

ITEM V-A: TENTATIVE SUBDIVISION MAP AND DESIGN REVIEW PERMIT FOR A RESIDENTIAL SUBDIVISION – 3801 MINERS RAVINE DRIVE – SRSP PARCEL 54 ELLIOT HOMES “VERANDA” – PL13-0314

REQUEST

The applicant requests approval of a Tentative Subdivision Map and associated Design Review Permit for a Residential Subdivision to construct 149 single-family residential lots and 8 common area lots on a 14.56-acre parcel.

Applicant – Jeff Thompson, Morton & Pitalo, Inc.
Property Owner – Price Walker, Elliott Homes, Inc.

SUMMARY RECOMMENDATION

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

- A. Adopt the two findings of fact for the Design Review Permit for a Residential Subdivision and;
- B. Approve the Design Review Permit for a Residential Subdivision with five conditions of approval;
- C. Adopt the three findings of fact for the Tentative Subdivision Map; and
- D. Approve the Tentative Subdivision Map, subject to sixty-eight (68) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

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

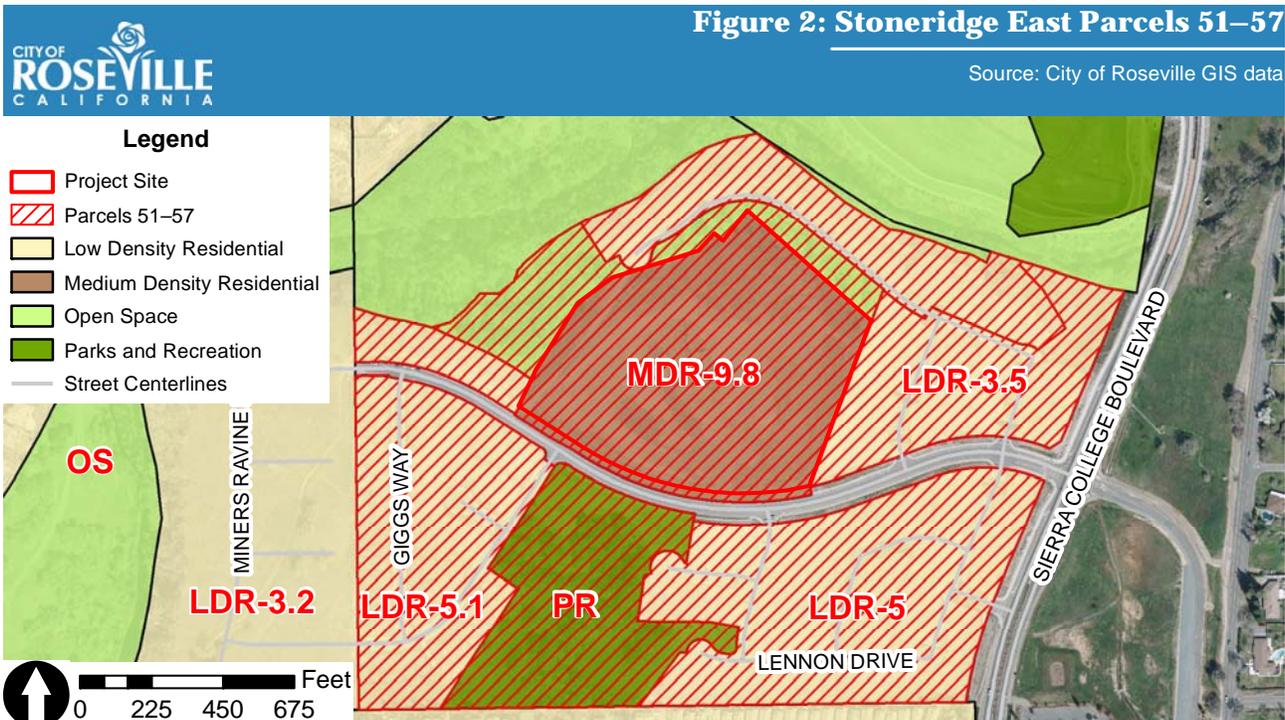
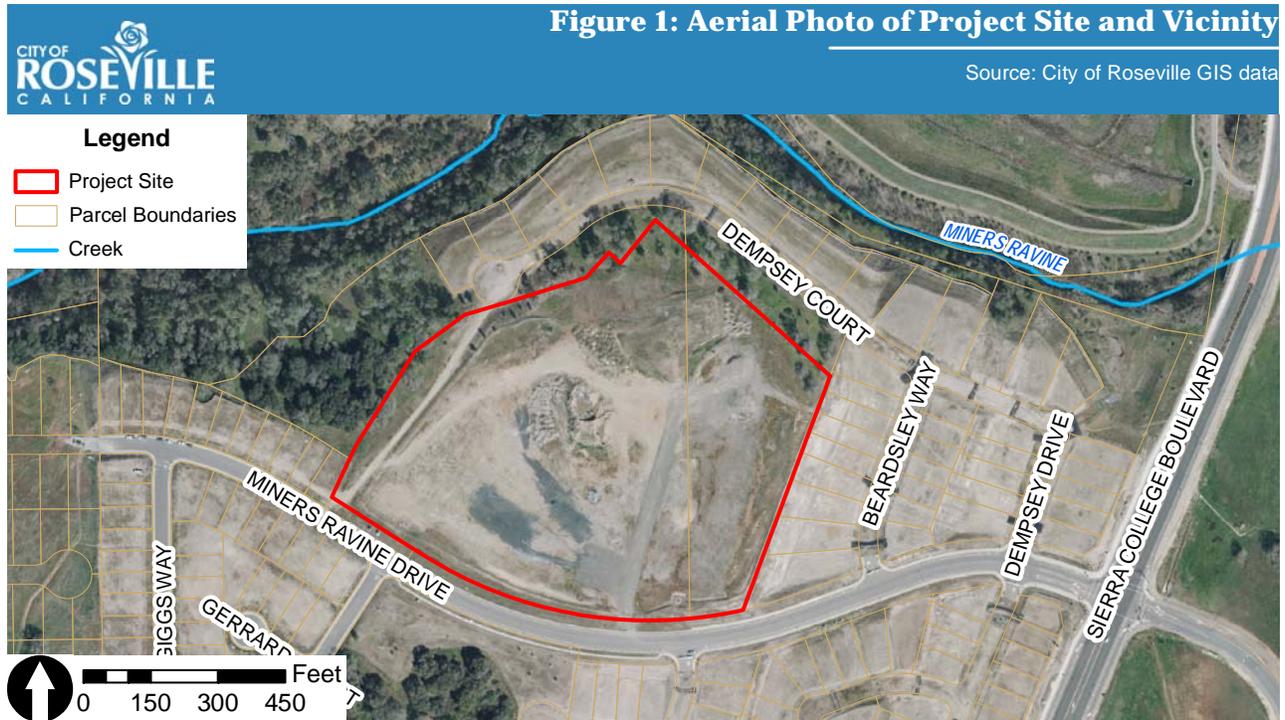
BACKGROUND

The Project, “Veranda,” is located within the Stoneridge Specific Plan (SRSP, see Figure 1). The SRSP was approved in March 1998, and includes 1,117 acres of mixed land uses. The Plan includes 2,861 single and multi-family units and Commercial, Business Professional, Park, and Open Space uses. At buildout, the Plan area is expected to accommodate approximately 7,267 residents and provide 1,563 jobs. A Final Environmental Impact Report was certified for the SRSP on March 18, 1998 and a Mitigation Monitoring Program was adopted. Additionally, Development Agreements with the property owners of the SRSP parcels and the City were entered into to outline development obligations within the SRSP.

