

ITEM V-A: ADMINISTRATIVE PERMIT, TENTATIVE SUBDIVISION MAP, AND DESIGN REVIEW PERMIT FOR A RESIDENTIAL SUBDIVISION – 2151 PLEASANT GROVE BOULEVARD – WRSP PCL W-24 TENTATIVE MAP, DRRS, AND AP – PL15-0142

REQUEST

The applicant requests approval of a Tentative Subdivision map to allow the creation of 122 single-family lots, an Administrative Permit to reallocate 11 units from Parcel W-26 to Parcel W-24, and a Design Review Permit for Residential Subdivision (DRRS) to establish design standards for the subdivision.

Owner – Sean McDiarmid, Lennar Homes of California
Applicant – Ken Topper, Morton & Pitalo, Inc.

SUMMARY RECOMMENDATION

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

- A. Adopt the three (3) findings of fact for the Administrative Permit;
- B. Approve the Administrative Permit;
- C. Adopt the three (3) findings of fact for the Tentative Subdivision Map;
- D. Approve the Tentative Subdivision Map, subject to seventy-three (73) conditions of approval;
- E. Adopt the two (2) findings of fact for the Design Review Permit for a Residential Subdivision;
- F. Approve the Design Review Permit for Residential Subdivision, subject to four (4) 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 is within the southern portion of the West Roseville Specific Plan (WRSP). The WRSP was approved by the City on February 4, 2004 and established the land use designations and zoning standards for the specific plan area. The most recent major Specific Plan Amendment was the Fiddymont Ranch Phase 3 project (13PL-005), which was approved by the City Council in May 2014. At this time, all of the Phase 1 major infrastructure (including roads and utilities) has been completed and most of the housing units have been constructed. Construction within Phase 2 is underway; this proposed project is within Phase 2.

The site has a zoning of R3/DS (Attached Housing/Development Standards) and a land use designation of Medium Density Residential (MDR). It is located within the Village Center of the WRSP. The project includes subdividing the site into 122 single-family lots; four lots (Lots A–D) for access, drainage, and public utility easements; and six common-area lots (Lots E–J). The proposed housing is alley-loaded and closely-spaced, with private outdoor area located inside courtyards.

SITE INFORMATION

Location: 2151 Pleasant Grove Boulevard (Figure 1)

Total Size: 13.38 acres

Topography and Setting: The project site was previously graded flat as part of other development activities in the area. To the west of the site, along Pleasant Grove Boulevard, is St. John's Episcopal Church. Some of the land around the church is undeveloped, but is part of future church expansion plans. To the west of the site and south of the church property is the Robert P. "Bob" Mahan Park. The rest of the properties near the site are developed with single-family homes.

EVALUATION—ADMINISTRATIVE PERMIT FOR UNIT TRANSFER

As with all of the City's specific plans, the West Roseville Specific Plan includes a residential density and unit count for each residential large lot, as listed in WRSP Table 4-2. The WRSP also recognized that as individual development applications were submitted, some adjustments would be desirable or necessary to accommodate specific product types. The WRSP Land Use element includes a policy to allow minor residential density adjustments by approval of an Administrative Permit. A minor change is one which meets the following criteria:

1. The transfer and receiving parcels are within the WRSP and covered by the same development agreement;
2. The cumulative increase or decrease in units resulting from the minor density adjustment does not change by more than twenty-percent (20%) the number of pre-transfer units allocated to either the transfer or receiving parcel as established at the time of original approval of the Specific Plan;
3. The transfer and receiving parcels have existing General Plan land use designations of LDR, MDR or HDR and the density adjustments do not result in densities on either the transfer or receiving parcel above or below the existing land use designations;
4. The transfer does not result in increased impacts on oak trees and does not preclude the ability of the parcels to conform to the WRSP Design Guidelines;
5. The transfer does not result in increased impacts upon the transfer and receiving parcels beyond those identified in the WRSP EIR; and
6. The adjustments in density do not adversely impact planned infrastructure, roadways, schools, or other public facilities or Plan Area fee programs and assessment districts.

