

## 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.

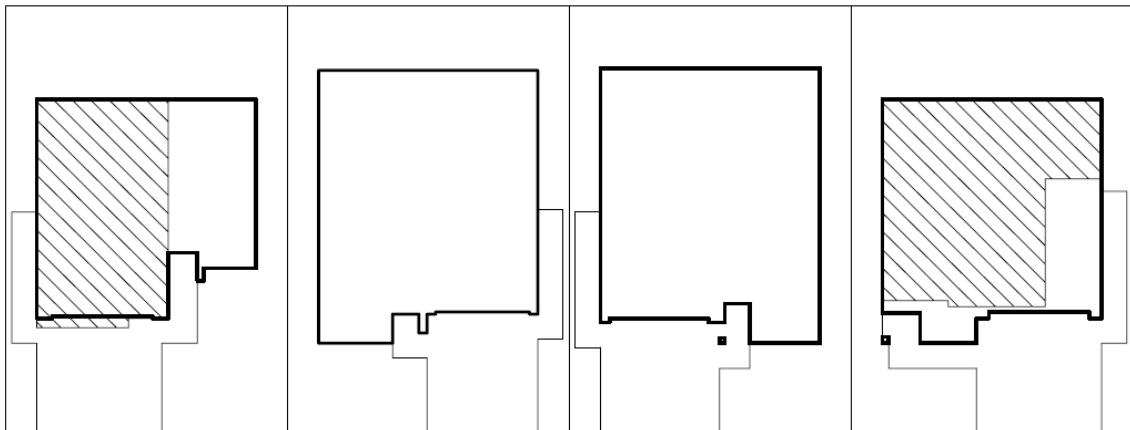
Table A-1: RS/DS Development Standards

	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 first-floor 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-floor 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>3</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) is measured from back of walk. Fence side yard setback is 5' from back of walk where facing a street. In the absence of a sidewalk, setback is measured from edge of right-of-way.
- 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

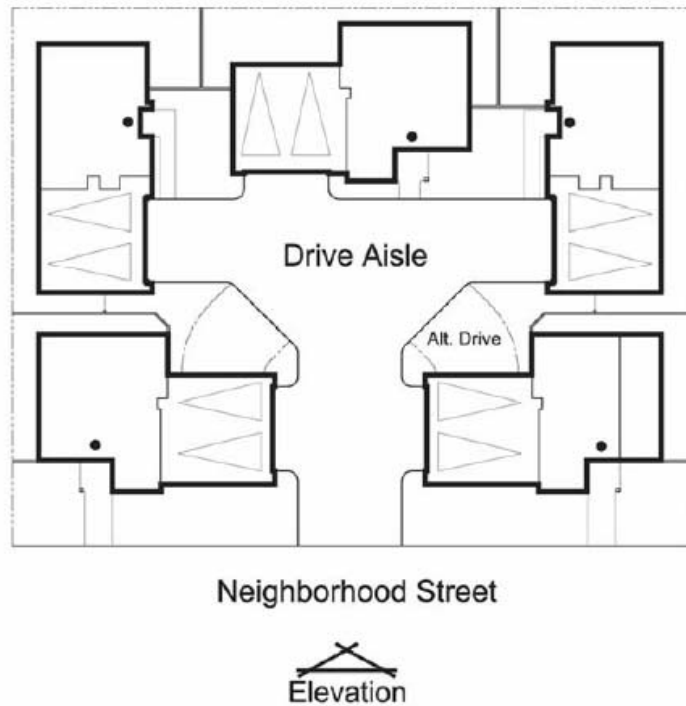
### Small Lot Detached Homes



NEIGHBORHOOD STREET

# Example Housing Types

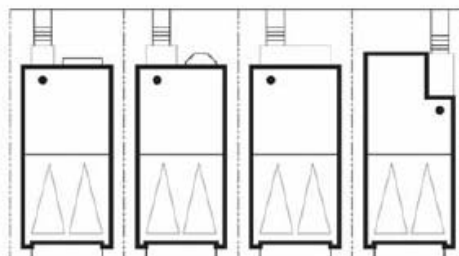
## Court Cluster 3-Story Homes



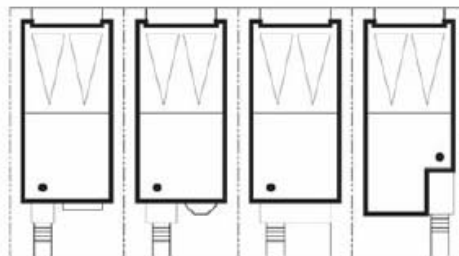
Source: The KTG Group, Inc.