The SRSP identified the site as Parcel 54, and stated that the site was “intended for a single-family clustered development with private streets and recreation areas.” Subsequently, the site and the surrounding properties were all part of the SRSP Parcels 51–57 project (see Figure 2) approved by the City Council in January 2006 (recommended for approval by the Planning Commission in December 2005). As part of the prior project, the unit density for the site was increased from 9.4 to 10.2 units per acre, increasing the unit count from 137 to 149 units. Parcel 54 also included an affordable housing obligation of 69 middle-income units for purchase. While the other parcels included Tentative Subdivision Maps (which have been recorded), only a conceptual map was included for the project site. The conceptual map was intended to demonstrate how the units could be accommodated, and to define the area of impact. A line noting the limit of grading was established, and a tree impact diagram and list for a

Tree Permit was based on the grading limits. All of the trees permitted for removal through the Tree Permit have already been removed.

Construction of homes on the adjacent properties is underway, and the applicant is now requesting a Tentative Subdivision Map and Design Review Permit for the development of Parcel 54 with 149 single-family units, at a density of 10.2 units per acre. Consistent with the prior project, 69 of the 149 units must be affordable to middle-income households. The various exhibits provided with the application are attached as Exhibit A and B. The project area is designated as Medium Density Residential and is zoned as PD/SR (Planned Development/Stoneridge Specific Plan).



SITE INFORMATION

Location: 3801 Miners Ravine Drive

Total Size: 14.56 acres

Topography and Setting: The site has uneven terrain and is 25 to 30 feet higher than the off-site areas to the east and north. The site is also substantially higher than open space property to the west, where the terrain slopes steeply down into Miners Ravine Creek. The frontage of the site is level with Miners Ravine Drive. Some of the uneven landscape and rolling nature of the site are the result of the site being used as a construction staging area for adjacent development, which has included both soil excavation activities and the placement of soil piles. There are mature oak trees on the northern and western boundaries of the site.

The project site is being used to store soil piles associated with the active subdivision development taking place on property to the east (Parcels 51–57, as mentioned previously). A road is being constructed offsite to the north of the site, consistent with the SRSP. Much of the property to the west has already been developed with homes—some of which are now occupied—but home construction is continuing. Property to the south is designated as a park, and no development has occurred on that property to date.

EVALUATION – TENTATIVE SUBDIVISION MAP

Section 18.06.180 of the City of Roseville Municipal Code (Subdivision Ordinance) requires that three findings be made in order to approve or conditionally approve Tentative Subdivision Maps. The three findings are listed below in ***bold italics***, and are followed by an evaluation of the map in relation to each finding.

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

The General Plan, Stoneridge Specific Plan, Subdivision Ordinance, and Community Design Guidelines all contain policies and standards which are applicable to the project. However, it is not necessary to discuss every policy contained within these documents, because the conclusion of our analysis is that it is generally clear the Project is consistent with policy. Policy analyses are only included in this staff report for cases in which a discussion was deemed useful or necessary.

Parcel size, design, configuration, location, orientation, and character: The project is similar to other recent small-lot residential subdivisions, and it includes the approval of site-specific Development Standards through Design Review Permit for a Residential Subdivision (refer to Exhibit C). There are no minimum lot size or maximum lot coverage requirements within the Development Standards, and the setbacks are narrow, because much of the space within each proposed lot will be dedicated as common area. Thus, the lots are defined more by the size of the homes and the dedicated outdoor living areas (patios, courtyards, etc) than by the size of the actual lot. Most of the proposed lots are between 40 and 50 feet wide and between 60 and 70 feet deep, but the lot dimensions are quite variable.

Some of the homes are oriented toward the street and some are oriented toward paseos. All of the homes have garage access located off of alleys behind the homes. The cluster concept within the SRSP focused on a courtyard style of clustering, in which multiple homes will all face a large courtyard-like driveway. Since approval of the SRSP, the approval of the Community Design Guidelines for compact residential development has expanded on the unit layout options that fit into the cluster-

development model. While the current proposal does not use the courtyard layout suggested in the SRSP, it does use the alley-loaded layout option within the Community Design Guidelines. Thus, the overall design of the subdivision is consistent with the cluster concept which was envisioned for the site as part of the SRSP.

Common Areas and Open Space: The project includes extensive common area, and there are open space lots located on the northern and western project boundaries. Each home will include a small envelope of private space, but all other areas of the site will be common area owned and managed by the Homeowner's Association. There will be no fencing within the community, except along the boundaries of the project site. Consistent with General Plan policy and the SRSP Design Guidelines, the fencing along the northern and western property boundary will be open style, because the property offsite to the west is open space. The open space area surrounds Miners Ravine Creek, and is a heavily-wooded area within the creek floodplain. Consistent with General Plan policy for areas such as this, the subdivision will not include any access points into the open space. The open space will be a visual amenity for the neighborhood and includes a bicycle trail accessible from the trailhead just to the north on Sierra College Boulevard.

Grading: General Plan Land Use Element Goal 4, Policy 9 states that "the location and preservation of native oak trees and oak woodlands shall be a primary factor in determining site design, building location, [and] grading . . ." As described in the "Background" section, a previous project on the site established limits of grading, and these limits were then used to establish the impacts allowed through a Tree Permit. The grading limits of that project were intended to preserve as many trees as feasible. As previously noted, all of the trees which were identified for removal have already been removed consistent with the Tree Permit. The current project has included a grading plan which is consistent with the prior limits of grading, and is thus consistent with General Plan and Specific Plan policy. The grading will involve minor encroachment into the driplines of adjacent oak trees, but the encroachment is less than 20% of the dripline area; no additional trees will require removal, and the limits of grading are consistent with the Tree Permit approved for the Parcels 51–57 project.

Drainage: All stormwater on the site will be directed toward the street, which is proposed to be constructed of interlocking pervious pavers. These pavers will allow water to percolate underneath the street, where it will be captured into the subsurface drainage system and ultimately connected to the main stormwater lines underneath Miners Ravine Drive. City of Roseville Engineering staff has reviewed the proposal and has included conditions of approval which will ensure that the project is consistent with stormwater quality and drainage management design standards.

Access & Circulation: This discussion is divided into sections addressing the different modes of travel for the site.

Vehicles: The subdivision is accessed from Miners Ravine Drive, a two-lane road that connects at the eastern end to Sierra College Boulevard. The internal roadways will be gated private streets, and will include a u-shaped backbone street providing two connections to Miner's Ravine Drive, another roadway providing internal connection to the backbone street, and multiple alleys. None of the homes in the project will have direct vehicle access points to the major or minor roads; all homes will load onto an alley. Many of the alleys are designed to connect to the internal roadway network at both ends (rather than ending in a stub or court). In addition, the Lot A common area will include a Dial-A-Ride platform and covered bench. The proposed vehicle circulation design will provide multiple safe connections to the internal and external transportation network.

