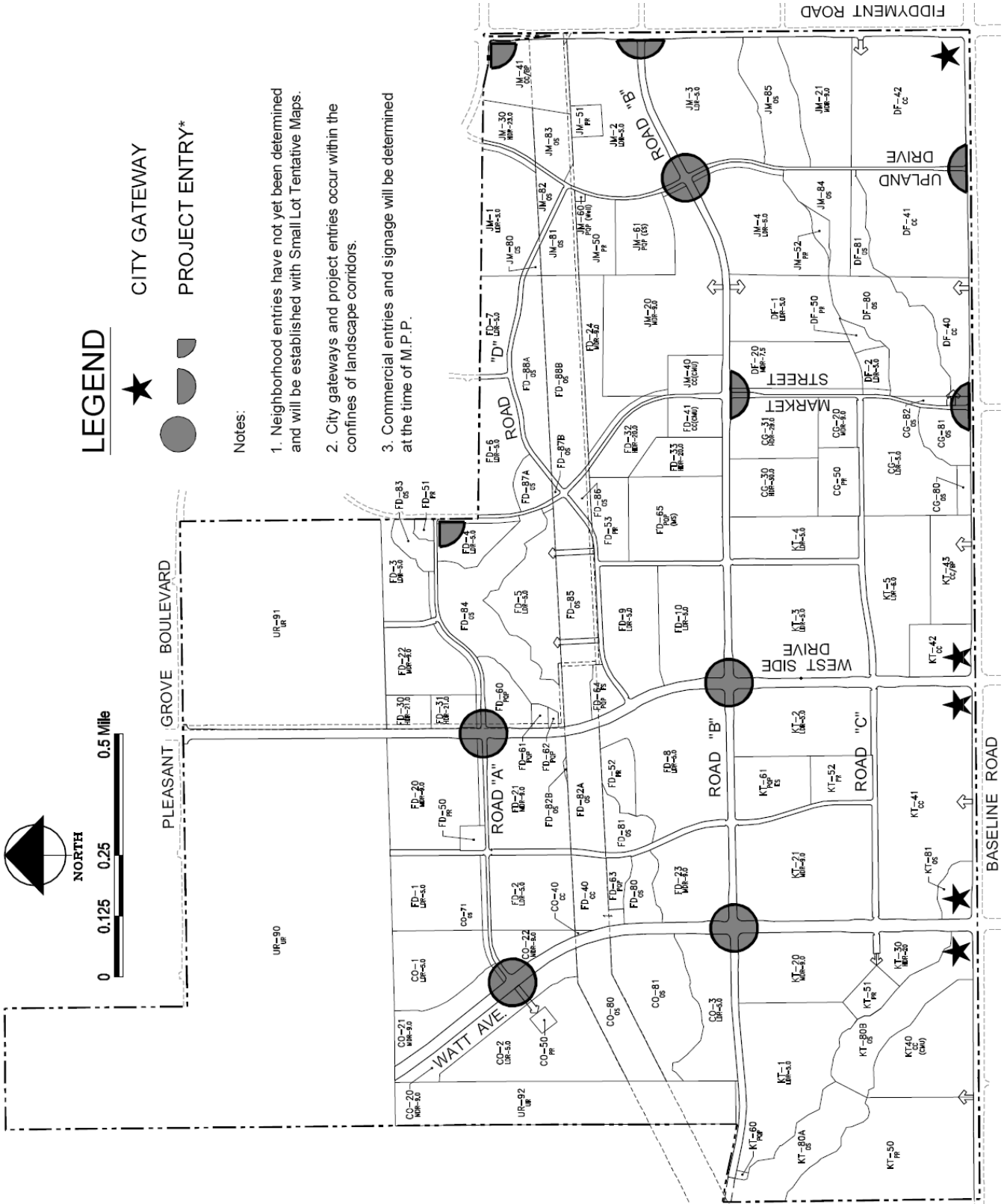
Entrance features are visually prominent elements of the public realm that should create a sense of arrival into both the City and Sierra Vista. Sited at key locations throughout the Plan Area, these features have a unified application of hardscape elements, project icons, landscaping, and accent materials that define Sierra Vista's visual character. And through repetition of a consistent application of hardscape and landscape elements, the overall design theme of the public realm is reinforced throughout the community. A hierarchy has been developed for different types of entry features, which include City Gateways, Project Entries, and Neighborhood Entries. Figure B-2 illustrates the location of entrance features, by type, which are individually described below:

### A. City Gateways

City Gateways are the most significant in the hierarchy of entrance features in the Plan. Located along the southern boundary of the Plan Area where Baseline Road intersects with major arterials, these features give a pronounced entrance statement into the City. Gateways are characterized by hardscape and landscape elements that have a visually pronounced stature along the streetscape, with a thematic application of landscaping, materials, finishes, and signage that are from a common palette created for Sierra Vista. The following guidelines should be used to help direct the design of these features:

- ❑ Gateways should utilize landscape corridors at intersections where a corner clip creates a physical space for these features.
- ❑ Hardscape features should include iconic elements, such as monuments, walls, pilasters, raised planters, plazas, and/or other architectural elements, that are derived from a common palette of materials, colors and exterior finishes.
- ❑ Landscape materials should utilize water-conserving species and incorporate accent trees, shrubs, and groundcovers that harmonize with the overall landscape theme of Sierra Vista, but in a manner that visually punctuates Gateways as significant elements of the public realm.
- ❑ Signage and indirect lighting should be incorporated into the design of monuments and walls in a subtle manner that is secondary to the hardscape features.
- ❑ Signage should be incorporated into gateways to identify the City of Roseville. This signage may also identify Sierra Vista, provided it is complimentary to City signage.





**DESIGN GUIDELINES**

**Figure B-2: Entry Feature Locations**

## B. Project Entries



Project Entries are elements that visually reinforce the streetscape theme within the Plan Area and announce arrival to project areas. A distinction between a Project Entry and a Neighborhood Entry is that Project Entries are intended to be more prominent in scale as appropriate for its location and purpose.

These features are located at major intersections along arterial and collector streets to identify larger neighborhood areas defined by the various land ownerships in Sierra Vista. The application of landscape and hardscape materials may vary, however the intent is that their overall appearance be complimentary to one another in order to maintain the overall visual character of Sierra Vista.



Project Entries will be located in the landscape corridor within the right of way at the corners of intersections, typically where a corner clip is provided in the adjacent residential neighborhood, which creates an enlarged landscape corridor along the street. The design characteristics of these features should be directed by the following guidelines:



- ❑ Large-scale iconic hardscape elements, such as masonry walls, pilasters, or obelisks, that flank each side of the roadway to visually demark entry into a neighborhood.
- ❑ Low walls with decorative caps, used in conjunction with pilasters at street edges, reinforcing the sense of arrival.
- ❑ Hardscape elements clad with stone or other natural materials, which complement the streetscape design theme and reinforce the character of the landscape.
- ❑ Identification signage, if provided, incorporated into the design of hardscape features in a subtle manner, as permitted by the Roseville Sign Ordinance.
- ❑ Iconic emblems, logos, or symbols used to reinforce the streetscape theme, which are repeated throughout the Plan Area's other neighborhood entry features.
- ❑ Indirect lighting incorporated with concealed fixtures that provide a subtle lighting wash across hardscape and landscape elements during nighttime hours.
- ❑ Significant stands of evergreen and deciduous accent trees used to further define the physical form of the entry feature, with a scale that complements hardscape elements and reinforces the sense of arrival.
- ❑ Water-conserving accent plants and groupings of shrubs and groundcovers that add color and variety to the gateway.



## C. Neighborhood Entries

Neighborhood Entries are entry features that create or enhance a formal entrance into a subdivision. Neighborhood Entries may be unique to each subdivision and depending on individual neighborhood design; these features may be located in a small center median at the neighborhood entrance, or flanking each side of a residential roadway. A Neighborhood Entry is intended to be smaller in scale than a Project Entry.

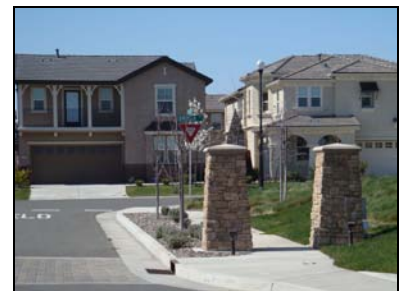
The design of Neighborhood Entries should utilize the same palette of materials, colors, and exterior finishes of the corresponding Project Entry, which may vary throughout the Plan Area depending on the land ownership. However, the intent is that their overall appearance be complimentary to one another in order to maintain the overall visual character of Sierra Vista. The design characteristics of these features should be directed by the following guidelines:

- ❑ Typically located at a subdivision entrance, either in an entrance median or along each side of the street, at the primary access point from an arterial or collector street.
- ❑ Thematic wall or other hardscape features (such as trellises, raised planters, pilasters, etc.) that are consistent with the overall design theme established for the subdivision.
- ❑ Subdivision identification signage incorporated into the design of hardscape features in a subtle manner, as permitted by the Roseville Sign Ordinance.
- ❑ Iconic emblems, logos, or symbols used to identify the subdivision, which reinforces the streetscape theme.
- ❑ Design in a manner that does not impact site distance requirements for automobiles.
- ❑ The number, height, and size of all signs shall be consistent with the requirements of the Roseville Sign Ordinance.

## D Site Design for Entry Features

City Gateways and Project Entry Features are to be located in “corner clips” (triangular landscape corridor enlargements at street intersections). The following parameters should be used to guide the site design and landscape/hardscape elements for all entrance features located at intersections:

- ❑ Where fencing is provided at the rear of corner clips, the fencing should consist of a masonry wall (with pilasters or columns) to match or accent the adjacent masonry wall.
- ❑ Improvements within corner-clip areas should allow adequate vehicular lines of sight at intersections.
- ❑ Corner-clip offset from the edge of the required landscape corridor should be consistent with the design standard in Figure 6-



18, in Chapter 6, Circulation. Non-triangular corner clips are permitted (i.e., curved, stepped, etc.) provided they do not encroach into the minimum offset area.

- ❑ Corner clips are to be landscaped in a manner compatible with the adjacent landscape corridors, and shall include accent plantings.

## E. Signage on Entry Features

Identification signage is permitted on entrance features. Sign text is permitted to identify the City and/or project (i.e. City of Roseville and/or Sierra Vista) on City Gateways. Sign text is permitted to identify the Project or specific community (i.e. Sierra Vista or XYZ Communities) at Project Entries. Signage may also be used to identify subdivisions at Neighborhood Entrances. Entrance feature signage is regulated by the Roseville Sign Ordinance and is subject to the permitting requirements of the City. All signs, including those related to commercial, office, and multi-family use, as well as temporary construction, marketing, and sales signs, are regulated by the Roseville Sign Ordinance.

Signage shall utilize high-quality materials that will endure outdoor seasonal conditions and resist vandalism. Signs and sign lettering are encouraged to be monolithic or panels/plaques, versus individual letters, such as those listed below. All signs are subject to review and approval by the Parks and Recreation Department and subject to provisions in the Roseville Sign Ordinance.

- ❑ Flush Mount Channel Letters
- ❑ Flush Mount Masonry or Metal Wall Plaques
- ❑ Cast concrete signage

All sign elements on pilasters or walls shall use mounting hardware securely embedded into the surface onto which it is affixed. No epoxy-mounted elements are permitted. Where signs and monuments are to be up-lit, such lighting equipment shall be approved by the City.

## B.4 Walls and Fencing

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Walls and fences throughout Sierra Vista are intended to provide screening between differing land uses, create a transition between developed areas and open space, secure off-site edges from public access, and provide privacy and security for private property. The design and material for walls and fencing varies throughout the Plan Area, depending on the specific purpose. The location of each wall and fence type is shown on Figure B-3. Several wall and fence types are specified for use in Sierra Vista, with the general design characteristics for each specified below.

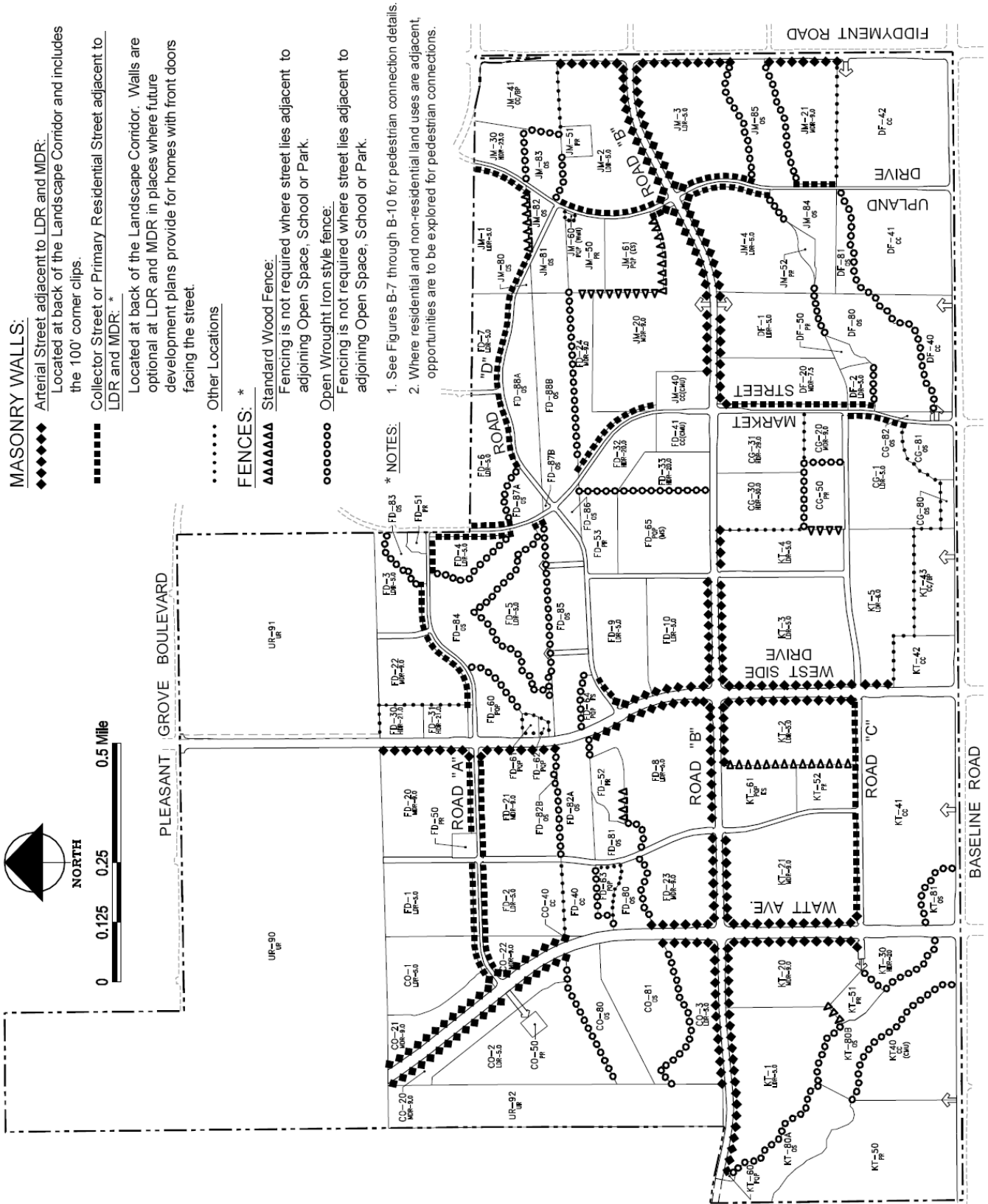
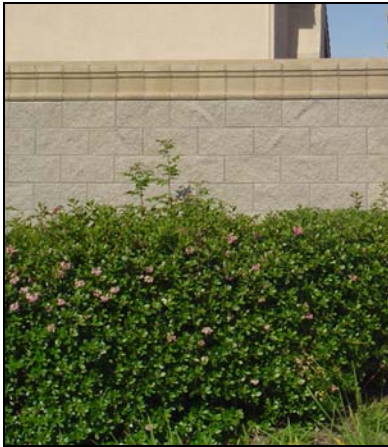


Figure B-3: Wall and Fence Locations

## A. Masonry Walls



Masonry walls are intended to provide security, screening, privacy, and/or sound attenuation where appropriate along roadways or between differing land uses. The typical application of masonry walls is on arterial roadways, along the back edge of the landscape corridor where needed for sound attenuation, as illustrated on Figure B-3.

The guidelines below outline the key design requirements and common applications for masonry walls in the Plan Area:

- ❑ Masonry walls along public streets should be placed to avoid blocking views to the open space corridors and should not obstruct underground or above-ground electric, telephone, cable, water, or sewer services or equipment.
- ❑ Walls should be a minimum of 6'-high along arterial roads, or higher if necessary to meet the requirements of a site specific noise analyses. For walls higher than 6' in height, designs should be encouraged for walls to be constructed atop low earthen berms.
- ❑ Opportunities for wall openings between land uses should be included where appropriate to encourage and facilitate pedestrian connection/access between land uses (i.e. between residential and commercial sites and between residential neighborhood to provide connectivity thought the plan).
- ❑ Wall materials shall have a textured face such as cast patterns, split-faced, or stucco-finished on the side facing the street or public view and include a trim cap which adds color and texture change and visual interest.
- ❑ Variations in wall designs within the Plan Area are acceptable, however continuity in theme and materials shall be incorporated where variations occur.
- ❑ Pilasters shall be used at each side of neighborhood vehicular and pedestrian entrances to define openings, and at each angle point or change in direction to enhance wall aesthetics.
- ❑ Landscaping in front of the wall shall include shrubs close to the wall to break up any stretches of wall not interrupted by columns.
- ❑ Multiple pilasters at neighborhood entries are encouraged.
- ❑ Pilasters may include embellishments such as graphic logos or emblems (not signs) incorporated in the column or pilaster design, and are exempt from the Roseville Sign Ordinance unless determined by the Planning and Redevelopment Development Director to meet the definition of a sign.
- ❑ Pilasters should have sufficient bulk and dimensions to appear in proportion to the height and mass of the wall. Pilasters and columns may not be less than 18" in any dimension at the base, and may be circular or square.