## Example Housing Types

### Detached Townhomes



Drive Aisle



Neighborhood Street



Source: The KTG Group, Inc.

# Example Housing Types

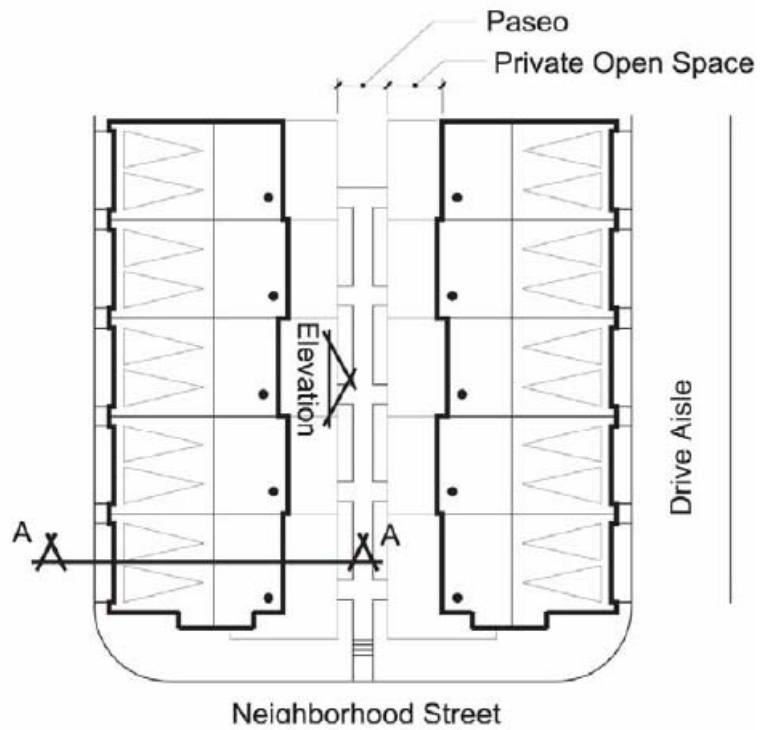
## Green Court Cluster Homes



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.

## A.3 Landscape Setback Reductions for HDR Fronting Vista Grande Blvd.

The following exceptions to the 50-foot landscape corridor easement and related landscape standards along Vista Grande Boulevard shall be granted subject to compliance with accompanying conditions and criteria.

- ❑ The 50-foot landscape corridor setback, as measured from back of curb, may be reduced to 36 feet for multi-family housing structures (See Figures A-1 and A-2)
- ❑ Minimum landscape setback along arterial streets in front of wall is 24'. A reduction may be approved to allow a 20' landscape setback (8' planter, 8' walk, 4' planter with an additional 4' x 2' setback at entry gates for tree planting – see plan view Figure A-3) if the reduction includes a project that incorporates high quality urban design features such as:
  - High quality building design with well-articulated building facades; and
  - Private common open space area between the wall and the units that is maintained by a single entity (such as a homeowners' association, property management company, or comparable entity) to ensure the quality and consistency of the private landscape area. The net effect of a consistent high quality private landscape area is that the adjacent public landscape corridor can visually borrow from the private landscape to create the effect of a wider overall landscape corridor.
- ❑ Porches, raised landscaped terraces and balconies may encroach up to 6' into the 36' building setback but no case less than 30 feet from the back of curb.
- ❑ No unenclosed, surface parking is permitted within 70 feet of the face of curb.
- ❑ **Semi-subterranean Parking.** Semi-subterranean may extend up to 6 feet into the setback provided top surface of the semi-subterranean parking structure does not exceed 36 inches above finished grade and is designed and constructed so as to serve as a landscaped terrace for use of fronting ground floor housing units or shared use by residents of the multi-family complex. Architectural and landscape treatment appropriate to the open space/terrace function of the protruding structure are provided.
- ❑ **Walls and Gates.** A masonry or cast or pre-cast concrete wall not exceeding 54 inches in height is constructed fronting the arterial at a distance from back of curb of 24 feet or 20' with approval of a reduction of the landscape setback to 20'. The 54-inch wall may not be constructed on a berm, to keep the private landscape area visually connected to the public landscape