Bicycles: The City of Roseville Bicycle Master Plan indicates that a Class III bicycle lane should be provided along Miners Ravine Drive where the project frontage is located. A Class III bicycle lane is one which includes signage as a bicycle route, but the bicycles share the vehicle travel lane. City of Roseville Engineering has reviewed the proposal and is satisfied that the street designs meet City standards.

Pedestrians: The Veranda project is designed so that all homes will back onto one another across an alley. The front of the homes will either face a paseo or will face a street (the mix is about half and half). The paseos will include a walkway with adjacent landscaping. A centrally-located paseo is also proposed to extend from the internal street out to the sidewalk along Miners Ravine Drive, so that pedestrians needn't divert to one of the vehicle access points in order to enter or leave the subdivision. The project will also include 4-foot sidewalks, but these will only be located along one side of every street; the opposing side will include landscaped common area. The City of Roseville Pedestrian Master Plan Goal 2, Policy 2 recommends the installation of sidewalks on both sides of the street: "Include sidewalks in the planning and design of all new, reconstructed or widened streets. Sidewalks should be installed on both sides of the street, unless circumstances call for an exception."

Staff reviewed the project design and concluded that circumstances do warrant an exception. The project area includes many trees and steep grade changes. For this reason, the project site was designated for medium-density single-family residential and the SRSP anticipated some form of a cluster design concept. The cluster design would allow a reasonable number of units on the site, while avoiding loss of trees and/or steep grades. The applicant is carrying forward with these intentions by proposing a closely-spaced housing product that relies more on the use of common areas and off-street transportation options for internal movement. Sidewalks on both sides of the street are generally warranted because the sidewalks are the only means of pedestrian connection; that is not the case for this project. The project includes many paseos, alleys, and other off-street common areas that are not found in a "typical" subdivision. The other types of pedestrian connections, combined with the sidewalks, will meet the goal that the policy was intended to achieve, which is to establish a "safe, comfortable, and connected" network of pedestrian options (Goal 2).

Parking: Residents will park within their garages; no on-street parking will be permitted on the private streets or alleys, and driveways suitable for parking are not proposed. The garages are designed to accommodate two cars, which is the number of spaces required by the City of Roseville Zoning Ordinance. A total of 16 guest parking spaces will be provided, divided up in three different parking areas on the site. At the request of City Engineering, the applicant has also designed the Miners Ravine Drive frontage to allow on-street parking.

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

Areas of steep grades and native oak trees have been preserved within open space, with the remaining area designated for urban development as part of the Parcels 51–57 project. The project site was designated for medium-density residential with a cluster design in order to make the most effective use of the buildable area. The proposed subdivision design includes lot layouts, landscaping plans, and access/circulation plans, all of which demonstrate that the proposed parcels are of sufficient size and shape to accommodate development that is consistent with the applicable zoning and design requirements.

3. *The design and density of the subdivision will not violate the existing requirements prescribed by the Regional Water Quality Control Board for the discharge of waste into the sewage system, pursuant to Division 7 of the Water Code.*

The project area is served by the Dry Creek Wastewater Treatment Plant, which has a permitted capacity of 18 million gallons per day (average dry weather flow), and is currently receiving volumes which are well below capacity (9.4 million gallons per day). The addition of this project will not cause a violation of existing discharge limitations. In addition, the sewer lines in the project area have adequate conveyance capacity to accommodate the residential development on the parcels proposed by the

Tentative Map. Sewage infrastructure and flows from this project are consistent with the evaluation included within the SRSP EIR.

Conclusion: Based on the foregoing analysis, staff believes that the required findings to approve the requested subdivision map can be made. The Project is consistent with the applicable policies and standards of the General Plan, SRSP, and Zoning Ordinance; the lots can be built upon; and the Project will not violate the existing waste discharge requirements.

EVALUATION – DESIGN REVIEW FOR A RESIDENTIAL SUBDIVISION

Section 19.10.045 of the Zoning Ordinance specifies that a Design Review Permit is required for all compact residential development (attached or detached single-family units on land with a General Plan land use designation of Medium Density Residential or higher). Compact residential development products are more dense and urban in nature than is typical of the suburban setting, and Design Review gives staff the opportunity to examine the proposed design to determine compatibility with the surrounding community, and compliance with the intent of the Community Design Guidelines and other applicable design standards. Pursuant to Zoning Ordinance Section 19.78.060, the required Findings for a Design Review Permit for a Residential Subdivision are as follows:

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

The sections which follow discuss the design of the proposal, wrapping up with the analysis of the Findings in a "Conclusion" section. The proposed Veranda project provides for the development of closely-spaced, detached, single-family residential homes. The design relies extensively on common area and the use of alleys for garage access, rather than the major streets. The use of alleys, in particular, allows for more pedestrian-scale housing, with homes brought forward to the street instead of set back behind a driveway and garage. The goal of the design is to develop a visually-interesting community defined by pedestrian activity and public spaces, and which blends into the adjacent open spaces. Design elements intended to achieve these effects include:

- No fencing between individual lots
- Entries/porches brought forward to the street or paseo
- Garage access via rear alleys
- Well-articulated and cohesive street facades, incorporating building projections and recesses; architectural enhancements; varying heights; and a variety of forms, colors, and materials
- Two community gathering spaces that blend into the adjacent open space

The applicant has provided development standards which would apply to all future home construction on the site (see Table 1, below, as well as Exhibit C). The table below also shows the setbacks for Residential Small Lot development consistent with the Zoning Ordinance, for comparison. The standards establish setbacks from property lines and other structures or improvements, but to allow the cluster development envisioned, there are no standards for lot size, depth, or coverage. Setbacks can be smaller for the proposed project because there is no need to provide room for large, fenced yards. Each home will have a private outdoor space (private courtyard, covered patio, and/or private yard), but these will be room-sized spaces (e.g. 12' x 9') rather than large enclosed yards. Although the proposed design standards include smaller setbacks than a standard small-lot subdivision, the applicant has pursued a design consistent with the cluster concept of the SRSP.

Table 1: Proposed Design Standards Compared with Zoning Ordinance Standards

Standards	Zoning Ordinance (feet)	Proposed (feet)
Front Yard Setback		
Living Area	15	6
Porches	12.5	4
Uncovered Courtyard Walls at Paseo	not applicable	1.5
Uncovered Courtyard Walls at Street	not applicable	1.5
Side Yard Setback		
Interior Side	5	3
Exterior Side to Adjoining Property	5	5
Exterior Side to Street	12.5	3
Exterior Side to Alley/Access Drive	5	3
Rear Yard Setback		
1 st Floor Living Area to Rear Property Line	10	4
2 nd / 3 rd Floor Living Area to Rear Property Line	10	4
Garage Door to Garage Door	not applicable	22
Garage Setbacks		
To Street	20	not applicable
To Alley/Access Drive	not applicable	3 feet
Site Coverage		
Site Coverage	None	None
Maximum Height		
Maximum Height	35	35 feet

Plan Types: The project will include four plan types, all of which will be two-story homes. All of the plans include a 2-car garage, a private outdoor space, a porch, and a minimum of three bedrooms. One of the plans (Plan 3) includes a den/optional bedroom on the first floor, but all other bedrooms for the four plans are located on the second floor. The basic dimensions of the plans and some of the other features are included in Table 2. The completed Project will be more dense than the approved subdivisions to the east and west, but this was an intentional plan of the SRSP and Design Guidelines. Surrounding properties are designated low density residential and were approved with design standards consistent with traditional single-family development, while the Project site is designated medium density residential and was intended by the SRSP to be developed with more compact, cluster-concept, single-family development. As described in the following sections, open space separates the Project site from all nearby development, which will provide a natural buffer between the more standard low density residential homes and the Project medium density residential housing product. The homes will be two-story with sizes ranging from approximately 1,500–2,000 square feet. This is within the range of homes in the adjacent subdivisions. For instance, the Chelsea at Stoneridge project (west and southwest of the site) offers homes ranging from 1,500–2,300 square feet.