## B. Wood Fencing

Two types of wood fencing are specified for use in the Plan Area – Standard and Good Neighbor. Both fence types are intended to provide security, screening, and privacy. Standard wood fences are typically located along roadways where facing or abutting a residential street. . Good Neighbor wood fences are located in areas that are not visible from public view, such as between residential properties.

### Standard Wood Fence

Standard wood fences have a consistent architectural design appearance on each side and incorporate decorative top rails. This fence type is typically located adjacent to parks and paseos or on lots that back or side to a residential street, where a masonry wall is not required.

Guidelines for standard wood fences are:

- ❑ Minimum height of solid wood fence along all residential streets within neighborhoods is 6’.
- ❑ Fence sections may be 8’ to 10’ in length supported by 4-by-4 posts.
- ❑ Are to be of redwood construction and painted or stained in an earth tone color.
- ❑ A 6’-high standards wood fence should be constructed where residential lots back up to schools.
- ❑ Minimum solid-wood fence height adjacent to parks is 6-feet.

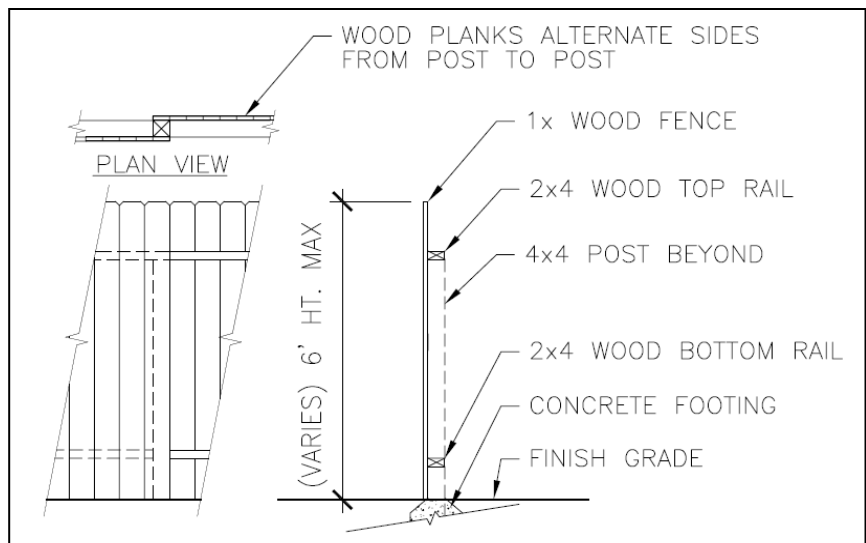


### Good Neighbor Wood Fence

Good neighbor wood fencing does not incorporate decorative top rails. It is intended to provide privacy and security between residential units. This fence type is typically located between private residential lots.

Guidelines for good neighbor wood fences are:

- ❑ Constructed at a height of 6’ in module widths between 6-feet and 8-feet.
- ❑ This fence type shall not front on to a public street.
- ❑ Construction specifications are provided in the diagram to the right.



## C. Open Fencing



Open fences are intended to provide a visually transparent barrier at developed edges adjacent to open space parcels. Depending on the interface, open fencing may be used between open space areas and the rear and side property line of residential parcels, along a street adjacent to open space, or along pedestrian pathways at the edges of open space parcels. Open fences may also be used to separate different functions within landscape corridors (for example, to restrict access of dirt bikes and motorized vehicles) and at other miscellaneous locations within the Plan Area. The following guidelines should be used to direct the design and application of open fencing throughout the Plan Area, as appropriate for each location:

### Fencing between Residential and Open Space

- ❑ Open fencing should be 4 to 6 feet in height and constructed of tubular steel or wrought iron and black or dark green in color.
- ❑ Brick or other masonry pilasters or columns may be used as an optional detail with tubular steel or wrought iron fences.
- ❑ Both sides of fencing are to be addressed aesthetically if they are visible from streets.
- ❑ Where residential lots back up to open space, knee walls with or without a tubular steel fence on top will be used. If tubular steel fencing is required on top of the knee wall, the top of the fence/wall combination shall not exceed 6-feet.

### Other Fencing Conditions at Open Space

- ❑ Concrete rail or post-and-cable fencing should be used along the street edge adjacent to open space preserves to define the landscape edge and discourage access of dirt bikes and motorized vehicles.

## B.5 Street Lighting

Themed street lighting may be used within the development to maintain an overall cohesiveness of the Plan Area. Where desired, decorative, “acorn” fixtures may be used on collector and residential streets. Decorative light fixtures are also encouraged on private streets within medium-density and high-density residential developments.

All street lighting shall meet the street lighting standards established by Roseville Electric, including illumination standards and fixture style. Figure B-4 illustrates a City-approved design detail of an acorn-style light fixture.



Figure B-4: Acorn-Style Street Light

## B.6 Paseos

As provided for in Section 6.3 of the Circulation chapter, paseos are a key element that provide pedestrian and bikeway linkages throughout Sierra Vista. Paseos are intended to be active, vibrant areas which encourage pedestrian activity and interaction between residents of the Sierra Vista community. To this end, several design criteria should be implemented to ensure that paseos are adequately connected with adjacent neighborhoods to provide pedestrian/bicycle access. These are illustrated in the various design standards in this section, however the key criteria are:

- ❑ Where a subdivision edge adjoins a paseo along either Market Street, Upland Drive, Road A, or a Primary Residential Street with Paseo, pedestrian/bicycle connections shall be provided on an average of 600'. Connections between a paseo and neighborhood can be achieved via roadways, live-end cul-de-sacs, sidewalk pass-through's, or a combination thereof, as shown on Figure B-7.
- ❑ Where MDR parcels abut a Residential Paseo as shown in Figure B-5, no house driveways crossing the paseo shall be permitted. In addition, front doors of residences are encouraged to be oriented toward the paseo.

The City and landowners acknowledge that it will not be possible or desirable in all cases to orient the front doors of all residences toward the paseo. In such cases, other lotting design techniques may be utilized including, but not limited to, lots that side onto the paseo. Where houses do not front the paseo, the location of fences, enhanced landscape treatments pedestrian connections, and cul-de-sac openings shall be consistent with the Paseo Plan in Figure B-5, and the accompanying design sections in Figures B-6 through B-21. The final design of such residential units and their orientation in relation to the adjacent paseo will be reviewed and approved in conjunction with the approval of the tentative map and the compact residential review for such units.

Several types of paseo design standards have been created for Sierra Vista, the application of which varies depending on its location within the community. These include:

- ❑ **Collector Street Paseos** – located on Market Street, Upland Drive, and Road A, where a widened landscape corridor is provided along the street edge. For this paseo type, homes are generally backed or sided to the paseo edge, with regular connection points provided between the paseo and adjacent neighborhood (per spacing requirements noted above).
- ❑ **Residential Street Paseos** – located on certain primary residential streets, as designated on Figure B-5, where a widened sidewalk

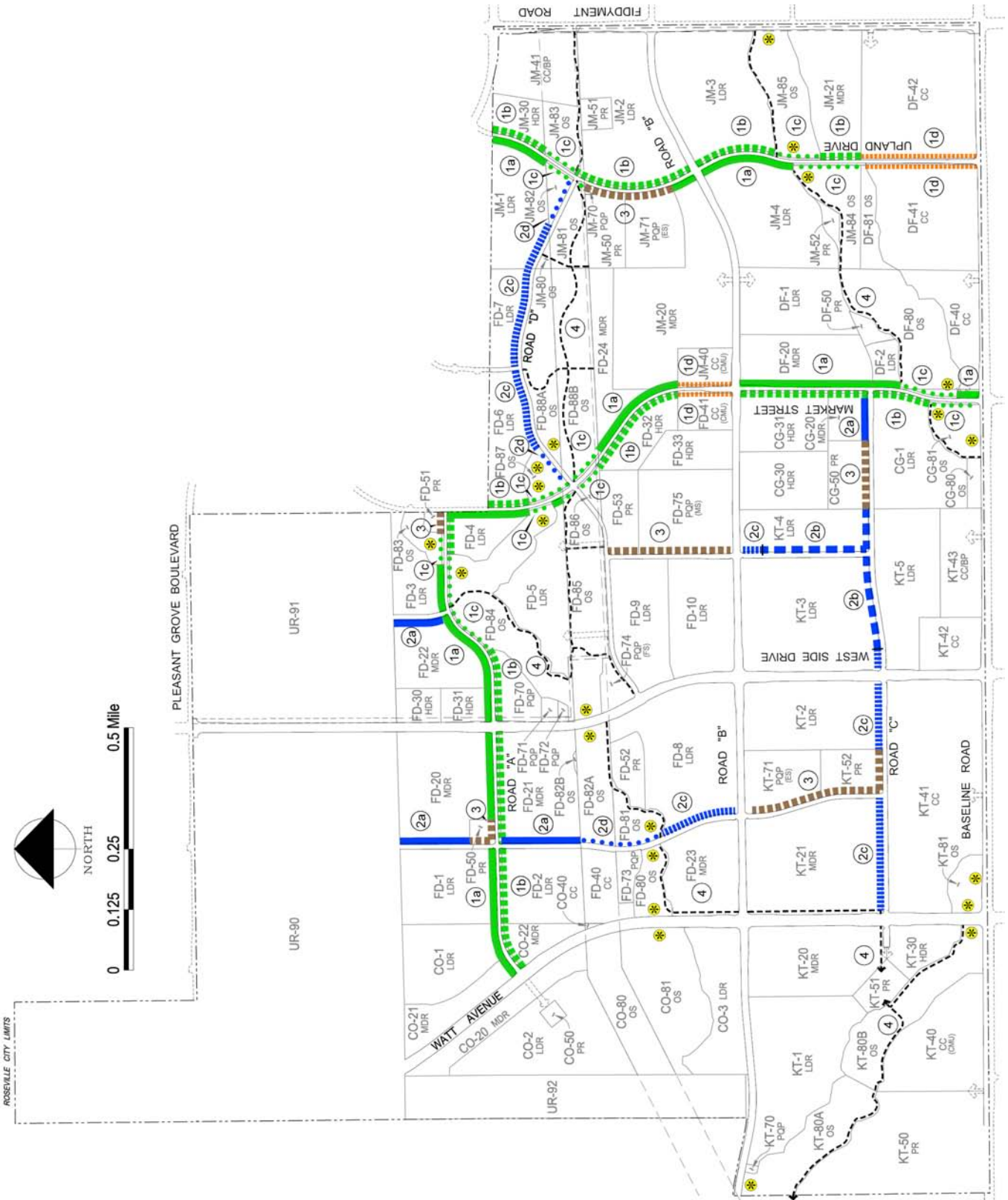
and landscape strip is provided along one street edge. For this paseo type, homes immediately adjoining the paseo edge either front or side on to the paseo, and for MDR parcels, individual driveway cuts for each home are not permitted.

- ❑ **Paseo Connections at School & Park Sites** – where paseo linkages are needed at school and park sites, connections are provided via a sidewalk along the street edge matching the sidewalk width of the adjacent paseo.

For each of the paseo types listed above, there are several design applications necessary to ensure that the paseo has a proper interface with its adjacent use. To this end, several design standards are provided in this sub-section depicting how the paseo is designed in various locations throughout Sierra Vista. Landscape designs for paseos shall be consistent with those outlined in the Streetscape design guidelines noted earlier in this Section. The location of each paseo type is listed in Figure B-5, with the standards for each described in Table B-1. In addition, several plan-view concept plans are provided in this section.

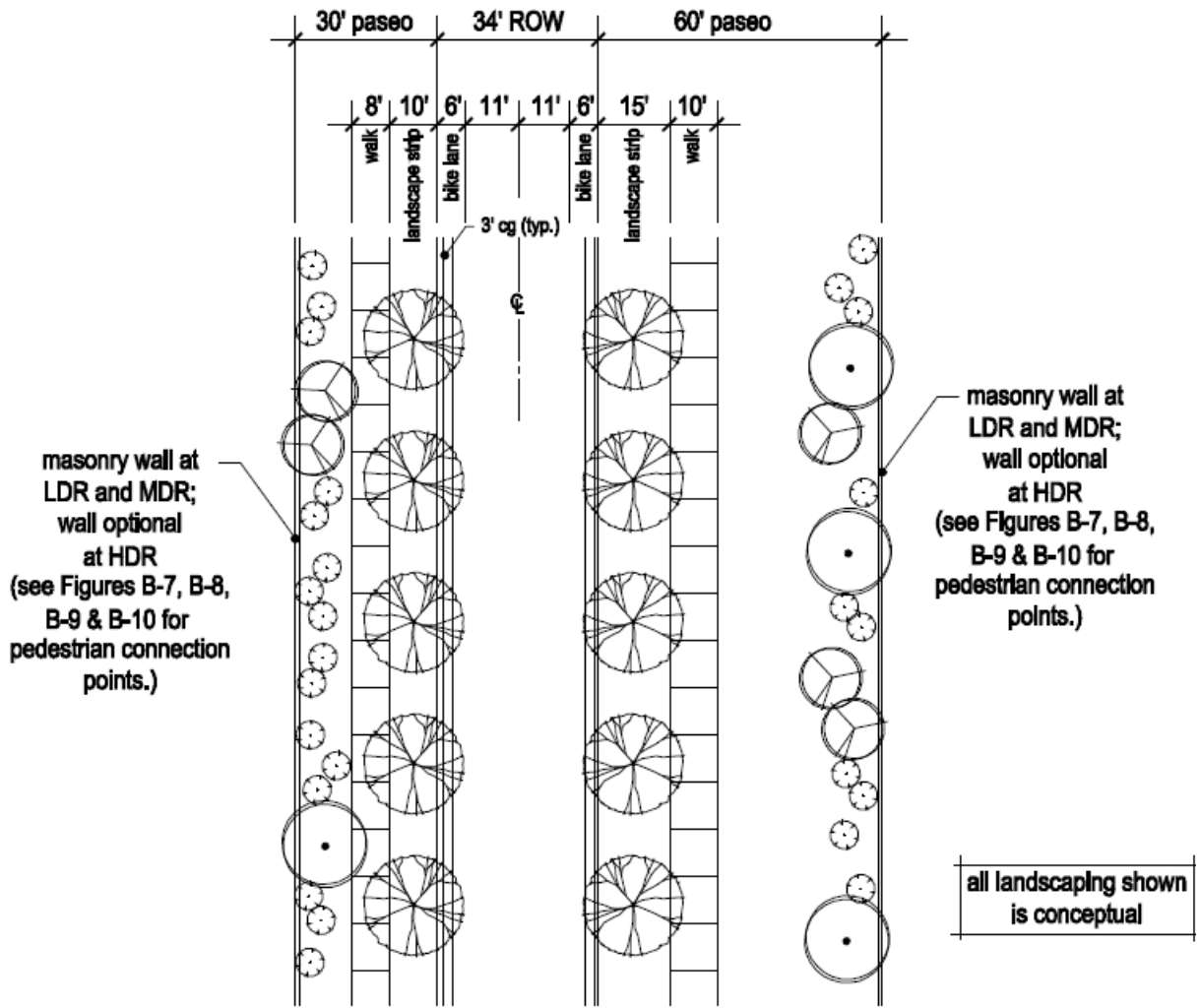
**Table B-1: Paseo/ Landscape Corridor/ Trail Summary**

PASEO / LANDSCAPE CORRIDOR / TRAIL SUMMARY				
I.D. #	COLOR KEY	DESCRIPTION	PASEO COMPONENTS & WIDTHS	DETAIL REFERENCE
<b>1. COLLECTOR STREET PASEO</b>				
1a		60' Collector Street Paseo	15' landscape strip + 10' walk + 35' landscape behind walk (sidewalk may meander)	Figures B-6 thru B-10
1b		30' Collector Street Paseo	10' landscape strip + 8' walk + 12' landscape behind walk (sidewalk may meander)	Figures B-6 thru B-10
-	(not illustrated)	Optional Modified Collector Street Paseo Adjacent to HDR	Narrows 30' or 60' Paseo by 10' for optional on-street parking	Figure B-15
1c		30' / 60' Collector Street Paseo width transition at Open Space	8' landscape strip + 8' or 10' walk + 5' landscape behind walk with post & cable fence (21' or 23' total)	Figure B-12
1d		Collector Street Paseo at CMU or CC	15' monolithic walk (DF-41 & DF-42 may differ @ time of Development Plan)	Figure B-11
<b>2. PRIMARY RESIDENTIAL STREET PASEO</b>				
2a		Primary Residential Street Paseo adjacent to MDR	5' landscape strip + 10' walk + 5' landscape behind walk (20' total) (Individual unit driveways are not permitted)	Figure B-16
2b		Primary Residential Street Paseo adjacent to LDR	5' landscape strip + 10' walk (15' total) (Individual unit driveways are permitted)	Figure B-17
2c		Primary Residential Street Paseo adjacent to back-up LDR or MDR	5' landscape strip + 10' walk + 10' landscape behind walk with wall (25' total) 5' landscape behind walk with wall (20' total) for FD-6, FD-7, and JM-1	Figures B-18 & B-19
2d		Primary Residential Street Paseo adjacent to Open Space at Parcels FD-81 & FD-82A	5' landscape strip + 10' walk + 5' landscape behind walk with post & cable fence (20' total) 5' landscape strip + 5' walk + 5' landscape behind walk (15' total) for FD-87 & JM-82	Figure B-20
<b>3. SCHOOL / PARK FRONTAGE</b>				
3		Collector Street or Primary Residential Street Paseo continuation at Schools & Parks	10' monolithic walk (walk width and location may vary per final design)	Figures B-14 & B-21
<b>4. OPEN SPACE TRAIL INTERCONNECTIONS</b>				
4		Open Space Trail interconnections to Paseos & Landscape Corridors	10' trail (with 2' shoulders each side)	-
<b>5. Culvert Crossings</b>				
5		Monolithic sidewalk at Culvert Crossings	sidewalk width unchanged	Figures B-13 & B-20



Note: Bikeway alignments in open space areas are conceptual and may be refined as detention facilities are designed.