Zoning Section 19.78.060.A stipulates that three findings must be made in order to approve an Administrative Permit. The required findings for an Administrative Permit are listed below in ***italicized, bold*** text and are followed by an evaluation.

Figure 1: Project Location



- 1. The proposed use or development is consistent with the City of Roseville General Plan and any applicable Specific Plan.**
- 2. The proposed use or development conforms with all applicable standards and requirements of the City of Roseville Zoning Ordinance.**
- 3. The location, size, design, and operating characteristics of the use or development is compatible with, and shall not adversely affect or be materially detrimental to, the health, safety, or welfare of persons residing or working in the area, or be detrimental or injurious to the public or private property or improvements.**

The applicant is proposing to transfer eleven (11) units from Parcel W-26 to Parcel W-24, which are both located in the WRSP and are covered by the Westpark Development Agreement. Parcel W-26 is an MDR parcel just to the north, along Bob Doyle Drive, which is currently under construction; a total of 165 units are allocated to Parcel W-26, but a 154-lot map was approved and effectuated. Thus, the applicant proposes to transfer the eleven unused units from Parcel W-26 to W-24. This would increase the units allocated to Parcel W-24 from 111 units to 122 units, for a 10% unit increase. As the analyses of the Tentative Subdivision Map will demonstrate, all of the resultant lots will meet the minimum size criteria outlined by the WRSP. The tentative map development boundaries are consistent with the boundaries which were identified as part of the WRSP analysis, and thus the unit transfer will not result in increased impacts to trees or any other physical resource. The units are being transferred a very short distance. As a consequence, the units will rely on the same major roadway improvements and utility systems and the students generated will remain within the same school service area. There will be no impact on WRSP fee programs or assessment districts. Consistent with the WRSP, the proposed unit transfer meets the criteria for a minor change, for which the findings of an Administrative Permit can be met. Exhibit A is the amended Specific Plan allocation table.

EVALUATION – TENTATIVE SUBDIVISION MAP

Section 18.06.180 of the City of Roseville Subdivision Ordinance requires that three findings be made in order to approve or conditionally approve a tentative subdivision map. The three findings are listed below in ***italicized, bold*** text 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.**

Parcel size, design, configuration, location, orientation, and character: The project site is designated in the WRSP as Village Center Medium Density Residential and the zoning designation is R3/DS; development standards for this land use designation are provided in WRSP Table 10-4. While the table provides explicit development standards for standard single-family detached units and for standard attached units (townhomes, condominiums, and brownstones), the table indicates that standards for “other products” (e.g. Courtyard or 6-pak) are to be developed through the Design Review process. Consistent with this, the project includes a DRRS and the submittal materials include development standards (see Exhibit C). Table 10-4 directs that the review of these other products, such as the proposed project, should be based on “consisten[cy] with the intent of the Village Center development standards.” To that end, the proposed map design should allow or support a project that includes: single-family units facing the public street, entries/porches facing and moved forward toward the street, alley-loaded or recessed rear yard garages, and a well-articulated street façade.

The width and depth of the proposed lots are variable, ranging from approximately 30–47 feet wide and approximately 72–93 feet deep. Lot sizes range from approximately 2,100–3,100 square feet. The proposed Subdivision Map includes a mix of public streets and private alleys, with the lots laid out on this grid to allow for alley-loaded housing product oriented toward the street. The width, depth, and total size of the proposed lots fall within the size range of other existing developed lots within the Village Center (in the area bounded by Market Street, Bob Doyle Drive, Monument Drive, and Village Park Drive). The lot depth, in particular, has been designed to vary in order to allow variation in the size and general character of the housing product on the lots.

Subdivision Roads and Pathways: The WRSP includes a Village Center circulation plan, calling for a traditional grid circulation pattern providing multiple routes and options for pedestrians and automobiles. The grid system calls for short blocks of 300 feet in length or less, straight streets, and intersections at regular intervals. The WRSP circulation plan includes three roadways extending southerly from Pleasant Grove Boulevard (two along the project periphery and one through the center of the site), three roadways extending parallel to Pleasant Grove Boulevard (two through the site and one along the periphery of the site), and a roundabout; refer to Figure 2.