The Community Design Guidelines recommend the use of front porches, because there is a desire to provide functional outdoor spaces that allow interaction with the neighborhood. Staff generally recommends that all street-facing porches be at least six feet in depth and width; too-small porches tend to be used decoratively rather than as a functional outdoor living area. While only the Plan 1 porch meets this recommendation, two of the other plans nonetheless provide functional street-facing outdoor spaces. Plan 2 includes a street-facing covered patio of nine feet by seven feet, so the small porch (which is not street-facing) is acceptable. The Plan 4 porch does not meet the recommended depth, but has an extensive usable width (15 feet). Each plan also includes at least one private outdoor space along the side or rear of the home. All of the private outdoor areas are functional, room-sized spaces, which provide enough area for furniture or other items.

Table 2: Plan Type Features and Dimensions

Plan Type	Square Footage	Bedrooms	Outdoor Space	Porch
Plan 1	1,557	3	10'x11' courtyard	6'x9'6"
Plan 2	1,623	3	9'x7' covered patio + 12'x9'6" yard	5'x5'
Plan 3	1,913	3 + den/bedroom	12'x9' patio	6'6"x5'
Plan 4	1,976	4	9'x10'6" patio	5'6"x15'

Streetscape: The proposed homes will be two-story, with each of the four floor plans offered in three architectural styles: Spanish, Cottage, and Rural Italian. The entry side of the homes will all include porches, building projections and recesses, architectural enhancements (such as shutters), and varied façade treatments to provide visual interest along the streetscape. Homes which will side-on to the street will also have enhanced side elevation treatments, much like the front elevations. In areas where the homes side-on to the street, the landscaping area is larger and the frontage will include large street trees (such as Chinese pistache), shrubs, and groundcover, but no sidewalks. In areas where the homes will face the street, the frontage will include a sidewalk backed by smaller accent trees (such as Japanese maple), shrubs, and groundcover. An example streetscape is shown below in Figure 3.

Figure 3: Example Streetscape



Color and Materials: There are four color and materials schemes for each of the three architectural styles (see Exhibit B). A selection of these is shown below in Figure 4. The use of appropriate colors can reveal and emphasize a building's style and appearance; it is a fundamental part of creating a visually-appealing housing product. In order to be visually appealing, buildings should be designed to result in a product that is visually interesting or distinctive, has visual order, and has a unified or harmonious design. The proposed color and materials schemes (in combination with the overall architecture of the building) achieve that goal. A medium to light neutral body paint has been selected, which is typically done so that the main body becomes a backdrop against which other colors may be used to highlight architectural details (such as shutters and window trims) or to highlight articulations (such as porches, gables, or other recessions and projections). Varying materials are also used, both because it makes the façade more visually interesting and because the materials can again be used to highlight certain architectural elements. The end result is interesting, but cohesive and balanced.

For the project analysis, scheme 8 (shown in Figure 5) is used as an example for discussion. Stone is used to highlight and draw attention to the entryway and porch detailing. Bright white trim has been used to play up the visual interest of the façade by highlighting the windows, the variation in the lines of the roof, and by introducing a visual break between the first and second story (so that it does not appear to be a big, blank wall). The shutters and the front door have received much darker accent colors, which are different but compatible; again, this treatment highlights those features and generates visual interest. The entire façade is then capped by the roof, which is another type of material, and has been selected in a darker color to provide contrast with the trim and body color. While there are multiple colors and materials in play, all of them are from a complementary palette and are located on the façade in such a way that the elements appear visually balanced.

Figure 4: Example Colors and Materials



Figure 5: Example Façade



Landscape: The project landscape design includes four distinct areas in which differing landscape treatments will be present: the Miner's Ravine frontage, the sidewalk-side of the internal streets, the non-sidewalk-side of the internal streets, and the areas around the homes. The overall landscaping throughout the subdivision is designed to be multi-tiered, with shorter plants stepping up to larger plants. The plant list includes an array of evergreens to provide year-round foliage, and other accent

plants which will provide seasonal color and/or foliage changes. The selected street tree species are autumn spire red maple, Chinese hackberry, Chinese pistache, little leaf linden, evergreen elm, and valley oak; the medium accent tree species are crape myrtle and flowering pear; and the small accent tree species are Japanese maple, royal purple smoke tree, and little gem magnolia. A variety of shrub and groundcover species have been identified within the landscaping plans, including species such as manzanita, boxwood, lavender, daylily, white flower carpet, and sea-green juniper.

The Miners Ravine frontage will include turf and street trees followed by a separated sidewalk, and ending with small accent trees, shrubs, and groundcovers backed up against a two-foot tall stone veneered entry wall topped with a four-foot tall tubular steel fence (painted brown). Accent pilasters will be placed at intervals along the fencing, and there will be a pedestrian entry for each home fronting along Miners Ravine Drive (Figure 6). The frontage landscaping is consistent with the intent of the SRSP Design Guidelines, which recommends the use of turf and street trees along the frontage, a separated sidewalk, and subordinate trees. The project deviates from the guidelines' recommendation for an "enhanced wood fence" and tall screening shrubs, but the deviation is an improvement. The design guidelines were developed based on the premise that homes on Miners Ravine Drive would be backing onto the street, and thus a solid fence would have been necessary to provide private backyard space. In this case, the homes will front along the roadway and the fence itself will be of high-quality tubular steel fencing; there is no need to screen such a fence from view. Thus, the applicant has proposed lower-growing shrubs and groundcovers and periodically-spaced subordinate trees (rather than evenly-spaced), so that the fencing and homes will be visible.

