

ITEM 6.2: Design Review Permit – 2150 PRAIRIE TOWN WAY – WRSP PCL F-25 & F-26 – Fiddymment Bungalows – PL20-0258

REQUEST

The applicant requests approval of a Design Review Permit to allow construction of a total of 189 rental dwelling units on two parcels. Parcel F-25 (2150 Prairie Town Way, APN 492-013-005) is proposed for 93 units. Parcel F-26 (2151 Prairie Town Way, APN 492-013-003) is proposed for 96 units. The project also includes clubhouse/leasing, fitness, and pool buildings, outdoor play areas, and associated landscape, lighting, and parking. Access to the sites will be provided by driveways on Prairie Town Way.

Applicant — Tim Fisher, Van Daele Homes
Owner — JEN CALIFORNIA 15 LLC

SUMMARY RECOMMENDATION

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

- A. Adopt the four (4) findings of fact and approve the Design Review Permit subject to seventy-eight (78) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

Planning staff received one letter in opposition to the project signed by 5 residents that live in the vicinity of the project (Attachment 1). The letter cites concerns regarding Aesthetics, Parking and Traffic, Safety, and Controlled Access among other items. The letter was received without adequate time for staff response before staff report publication. Staff will provide the Commission a separate memorandum that addresses the letter (the letter and response will be uploaded to the online staff report). Staff also received a packet of forms from 133 additional residents co-signing the letter (Attachment 2).

The applicant has reviewed and is in agreement with the recommended conditions of approval.

BACKGROUND

The project site is located on parcels F-25 and F-26 of the West Roseville Specific Plan (WRSP), on either side of the future Prairie Town Way south of the intersection with Fiddymment Road (see Figure 2). The project is bounded on the north by Community Commercial parcels F-32 & F-33, on the west by Low-Density Residential subdivision F-16, on the south by RG Phillips Park, and on the east by Low-Density Residential subdivision F-15B. The subject parcels are designated High Density Residential (HDR) and are zoned Multi-Family Housing (R3). Parcels F-25 and F-26 have been planned for HDR land use since the adoption of the WRSP in 2004. The number of allocated units has shifted up and down within the HDR range in that time but has been consistently 25 units/acre since 2014. The allocated number of units and development standards for the project site have been vested with adoption of the Development Agreement with Roseville Fiddymment Land Venture, LL, with respect to the West Roseville Specific Plan and all subsequent amendments to the Development Agreement.

The parcels are located within Phase 2 of the Fiddymment Ranch Master Plan within the West Roseville Specific Plan. The project site has previously been rough graded and is currently undeveloped. Prairie Town Way, which bisects the project site, is under construction.

The current project, Fiddymment Bungalows, proposes the construction of 189 multi-family rental dwelling units. The project includes 141 residential buildings across the two parcels. There are four different plan types in the project. Plans 3 and 4 are two-story detached units. There are a total of 93 of the two-story buildings in the project. Plans 1 and 2 are located together in a three-story building with a garage at the ground level. There are a total of 48 of the three-story buildings in the project. The project is designed generally in clusters or “pods” of three buildings. Each pod contains a Plan 3 and Plan 4 building side-by-side and a multi-unit building with garages below in the rear (Figure 1). There is a central courtyard and private yard space between the multi-unit building and single unit buildings. The project includes a total of 404 parking spaces, and also includes site amenities such as a playground, swimming pool, wading pool, fitness building, and clubhouse, as well as pedestrian pathways and landscaping. The proposed multi-family project is a principally permitted use in the R3 zone, and a Design Review Permit is required to evaluate the project’s design.