The WRSP circulation plan was the topic of substantial discussion between the applicant and City staff as part of the initial project review, as the application deviated from the WRSP circulation plan in several ways. After much discussion, multiple changes to the subdivision layout and design were made to bring the map into conformance with the intent of the WRSP circulation plan. The first issue was the provision of straight streets. All of the proposed public roadways are straight except for a slight curve in Billington Lane. The applicant requested this curvature in order to allow for lot size variation along the roadway, which would in turn allow for greater variation in housing product. The curvature is slight, and on balance staff agreed to support a small street curve in order to obtain greater housing product diversity along the street. This issue is further discussed in the Design Review evaluation.

The applicant has proposed eliminating the central southerly roadway, and as a consequence the blocks are longer. Staff and the applicant discussed these issues and the applicant modified the initial submittal to arrive at the current proposed project. Although a central roadway is not included, the proposed project includes a wide, continuous paseo along the planned roadway alignment, which provides short block lengths for bicycle and pedestrian circulation. This is similar to the design approved for Parcel W-25, which also included a continuous pedestrian connection through the center of the property, but did not include a central roadway. This is shown in Figure 3, which depicts the proposed project layout superimposed over an aerial of the surrounding developed area.

The final item was the proposed elimination of the roundabout. Though a roundabout was planned for all four quadrants of the Village Center, Engineering staff concluded that there was no traffic- or circulation-based need for such a facility; it was a design element, not a transportation necessity. The lack of need for a roundabout is particularly true given the elimination of the central roadway, which means that there is no intersection in the location of the planned roundabout. Even though circumstances were the same for Parcel W-25, a roundabout was still provided (see Figure 3) in order to maintain consistency with the design intent of the WRSP Village Center. However, residents tend to use the landscaped roundabout as a gathering place, which is problematic. The applicant expressed concern to City staff about this issue, and proposed eliminating the roundabout in favor of a planned gathering area. Considering the issues described above, staff supports the inclusion of a communal gathering space instead of the roundabout. This item is discussed further in the Design Review evaluation.