Figure 6: Pedestrian Entry and Wall With Accent Pilasters

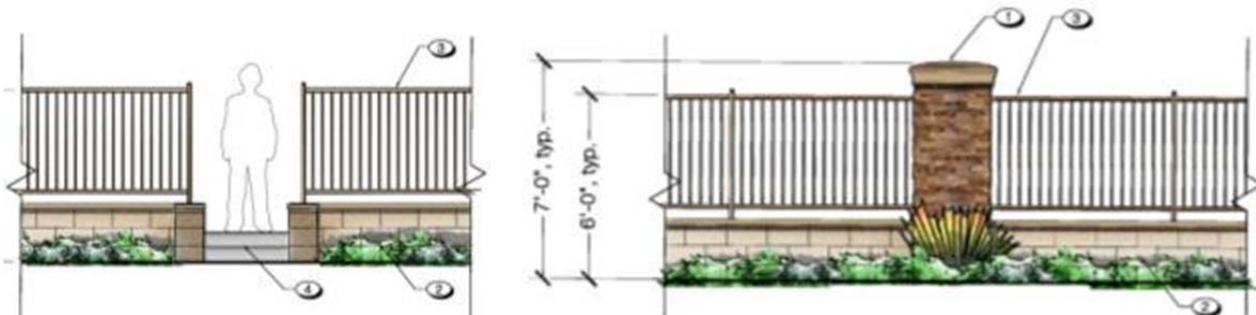
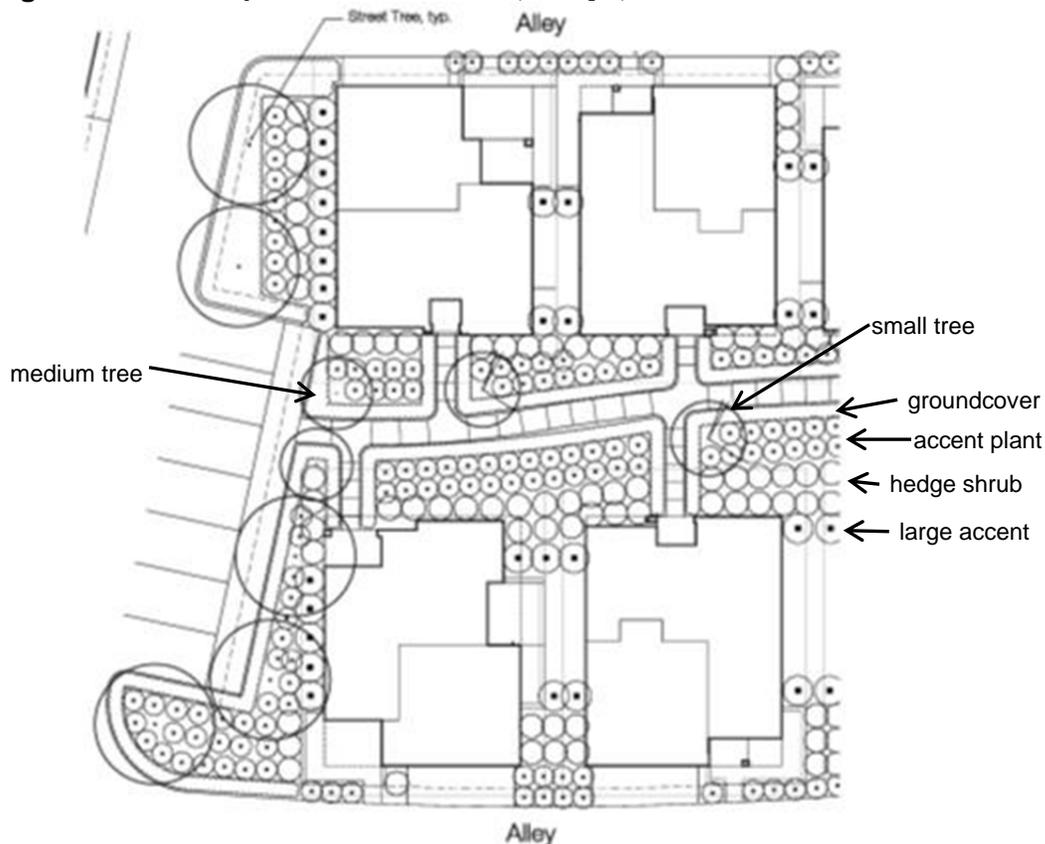


Figure 7 provides a typical plan that shows landscaping alongside the alleys, along the paseos, and in between the homes. The figure is annotated to show the type of plant represented by each symbol. The paseos are designed to have tiered landscaping, beginning with groundcover at the edge of paved pathways; backed by accent plants such as daylily, heavenly bamboo, or breath of heaven; then shrub species which can easily be trimmed and hedged such as pittosporum, hawthorn, and privet; and finally backed by large accent plants such as suzanne fringe flower (pink blooms and reddish-maroon leaves), mock orange (profuse, long-lasting white blooms), and laurel cherry (small tree with white blooms). The hedge shrubs and large accent plants will be placed up between the homes. Small trees will also be planted at paseo entryways and at intervals within the paseos. Species include Japanese maple, little gem magnolia, and crape myrtle.

Landscaping in the alleys is designed to use the shorter plant species, with an emphasis on groundcover and small accent plants; safety requires that plants be small enough to allow drivers to have a clear line of sight throughout the alley and on the driveways. Landscaping along the internal streets includes a similar design, though taller hedge shrubs are used along straight sections, stepping down to shorter accent plants or wider areas of groundcover at corners. The landscaping on either side of the street will only differ in terms of the tree type used. Large street trees will be planted within or at the edge of groundcover along the side of the street that lacks sidewalks. On the sidewalk-side of the street there will be less room in between homes and the paved area, so smaller trees will be planted.

Figure 7: Landscape Plans for Streets, Alleys, and Common Area Around Homes



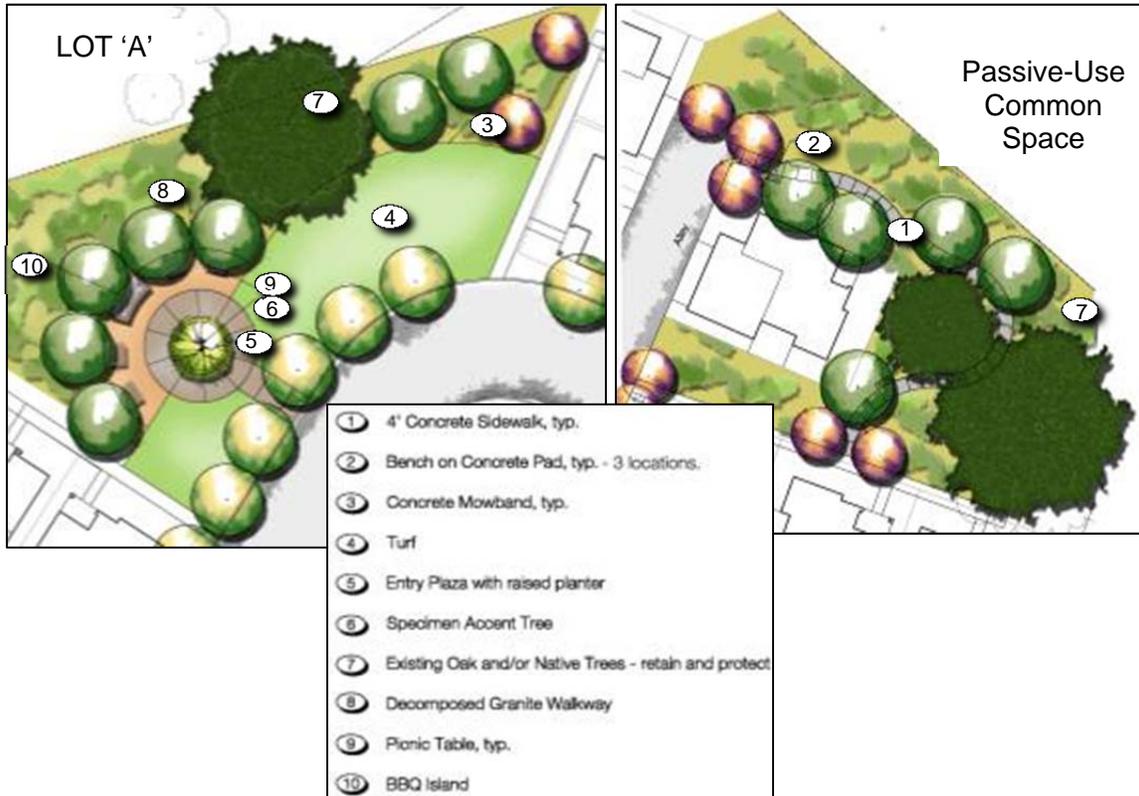
Open Space and Community Gathering Spaces: The common area around the homes will be landscaped and actively maintained area, while the open space on the northern and western sides will be left in the existing condition. General Plan policy directs that landscapes adjacent to open space areas should only involve native plant species, which is why formal landscaping is not proposed for these areas. Two passive-use recreation areas are also included in the subdivision: one is located in the northwestern corner of the subdivision, and will include a plaza, picnic tables, a raised planter and a barbeque island while the other is in the northeastern corner of the subdivision, and will include a walkway and benches. In addition to these community gathering spaces, Veranda is located across Miners Ravine Drive from a site designated in the SRSP as a neighborhood park. The project includes access to recreational amenities, and the subdivision design is consistent with relevant City open space and common area policies.