Figure 1. Pod Layout

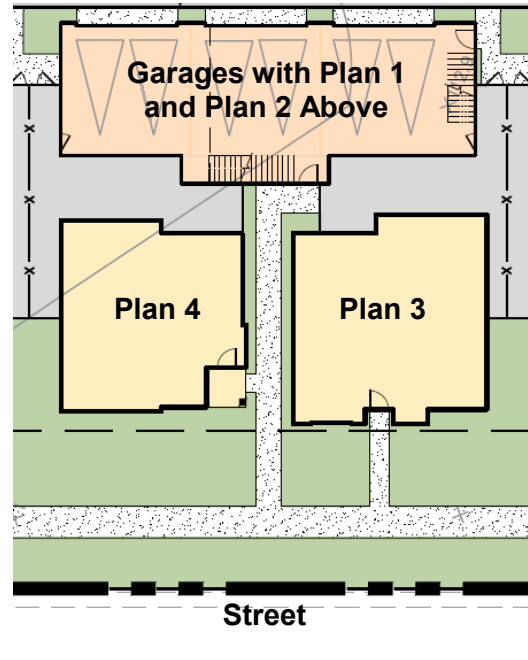


Figure 2: Project Location



SITE INFORMATION

Location: 2150 Prairie Town Way, West Roseville Specific Plan Parcels F-25 and F-26

Total Size: 11.09 acres

Topography and Setting: The site is undeveloped, and generally characterized by bare dirt and native grasses. There are no native oak trees, vernal pools, or seasonal wetlands on the site.

EVALUATION

The Design Review Permit evaluation of the project is based on the applicable development standards within the City's Zoning Ordinance and the design standards of the Community Design Guidelines. Section 19.78.60(B) of the City of Roseville Zoning Ordinance requires that four findings be made in order to approve or conditionally approve a Design Review Permit. The four findings are listed below in ***italicized, bold*** text and are followed by an evaluation of the map in relation to each finding.

1. The project as approved preserves and accentuates the natural features of the property, such as open space, topography, trees, wetlands and water course; provides adequate drainage for the project, and allows beneficial use to be made of the site for development.

The project site is undeveloped, and is generally flat and characterized by bare dirt and native grasses. The site was previously rough graded and limited frontage improvements were installed when the surrounding roadways were constructed. These improvements include utility stubs, curbing and gutters around the site. There are no native oak trees, vernal pools, or seasonal wetlands on the site. In order to make beneficial use of the site for development, the site will be finish graded to create level pads for the buildings, a drainage pattern which directs stormwater to the existing system, and finish boundary grades which can be appropriately tied in to the adjacent roads and other development. The preliminary grading plan has been evaluated by the Development Services Department, and conditions of approval are recommended to ensure compliance with City of Roseville Improvement Standards.

2. The project site design as approved provides open space; access; vehicle parking; vehicle, pedestrian, and bicycle circulation; pedestrian walks and links to alternative modes of transportation; loading areas; landscaping; irrigation; and lighting which results in safe, efficient, and harmonious development and which is consistent with the applicable goals, policies and objectives set forth in the General Plan, the Community Design Guidelines, and the applicable specific plan and/or applicable design guidelines.

Multifamily residential development guidelines are included within the City's Community Design Guidelines (CDG). The guidelines include recommendations for site planning, circulation, architecture, and other aspects of site development. The following discussions provide an evaluation with respect to the applicable design guidelines in the CDG.

Access and Circulation

The CDG recommend projects be designed consistent with the City's Engineering Design Standards and Zoning Ordinance requirements. The proposed project includes one driveway for each parcel to access the sites off of Prairie Town Way. The driveways connect to the internal roadway, with parking areas spread throughout the site (Figure 3). The driveway access and internal circulation was reviewed by the Development Services divisions and were found to be consistent with standards.

The project also includes pedestrian connectivity throughout the site and to the surrounding streets. Sidewalks internal to the project connect the buildings and the on-site amenities. Each pod has a paved central connection to the adjacent sidewalk. A Dial-a-Ride pick up location will be located within the project. Seating for the Dial-a-Ride pickup will be available within the clubhouse, with clear visibility to the pickup area.