Figure B-5: Paseo Plan



**Figure B-6: Collector Street Paseo**

Pedestrian Connection points to the Collector Street paseos from the adjacent subdivisions are to be provided on an average of every 600' on both sides of the street. Connections may be via Street, Live-End Cul-de-Sac or Pedestrian Way, in any combination.

Pedestrian Connection point criteria and design options also apply to Primary Residential Street paseos with walls, but only on the paseo side.

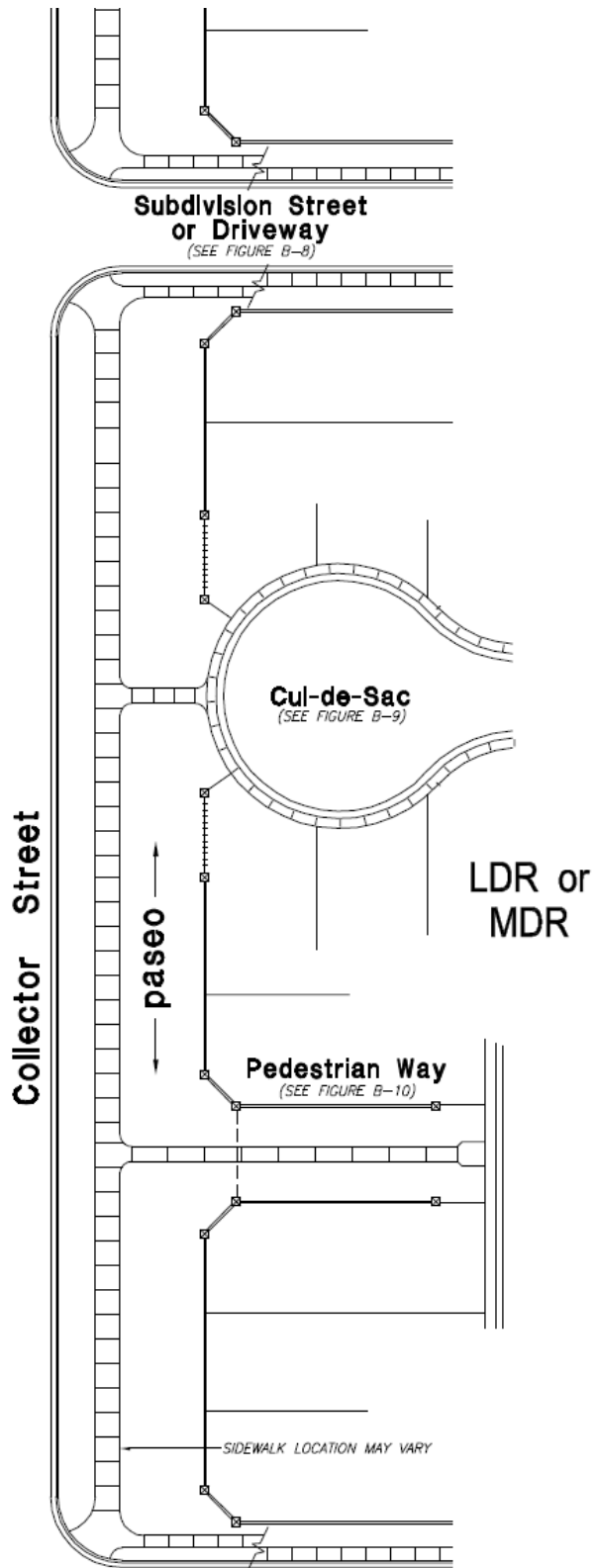
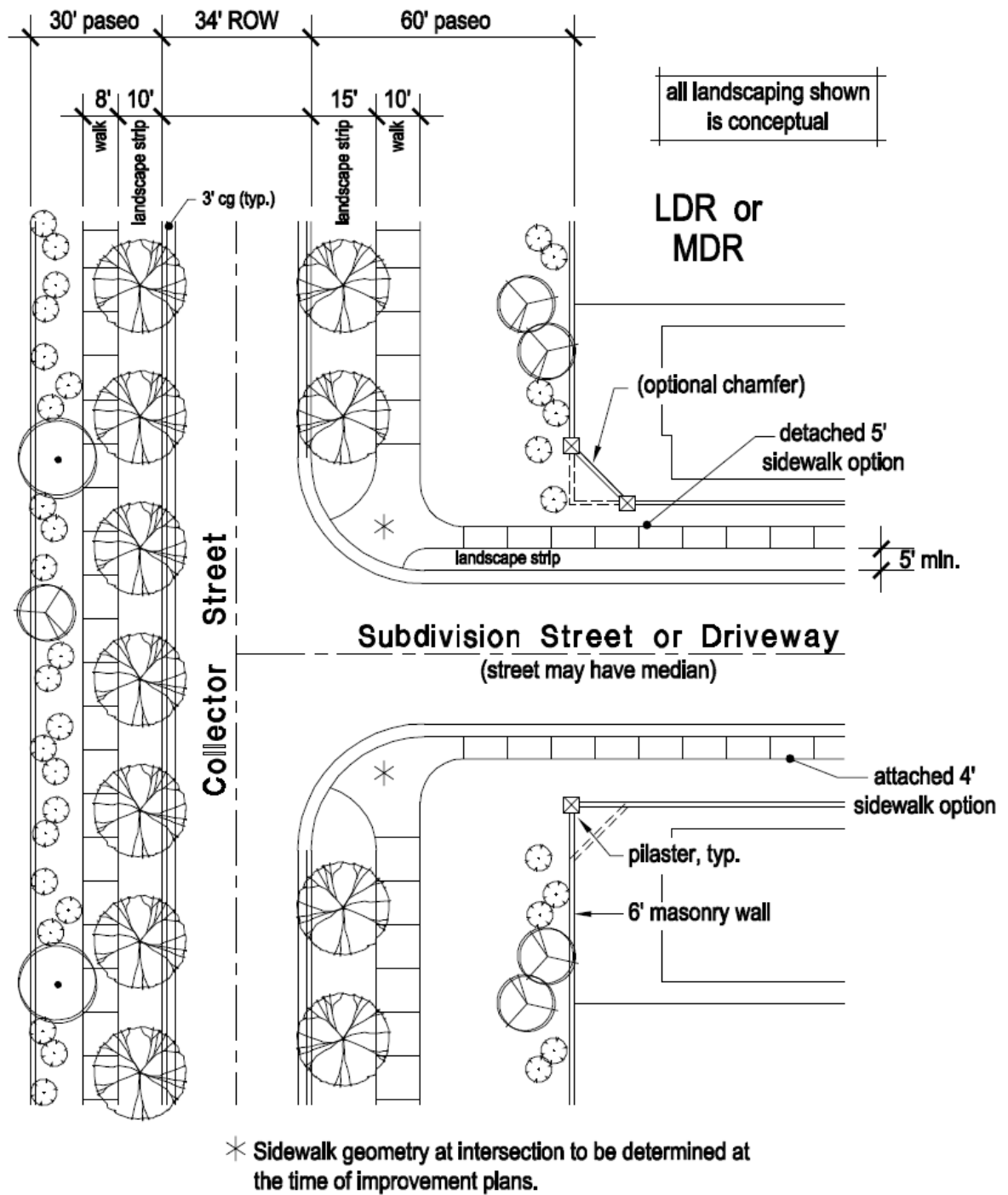


Figure B-7: Collector Street Paseo Pedestrian Connection Points



**Figure B-8: Collector Street Paseo at Subdivision Street**

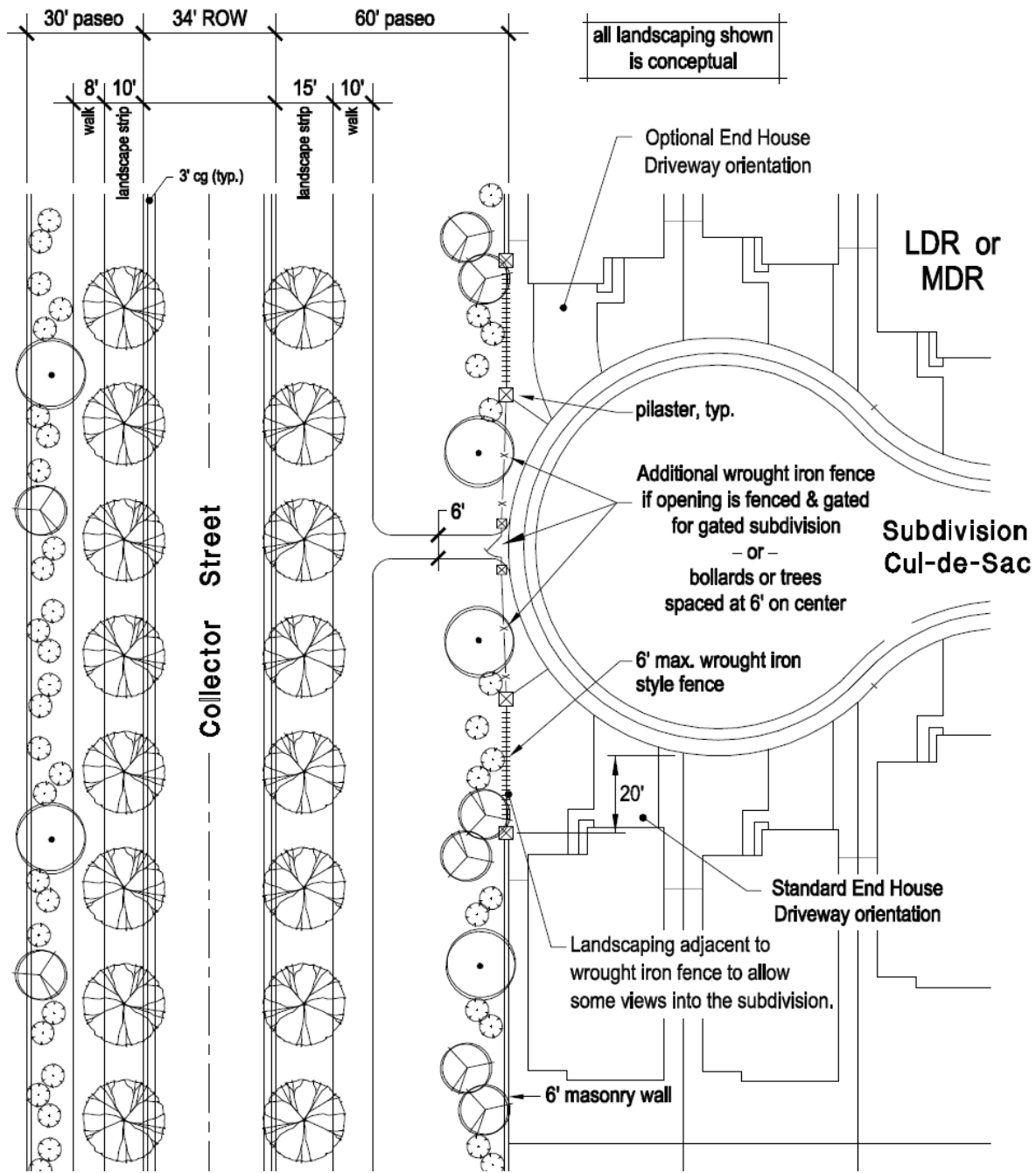
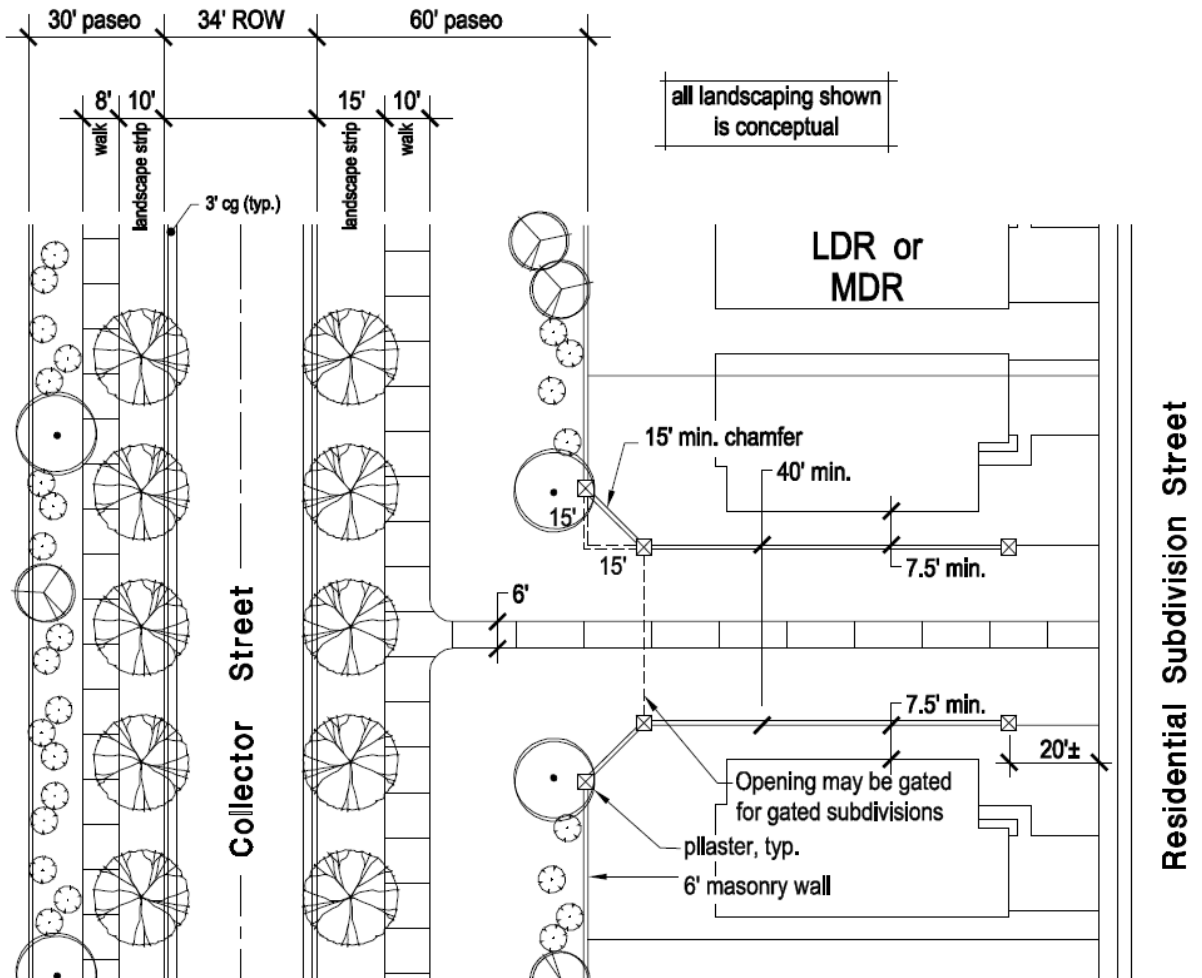