Figure 8 depicts the Lot 'A' gathering space as well as the passive-use common area on the northeastern corner of the subdivision. Lot 'A' is designed to include street trees and a wide section of turf along the street, a pathway leading to a planter with a small accent tree, and a semi-circle of decomposed granite with picnic tables and a barbecue island. Additional trees will be planted to shade the picnic tables, but the remainder of Lot 'A' will be left in a natural condition, so that it will blend into the City-owned open space to the west. The passive-use common area on the northeastern corner is intended to be low-intensity, including only a pathway and benches, with a mix of landscape trees and preserved oak trees to provide shade.

The northern and western sides of the site abut open space. Open space areas are intended to be a community amenity serving a number of purposes, including providing natural breaks between developed areas; preserving unique natural features such as woodlands, creeks, and wetlands; and preserving attractive natural views. Any development adjacent to such an area should provide opportunities for all residents to view and enjoy the open space, not just residents who live in homes

next to the open space. Lot 'A' and the passive-use common area are intended to provide residents with this opportunity. Both locations interface with open space, and the fencing proposed between the project site and the open space areas will be of tubular steel, so that views will not be blocked.

Figure 8: Landscape Plans for Community Gathering Spaces



Entry Features: The SRSP Design Guidelines Section 3.3 establishes standards for “neighborhood entries.” These are defined as “enlarged landscape areas added to the landscape corridor at visible street intersections and neighborhood entry points.” Both of the access streets into Veranda are neighborhood entries, and require enhanced landscaping and an additional triangular area known as a corner clip. Signage is not required, but is permitted subject to standards in the Design Guidelines. The Veranda project entrances include a corner clip with turf and enhanced landscaping, and an accent pilaster with stone veneer.

Conclusion: The size and overall design of the project is compatible with the other developing subdivisions in the community, as described in the preceding sections. The project is also consistent with the applicable design guidelines, including the creation of street presence and character, the integration of pollutant runoff control devices by use of pervious pavement, the use of enhanced paving materials in all of the roads, and the creation of engaging visual designs through the use of varied treatments and features.

ENVIRONMENTAL DETERMINATION

The Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15182, which states:

Where a public agency has prepared an EIR on a specific plan after January 1, 1980, no EIR or negative declaration need be prepared for a residential project undertaken pursuant to and in conformity to that specific plan if the project meets the requirements of this section.

The exemption applies unless one of the conditions requiring a Subsequent, Supplemental, or Addendum environmental document exist (pursuant to CEQA Guidelines Section 15160–15170). The project is consistent with the adopted specific plan, a Final Environmental Impact Report was certified for the SRSP on March 18, 1998 (State Clearinghouse Number 97032058), and none of the conditions exist which would make the exemption inapplicable. City staff determined that the adopted infrastructure and financing plans are sufficient to support the Project, making any additional studies unnecessary, and that no material alterations have occurred on the site or in the vicinity which would require additional discussions or analysis. Mitigation adopted as part of the SRSP FEIR will apply to the proposed Project.

RECOMMENDATION

The Planning Division recommends the Planning Commission take the following actions (A–D):

- A. Adopt the two findings of fact as stated in the staff report for the **DESIGN REVIEW PERMIT FOR A RESIDENTIAL SUBDIVISION – 3801 MINERS RAVINE DRIVE – SRSP PARCEL 54 ELLIOT HOMES "VERANDA" – PL13-0314**.
- B. Approve the **DESIGN REVIEW PERMIT FOR A RESIDENTIAL SUBDIVISION – 3801 MINERS RAVINE DRIVE – SRSP PARCEL 54 ELLIOT HOMES "VERANDA" – PL13-0314** as shown in Exhibits B and C and subject to five (5) conditions of approval listed below.
- C. Adopt the three findings of fact as stated in the staff report for the **TENTATIVE SUBDIVISION MAP – 3801 MINERS RAVINE DRIVE – SRSP PARCEL 54 ELLIOT HOMES "VERANDA" – PL13-0314**.
- D. Approve the **TENTATIVE SUBDIVISION MAP – 3801 MINERS RAVINE DRIVE – SRSP PARCEL 54 ELLIOT HOMES "VERANDA" – PL13-0314** (as shown in Exhibit A), subject to sixty-eight (68) conditions of approval listed below.

CONDITIONS OF APPROVAL – TENTATIVE SUBDIVISION MAP

1. The approval of a Tentative Map and/or tentative site plan does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)
2. The design and construction of all improvements shall conform to the Design and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
3. The developer shall not commence with any on-site improvements until such time as grading and/or improvement plans are approved and grading and/or encroachment permits are issued by the Development Services Department's Engineering Division. (Engineering)
4. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities, Finance, Parks)

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

5. Landscape Plans shall be approved with and included in the subdivision improvement plans. The landscape plan shall comply with the Stoneridge Specific Plan and the City of Roseville Water Efficient Landscape Ordinance (Ordinance 4786, adopted 11/04/2009), and shall be substantially consistent with the landscape plans submitted with the approved Veranda project Design Review (note: for landscaping in areas maintained by the City, replace elm varietal with 'Frontier,' 'Prospector,' or 'Emerald Sunshine,' and also replace juniper with a different species acceptable to

Parks). All landscaping and irrigation shall be inspected and approved prior to Notice of Completion. (Planning, Engineering, Parks, Fire Environmental Utilities)