Figure 3: Site Plan



Landscaping and Open Space

The CDG MF-44 recommends using landscaping throughout the site, placing trees to provide shading for sidewalks and public spaces, using native or drought-tolerant plants where possible, and providing a minimum of 50% shading (based on 15-year maturity) over the parking spaces. The proposed landscaping plan is included in Exhibit E. The project includes a detached sidewalk with an 8-foot planter between the sidewalk and the street. Primary street trees are proposed in the planter consistent with the WRSP to provide visual screening as well as shade on the sidewalk. Low-water use groundcover is used around the trees. Consistent with MF-47, turf is used sparingly throughout the project and limited to activity areas. Consistent with MF-58, each pod contains a varied mix of 1, 2, and 5-gallon low-water use shrubs in the front setback area. Special attention is paid to screening potentially undesirable views. There are covered parking areas located throughout the project and three of them are located adjacent to the public street. Large trees are placed adjacent to the carports for screening and 3-foot tall shrubs will be located alongside the parking spaces to screen views of the cars. The trash enclosures located on the southern portion of each parcel are screened from the public street with a combination of trees, shrubs, and vines. Many of the required parking spaces on-site are located in enclosed garages. The majority of the outdoor spaces are located under carports. In addition to the carports, trees are used in the uncovered parking and back-up areas to provide 52% shade coverage.

Additionally, the project includes open space areas on the interior of each parcel as well as other recreational amenities on each parcel. Parcel F-25 contains open turf area with grassy mounds for active play as well as shade structures, eating areas, and a wading pool. Parcel F-26 contains a more robust play area including swings, a playhouse, and a rope spinner. This parcel also contains a clubhouse and pool area including spa. These features are consistent with recommendations in the CDG concerning plazas, parks, and play lots.

Parking and Lighting

The project includes 404 parking spaces, which exceeds the City's requirement of two spaces per unit with two or more bedrooms, and one space per ten units for guest parking. Each of the 189 units in the project contains at least two bedrooms, which leads to a requirement of 378 spaces. An additional 19 spaces are required for guest parking for a total requirement of 397 spaces. The required and provided parking calculations are shown on Table 1 and Table 2. In response to neighbor concerns about parking,

staff added Condition 67 that requires all garages be kept free and clear for parking. This will help to ensure that all garage spaces will be utilized as parking and reduce the impacts of parking on adjacent streets. The condition is enforceable by inspection of the City Code Enforcement division.

Table 1. Parking Required

Units with 2+ Bedrooms	189
Resident Spaces Ratio	2 spaces/unit = 378 spaces
Guest Spaces Ratio	1/10 units = 19 spaces
Total Parking Required	397 spaces

Table 2. Parking Provided

	Total Spaces	Total Structures
Garage Parking	294	147 2-Car Garages
Carport Parking	84	12 carports
Uncovered Parking	26	N/A
Total Parking Provided	404	

Much of the lighting on-site is attached to the residential buildings at a height of approximately 7 feet from the ground. The project includes a small number of 15-foot tall lighting standards in key locations not covered by other lighting such as the central play areas and the project entrances on Prairie Town Way. Carport lighting is provided on the underside of the structures in the center of each carport. The project photometric plan and conditions of approval ensure that a minimum of one foot-candle of lighting in the parking areas and 0.5 foot-candles of lighting in the pedestrian walkways are provided. Light standards are required to be shielded to ensure that there is no off-site glare.

- 3. The building design, including the materials, colors, height, bulk, size and relief, and the arrangement of the structures on the site, as approved is harmonious with other development and buildings in the vicinity and is consistent with the applicable goals, policies and objectives set forth in the General Plan, the Community Design Guidelines and the applicable specific plan and/or applicable design guidelines.***

The City of Roseville Zoning Ordinance development standards for R3 zones establish a maximum building height of up to 45 feet. The project includes one, two, and three-story buildings. The tallest buildings on-site are three stories with a maximum height of 37 feet 5 inches. The Zoning Ordinance requires there be a twenty-foot setback from street frontages in the R3 zone. Any of the general development standards in the R3 zone may be modified with approval of a Design Review Permit. The applicant proposes a minimum 19-foot setback along Rustler Dr. and Autumn Leaves Dr. The detached unit design for Plan 3 and Plan 4 allow for varied setbacks. The setback distances along these streets will vary from 19 feet to 25 feet, with most buildings exceeding a 20-foot setback. Unlike many multi-family projects that contain fewer and larger apartment style buildings, the detached unit design allows for breaks in between buildings and softens the appearance of the project from the street.

The arrangement of each pod with two-story units adjacent to the street and three-story units set back approximately 60 feet from the front property line creates a transition to the adjacent single-family neighborhoods, consistent with the City's Community Design Guidelines (MF-29). Figure 4 provides an example streetscape. The two-story height of the units adjacent to the street are compatible with the existing single-family homes across the street, many of which are also two stories in height.