Figure B-9: Collector Street Paseo Connection at Cul-de-Sac



**Figure B-10: Collector Street Paseo Connection at Pedestrian Way**

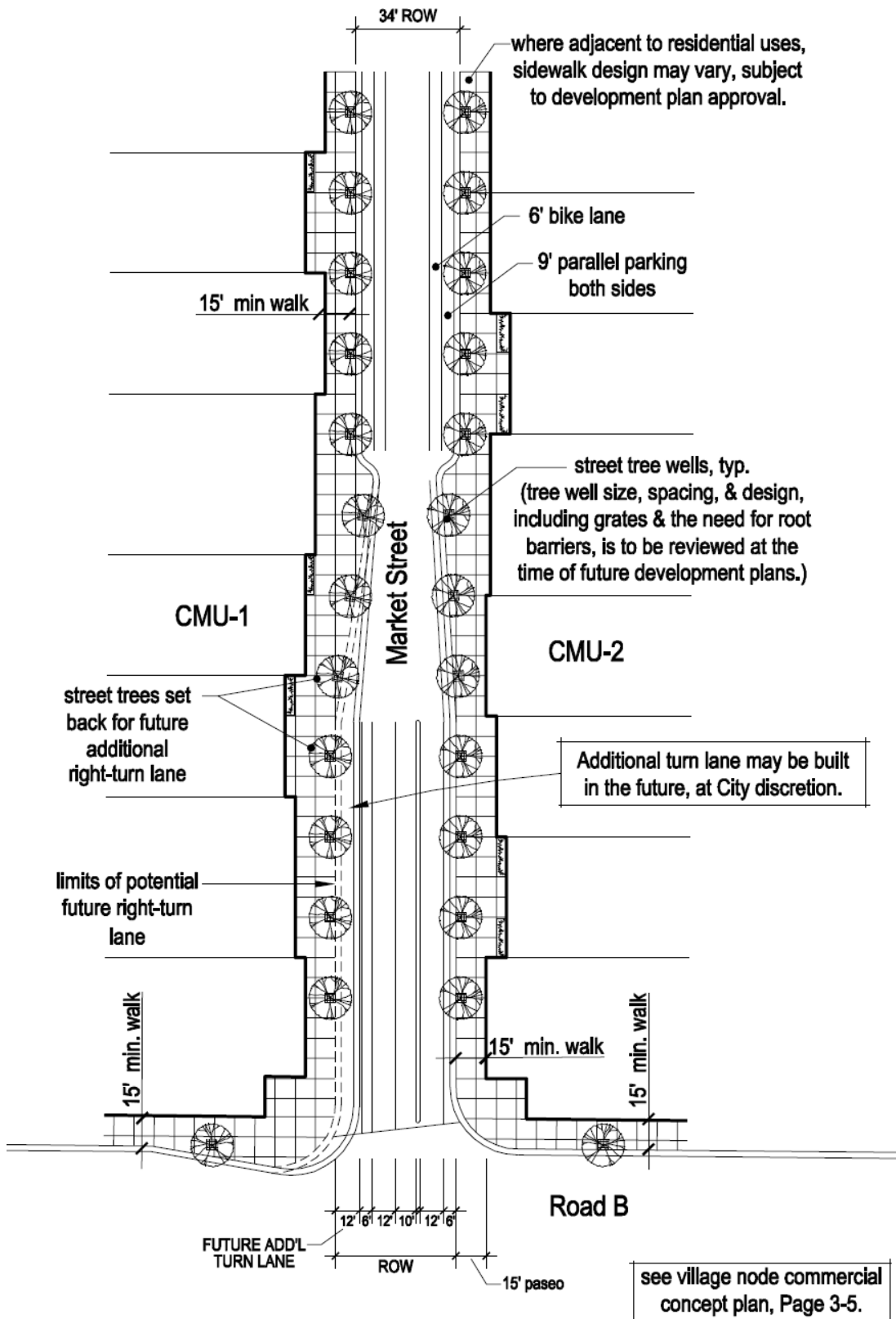
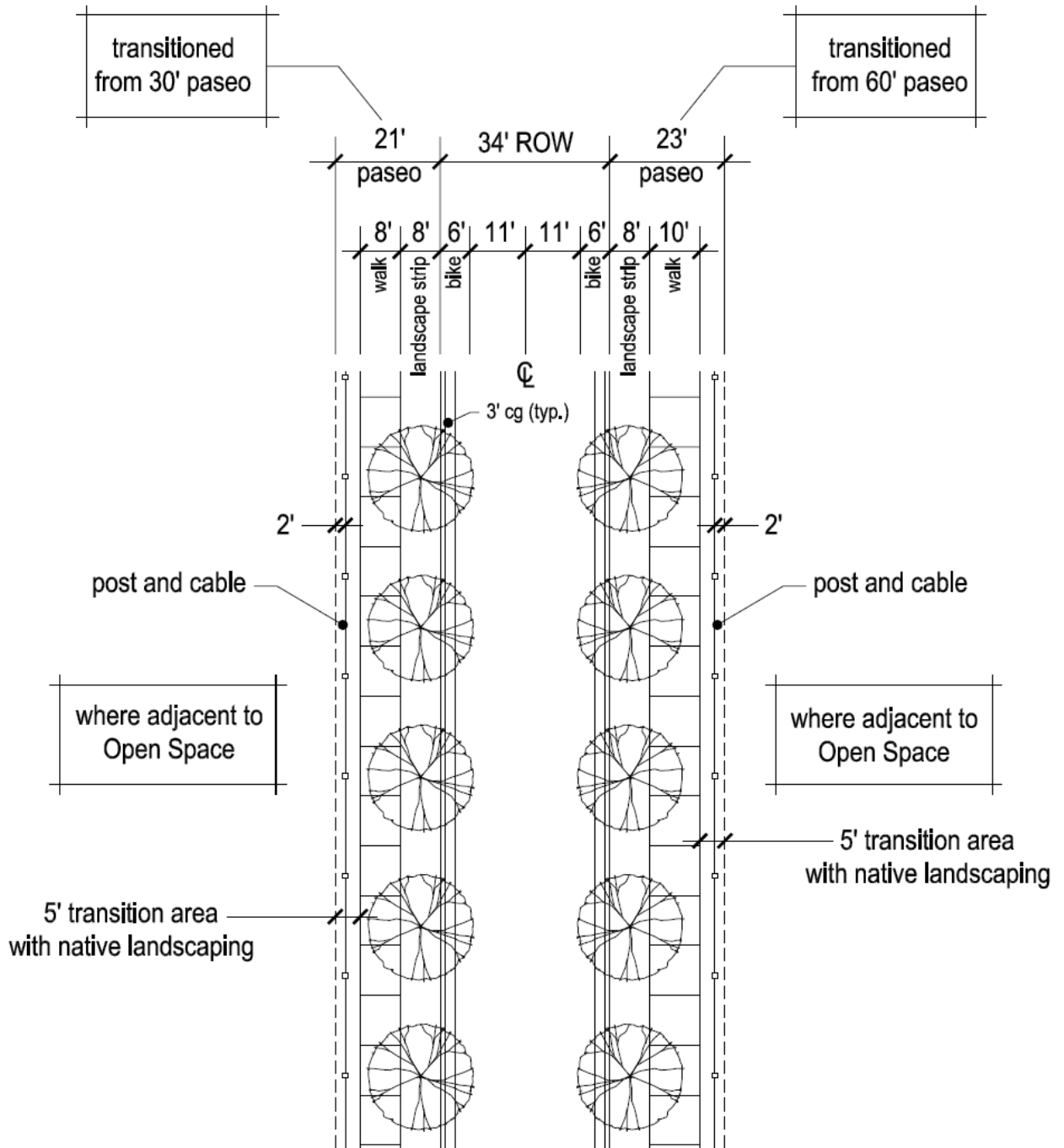


Figure B-11: Collector Street Paseo adjacent to DF-41 & JM-40



**Figure B-12: Collector Street Paseo (at open space)**

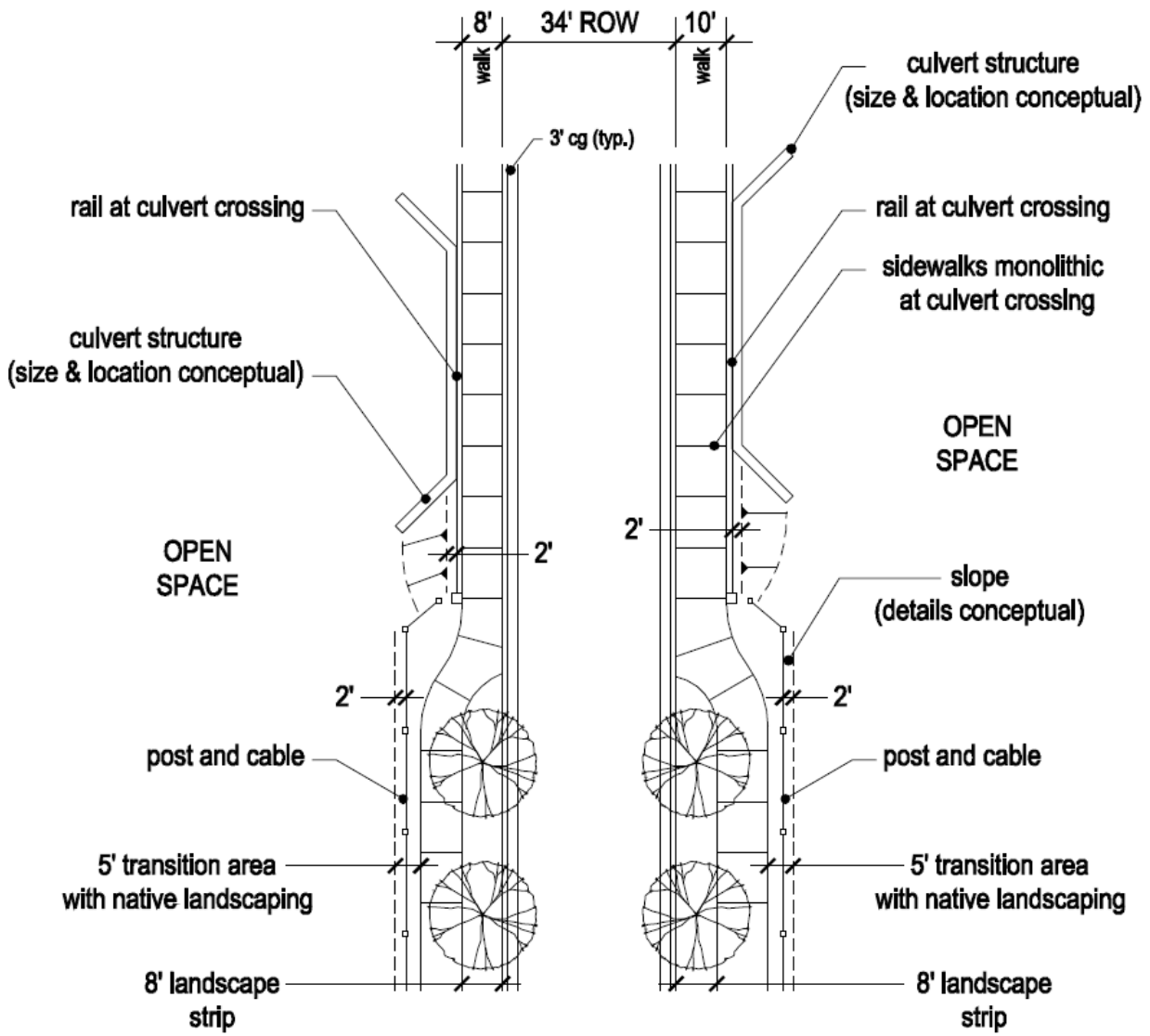


Figure B-13: Collector Street Paseo (at culvert crossings)

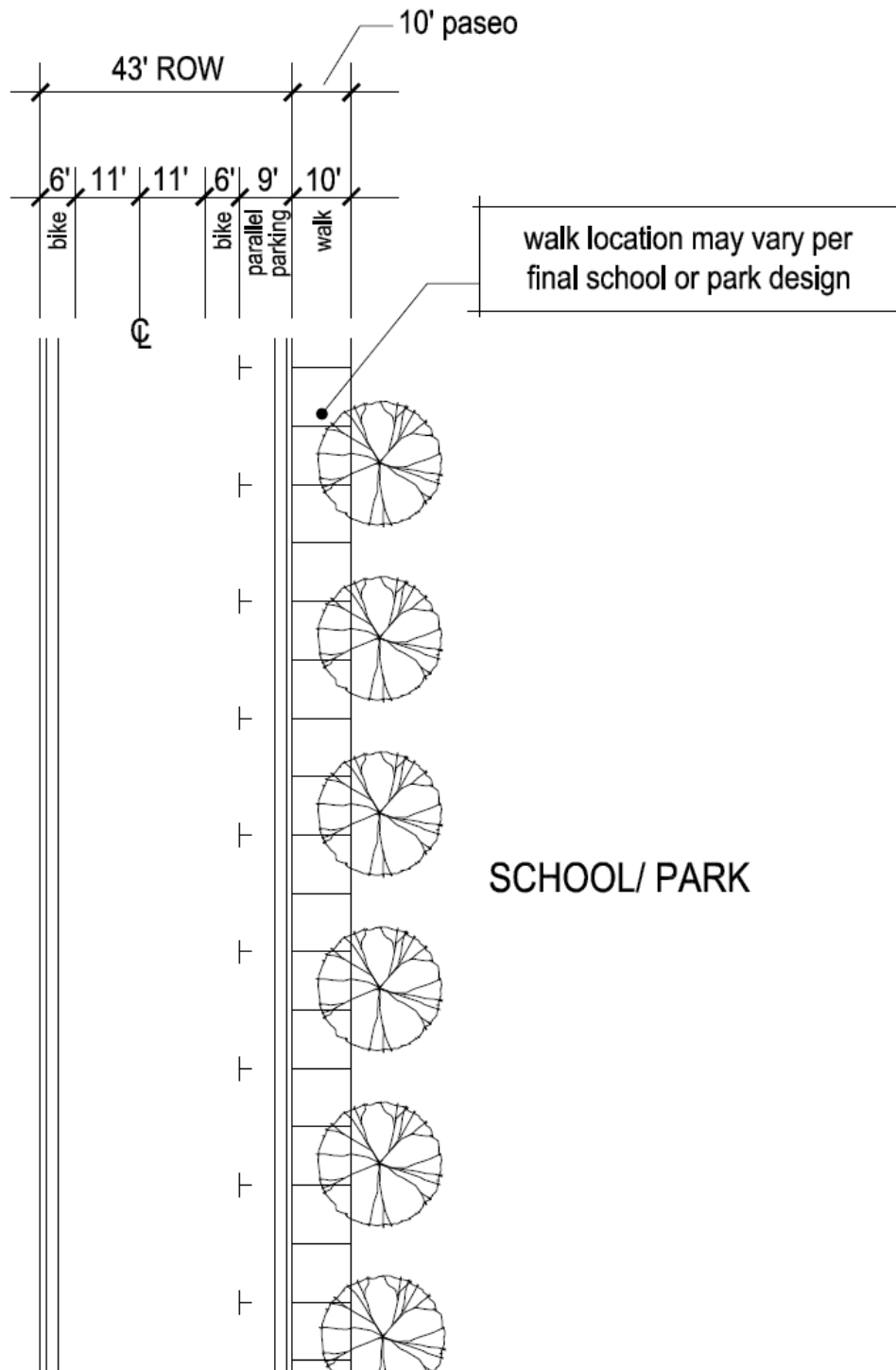


Figure B-14: Collector Street Paseo (continuation at Schools and Parks)

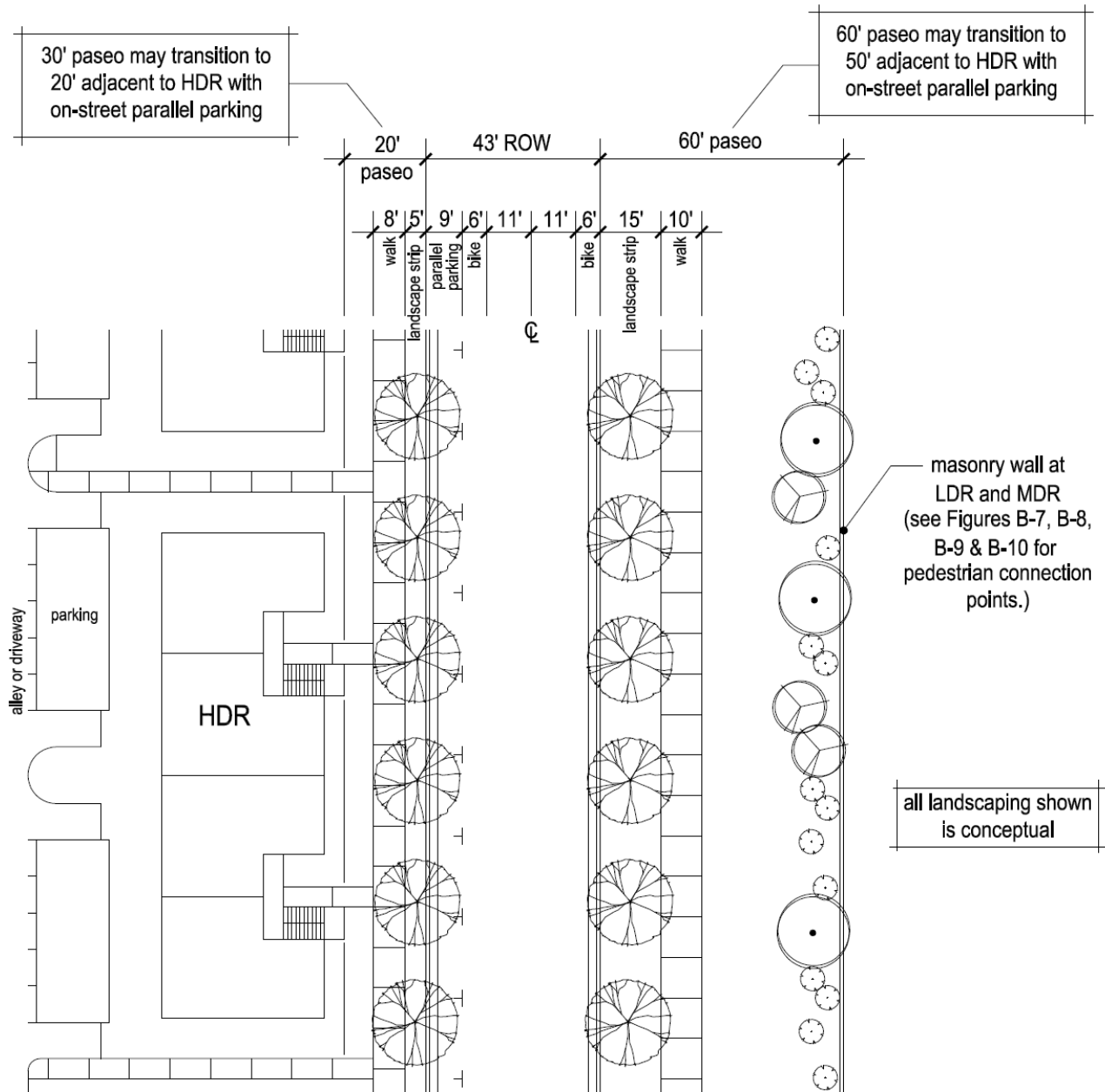
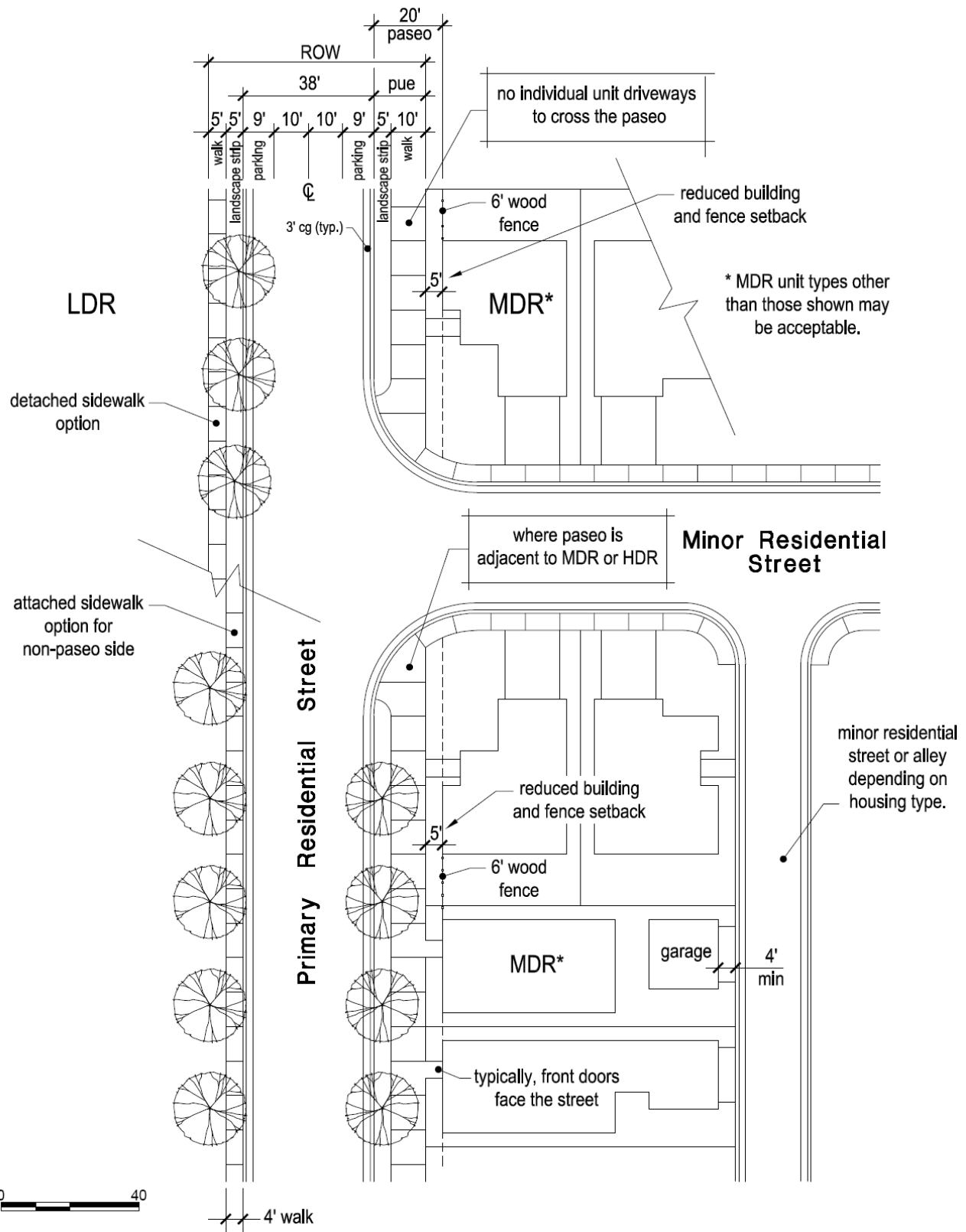