Figure 2: WRSP Village Center Illustrative Plan

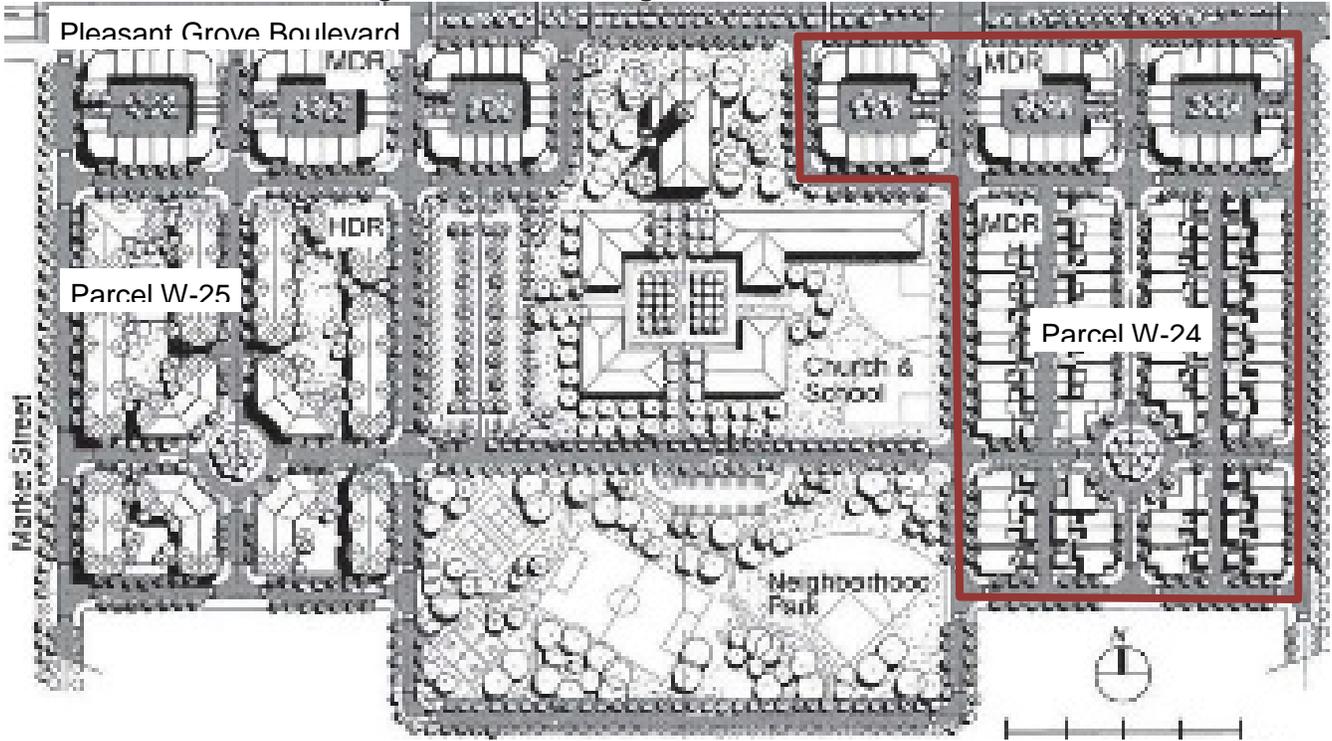


Figure 3: Proposed Project and Surrounding Development Pattern



Subdivision Improvements: Each home includes a private courtyard which wraps around the side of each home. The design includes low walls on these courtyards (42-inches tall), in order to create a pedestrian-friendly streetscape which preserves line of sight. This design is supported by City staff and is mimicked elsewhere within the Village Center, but some additional wall height is likely to be necessary along Pleasant Grove Boulevard. Mitigation within the WRSP EIR identified Pleasant Grove Boulevard as a future noise source, and requires a noise analysis for all residential outdoor activity areas which will be located along this roadway. Mitigation indicates that the noise analysis is required as part of Building Plans, to demonstrate that the proposed courtyard wall height along Pleasant Grove Boulevard is sufficient to offset noise. This and other applicable mitigation is included as Attachment 1 to this staff report, and a standard condition of approval is included which requires compliance with applicable mitigation. This existing mitigation will ensure that the project complies with City standards.

Grading, drainage, and utilities: The applicant has included a grading and utilities plan with the submittal, which shows the scope and location of the proposed improvements. The site is already nearly level, so very little grading is necessary in order to balance the site. All stormwater and wastewater lines will connect to the larger existing lines within Pleasant Grove Boulevard, so the site will be graded to create a very slight slope in this direction. The proposed plans have been reviewed by City staff for conformance with City standards, and have been found to be acceptable.

Affordable Housing: The project site is not identified as an affordable housing site in the WRSP, and does not include an affordable housing component.

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

The size, configuration, and design of all of the lots within the subdivision are consistent with the City's policies and the WRSP standards. The proposed design, layout, configuration, and size of all lots within the subdivision provide for the construction of single-family detached houses. As depicted on the Tentative Map and subject to the conditions of approval, all 122 lots can be used and built upon.

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 Pleasant Grove Wastewater Treatment Plant, which has a permitted capacity of 12 million gallons per day (average dry weather flow), and is currently receiving volumes which are well below capacity (7.4 million gallons per day). The addition of this project will not cause a violation of existing discharge limitations. In addition, the proposed 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 WRSP.

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 project provides for the development of closely-spaced, detached, single-family residential homes which rely on alleys for garage access. The use of alleys allows for more pedestrian-scale housing, with homes brought forward to the street instead of set back behind a driveway and garage. The applicant has provided development standards which would apply to all future home construction on the site (see Exhibit C), and a design review submittal showing architectural treatment and floorplans (see Exhibit D).

