

Attachment 2

City Council Staff Report dated 2-9-16



City Council Report

Subject: Racetrack Subdivision
Small Lot Tentative Subdivision Map/Oak Tree Preservation Plan Permit,
SD2014-0006/TRE2015-0005

Date: February 9, 2016

Submitted by: Marc Mondell, Economic and Community Development Director
Bret Finning, Acting Planning Services Manager
Dara Dungworth, Associate Planner

Department: Community Development Department

Reso. Nos.

Staff Findings

Staff finds, subject to the recommended conditions of approval, the proposed subdivision map to be consistent with the General Plan and the Zoning as established for the project site; and further finds the proposed project to be compatible with the surrounding residential uses.

Recommendation

The Planning Commission supported the project and concurred with the findings and recommendations in the staff report and therefore recommend the City Council approve the following:

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN APPROVING A MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACTS (Racetrack Subdivision / SD2014-0006 and TRE2015-0005)

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN APPROVING A SMALL LOT TENTATIVE SUBDIVISION MAP AND OAK TREE PRESERVATION PLAN PERMIT (Racetrack Subdivision / SD2014-0006 and TRE2015-0005)

Project Description

This application is a request for approval of the following entitlements:

- A Tentative Subdivision Map to subdivide the approximately 3.77 gross acre (approximately 2.82 net acre) site into 10 single-family residential lots.
- An Oak Tree Preservation Plan Permit to allow the removal of 28 oak trees and provide protection for on- and off-site oak trees.

Summary of Planning Commission Hearings and Actions

On October 20, 2015, the Planning Commission held the first of two public hearings regarding the proposed Racetrack Subdivision project. The second meeting was held on December 15, 2015. The bulk of the original October 20 staff report is provided within this staff report below and the December 15 addendum memo (with partial attachments) is provided as Attachment 1. An excerpt of the October 20 meeting minutes are provided as Attachment 2 to this staff report. (To reduce redundancy and the packet size, the original October 20 staff report and the October 20 meeting minutes are not included with the December 15 memo attached to this staff report.) A photograph looking north on the north / south portion of Racetrack Road is provided as Attachment 3.

The applicant, Ron Smith, spoke during both public hearings requesting that the Planning Commission recommend approval of the project, and answered questions raised by the Planning Commission. He also indicated his willingness to comply with all conditions of approval.

Several neighbors spoke at the October 20 hearing, generally expressing concern regarding the road width, traffic and pedestrian safety, and the intersection of the north / south portion of Racetrack Road and the east / west portion of Racetrack Road. The Planning Commission expressed concern regarding the width of the portion of the road which runs north and south and for traffic safety and drainage where the east / west and north / south portions of Racetrack Road meet. The applicant requested a continuance to allow the opportunity to meet with the neighbors and with staff. The Commission also directed staff to take the proposed map and the access concerns to the Traffic Safety Committee for review and a recommendation.

The applicant, residents, and staff met on site to discuss the concerns that were raised. The results of this discussion were presented to the Traffic Safety Committee for their consideration. The letter from the Chief of Police, Chair of the Traffic Safety Committee, is provided within the December 15 addendum memo at Attachment 1. Staff was satisfied that the items had been addressed appropriately and were reflected within the revised conditions of approval as follows:

- An “all weather” surface shall be added on the west side of the existing pavement on the north / south portion of Racetrack Road from pavement edge to the property line (at the existing fence line) for the entire length of the pavement.
- No parking signs shall be posted along the entire length of the north / south portion of the street (on-site for the proposed subdivision and off-site).
- A stop sign shall be installed where the east / west and north / south portions of Racetrack Road meet.
- Drainage improvements shall be required where the existing ditch transitions to the drop inlet to the satisfaction of the City Engineer.
- Project will be required to annex into CFD No. 5 for the maintenance of the drainage system.

The addition of the “all weather” surface on the west edge of the existing pavement will keep the pavement narrow to discourage speeding, but will allow room for opposing vehicles to pull over and/or pass. Also, staff determined that the Firetruck Turnouts shown on Sheet 4 (Utility Plan) of Exhibit A will be adequate to allow for further passing movements.

Several neighbors spoke at the December 15 hearing, generally commenting on the road width and concerns about traffic speed. Staff and the applicant explained that the Traffic Safety Committee recommendations will address the neighbors’ concerns.