Figure B-15: Modified Collector Street Paseo with optional parking at HDR



**Figure B-16: Primary Residential Street Paseo (at MDR, where no driveways cross the paseo)**

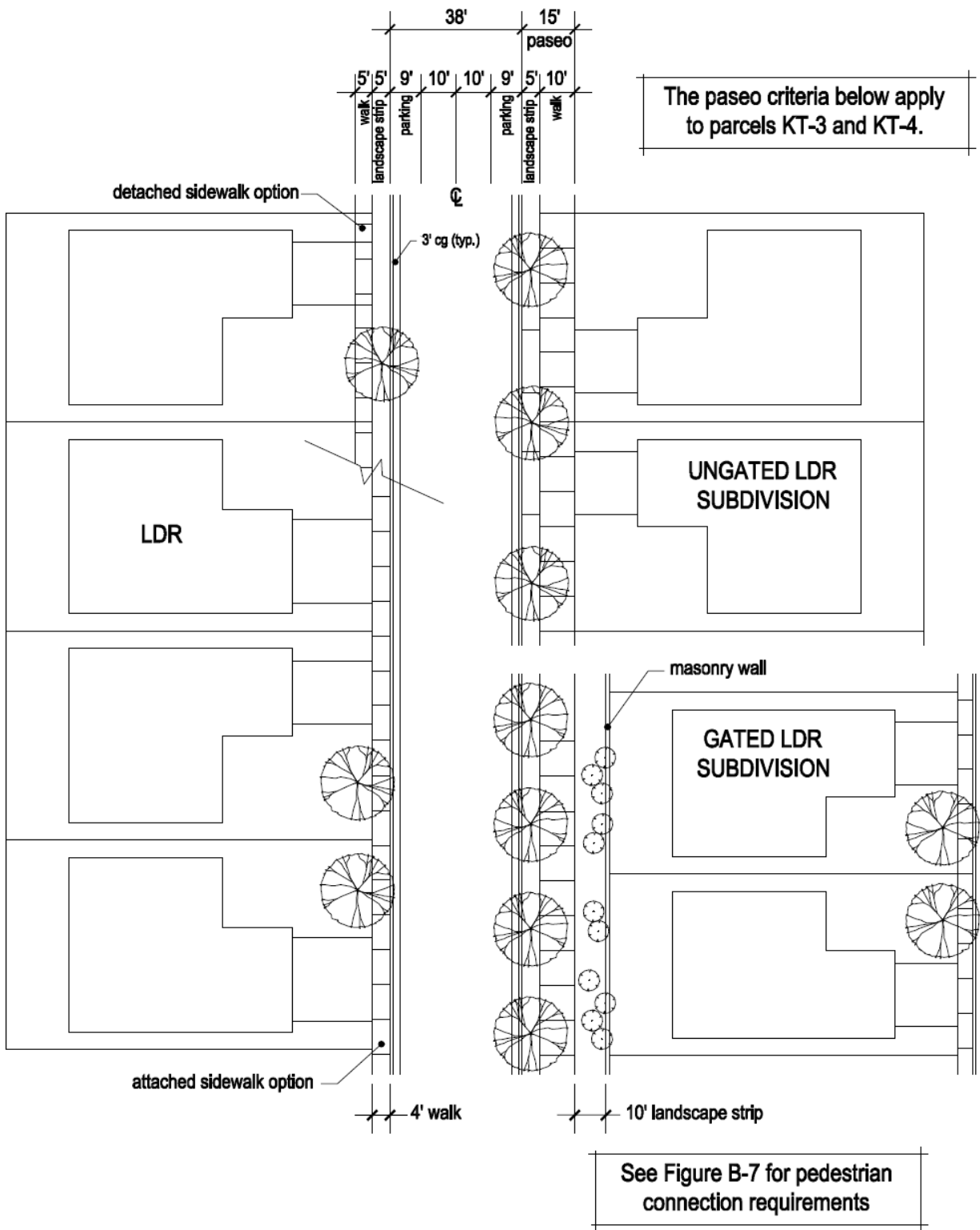
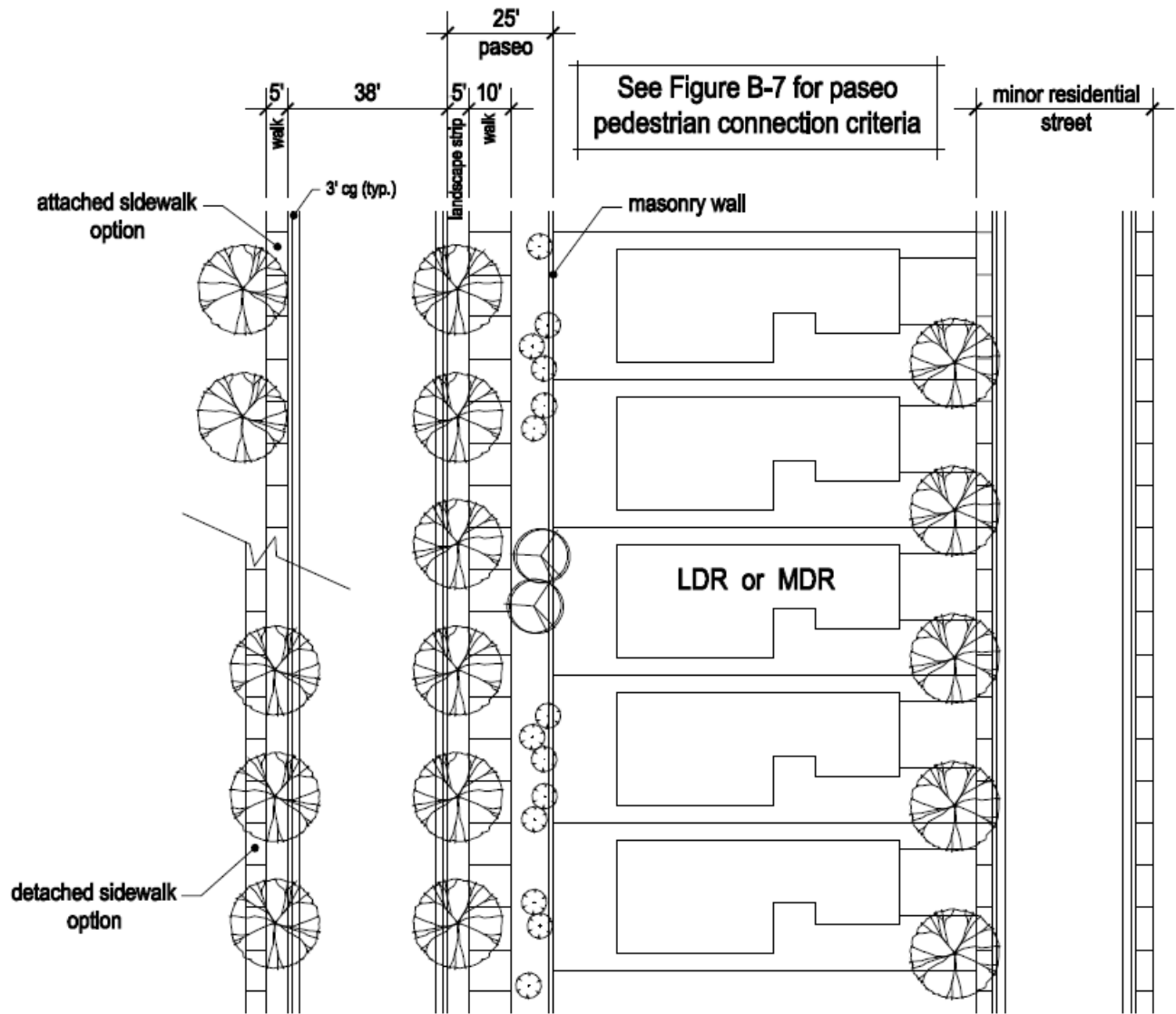


Figure B-17: Primary Residential Street Paseo (at LDR where individual driveways are permitted)



**Figure B-18: Primary Residential Street Paseo adjacent to back-up LDR or MDR**

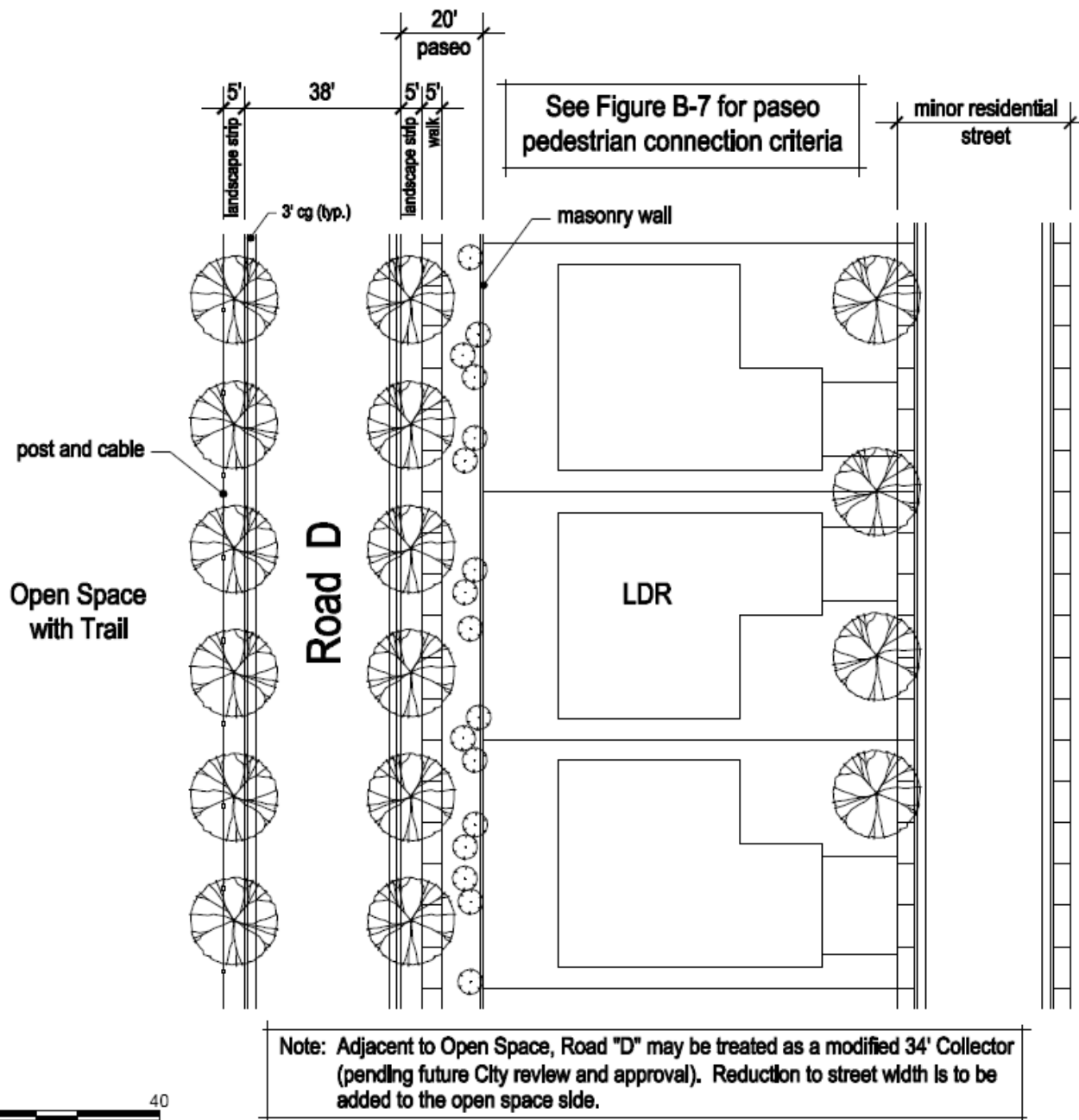
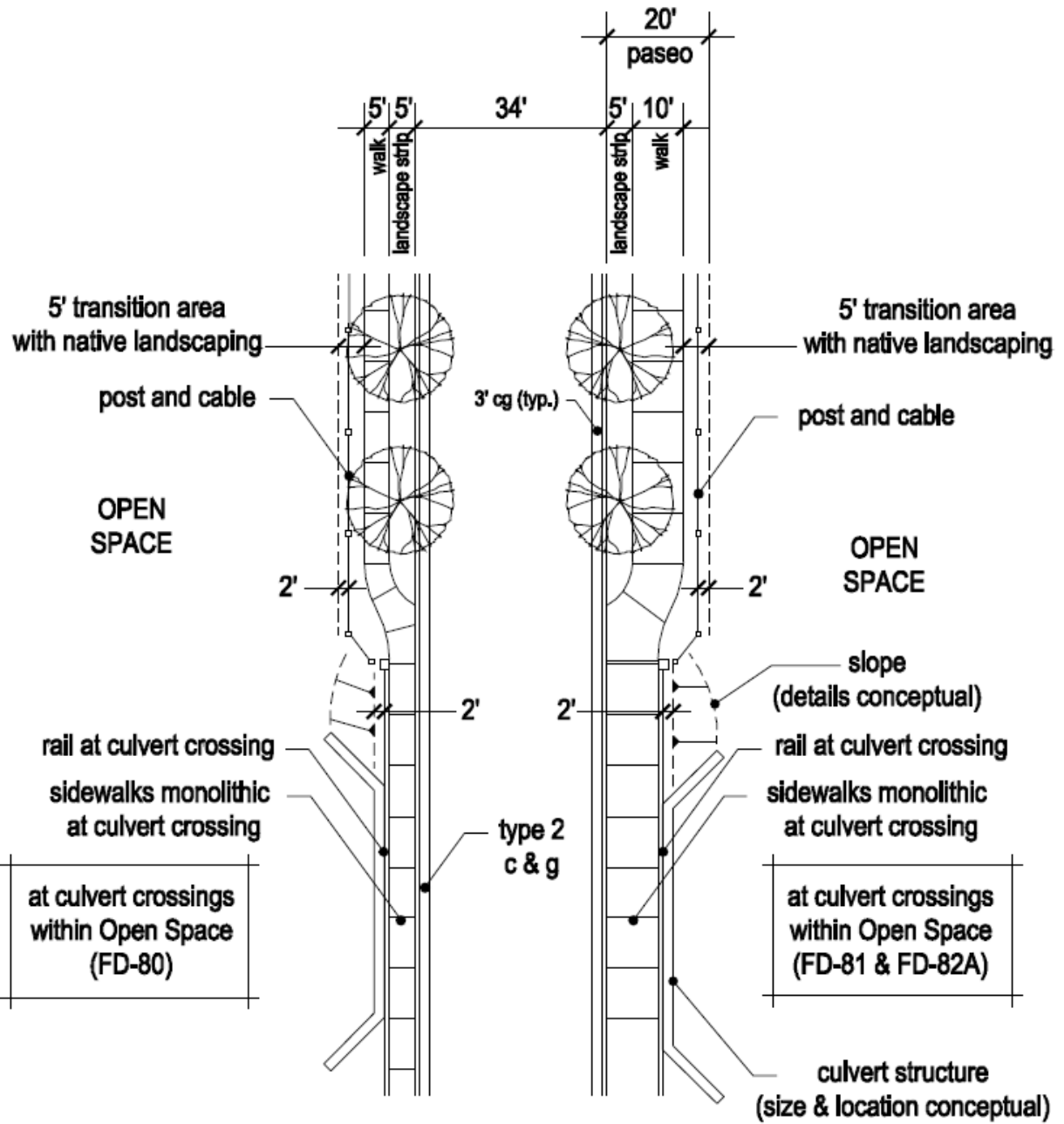