The proposed buildings use a muted but varied palette of colors and a variety of materials in the modern farmhouse style (Exhibit D). Plans 3 and 4 are the architectural focus of the project, as those are the buildings that will be most visible from the public street. Stucco is the base field material used on all three residential building types. Accent areas are clad in horizontal or vertical cementitious siding. Simulated wood corbels and gable end vent details are also present to add decorative detail. Those units that are adjacent to the street are required to provide enhanced side elevations with additional horizontal or vertical siding to add visual interest consistent with the CDG. The roofing material is a concrete flat tile similar to that found on adjacent homes. The project design mixes varied sloped and gabled roof forms, as well as material breaks between levels and wall planes, to create a varied and interesting streetscape. Six different but complementary color schemes will be featured throughout the project. The clubhouse/leasing building, fitness building, and west side pool house are all single-story, located interior to the project site, and incorporate the same colors and materials as the residential buildings. The plan elevations are found in Exhibit C. The elevations have been designed to include variation in colors, material, wall planes, and rooflines to create a visually interesting design that is compatible with the surrounding neighborhood and the CDG.

Figure 4: Example Streetscape



- 4. The design of the public services, as approved, including but not limited to, trash enclosures and service equipment, are located so as not to detract from the appearance of the site, and are screened appropriately and effectively using construction materials, colors, and landscaping that are harmonious with the site and the building designs.***

All four trash containers will be screened within trash enclosures. The enclosures will match the color and materials of the residential buildings. There will be one enclosure located on the north and south end of each parcel. The enclosures will surround the three non-accessible sides of the trash container, and also be screened with landscaping as discussed above. Three of the enclosures will be located in the

drive aisles closest to Prairie Town Way and away from the existing residences. Due to site constraints, one enclosure will be located slightly closer to Autumn leaves Drive, though it will be screened with landscaping, partially screened by residential buildings, and located approximately 150 feet from the nearest existing residence. All other service equipment will be screened from public view, consistent with the conditions of approval.

CONCLUSION

The proposed project is a principally permitted, 189-unit multi-family project that is consistent with the WRSP. The site design and architecture are compatible with the surrounding community and environment, and will provide a beneficial use of the site. Based on the analysis included in this staff report and as conditioned, the proposed project is consistent with the General Plan, WRSP, Zoning Ordinance, and CDG, and the required findings for the Design Review Permit can be made.

SB-330 HOUSING CRISIS ACT OF 2019

In order to address California's increasing need for additional housing and the associated economic crisis, the state enacted SB-330 Housing Crisis Act of 2019. This act places restrictions on certain types of development standards, amends the Housing Accountability Act, and makes changes to the local approval processes and the Permit Streamlining Act.

One of the provisions of the law is to require negative findings for denial of a housing development project. According to California Government Code Section 65589.5.(j), if a local agency proposes to disapprove or impose a condition that reduces density of a housing development project that is consistent with all applicable standards, "the local agency shall base its decision regarding the proposed housing development project upon written findings supported by a preponderance of the evidence on the record that both of the following conditions exist:

(A) The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density. As used in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

(B) There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a lower density."

The section further states that if the local agency considers the housing development to be inconsistent with the applicable regulations, the local agency must provide the applicant with written documentation "identifying the provision or provisions, and an explanation of the reason or reasons it considers the housing development to be inconsistent, not in compliance, or not in conformity as follows:

(i) Within 30 days of the date that the application for the housing development project is determined to be complete, if the housing development project contains 150 or fewer housing units.

(ii) Within 60 days of the date that the application for the housing development project is determined to be complete, if the housing development project contains more than 150 units."

Failure to comply with this requirement would result in the project being deemed consistent.

As discussed throughout this document, staff supports the proposed project because it is consistent with all applicable planning documents and is consistent with the development that has been anticipated on this site

since adoption of the WRSP. Denial of the project would require that the above findings be made in writing and that the findings be supported by a preponderance of the evidence. Staff cannot provide evidence of a “specific adverse impact” to support any of the above required findings.

PUBLIC OUTREACH

The proposed project was distributed to the various agencies and departments which have requested notice of City applications, and all comments were considered and incorporated into the Conditions of Approval, as appropriate. Early notice of the application was also distributed to the Roseville Coalition of Neighborhood Associations.