During their deliberations on December 15, the Planning Commission asked questions relative to road width, street maintenance, and speed bumps. Commissioners Sloan and Martinez expressed their comfort with the review and judgement of staff and the Traffic Safety Committee and supported the project. Commissioner Whitmore indicated that he wanted to see an exhibit that demonstrated the changes to the project; the changes were too conceptual and he did not support the project.

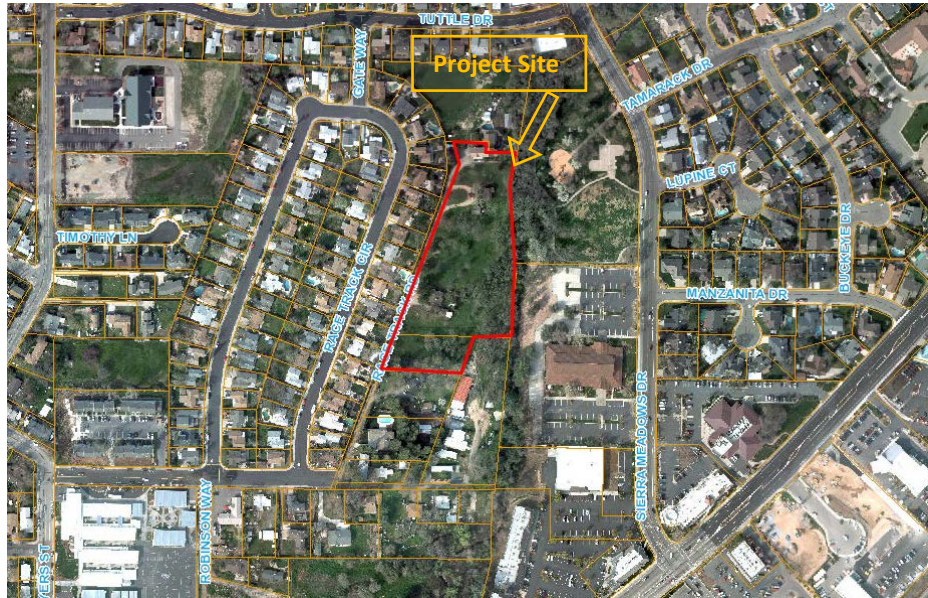
In response to Commissioner Whitmore’s concerns, the applicant has provided the Road Geometry Improvement Exhibit. It reflects staff’s and the Traffic Safety Committee’s requirements and is incorporated as the last page of Exhibit A attached to the draft resolution of approval for the map.

The remainder of this report is generally as presented to the Planning Commission on October 20, 2015.

Ownership/Location

The owners are Equity Smart Investments, LP and Marsha Conwill; the applicant is Equity Smart Investments, LP.

The project is located generally north and east of the eastern intersection of Racetrack Circle and Racetrack Road. APNs 045-090-003 and 045-090-004.



Background and Site Characteristics

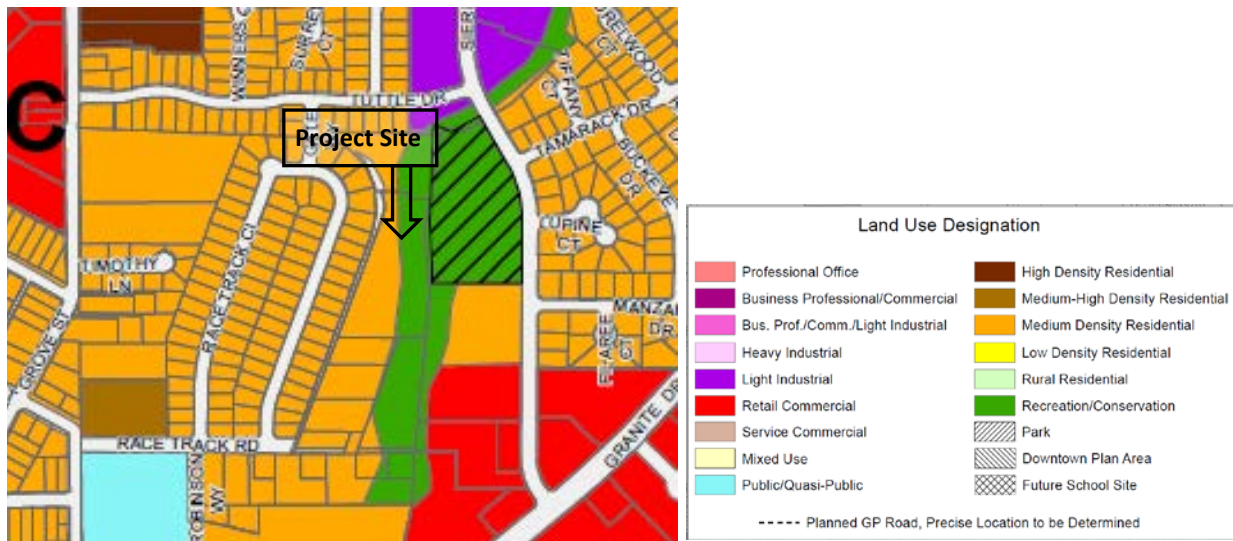
Historically, the project site has been residential and each existing parcel contains a single-family dwelling. The house on the southern parcel (045-090-004) will remain and be located on one of the newly created lots. The house on the northern parcel (045-090-003) will be demolished. Many native oak trees are scattered throughout the site. The site also supports native and non-native vegetation. The project site generally slopes downward to the east and towards Sucker Ravine along its eastern boundary. The 100-year flood plain bisects the eastern portion of the northern parcel. Two small wetlands were identified in the south and east portions of the project site.