Figure B-19: Primary Residential Street Paseo (adjacent to back-up LDR for parcels FD-6, FD-7, and JM-1)



**Figure B-20: Primary Residential Street Paseo (at Open Space and at culvert crossing)**

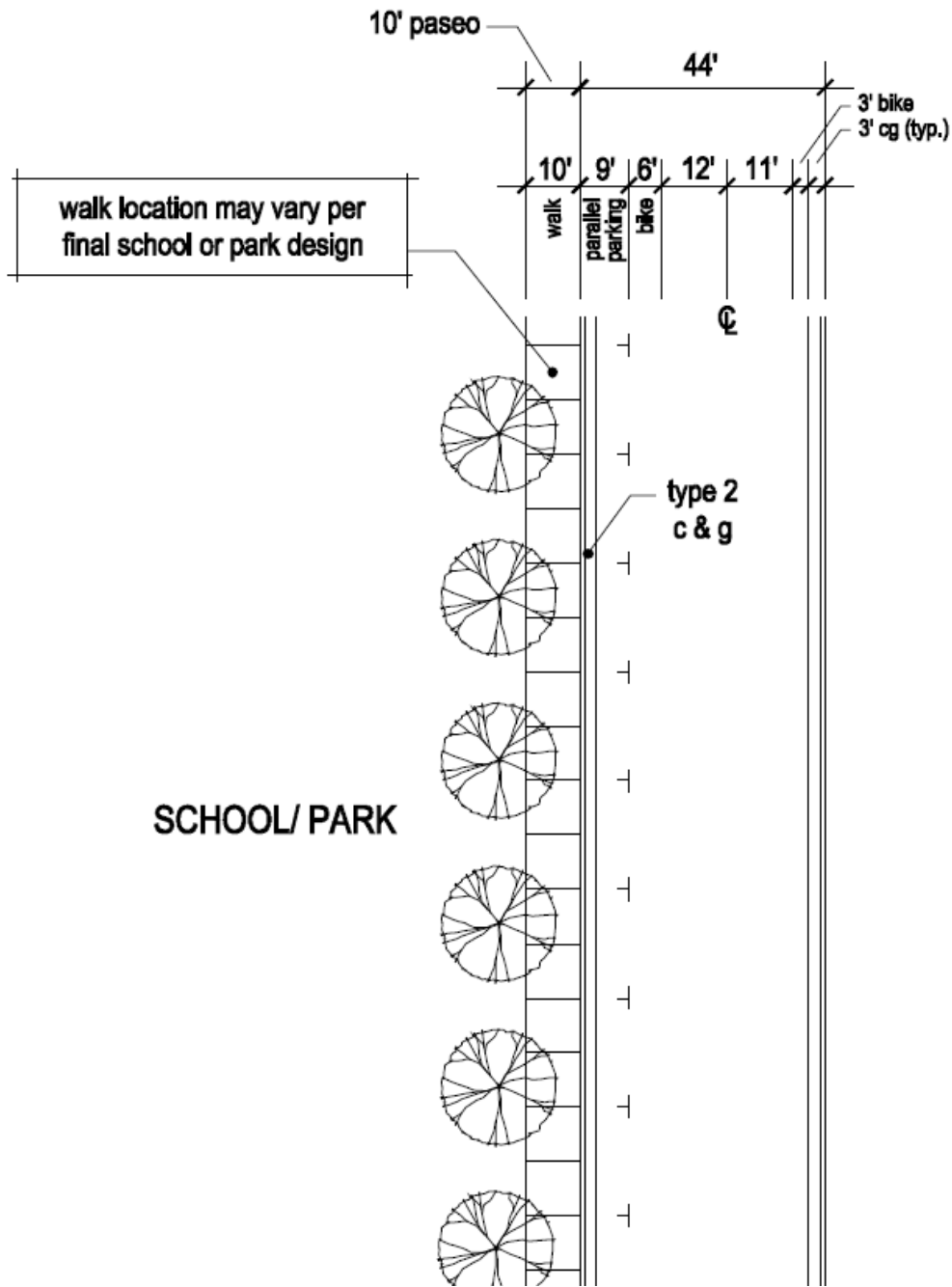


Figure B-21: Primary Residential Street Paseo continuation at Schools & Parks

## B.7 Village Node District

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As described in Chapter 3, Vision and Principles, Sierra Vista incorporates a Village Node, which is a higher-density residential district anchored by a commercial mixed-use core that creates a central gathering place for the district's residents. The intent is that the urban form and development pattern of this district follows a more 'traditional' neighborhood design approach, with multi-directional connectivity for automobiles and pedestrians, and streetscapes that place priority on walking.

The Village Node planned for Sierra Vista is at the intersection of Market Street and Road B, as identified on Figure B-22. This district is anchored by two Commercial Mixed Use sites on the north side of Road A, flanking Market Street. Each site is permitted to develop with a combination of neighborhood-serving commercial, office, and/or high-density residential uses. Uses may be mixed either in a horizontal or vertical fashion, with either commercial/office or residential development on the same site, or with residential units or office space located above ground-floor commercial space. A concept plan, illustrating one of several potential design options for the anchor of the Village Node district, is illustrated on Figure B-23 and is supported by accompanying guidelines to help direct its final design.

### Neighborhood Design in Village Node District

The development pattern in the Village Node district is an important element in achieving a walkable neighborhood with good connectivity to the central core. In order to achieve the desired intent, the following guidelines should be used to help direct the design of neighborhoods within the Village Node district. Where applicable, these guidelines should be used in conjunction with the City's adopted Community Design Guidelines for compact residential development.

- ❑ Within each large lot parcel or subdivision, a network of interconnected streets shall be created to form a grid. The grid's structure may have a formal or linear design, or it may meander in response to topography or parcel boundaries, but it should provide redundant opportunities to circulate within the development.
- ❑ Residential streets should have connection points to adjacent subdivisions, with limited barriers between subdivisions and allowing for the integration of multiple subdivisions.
- ❑ The design of residential blocks should incorporate breaks, either via streets, sidewalks, or pedestrian pathways, in an effort to avoid creating overly long, undivided blocks that limit access to neighborhoods.

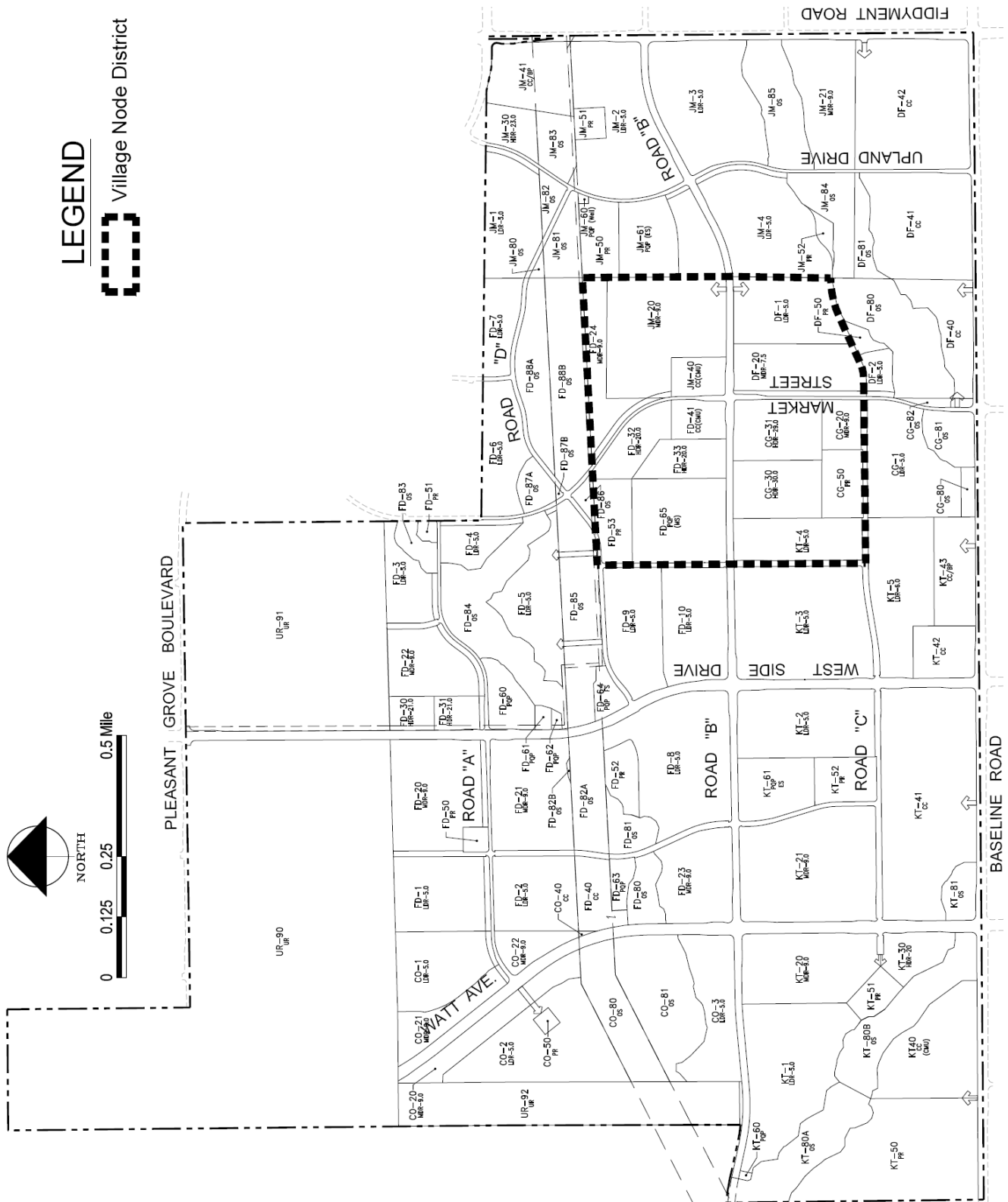


Figure B-22: Village Node District

- ❑ Residential street design should incorporate separated sidewalks and landscape strips planted with trees that will mature to have a tall and wide canopies over the street.
- ❑ Residential lots should allow the living spaces and porches of homes to be oriented to the street and provide options to de-emphasize the prominence of garages.
- ❑ Creating separation between the public and private realm should be encouraged through a combination of site grading, landscaping, and home design features.

## Village Node Design Guidelines for Parcels FD-41 & JM-40

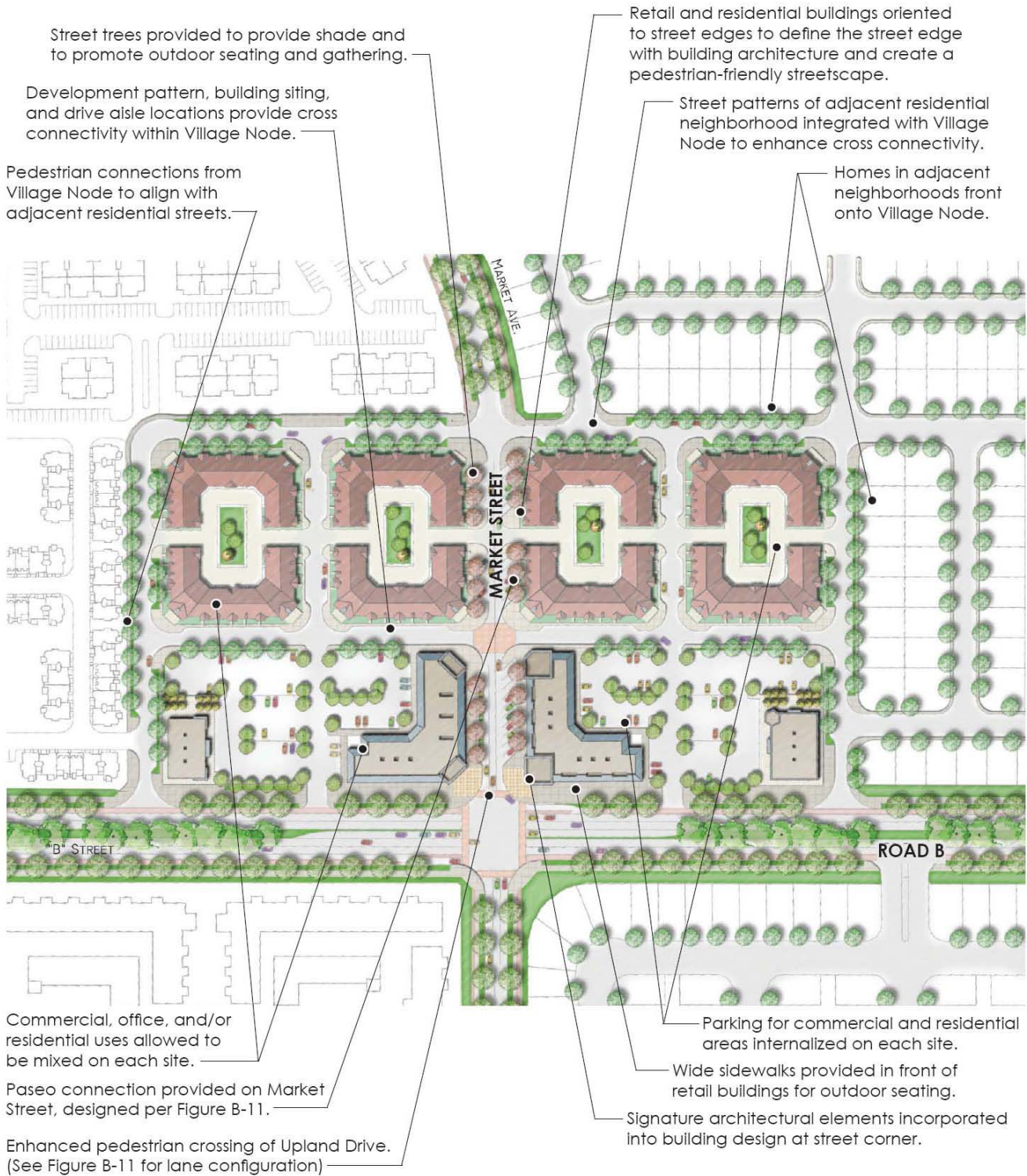
### Overview

As the central anchor of the Village Node District, the Village Node consists of two parcels that each supports a mixture of commercial and high-density residential uses. Combined, the parcels will provide for approximately 120,000 sq. ft. of commercial/office uses and 80 residential units.

Sited at the intersection of Road B and Market Street, and aligned along one of the Plan Area's primary paseo corridors, the Village Node is intended to be easily accessible for pedestrians, cyclists, and drivers. In addition, the Village Node's development pattern is intended to foster this accessibility through its connections to the surrounding residential neighborhoods, which are part of the Village Node District.

### Guidelines

The adjacent illustrative concept plan (Figure B-23) is provided to help direct the final design and layout of the Village Node. This illustrative concept is one of several possible design options that can achieve the vision for the Village Node, as described in Chapter 3. As such, the design concept should be used as a guideline and does not represent the final design of the Village Node. The location and siting of buildings, drive aisles, pedestrian linkages, parking areas, and other features are to be guided by this concept plan, but finalized through a site specific application from the ultimate developer or end-user of the parcels. In addition, the guidelines in this annotated concept plan are intended to augment the City's adopted Community Design Guidelines for commercial centers and high-density residential projects, as applicable.



**Figure B-23: Concept Plan for Market Street Village Node (Parcels DF-41 & JM-40)**

## B.8 Residential Subdivision Design

Residential subdivisions are subject to the design requirements of the City's Subdivision Ordinance. In order to ensure that neighborhoods provide cross connectivity for automobiles, bicyclists, and pedestrians, subdivision design should be guided by the design goals in this subsection. The intent is that individual subdivisions are designed in a manner that blur the lines between subdivision edges, and are walkable and well-connected. While connectivity is desired, some neighborhoods may be gated in the locations indicated on Figure B-24, provided they do not limit access to a public park. The guidelines for residential subdivisions address three key design characteristics:

- ❑ **Neighborhood Connectivity** – how common edges between subdivisions should be integrated;
- ❑ **Gated Subdivisions** – how gated subdivisions can be incorporated in the Plan Area; and
- ❑ **Edge Conditions** – how to treat neighborhood/subdivision edges along arterials, collectors, open space preserves, and paseos.

### A. Neighborhood Connectivity

As outlined in Chapter 3, Vision and Principles, one of the SVSP's goals is to create highly-connected residential neighborhoods. It is recognized that it is a design challenge to create neighborhood connectivity across hard edges such as arterial roadways, open space preserves, and other site features. However, where large lot parcel edges are between subdivisions and the types of hard edges described above do not exist, providing connectivity between subdivisions is encouraged. This type of connectivity is typically achieved through street connections between residential subdivisions, but can also be provided via pedestrian passage ways.

The SVSP identifies parcels where connectivity is required between neighborhood units, which are illustrated on Figure B-24. The exact location of street connections is to be determined through small-lot subdivision design. If subdivisions for adjacent large lot parcels are processed at separate times, the first subdivision to be processed by the City will establish the location for cross connection points. Guidelines that should be used to enhance the connectivity of neighborhood units are outlined below:

- ❑ To minimize barriers between neighborhoods and to enhance connectivity, street patterns should be encouraged that allow for connection points between neighboring subdivisions.

- ❑ Paseos access should be used as a means of integrating multiple subdivisions, consistent with the Paseos Plan in Figure B-5.