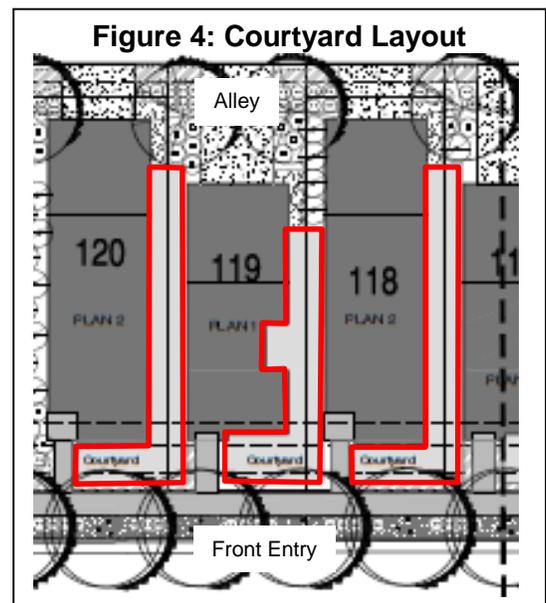
Plan Types: The project includes four plan types, all of which are two-story homes. All of the plans include a 2-car garage, a private outdoor space, and three bedrooms. The basic dimensions of the plans and some of the other features are included in Table 1. As shown, the home sizes range between 1,400–1,900 square feet, which is within the range of homes in the Village Center. For instance, the nearby Taylor Crossing (northwest of the project) has home sizes ranging from 1,200–1,700 square feet.

Table 1: Plan Type Features and Dimensions

Plan Type	Square Footage	Bedrooms	Private Courtyard	Covered Patio
Plan 1	1,408	3	19'x9'	5'x10'
Plan 2	1,467	3	23'x7'	none
Plan 3	1,565	3	23'x7'	5'x9'
Plan 4	1,892	3	27'x8'	none

The site plans attached as Exhibit B include a Plan Layout, showing where each plan type will be used in the subdivision. The layout ensures that the plan types are mixed throughout the subdivision, except that Plan 4 is always used along the central paseo and along public street corners. This is because Plan 4 has been designed to include an enhanced side elevation, suitable for public street/pathway visibility (refer to the Streetscape section, below).

As noted, each home design includes a large private courtyard designed to wrap around each home (see Figure 4). The courtyard begins at the front of the home adjacent to the front door, where the space is designed with low (42-inch-tall) stucco courtyard walls with decorative ironwork. The courtyard then wraps around and in between the homes, with a gate at the far end for alley access. Each home plan is designed to have a ‘passive’ side, where there are either no first-floor windows or only one small, high window, and minimal second floor windows. This passive wall side is then placed alongside the neighbor’s courtyard, to afford the space privacy.



Streetscape/Color and Materials: Each of the four floor plans will be offered in one of three architectural styles and one of six color palettes. An example streetscape is shown below in Figure 5. All of the homes are designed with an overarching Spanish style, with clay tile roofs, stucco materials, and similar pale body color, but the details for each style contains unique design characteristics. For instance, only the Hacienda style includes the use of iron rail details below windows, tiled framing around windows, and wood beams at gables; only the Hollywood style includes sculpted cornices, decorative gable vents, round windows with iron grills, and low-pitched roof; and only the Santa Barbara style uses arched windows and doors, decorative window boxes, and hipped roofs.

The applicant's Design Review submittal indicates that a more cohesive design was sought, because the homes are closely spaced with interconnected courtyards. The applicant's design team felt that extensive materials and style variation would look excellent on an individual basis, but on a streetscape level would appear disjointed and busy. Staff considered this perspective and examined other closely-spaced housing product, and after working with the applicant to add some additional design details to some of the elevations, concluded that the design would contribute to a visually interesting but cohesive streetscape, consistent with the Community Design Guidelines.

Figure 5: Example Streetscape



Landscape and Community Gathering Spaces: The project includes several distinct landscaping areas, where the landscaping treatment varies due to the differing needs of the spaces. This includes the public street frontages, the alleyways, the paseos, and the community gathering space. The public street frontages include separated sidewalks and landscape strips, where the primary street trees—little leaf linden—will be planted. The strip will be dressed with bark and planted with a low shrub hedge, rather than planted with grass, both due to ongoing drought and the recognition that drought-tolerant landscaping is easier to maintain.