Two community meetings were held with the Fiddymment Farm Neighborhood Association at their monthly meetings on February 9th and March 9th. Notice of the meeting was mailed to residents and property owners within 300 feet of the project. The applicant presented the project at the initial meeting and staff and the applicant were present to answer any questions as well as hear community feedback. The meetings were held virtually and attendees provided comments and questions. In response to the meeting, staff received requests from 27 residents outside of the 300-foot mailing radius to be added to the notification list for the project. A third smaller meeting with three representatives from the neighborhood was held virtually by staff on April 22nd. Staff has communicated with residents one-on-one throughout the project as well. The neighborhood concerns were consistent during the two larger meetings. Staff created a project page on the City’s website to address common concerns. The most common concerns are paraphrased and summarized below with a staff response provided.

Density: *Can this project be changed to a single-family subdivision like the existing adjacent homes?*

Parcels F-25 and F-26 have been planned for High-Density Residential (HDR) land use since the adoption of the WRSP in 2004. The number of allocated units has shifted up and down within the HDR range in that time but has been consistently 25 units/acre since 2014. At the fully permitted density, this project would include 277 units across the two parcels. The applicant proposes a project with 189 units, which is approximately 70% of the allowed density anticipated in all of the City’s planning documents. Further, the provisions of California Government Code Section 66300 prohibits the City from taking action that would change the land use or zoning of the property to a less intensive use.

Parking: *Can we prohibit multi-family residents from parking on public streets?*

The City cannot prohibit residents of the proposed project from parking on public streets. The parking provided by the project exceeds the City’s minimum parking requirement based on the number and size of the units. Three of the units in each pod will have two off-street parking spaces located in enclosed garages adjacent to their units. The fourth unit in each pod will have two off-street parking spaces in the carport parking areas spread throughout the project. The public streets adjacent to the project (Rustler Dr., Prairie Town Wy., Autumn Leaves Dr.) are designed for parallel parking and will provide an additional approximately 90 on-street parking spaces immediately adjacent to the project based on the lineal frontage and an assumed parallel parking space of 22 feet long. In response to neighbor concerns, staff added Condition 67 that requires all garages be kept free and clear for parking. This condition is enforceable by inspection by the City Code Enforcement division.

Traffic: *There is too much traffic in the neighborhood and the project will create dangerous conditions.*

The City is divided into Traffic Analysis Zones (TAZ), which are used for travel demand forecasting. The TAZ for this area assumes maximum buildout of the parcels with 277 units. The applicant proposes to build out the project to 70% of the anticipated density and will therefore create 30% less traffic than anticipated in the City’s traffic model. Residents brought up other concerns with cut-through traffic from Fiddymment Rd. to Crocker Ranch Rd. across the neighborhood. Though this is not a concern directly related to the proposed project, staff conferred with Public Works-Traffic Engineering for more insight.

Public Works will be conducting studies in the area, but preliminary numbers show that 85% of traffic that may cut through the neighborhood uses sections of Casa Sedona Dr. and Angus Rd. that do not bypass any residential frontages. Public Works has conducted several studies over the past two years that have shown between 280 and 500 cars per day travelling on Old Coach Dr. Old Coach Road was designed and constructed consistent with the City's primary residential road standard. Primary residential roads are designed to accommodate up to 5,000 vehicles per day. Lastly, Public Works noted that traffic volumes are expected to be lower in the first 5-10 years of any given area and will steadily increase until full buildout. The existing adjacent single-family homes are up to seven years old and residents who have lived in the neighborhood throughout that time will have noticed a steady increase in traffic. Ultimately, construction of the proposed project will result in traffic volumes that are 70% of those anticipated to be generated from the site based on the current unit allocation.

Play Areas: *Can the project add play equipment to lessen the impact on R.G. Phillips Park?*

R.G. Phillips Park was designed to accommodate the amount of neighborhood and City-wide visitors as anticipated in the West Roseville Specific Plan, including residents of a high-density project on parcels F-25 and F-26. Despite this fact, in response to neighbor concerns and comments from staff, the applicant added a more robust play area in the amenity area on F-26 including swings, a playhouse, and rope spinner.