## B. Gated Subdivisions

Figure B-24 identifies large lot parcels that may be gated if desired through the tentative subdivision map process. In instances where a gated subdivision has a planned connection point to an adjacent neighborhood, the connection requirement may be eliminated through the tentative subdivision map process. The eligibility for parcels to be gated was determined with consideration to not preclude cross connectivity between neighborhoods. For instance, large lot parcels adjacent to parks or paseos are not eligible for gating. Notwithstanding this, additional residential 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. Additional gated subdivisions may be considered on a case-by-case basis, subject to approval by the Planning and Redevelopment Department.

## C. Edge Conditions

Where residential neighborhoods have an interface with an edge, such as an open space preserve or a park, design techniques should be employed to provide neighborhood access and visibility to these features. This will enhance the level of connectivity throughout the Sierra Vista community. Guidelines for the various edges within the SVSP are provided below:

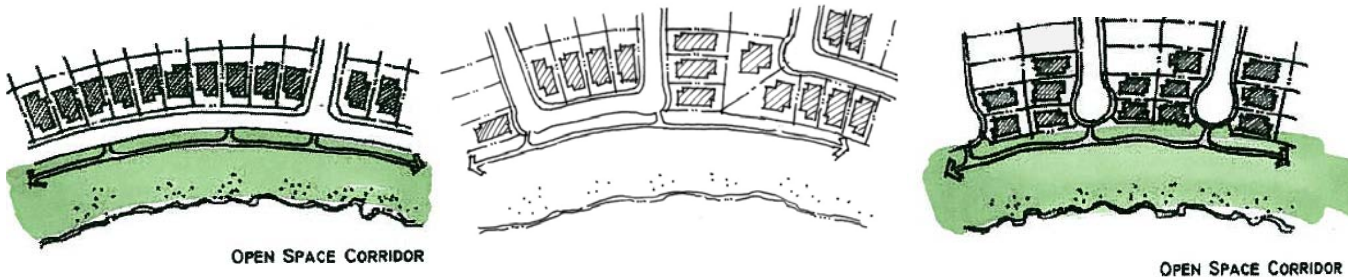
### Guidelines for Edges along Parks and Open Space Areas

The following guidelines should be used to help direct the design of neighborhoods adjacent to park and open space features:

- ❑ Where applicable, neighborhoods should provide access to adjacent parks, natural creek corridors, pedestrian parkway corridors, or paseos. Locked gates into subdivisions are not permitted where they would preclude public access to a City park or open space area.
- ❑ A subdivision's internal street system shall be designed to allow residents to walk easily to nearby parks.
- ❑ Residential units should be oriented toward (facing) parks, rather than backing up to them.
- ❑ Neighborhood parks should front on two single-loaded residential streets to provide visibility, create open access for residents, and incorporate the amenity into the surrounding neighborhood.
- ❑ Residential subdivisions located adjacent to open space areas should provide visual and physical access to the Open Space.

This standard shall apply where a pedestrian or bike path is provided in the open space area.

- Residential streets should provide views into open space areas at selected locations by providing opportunities for homes to front or side on to open space. This can be accomplished in a number of ways including single-loaded streets, loop streets, or live end cul-de-sacs. It is also recognized that homes may also back on to these features. Conceptual street patterns are illustrated in Figure B-25.
- Where residential lots back up or side onto open space areas, the use of open-style fencing is appropriate. However, where privacy, security, or noise attenuation are of concern (such as adjacent to public trails), solid fencing may be used between residential lots and open space (subject to Fire Department standards).
- Neighborhood design should allow homes that back on to park and open space features, however connection points are encouraged, either via live-end cul-de-sacs, paseos, or other means. Connection points should be provided in accordance with the Sierra Vista bikeways plan provided in Chapter 6.
- Pedestrian connection points to park and open space features should be easy to find within neighborhoods, along designated pedestrian/bicycle routes that have high visibility to residents.



**Figure B-24: Street Interface Options at Open Space Edges**

**Guidelines for Edges Along Paseos:**

As applicable, ensure that subdivision design provides the proper interface with, and designs for, any prescribed paseos. Refer to the comprehensive Paseos Plan in Section B.6 and all associated figures outlining the appropriate interface and design of each paseo and its adjacent parcel.

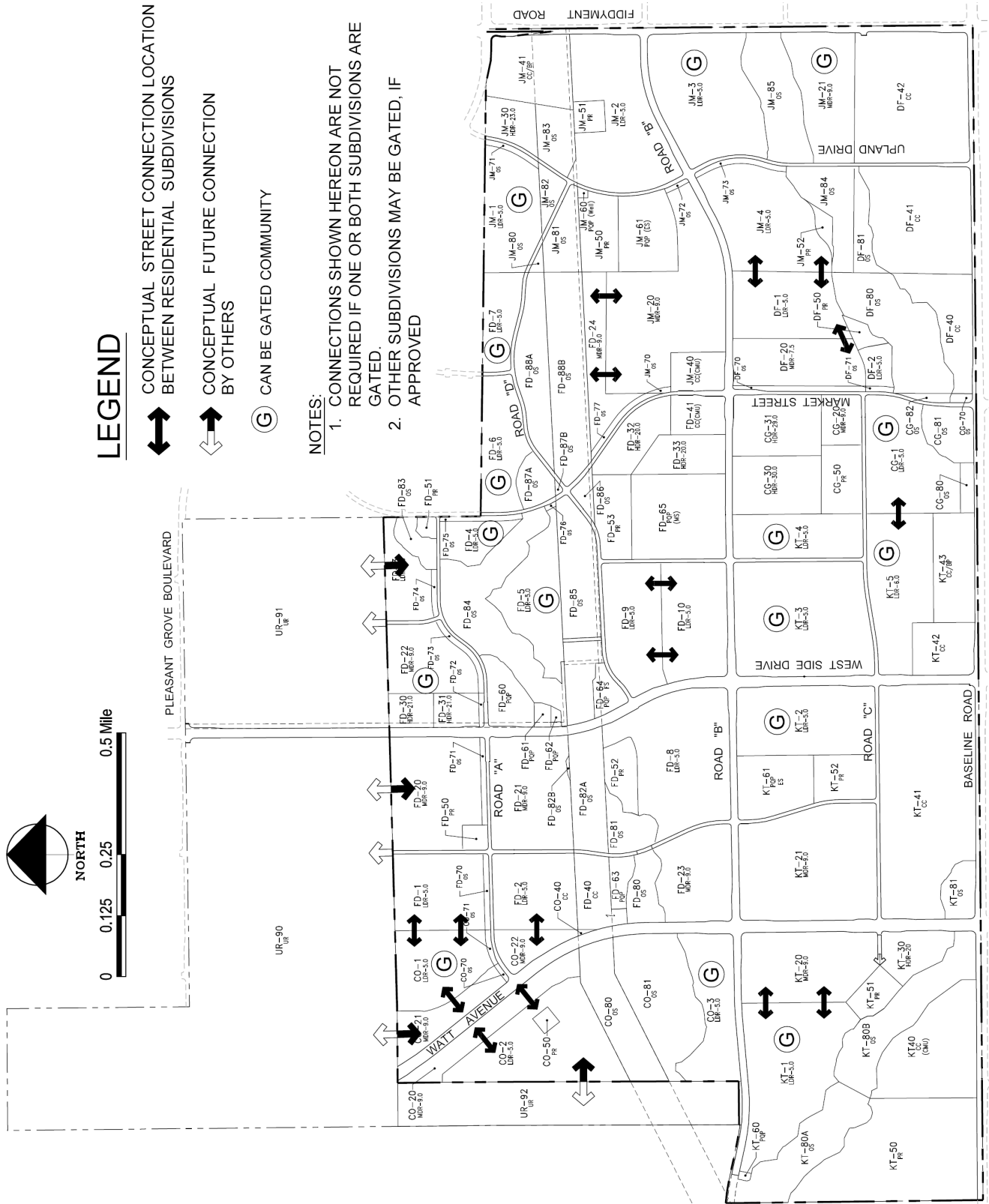


Figure B-25: Neighborhood Connectivity and Gated Subdivisions

## B.9 Signature Park/ Commercial Mixed Use Site Concept

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As described in Chapter 3, Vision and Principles, a 40-acre “Signature Park” is planned at the southwest corner of the Plan Area, along Baseline Road. This park is purposefully sited adjacent to a Commercial Mixed Use (CMU) site, and together, they create a core of commercial, recreational, and residential uses in proximity to one another. The plan is for the two sites to be closely integrated in design, with the orientation of buildings, alignment of drive aisles, and location of pedestrian promenades coordinated to create a cohesive campus-like environment. The planned uses for each site are outlined in Chapter 4, Land Use. In addition, a concept plan for the Signature Park is provided in Chapter 7, Public Services.

### Guidelines

A conceptual design for the integration of the Signature Park and CMU site is illustrated in Figure B-26, below. This illustrative concept is one of several possible designs that successfully integrates each site and does not represent the final design for either the park or the CMU parcel. The concept is intended to provide design direction for the integration of the land uses, focusing on elements that will create relationships between buildings and uses to foster cross connectivity between the park, residential, and retail components. As final design plans are prepared for either site, the concept and associated guidelines provided below should be used to guide the final development plan. Final design will be subject to review and approval by the City.



## B.10 Commercial Center for Parcels DF-40, 41, & 42

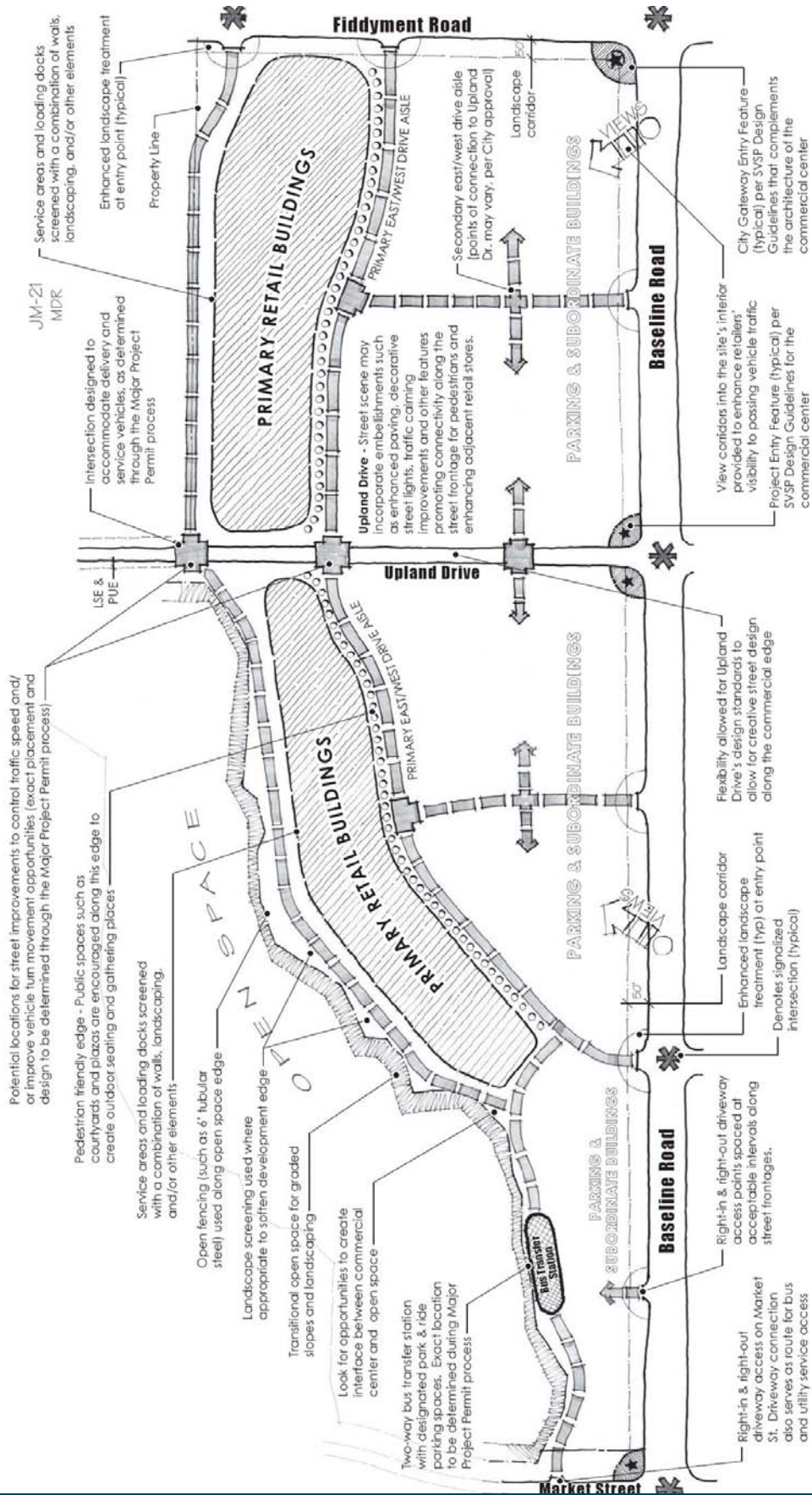
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### Overview

This commercial center consists of three parcels, and while each may develop individually, the overall design intent is that they form an integrated shopping center that anchors the corner of Baseline and Fiddymont Roads. Combined, these parcels are approximately 81 acres and can support approximately 1.4-million square feet of commercial uses. It is anticipated that these commercial centers will be anchored by several large floor plate retailers, with supporting retail shops, businesses, and restaurants. The mix of uses and layout of buildings will be determined as subsequent entitlements are processed with the City via a Major Project Permit(s), per the guidelines below.

### Guidelines

The following design concept should be used to help direct the final layout of the commercial sites. Design consideration should be given to the high visibility of the sites (with frontage on Fiddymont and Baseline Roads), and design should minimize impacts to adjacent uses. The concepts and guidelines in this illustrative are intended to augment the City's adopted Community Design Guidelines for commercial centers.



# DESIGN GUIDELINES

Figure B-27: Concept Plan for Parcels DF-40, 41, & 42

## B.1 1 Commercial Center for Parcel KT-41

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### Overview

Parcel KT-41 is envisioned to develop as a large scale retail center that anchors the Baseline Road corridor. Situated between Watt Avenue and West Side Drive at two of Sierra Vista's City entries, the site provides an opportunity to establish several regional-serving retailers, businesses, and restaurants. At 55 acres, this commercial center can support over 950,000 square feet of commercial, business professional, and service uses. The mix of uses and layout of buildings will be determined as subsequent entitlements are processed with the City via a Major Project Permit(s), per the guidelines below.

### Guidelines

The following design concept should be used to help direct the final design and layout of a commercial center on Parcel KT-41. Design consideration should be given to the high visibility of the site (with frontage on Baseline Road, Watt Avenue, and West Side Drive), and design should minimize impacts on adjacent uses. The concepts and guidelines are intended to augment the City's adopted Community Design Guidelines for commercial center.

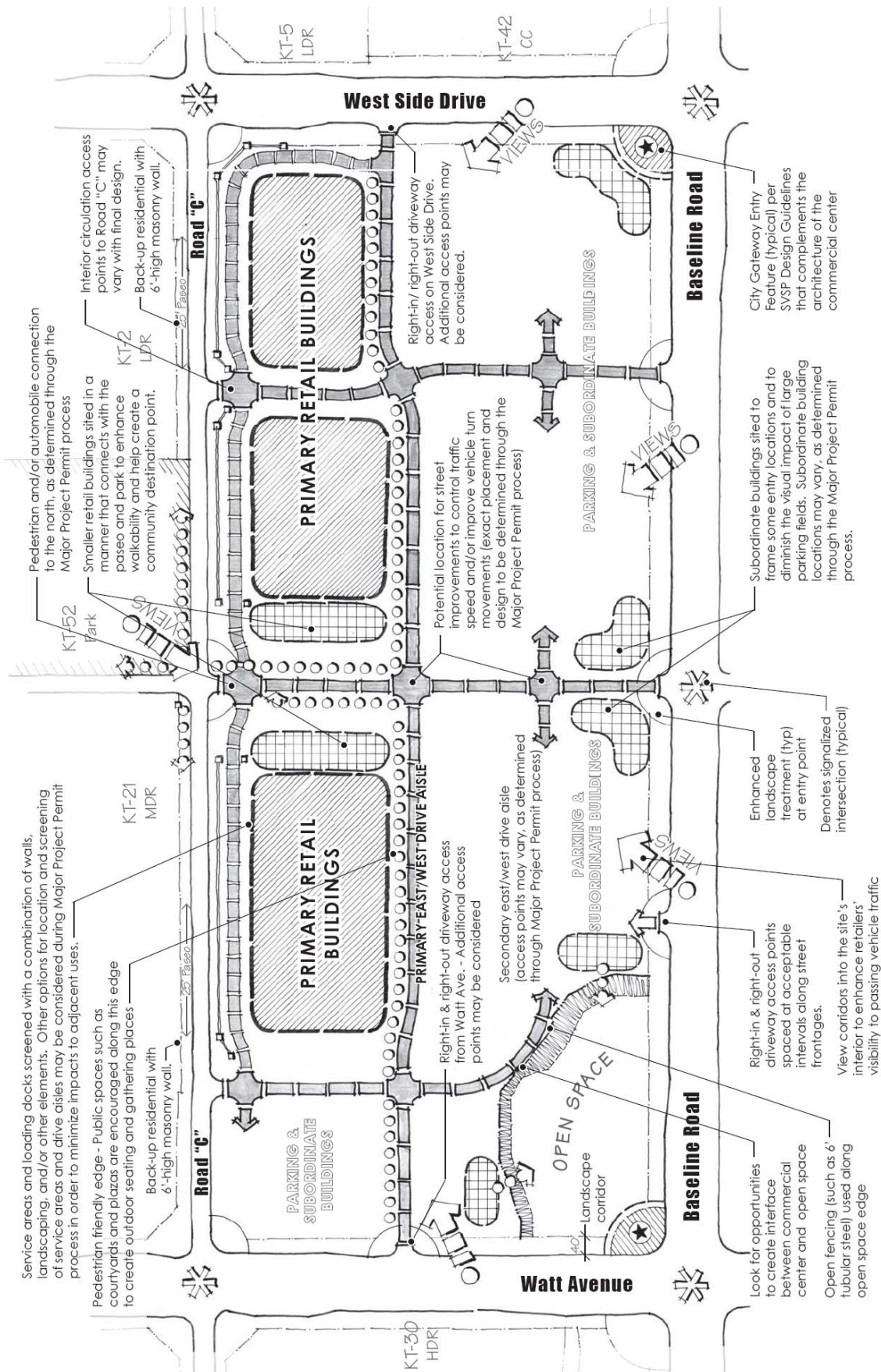


Figure B-28: Concept Plan for Parcel KT-41

## B.12 Commercial/Business Professional for Parcel JM-41

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Parcel JM-41 is planned for a combination of commercial and business professional uses. Located at the corner of Fiddymment Road and Pleasant Grove Boulevard at a project entry, the 15-acre parcel can support over 250,000 square feet of non-residential uses. It is anticipated that both retail and office operations will be developed, which could consist of up to 40% commercial uses, with the balance comprised of office uses. The southern edge of the site also includes an easement for a Class I bike path, per the Bikeway Plan, which will be constructed as outlined in the Development Agreements. Given the site's visibility and access to adjacent arterial roadways, the site can support several types of automobile-oriented commercial uses such as fueling stations, fast food restaurants, banks, and other service-oriented retail establishments. Distinctive architecture at the corner of Fiddymment and Pleasant Grove should be used as a focal point of the site.