The existing access to the two houses, as well as another single-family residence to the north, is provided by the north / south portion of Racetrack Road. The north / south portion of Racetrack Road is a privately owned parcel (APN 045-090-035) that was accepted into the City's street system through Council Resolution 84-124. The existing underground utilities serving the existing houses are within this parcel. The project is conditioned to obtain any necessary utility easements for the new lots being created.

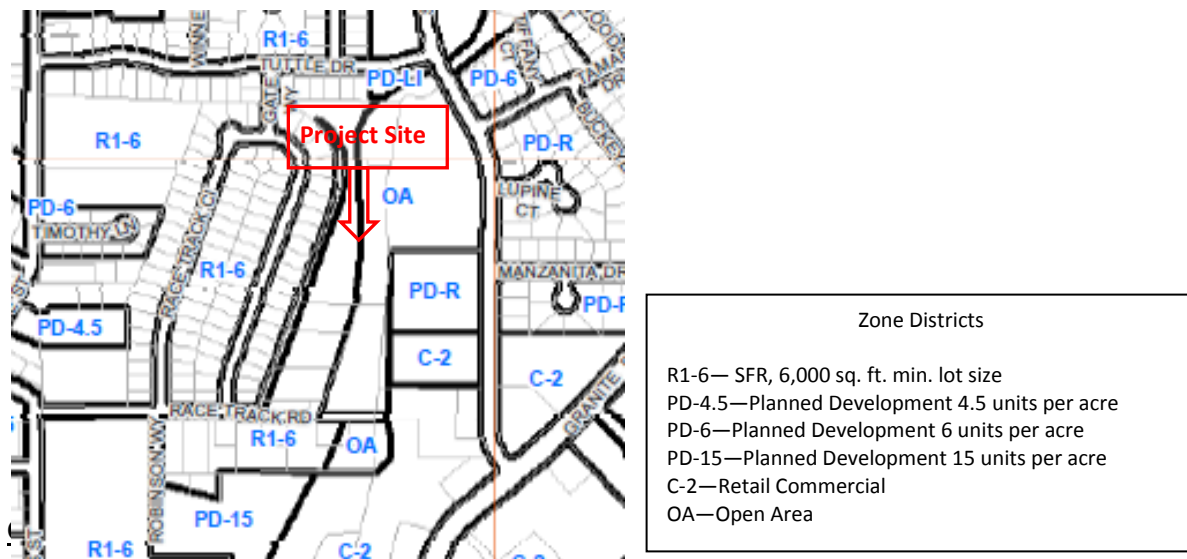
The property is bounded by single-family residential on three sides: to the north, to the west, and to the south. To the east, across Sucker Ravine, are the Church of Jesus Christ of Latter Day Saints and a portion of Sierra Meadows Park on Sierra Meadows Drive.

The project will require the (administrative) approval of a Lot Line Adjustment to re-align the northern property line shared with APN 045-090-040. This requirement is noted on the map and is included as a condition of approval of the map.

General Plan Map Excerpt



Zoning Map Excerpt



The project site is designated Medium High Density (MDR) in the current General Plan. The site is zoned as single-family residential 6,000 minimum square foot lot size (R1-6). The proposed tentative subdivision map creates 10 lots on 2.82 net acres which provides a density of 3.55 dwelling units per acre. The required density range for the MDR designation is 3.5 to 8.4 dwelling units per acre. Staff finds that the proposed map is consistent with both the MDR General Plan designation and the R1-6 zoning.