corridor. Wall construction, with the exception of height requirements, is consistent with the wall design criteria set forth in the Specific Plan Appendix B. Overhead trellis, arches, pilasters or other design features serving to articulate entrances to the housing complex or units facing onto the street and providing access to one or more of the ground level units may exceed the 54 inch wall high maximum. Entrance gates may not exceed a height of 70- inches and shall incorporate design features lending interest to the streetscape.

- ❑ **Landscaping.** A landscape planting strip with a minimum depth of 8 feet, or 4 feet with approval of reduction of the landscape setback to 20 feet, is provided on the street fronting face of the wall. In order to provide an attractive, well-landscaped streetscape and to prevent graffiti, landscaping within this area may include secondary street trees, hedges, a combination of ground cover and vines capable of providing up to 70 percent or more coverage of the adjoining wall face within three years of installation, or a combination of these landscape treatments. Secondary street trees may also be incorporated into the design of the walls and gateway entrances. (See Figures A-1 and A-2.)
- ❑ **Fenestration.** All windows and doors located within 50 feet of the back of curb meet appropriate sound abatement requirements.
- ❑ **Building Scale and Mass.** The façade of each building fronting on the landscape corridor shall not exceed 150 feet in length, i.e., approximately equivalent to combined width of five units and has variations in both building height and wall plane. Additional features such as balconies, recessed terraces, bay windows, awnings, iron work, etc. are provided to further breakup the scale of the building façade and provide visual interest.