### Guidelines

The following concept plan should be used to help direct the final design and layout of a commercial/business professional center on Parcel JM-41. The concepts and guidelines in this illustrative are intended to augment applicable sections of the City's adopted Community Design Guidelines.

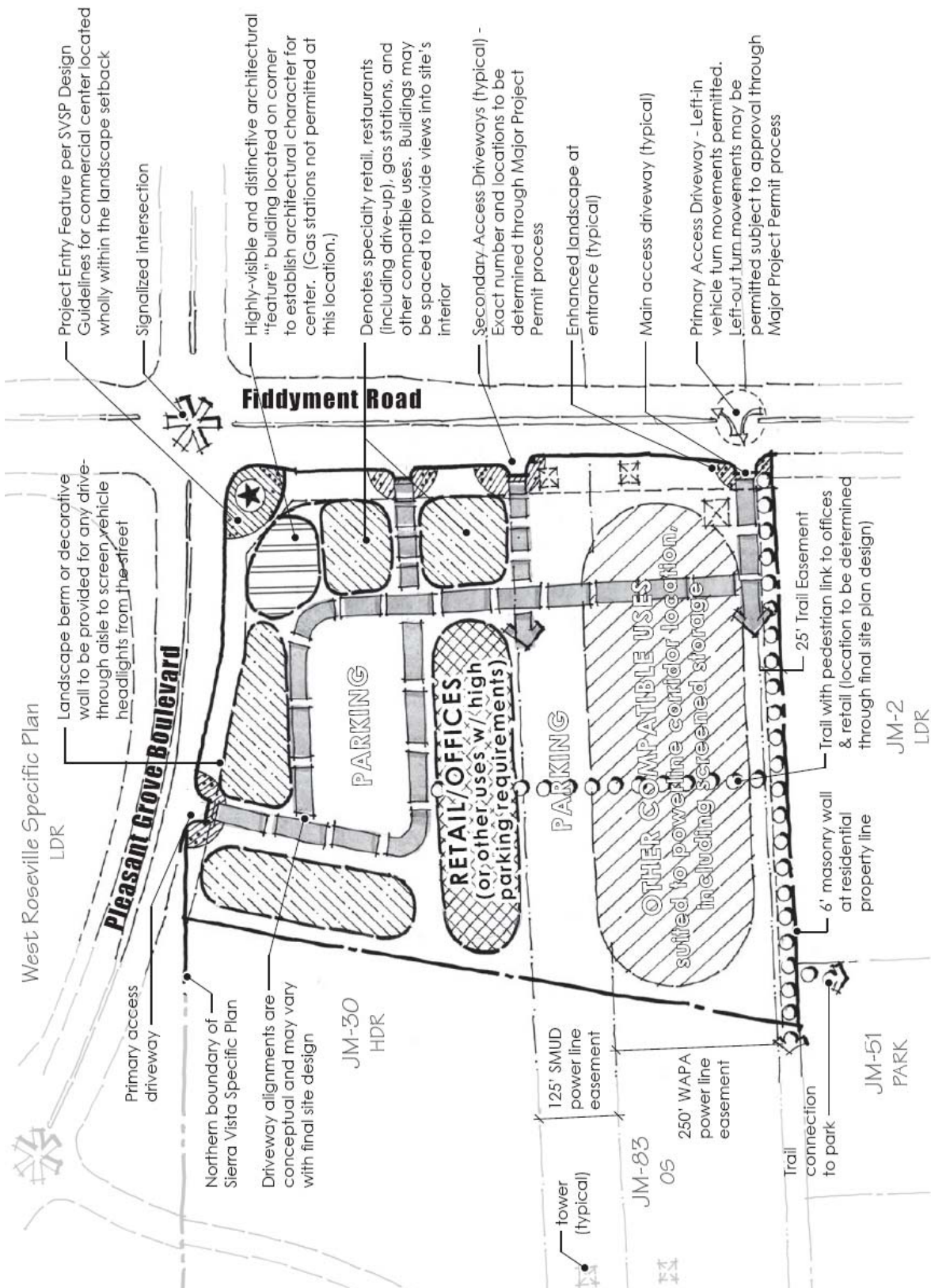


Figure B-29: Concept Plan for Parcel JM-41

## B.13 Fire Station Site Concept Plan

A fire station is planned along West Side Drive on parcel P/QP-7. While situated along West Side Drive, primary access to the site is provided along the parcel's southern edge. In addition, a portion of the site is within the Western Area Power Authority (WAPA) corridor. A conceptual development plan for the fire station building, including drive aisles, parking, and related facilities is provided in Figure B-27. This concept plan is illustrative, actual design may vary as the needs of the site are refined. The concept plan should be used as a guide.

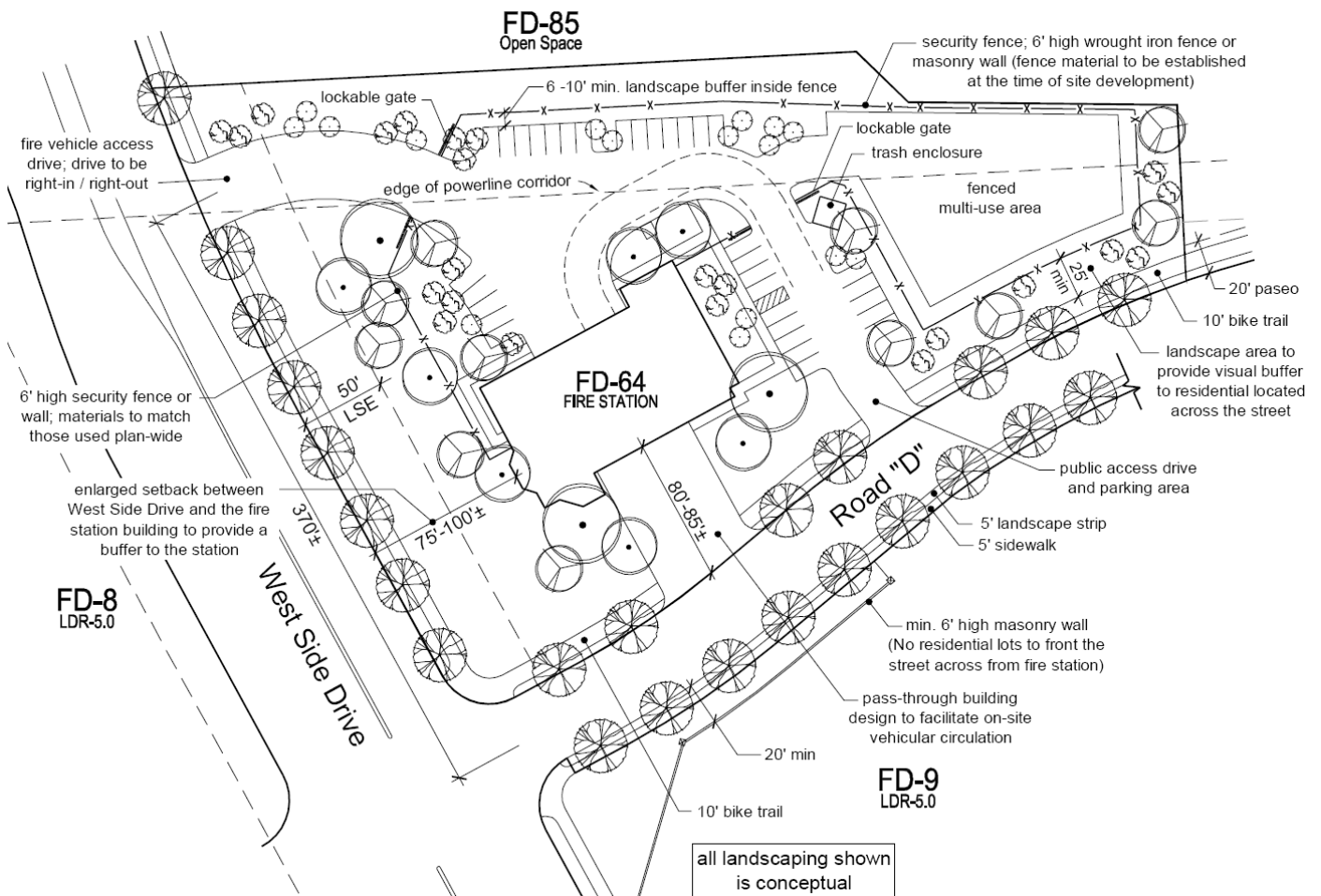


Figure B-30: Fire Station Site Concept Plan (Parcel FD-64)

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## B.14 Utility Sites Concept Plans

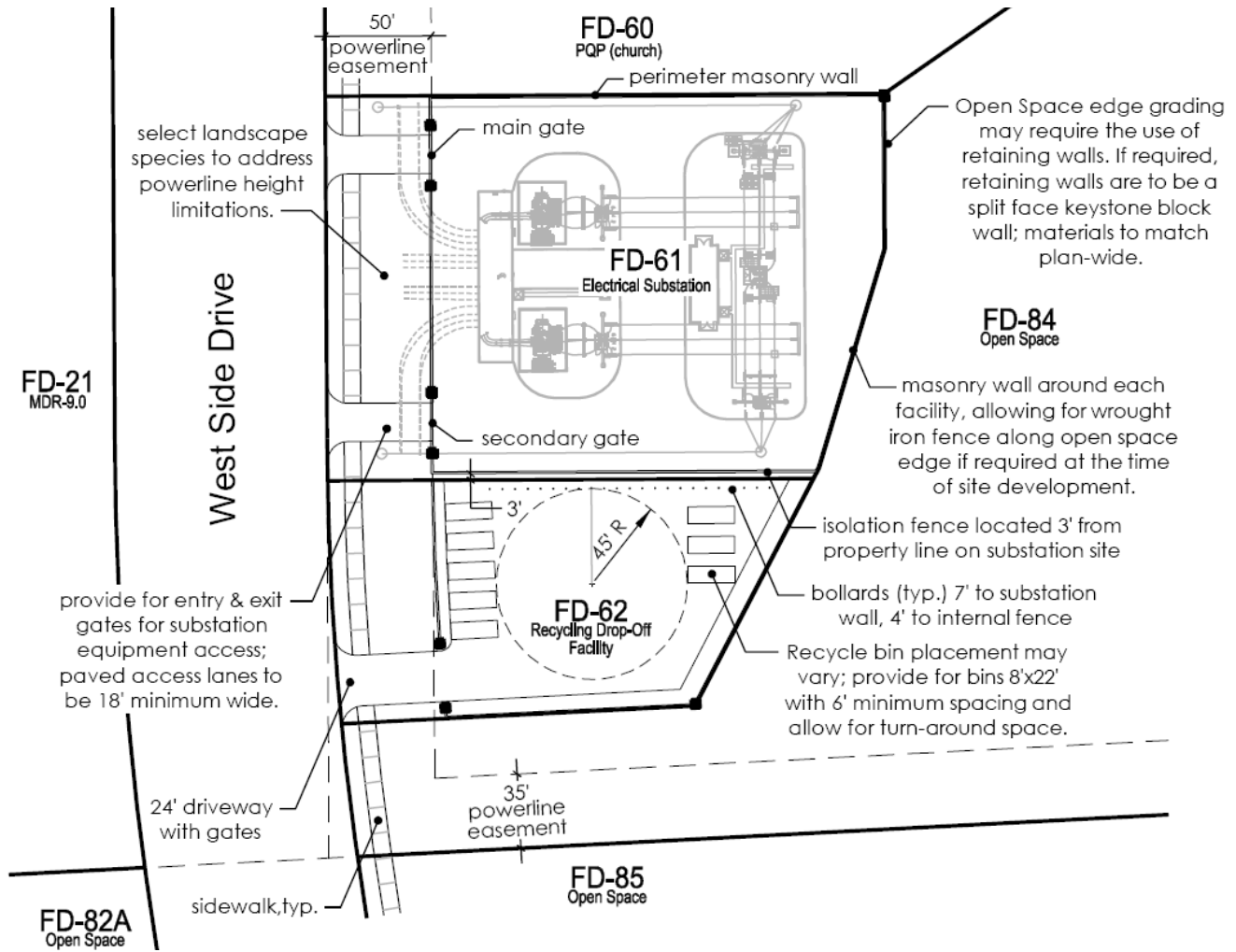
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Several parcels are set aside for the construction of utility infrastructure facilities that serve the Plan Area. These include:

- ❑ **Electric Substation and Recycling Drop-Off Facility** – for the construction of an electric substation on Parcel FD-61, which is part of the 60kV electric corridor within the Plan Area, and the construction of a solid waste recycling center on Parcel FD-62; and
- ❑ **Potable Water Storage** – on Parcel FD-63 for the construction of a 7 MG potable water storage tank, pump station, chemical storage, and related facilities.

Concept plans for each of these sites are provided in the figures below. They are concept plan, actual design may vary depending on the needs of the site. The concept plans should be used as a guide in the final design of each facility as backbone infrastructure improvement plans are prepared for the Plan Area.

In addition, the concept plan for the water storage tank site (FD-63) includes a conceptual layout for a portion of Parcel FD-40. The design concept for FD-40 illustrates how a small building, such as an office or caretaker's unit, and automobile access can be provided to serve the larger portion of Parcel FD-40, which is within the WAPA corridor (and therefore cannot support construction of permanent structures).



**Figure B-31: Electric Substation & Recycling Drop-Off Facility (Parcels FD-61 & FD-62)**

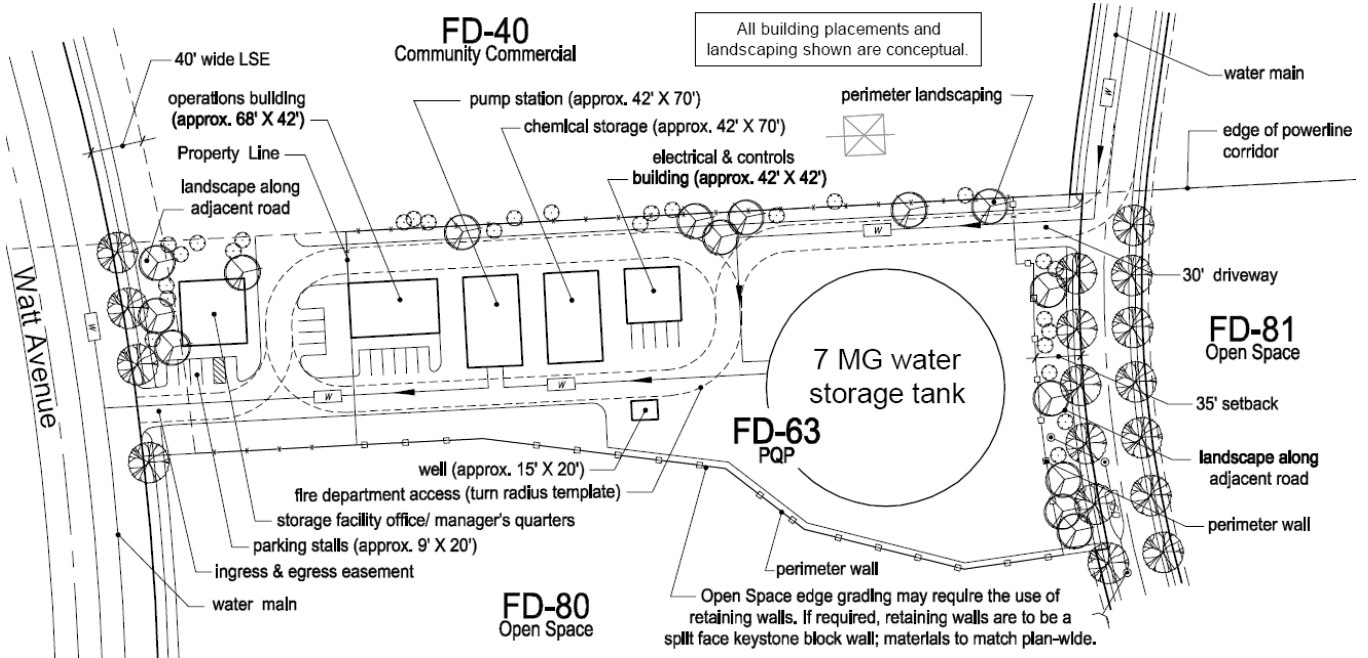


Figure B-32: Water Storage Tank Site (Parcel FD-63)