In addition, the project will be paying its fair share of city-wide and neighborhood park fees. These development impact fees will be used to fund additional park construction in the local neighborhoods and throughout the City. An example of where these funds could be used is the regional park currently being planned on Parcel F-54, which is located less than a mile from the project site.

Building Height: *Can the project height be reduced?*

The dwelling units are spread among 141 separate residential buildings. Forty-eight (48) of those buildings are three stories tall. Ninety-three (93) of the buildings are two stories tall. All of the buildings immediately adjacent to the public street are two stories tall. These two-story buildings provide a transition from the three-story buildings on the interior of the project to the adjacent single-family neighborhoods. The three-story buildings are 8.5 feet below the 45-foot maximum height allowed in the R3 zone.

Notification of Planning Commission Hearing

A public notice of the Planning Commission hearing was published on April 30, 2021, and was distributed to all property owners within 300 feet of the project site as well as the interested individuals list. The notice was also posted to the Roseville Coalition of Neighborhood Association (RCONA) website and the meeting date was added to the Projects of Interest page on the Planning Division website. One comment letter (Attachment 1) and a packet of 133 residents co-signing the letter (Attachment 2) were received in response to the notice. These comment letters generally contain many of the same questions that are listed above. However, staff will also provide a separate memorandum that addresses the items in the letter. As mentioned above, this response will be provided to the Commission and uploaded to the online staff report.

ENVIRONMENTAL DETERMINATION

The proposed project is statutorily exempt from environmental review pursuant to Section 15182 of the California Environmental Quality Act (CEQA) Guidelines, as a residential project pursuant to a Specific Plan. A project is eligible for this exemption if the public agency has prepared an EIR on a specific plan after January 1, 1980, and the criteria to require a subsequent or supplemental EIR are not met. The EIR for the West Roseville Specific Plan (SCH #2002082057) was certified by the City Council on February 4, 2004. No significant changes to the site or new, potentially significant impacts have been identified that would require the preparation of a subsequent or supplemental EIR, and the proposed project is consistent with the

previously completed analysis. A copy of the WRSP EIR is available for review in the Development Services – Planning Division at 311 Vernon St, as well as on the City of Roseville website.

RECOMMENDATION

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

- A. Adopt the findings of fact as stated in the staff report and approve the **Design Review Permit – 2150 Prairie Town Way – WRSP PCL F-25 & F-26 Fiddymment Bungalows – PL20-0258** subject to seventy-eight (78) conditions of approval.

CONDITIONS OF APPROVAL FOR DESIGN REVIEW PERMIT FILE #PL20-0258

1. This Design Review Permit approval shall be effectuated within a period of two (2) years from **May 13, 2021** and if not effectuated shall expire on **May 13, 2023**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **May 13, 2024**. (Planning)
2. The project is approved as shown in **Exhibits A - F** and as conditioned or modified below. (Planning)
3. The project shall comply with all required environmental mitigation identified in the West Roseville Specific Plan EIR, and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)
4. The project shall be addressed as 2150 Prairie Town Way. The address for F-25 shall be 2150 Prairie Town Way. The address for F-26 shall be 2151 Prairie Town Way. All projects with multi-tenants or buildings must submit a site plan with building footprint(s) to the Development Services Department (Business Services – Addressing) for building/suite addressing. (Business Services)
5. 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. Project billing may occur up to two (2) months after the end of warranty or the Notice of Termination date for the SWPPP, whichever occurs later. (Engineering, Environmental Utilities, Electric, Finance)
6. 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)
7. The applicant shall not commence with any on-site improvements or improvements within the right-of-way until such time as grading and/or improvement plans have been submitted for review and are approved with grading and/or encroachment permits issued by the Department of Development Services – Engineering Division. (Engineering)
8. The approval of this project does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. The Developer shall submit civil drawings to the Department of Development Services – Engineering Division for review and approval. (Engineering)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

9. Parking lot design shall conform to the City's design standards, including the following minimum standards for parking stalls:
 - a. All parking stalls shall be double-striped. Parking stalls adjacent to sidewalks, landscaped areas or light fixtures, and all Accessible stalls shall abut a 6-inch raised curb or concrete bumper. (Planning)