The alleyways are designed to have a landscaping area in between each driveway, and extending alongside the walkways which lead to the courtyard gate and rear home entry. A 'Princeton Sentry' ginkgo tree will be planted adjacent to each driveway; this is a columnar variety which requires low water and fits well in narrower spaces. The groundcover planting scheme transitions from low-growing species nearest the alley to higher-growing species nearest the homes, but ultimate height is limited to approximately 42 inches. This palette is appropriate for small spaces, as it will preserve line-of-sight and will not overwhelm the space.

The paseos have been designed to include a central 4-foot-wide paved pathway, which circles around an accent tree planter on every block. Some courtyards will wrap around homes adjacent to this paseo, so the minimum landscaped width varies. There will be a minimum of 10 feet of landscaping on either side of the pathway, with a more typical width of 20 feet of landscaping on either side. The feel of a paseo located between buildings is strongly determined by the building-to-building width, rather than by lower elements such as hip-height courtyard walls. Though two paseo segments will have a 35-foot building-to-building width, most will have a 45-foot width. Combined with the use of a low-growing planting palette, this design creates a paseo that feels open and spacious.

The gathering space has been located adjacent to Essington Lane, where a roundabout is shown in the WRSP. Some parking has also been placed in this location, and stamped concrete or other marking will be used to delineate the continuation of the paseo across this street and into the gathering space. Planters have been placed in between the nearest parking space and the pathway, to buffer the pedestrian element from the parking area. Many of the homes have been designed to front onto this community gathering space, to provide eyes on the space and foster a sense of community. The space includes mounded plantings, pathways, benches, and an arbor with tables and bar-b-ques. The original intent of the roundabout in this location, and elsewhere in the Village Center, was as a design statement. The applicant has proposed replacing one street-facing design element with another in the same location, and one which may ultimately be more beneficial to the residents. Staff has concluded that this is consistent with the design intent of the WRSP Village Center.

Conclusion: The size and overall design of the project is compatible with the other developed and developing subdivisions in the Village Center, 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 project design includes pedestrian-scale improvements and elements which enhance the visual character of the project and preserve line-of-light, which are key in a small-lot development.

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 WRSP on February 4, 2004 (State Clearinghouse Number 2002082057) and a Final Subsequent Environmental Impact Report was certified for the project area on April 16, 2014 (State Clearinghouse Number 2010082075). 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 WRSP FEIR will apply to the proposed Project; the applicable measures have been included as Attachment 1.

RECOMMENDATION

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

- A. Adopt the three (3) findings of fact as stated in the staff report for the **ADMINISTRATIVE PERMIT – 2151 PLEASANT GROVE BOULEVARD – WRSP PCL W-24 TENTATIVE MAP, DRRS, AND AP – PL15-0142**.
- B. Approve the **ADMINISTRATIVE PERMIT – 2151 PLEASANT GROVE BOULEVARD – WRSP PCL W-24 TENTATIVE MAP, DRRS, AND AP – PL15-0142** as shown in Exhibit A.
- C. Adopt the three (3) findings of fact as stated in the staff report for the **TENTATIVE SUBDIVISION MAP – 2151 PLEASANT GROVE BOULEVARD – WRSP PCL W-24 TENTATIVE MAP, DRRS, AND AP – PL15-0142**.

- D. Approve the **TENTATIVE SUBDIVISION MAP – 2151 PLEASANT GROVE BOULEVARD – WRSP PCL W-24 TENTATIVE MAP, DRRS, AND AP – PL15-0142** as shown in Exhibit B, and subject to seventy-three (73) of conditions of approval.
- E. Adopt the two (2) findings of fact as stated in the staff report for the **DESIGN REVIEW PERMIT FOR A RESIDENTIAL SUBDIVISION – 2151 PLEASANT GROVE BOULEVARD – WRSP PCL W-24 TENTATIVE MAP, DRRS, AND AP – PL15-0142**.
- F. Approve the **DESIGN REVIEW PERMIT FOR A RESIDENTIAL SUBDIVISION – 2151 PLEASANT GROVE BOULEVARD – WRSP PCL W-24 TENTATIVE MAP, DRRS, AND AP – PL15-0142** as shown in Exhibits C and D, and subject to four (4) of conditions of approval.