6. Accent lighting shall be above-ground and shall not be located within turfed areas. (Parks)
7. Grading around the native oak trees on Lots/Parcels shall be as shown on the tentative map or as approved in these conditions, and shall be consistent with Tree Permit 04-27. (Planning)
8. The grading and improvement plans shall be designed in accordance with the City's Design and Construction Standards and shall reflect the following:
 - a. Street improvements including, but not limited to, curb, gutter, sidewalk, pavement, drainage systems, traffic striping, signing, medians and markings, etc. along all existing and proposed City streets, as required by Engineering.
 - b. Grading shall comply with the City Grading Ordinance.
 - c. A rough grading permit and/or an underground only permit may be approved by the Engineering Division prior to approval of the improvement plans.
 - d. Access to the floodplain as required by the Engineering Division or the Parks Department.
 - e. Standard Handicap ramps shall be installed at all curb returns per City Standards. (Engineering)
9. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Engineering prior to approval of any plans. This shall include, but not be limited to, the proposed grading on Parcel 52. (Engineering)
10. The applicant shall apply for and obtain an encroachment permit from the Development Services Department's Engineering Division prior to any work conducted within the City right-of-way. (Engineering)
11. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During site inspection Engineering will designate the exact areas to be reconstructed. (Engineering)
12. All Lots/Parcels shall conform to Class 1 drainage, pursuant to the adopted City of Roseville Improvement Standards, except as shown on the tentative map or as approved in these conditions. (Engineering)
13. Prior to the approval of the improvement plans, it will be the project proponents responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
14. A note shall be added to the grading plans that states:

*"Prior to the commencement of grading operations, the contractor shall identify the site where the **excess/borrow** earthen material shall be imported/deposited. If the **borrow/deposit** site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified."* (Engineering)
15. A designated Dial-A-Ride passenger drop off and pick up stop location shall be provided at the Lot "A" park site. The stop shall include a minimum 5' wide X 8' deep landing area, inclusive of the

sidewalk, for ADA accessibility and covered seating to include an ADA compliant bench. (Alternative Transportation, Engineering)

16. The applicant shall dedicate all necessary rights-of-way for the widening of any streets required with this entitlement. A separate document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorder's Office. (Engineering)
17. The gated entrances to Street "A" and Street "C" shall be consistent with the City's Design and Construction Standards. (Engineering)
18. Bulb outs shall be constructed on the Miner's Ravine Drive frontage between Streets "A" & "C" to allow for on street parking. Miners Ravine Drive shall be restriped to the satisfaction of the City Engineer to accommodate a travel lane in each direction, bike lanes on each side of the road and parking on the north side of the road. (Engineering)
19. All storm drainage, including roof drains, shall be collected on site and shall be routed to the nearest storm drain system or natural drainage facility. Prior to discharge from the site, the storm water shall be treated with appropriate storm water pollution treatment device(s). Stormwater treatment shall consist of all interior roads being constructed with pavers, per the approved Tentative Map. The storm drain system shall be a private system and shall be maintained by the Homeowner's Association. (Engineering)
20. The grading plans shall be accompanied with engineered structural calculations for all retaining walls greater than 4 feet in height. All retaining walls shall be of either split faced masonry units or cast in place concrete with fascia treatment. (Engineering)
21. To ensure that the design for any necessary widening, construction, or modifications of Public Streets does not conflict with existing dry utilities generally located behind the curb and gutter, and prior to the submittal of design drawings for those frontage improvements, the project proponent shall have the existing dry utilities pot holed for verification of location and depth. (Engineering)
22. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
23. Improvement plans shall show the Preserve boundary (includes protected oaks and Parcels 53A and 53B) and label it as a protected area. The Pre-Construction meeting shall address the presence of the Preserve, the sensitive habitats present and minimization of disturbance to the Preserve. During grading and construction the preserve area shall be avoided and shall not be used for parking, storage, or project staging. The contractor shall remove all trash blown into the preserve from adjacent construction on a daily basis. After construction is complete, the temporary fencing shall be removed from the preserve, along with all temporary erosion control measures (e.g., straw bales, straw waddles and stakes, silt fencing). (Engineering, CDD, Planning)
24. Prior to construction within any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve. Fencing shall be maintained daily until permanent fencing is installed, at which time the temporary fencing shall be removed from the project site. (Engineering, CDD, Planning)
25. With the exception of access required for maintenance and/or emergency vehicles, the project shall be designed to prevent vehicle access into the Preserve. Post and cable fencing or other improvements shall be utilized to meet this requirement. (Engineering, CDD, Planning)

26. Landscaping adjacent to the Preserve shall be California native, drought-tolerant groundcover, shrubs, plants and trees. (CDD, Planning)
27. **Prior to the approval of the Improvement Plans**, the project proponent shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City, as defined by the Regional Water Quality Control Board. The SWPPP shall be submitted in a single three ring binder. Upon approval, the SWPPP will be returned to the project proponent during the pre-construction meeting. (Engineering)
28. Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water, sewer and recycled water utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan-view and in profile-view where grading activities will modify existing site elevations over top of or within 15 feet of the utility. Any utilities that could potentially be impacted by the project shall be clearly identified along with the proposed protection measures. The developer shall be responsible for taking measures and incurring costs associated with protecting the existing water, sewer and recycled water utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)
29. Water and sewer infrastructure shall be designed and constructed pursuant to the adopted City of Roseville Improvement Standards and Construction Standards and shall reflect the following:
 - a. Sewer and water service laterals shall not be allowed off of water and sewer mains larger than 12 inches in diameter. (Environmental Utilities)
 - b. Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12' unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes. (Environmental Utilities)
 - c. Water and sewer mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions. (Environmental Utilities)
 - d. All sewer manholes shall have all-weather 10-ton vehicular access unless authorized by these conditions. (Environmental Utilities)
30. Any backflow preventers visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventers shall be screened with landscaping and shall comply with the following criteria:
 - a. There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventer to the landscaping.
 - b. For maintenance purposes, the landscaping shall be installed on a maximum of three sides and the plant material shall not have thorns.
 - c. The control valves and the water meter shall be physically unobstructed.
 - d. The backflow preventer shall be covered with a green cover that will provide insulation. (Environmental Utilities)
31. A note shall be added to the Improvement Plans stating that all water backflow devices shall be tested and approved by the Environmental Utilities Department prior to the Notice of Completion for the improvements. (Environmental Utilities)

32. Truck cannot access dead end alleys. Cans are to be brought out to main drive aisle for pick up. A designated area and signage is required. Language to be added to the CC&Rs.
33. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 500' on center. (Fire)
34. Minimum fire flow is 1,500 gallons per minute with 20 lbs. residual pressure. The fire flow and residual pressure may be increased, as determined by the Fire Marshall, where the project utility lines will serve non-residential uses. (Fire)
35. Electronically opened perimeter access gates located across fire apparatus access roads shall be provided with a Model #3502 electronic override switch manufactured by the KNOX Company of Irvine, California. Said switch shall interface with the key pad at the entry gate to provide fire apparatus access to the site in accordance with Section 902 of the Roseville Fire Code. In addition, add the following note to the drawing; **The owner or their representative shall contact KNOX Company, <http://www.knoxbox.com/> , to order your specific key switch for the City of Roseville. An acceptance test of the Knox access system shall be witnessed by the Fire Department prior to Final Approval of the project.**
36. Electronically opened perimeter access gates located across fire apparatus access roads shall be provided with an approved strobe switch access system which interfaces with the TOMAR Model 780-1228-PRE or 3M OPTICOM traffic preemption optical signal emitter provided on all City emergency vehicles in accordance with Section 902 of the Roseville Fire Code. Provide a TOMAR 1790-14 STROBESWITCH or other approved system at the gated entry noted on the redlined drawing. Said device shall activate via a frequency of 14.035 HZ +/- .25HZ (HIGH-PRIORITY). Said device shall be mounted at a height of seven feet (7') above the adjacent road surface. Submit complete specifications on the type of access system to be installed to the Fire Department prior to final acceptance of the drawings. In addition, add the following note to the drawing; **An acceptance test of the Emergency Vehicle Strobe-switch system shall be witnessed by the Fire Department prior to Final Approval of the project.**
37. Provide a separate site map with the City of Roseville's Fire Department turning radii mapped out throughout this phase. Access road shall include from the public right away. Markings shall be continuous without interruptions. Radii shall also include turns from all driveways from the public streets to all phases of this project. The turning radii used shall be 30 interior and 50 exterior. (Fire)
38. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)
39. All Electrical Department facilities, including street lights where applicable, shall be designed and built to the "City of Roseville Specifications for Residential Trenching". (Electric)
40. The design for electrical service for this project will begin when the Electric Department has received a full set of improvement plans for the project. (Electric)
41. All landscaping in areas containing electrical service equipment shall conform with the "Electric Department Landscape Design Requirements" as outlined in Section 7.00 of the Electric Department's "Specifications for Residential Trenching" (Electric)