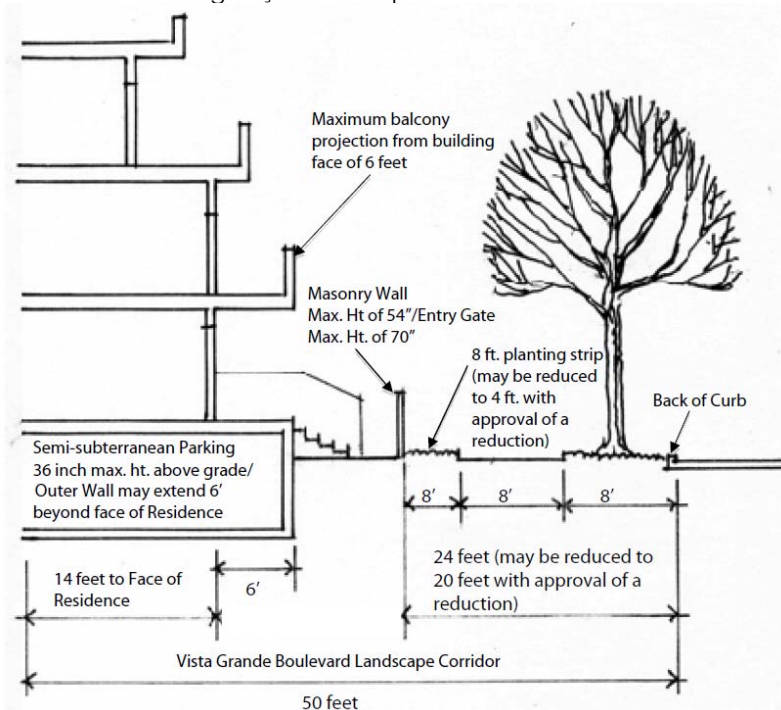
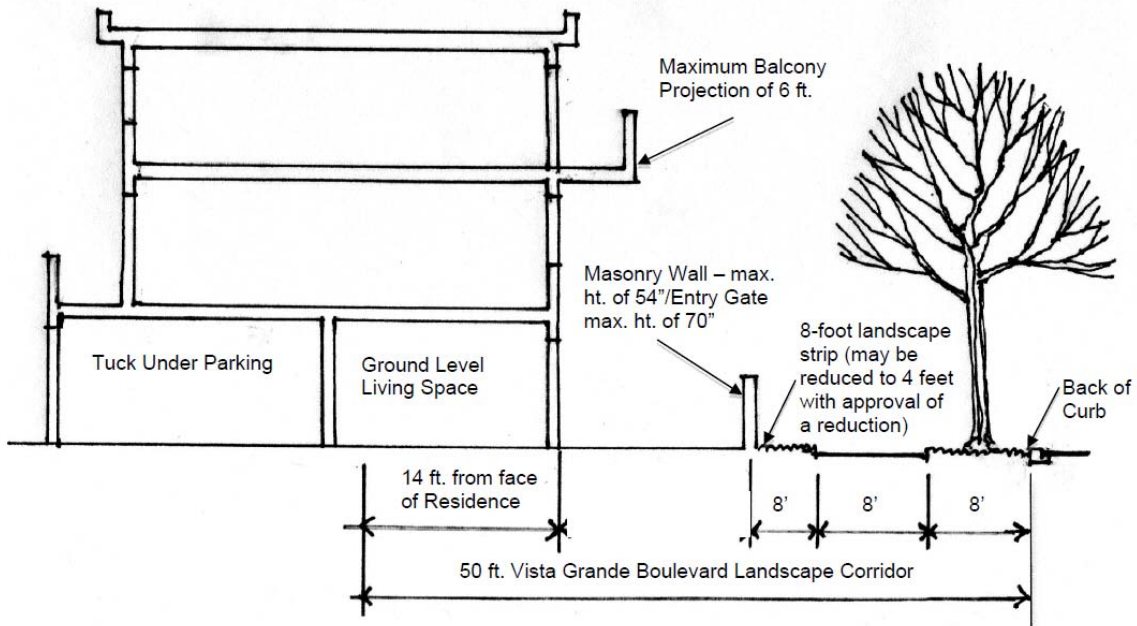
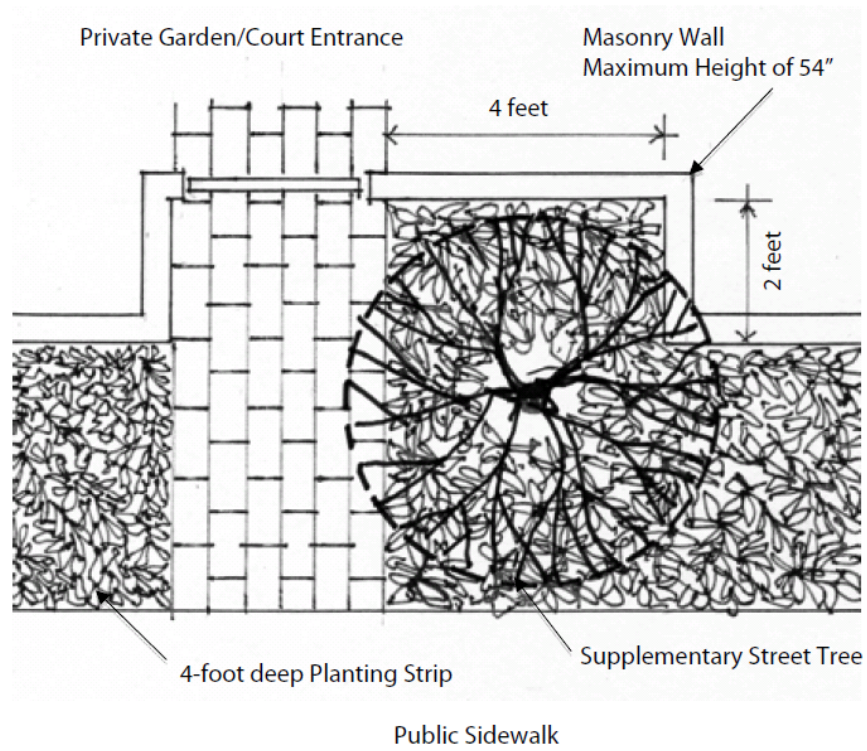


Figure A-1: Alternative HDR Landscape Corridor Along Vista Grande Boulevard



**Figure A-2: Alternative HDR Landscape Corridor Along Vista Grande Boulevard (with at grade living space)**



**Figure A-3: Landscape Standards for Private Garden/Court Street Front Entrances**