**CONDITIONS OF APPROVAL FOR THE ADMINISTRATIVE PERMIT AND 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 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)
- 5. All those provisions pertaining to the development of this subdivision that are within the West Roseville Specific Plan document, and the Development Agreement by and between the City of Roseville and 1600 Placer Investors, LP shall be made part of the requirements of this subdivision. The applicant shall become signatory to said Development Agreement. (All Departments)
- 6. The project shall comply with all applicable mitigation measures required by the West Roseville Specific Plan EIR, and applicable measures shall be included on the Improvement Plans and Building Plans, as appropriate. (All Departments)

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

- 7. Landscape Plans for all landscape corridors and all landscaped common areas shall be approved with the improvement plans. Landscaping shall be installed for Substantial Completion of the subdivision improvements. The landscape plan shall comply with the West Roseville Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning, Engineering, Parks, Fire, Environmental Utilities)
- 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 and Design and Construction Standards.
 - c) A rough grading and/or underground utility permit may be approved by the Engineering Division prior to approval of the improvement plans.
 - d) Standard access 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. (Engineering)
 10. The applicant shall apply for and obtain an encroachment permit from the 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. Pedestrian paths shall be constructed per the City's Design and Construction Standards as follows:
 - a) Pleasant Grove Blvd. – 6 ft. pedestrian path
 - b) Essington, Billington, Chapehill Lanes & Branston Drive – 5 ft. pedestrian path
 13. The two roadway entrances along Pleasant Grove Blvd. and Chapehill Lane shall be removed and replaced with standard type 2 vertical curb and gutter, as depicted on the approved Tentative Map. (Engineering)
 14. Essington and Billington Lanes shall be constructed within a right of way width of 54 ft., to include 28 ft. of pavement, standard vertical curb and gutter and a 5 ft. pedestrian path. (Engineering)
 15. Chapehill Lane and Branston Drive shall be constructed within a right of way width of 58 ft., to include 32 ft. of pavement, standard vertical curb and gutter and a 5 ft. pedestrian path. (Engineering)
 16. 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)
 17. Positive drainage shall be provided for all lots. Lots shall drain toward the alley ways and to the streets as shown on the approved Tentative Map. Prior to approval of the improvements plans, a grading plan and drainage study shall be prepared that demonstrates that positive drainage will be managed along with protection from 100-year storm flows. The drainage study shall demonstrate that all streets and alleyways conform to the maximum allowable inundation for surface flows. (Engineering)
 18. All internal intersections shall be 'bulbed' per City Standards. The bulbed curb returns shall be rolled curb with center pedestrian access ramps and shall be constructed of 8-inch thick concrete. (Engineering)

19. All alley driveways shall be type A-7 per City Standards. (Engineering)
20. Prior to the approval of the improvement plans, it will be the project proponent's responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
21. 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)
22. 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)
23. The applicant shall dedicate a separate drainage easement to the City of Roseville for the storm drain facility required to transfer public storm waters through the site. The easement document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorder's Office. (Engineering)
24. The grading plans for the site shall be accompanied with a shed map that defines that area tributary to this site. All drainage facilities shall be designed to accommodate the tributary flow. All on-site storm drainage shall be collected on site and shall be routed to the nearest existing storm drain stub of natural drainage coarse. (Engineering)
25. 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. (Engineering)
26. The grading plans shall be accompanied with engineered structural calculations for all retaining walls greater than 4 feet in height. All retaining walls shall be of either split faced masonry units, keystone type construction, or cast in place concrete with fascia treatment. (Engineering)
27. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)
28. 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 approval 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)
29. 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)
30. **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)

31. 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)
32. 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)
33. Recycled water infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. The applicant shall pay all applicable recycled water fees. Easements shall be provided as necessary for recycled water infrastructure. (Environmental Utilities)
34. 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 feet), 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)
35. 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)
36. All utility stubs not being used are to be abandoned per city standard. (Environmental Utilities)

37. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 500' on center. (Fire)
38. 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 Marshal, where the project utility lines will serve non-residential uses. (Fire)
39. All alley loaded driveways shall have the address and street name of the designated unit as identified on the approved city lot maps. (Fire)
40. If this project will be phased, the fire department requirements for access and circulation throughout shall be approved by the City for such proposal. Access road shall comply in accordance with the California Fire Code, 2013 with the City of Roseville's Amendments. A separate phasing plan shall be reviewed and approved by this department. (Fire)
41. Framing of combustible construction cannot commence until access roads and public fire hydrants are approved by the Fire Department. (Fire)
42. 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)
43. All Electrical Department facilities, including street lights where applicable, shall be designed and built to the "City of Roseville Specifications for Residential Trenching". (Electric)
44. 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)
45. 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)
46. 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)
47. 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

48. The following easements shall be provided and shown on the Final Map or by separate instrument, unless otherwise provided for in these conditions:
 - a) Water and sewer easements; and,
 - b) A public storm drain easement, per City Standards, shall be dedicated across Lots E and F.
 - c) A public utility easement (P.U.E.) and Emergency Access Easement shall be dedicated across lots A, B, C and D.

49. Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)
50. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)
51. Lots E, F, G, H, I and J shall be dedicated to the Home Owner's Association (H.O.A.). (Engineering)
52. 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)
53. A declaration of Conditions, Covenants and Restrictions (CC&Rs), in a form approved by the City Attorney, shall be recorded on the entire property concurrently with the Final/Parcel Map. The CC&Rs shall include the following items: (Attorney, Planning)
 - a) A clause prohibiting the amendment, revision or deletion of any sections in the CC&Rs required by these conditions of approval without the prior written consent of the City Attorney.
 - b) A requirement that all garages must be kept clear for two cars to park.
 - c) Developer shall ensure that all residential property improved with separated sidewalks shall be subject to recorded CC&Rs containing a requirement that the owner of a residential unit immediately adjacent to a separated sidewalk or the HOA is responsible for the maintenance of parkway strip landscaping and street trees located between the separated sidewalk and curb.
54. 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)
55. Any structures crossing parcel lines created by the Final Map shall be removed. (Engineering)
56. The street names shall be approved by the City of Roseville. (Engineering)
57. City records show that the land being subdivided is within the WP CDF 1 (Bonded), CFD2 (Services), CFD3 Assessment District. The subdivider shall either pay to the City's Finance Department the outstanding assessment in full prior to map recordation, or segregate the bond when the map records. The subdivider shall pay to Engineering the segregation processing fees of \$150.00 per each newly created Lot/Parcel if it chooses to segregate the bond. (Finance, Engineering)
58. The subject property shall be annexed into WP CDF 1 (Bonded), CFD2 (Services), CFD3 prior to approval of the Final/Parcel Map. (Finance, Engineering)

59. The Final 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)
60. 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)
61. The Final Map shall be submitted per, "The Digital Submittal of Cadastral Surveys". Submittal shall occur after Engineering approval but prior to Council approval. (Engineering)
62. 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)
63. Lots A thru I shall be dedicated as Public Utility Easements. (Electric)
64. Additional easements will be required for clearances around transformers in the alley ways. These easements will be determined once the electrical design has been completed for the subdivision.
65. 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)
66. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS

67. The applicant shall pay City's actual costs for providing plan check, installation and inspection services. This may be a combination of staff costs and direct billing for contract professional services (Environmental Utilities, Engineering)
68. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
69. It is the responsibility of the developer to insure that all existing electric facilities remain free and clear of any obstructions during construction and when the project is complete. (Electric)
70. 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)
71. 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)
72. 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)

73. 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. (Parks and Recreation)

CONDITIONS OF APPROVAL – DESIGN REVIEW PERMIT FOR A RESIDENTIAL SUBDIVISION

1. The development standards, unit designs and landscape plans for WRSP PCL W-24 Tentative Map, DRRS, and AP are approved as described in Exhibits C and D, except as modified by these conditions of approval. (Planning)
2. This permit shall expire on the same date as the Tentative Map for WRSP PCL W-24 Tentative Map, DRRS, and AP. 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 the West Roseville Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning)

Attachments

1. Applicable Mitigation Measures

Exhibits

- A. Unit Transfer
- B. Site Plans
- C. Development Standards
- D. Design Review

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.