42. The location and design of the gas service shall be determined by PG&E. The design of gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)
43. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

PRIOR TO OR UPON RECORDATION OF FINAL/PARCEL MAP

44. The following easements shall be provided and shown on the Final/Parcel Map or by separate instrument, unless otherwise provided for in these conditions:
 - a. A 25 foot wide public utilities easement along Miner's Ravine Dr.; and
 - b. Water, sewer and electric easements;
45. Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)
46. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)
47. Lot "B" shall be dedicated to the City as an Irrevocable Offer of Dedication (I.O.D.). (Engineering)
48. Lots "A", "C", "E", "F", "G" and "H" shall be dedicated to the Home Owners Association (H.O.A.) (Engineering)
49. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed land Surveyor (Environmental Utilities, Electric, Engineering)
50. A declaration of Conditions, Covenants and Restrictions (CC&Rs), in a form approved by the City Attorney, shall be recorded on the entire property concurrently with the Final/Parcel Map. The CC&Rs shall include the following items: (Attorney, Planning, Parks, Open Space, Engineering)
 - a. A clause prohibiting the amendment, revision or deletion of any sections in the CC&Rs required by these conditions of approval without the prior written consent of the City Attorney. (Attorney)
 - b. Language indicating that Parcel 53 Lot C will be maintained by the Homeowner's Association. (Parks & Open Space)
 - c. Language addressing the HOA's responsibility to maintain the private roadways and alleys. (Planning, Engineering)
 - d. Language addressing all HOA maintained parcels (Parks, Engineering, Planning.)
 - e. Language indicating that the side-yard landscaping and the median landscaping at the two gateways into the community shall be maintained by the Homeowner's Association. (Parks)
51. The City shall not approve the Final Map for recordation until either:
 - a. A subdivision agreement is entered into along with the necessary bonds and insurance as required by the City. Said agreement shall be in a form acceptable to the City Attorney.

OR

- b. The improvement plans are approved, and the improvements are constructed and accepted as complete. In this case, the subdivider shall enter into a one-year maintenance agreement concurrent with the recordation of the Final Map. (Engineering)

52. Any structures crossing Lot/Parcel lines created by the Final/Parcel map shall be removed. (Engineering)
53. The street names shall be approved by the City of Roseville. (Engineering)
54. The subject property shall be annexed into the Stoneridge West CFD, Stoneridge CFD 1 Services District prior to approval of the Final/Parcel Map. It is the applicant's responsibility to prepare the appropriate documentation for the annexation of this property into the LLD. In order to allow the LLD to be in place at the beginning of the fiscal year, the documentation shall be provided to the Finance Department not later than March 15 of the year preceding the fiscal year in which this annexation will become effective. (Finance, Engineering)
55. The Final/Parcel Map shall include an irrevocable offer to dedicate public rights-of-way and public and/or private easements as required by the City. Lettered Lot/Parcel along major roads shall be dedicated as landscape/pedestrian/public utility easements and in fee to the City as open space. (Engineering)
56. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Engineering)
57. The Final/Lot/Parcel/Parcel Map shall be submitted per, "The Digital Submittal of Cadastral Surveys". Submittal shall occur after Engineering approval but prior to Council approval (Engineering)
58. Electric construction costs incurred by the City of Roseville Electric Department for this project shall be paid for by the developer per the applicable policy. (Electric)
59. The Environmental Utilities Department shall make a determination that there is adequate conveyance and treatment capacity in the City sewer system to handle the newly created Lot/Parcels. (Environmental Utilities)
60. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

61. The applicant shall pay City's actual costs for providing plan check, installation, GIS map updates and inspection services. This may be a combination of staff costs and direct billing for contract professional services (Environmental Utilities, Engineering, Parks)
62. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
63. It is the responsibility of the developer to ensure that all existing electric facilities remain free and clear of any obstructions during construction and when the project is complete. (Electric)
64. Existing public facilities damaged during the course of construction shall be repaired by the applicant, at the applicant's expense, to the satisfaction of the City. (Engineering)
65. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday. Provided, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order. (Engineering)

66. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor shall notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. Non-emergency releases or notifications about the presence of containers found shall be reported to the Fire Department. (Fire)
67. All plant material shall be maintained under a 90 calendar day establishment period after initial planting. Upon completion of the establishment period, all plant material shall remain under warrantee for an additional 9 months minimum. Any plant material which does not survive during the establishment period shall be immediately replaced. Any trees or shrubs which do not survive during the warrantee period shall be replaced one month prior to the end of the warrantee period. Tree or shrub replacement made necessary due to acts of God, neglect or vandalism shall be exempt from the warrantee.
68. The project shall comply with all applicable mitigation measures required by the **Stoneridge Specific Plan EIR** certified by the City of Roseville **March 1998**. (All Departments)

CONDITIONS OF APPROVAL – DESIGN REVIEW PERMIT FOR A RESIDENTIAL SUBDIVISION

1. The development standards, unit designs and landscape plans for **SRSP Parcel 54 Elliott Homes "Veranda"** are approved as described in Exhibits B and C, except as modified by these conditions of approval. (Planning)
2. This permit shall expire on the same date as the Tentative Map for **SRSP Parcel 54 Elliott Homes "Veranda."** Effectuation of this DRRS shall occur with the first residential Building Permit. (Planning)
3. Any relocation or modification to the existing utility facilities or other existing improvements required for the development of this subdivision shall be at the developer's expense. (Electric, Environmental Utilities, Engineering, Fire, Planning)
4. The landscape plan shall comply with the Landscape Guidelines for Stoneridge Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning)
5. The project shall comply with all applicable mitigation measures required by the **Stoneridge Specific Plan EIR**. (All Departments)

Exhibit

- A. Tentative Subdivision Map Package (Tentative Map, Site Development Plan, Preliminary Grading Plan, and Preliminary Utility Plan)
- B. Design Review Submittal dated August 22, 2014
- C. Development Standards

Note to Applicant and/or Developer: Please contact the Planning Division staff at (916) 774-5276 prior to the Commission meeting if you have any questions on any of the recommended conditions for your project. If you challenge the decision of the Commission in court, you may be limited to raising only those issues which you or someone else raised at the public hearing held for this project, or in written correspondence delivered to the Planning Manager at, or prior to, the public hearing.