Environmental Determination

Consistent with the requirements of the California Environmental Quality Act an Initial Study was prepared to determine the potential impacts on the environment from the Racetrack Subdivision. The study found that the project could have significant impacts with regard to Biological Resources and Cultural Resources; however, it was also able to identify mitigation measures that would reduce each of these potential impacts to a less than significant level. Therefore, a Mitigated Negative Declaration of environmental impacts was prepared for the project.

Tentative Subdivision Map and Oak Tree Preservation Plan Permit (SD2014-0006 and TRE2015-0005)

Subdivision Design – General and Open Space Conservation Easement

The Tentative Subdivision Map will subdivide the approximately 3.77-gross-acre site into 10 single-family residential lots with an approximately .95-acre open space and conservation easement area across seven lots for a net acreage of approximately 2.82 acres. Proposed lot sizes range from 11,431 to 19,565 square feet, with an average lot size of 15,018 square feet.

The open space and conservation easement area across Lots 4 through 10 will be demarcated by a tubular steel fence. A condition of approval requires the recordation of the easement document with the final map.

The proposed lot lines are located such that the existing house on parcel 045-090-004 will meet setbacks for the R1-6 zone once the map is recorded. Some of the out buildings will be removed as needed to comply with the development standards of the R1-6 zone once the map is recorded and the new parcels created.

Grading and Drainage / Stormwater Quality

The project site is within the Secret Ravine/Dry Creek watershed. On-site detention in this area is not required by the Placer County Flood Control and Water Conservation District. The lots are designed to drain into a swale across the front of the lots and then runoff is carried east to Sucker Ravine via side yard swales. The storm drainage system has been designed and/or conditioned to the City of Rocklin Storm Water Quality standards that are in compliance with the NPDES Phase II State Water Resources Control Board General permit. Effective air quality and sediment and erosion control measures are required to be implemented and maintained during construction.

Utilities and Access

As noted above, the access for the newly created lots will be from the north / south portion of Racetrack Road, which is an easement to the City over a private parcel. Existing utilities are within this parcel. New utilities will be placed within a 12.5 foot wide PUE that will be adjacent and parallel to the existing street across the fronts of the newly created lots. The Fire

Department reviewed the project and required the hammerhead turnaround at Lots 9 and 10 to comply with Fire access requirements.

Oak Tree Removal and Protection

An arborist's report was prepared by Kurt Stegan Consulting Arborist on September 2, 2014, and amended on May 11, 2015. A total of 190 oak trees were surveyed on the project site. The oak tree plan and inventory are provided on Sheets 5 and 6 of Exhibit A. To accommodate the grading to create the subdivision, a total of 28 oak trees will be removed. The initial study for the project identified a mitigation measure, applied to the project as a condition of approval, which ensures compliance with the City's Oak Tree Ordinance through compensation for the removal of the oak trees on the project site and protection of on- and off-site trees to be retained.

Strategic Plan

This project aligns with several tenets of the City's Strategic Plan: three Vision Principles and a Strategic Area of Emphasis, Quality of Life. The location and design of the Racetrack Subdivision uphold and fulfill the Vision Principles of:

- Rocklin is a community of neighborhoods; each unique and essential in preserving and promoting a diverse and welcoming community.
- Rocklin strives to be a sustainable community, both economically and environmentally.
- Rocklin celebrates and builds on its rich history by protecting natural and cultural resources.

The location and design of this subdivision is consistent with, and thus preserves, the existing unique single family neighborhood. Being in an infill location within the existing neighborhood allows the City to economically provide services to the project. The preservation of oak trees and the project setbacks from Sucker Ravine creek help make this development unique and special while protecting existing natural resources, habitat, and water quality.

This subdivision provides a "healthy balance between...growth and maintaining open space." The project works to fulfill two Quality of Life Desired Outcomes:

- Promote an environment where Rocklin residents can prosper and enjoy parks, open space, clean air and outdoor experiences.
- Protect and promote our natural resources.

Attachments

1. December 15, 2015 staff report addendum memo including its Attachment 2 (Traffic Safety Committee Letter) and its Attachment 3 (October 20, 2015 Blue Memo with public correspondence), but excluding the original October 20, 2015 staff report and meeting minutes
2. Excerpt Meeting Minutes October 20, 2015
3. Photograph looking north on north / south portion of Racetrack Road

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Prepared by Dara Dungworth, Associate Planner

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