- b. Standard – 9 feet x 18 feet; Compact – 9 feet x 16 feet; Accessible – 14 feet x 18 feet (a 9-foot-wide parking area plus a 5-foot-wide loading area) and a minimum of one (1) parking space shall be Accessible van accessible – 17 feet x 18 feet (9-foot-wide parking area plus an 8-foot-wide loading area). (Planning)
- c. An 'exterior routes of travel' site accessibility plan incorporating slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signage, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to City for review, prior to building plan check approvals. This site accessibility plan shall also include:
 - i. Accessible parking stalls shall be dispersed and located closest to accessible entrances. The total number of accessible parking spaces shall be established by Table 11B-208.2 of the CBC.
 - ii. Accessible Parking spaces and crosswalks shall be signed, marked and maintained as required by Chapter 11 of the CBC.
 - iii. Accessible parking and exterior route of travel shall comply with CBC, Sections 11B-206 and 11B-208. (Building)
10. Signs and/or striping shall be provided on-site as required by the Planning Division to control on-site traffic movements. Parking lot striping and signage shall be maintained in a visible and legible manner. (Planning)
11. The plans submitted to the Building Division for permits shall indicate all approved revisions/alterations as approved by the Commission including all conditions of approval. (Planning)
12. The project Landscape Plans shall comply with the following:
 - a. The Landscape Plan shall indicate the location of, and be designed to avoid conflicts with, all pole-mounted light fixtures and utility equipment including (but not limited to) electric transformers, switchgear, and overhead lines; backflow preventers; fire department connections; and public water, sewer, and storm drain facilities. (Planning, Fire, Environmental Utilities, Electric, Engineering)
 - b. The tree plantings in the parking lot shall be designed to provide a minimum of 50% shade coverage after 15 years. (Planning)
 - c. At a minimum, landscaped areas not covered with live material shall be covered with a rock, (3") bark (no shredded bark) or (3") mulch covering. (Planning)
 - d. The landscape plan shall comply with the Landscape Guidelines for West Roseville Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning, Environmental Utilities)
 - e. Landscaping adjacent to preserve areas shall consist of California native, drought-tolerant groundcover, shrubs, plants, and trees. (Open Space, Planning)
 - f. All landscaping in areas containing electrical service equipment shall conform to the Electric Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Departments "Specification for Commercial Construction." (Electric)
 - g. Slopes within landscape planters shall be no more than 3:1. A two-foot flat bench located at back-of-walk shall be included in the landscape area to slow or allow absorption of nuisance run-off from the planters. (Parks, Recreation, and Libraries)

- h. All landscaping shall conform to the standards of crime prevention through environmental design with the intent to create natural surveillance, controlling access, and territorial reinforcement to property boundaries. (Police)
13. Any roof-mounted equipment and satellite dishes proposed shall be shown on the building plans. The equipment shall be fully screened from public streets and the surrounding properties. (Planning)
14. At the time of building permit application and plan submittal, the project applicant shall submit a proposed plan which shows the proposed addressing for the building and dwelling unit numbers. The Building Official, or the designee, shall approve said plan prior to building permit approval. Refer to the *City of Roseville Addressing Guidelines*. (Building)
15. A separate Architectural Site Accessibility Plan which details the project's site accessibility information as required by California Title 24, Part 2 shall be submitted as part of the project Building Permit Plans. (Building)
16. For Multiple Building Complexes: As part of the required Architectural Site Accessibility Plan, the developer shall delineate the extent of the site accessibility improvements being installed as part of the initial improvements for the project, and those that are planned to be developed as part of subsequent phases (i.e. around future pad buildings). (Building)
17. Building permit plans shall comply with all applicable code requirements (California Residential Code – CRC – based on the International Residential Code, California Building Code – CBC – based on the International Building Code, California Green Building Standards Code–CGBSC, California Mechanical Code – CMC – based on the Uniform Mechanical Code, California Plumbing Code – CPC – based on the Uniform Plumbing Code, California Fire Code – CFC – based on the International Fire Code – with City of Roseville Amendments – RFC, California Electrical Code – CEC – based on the National Electrical Code, and California Energy Standards – CEC T-24 Part 6), California Title 24 and the American with Disabilities Act - ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Division for applicable Code editions). (Building)
18. For restaurants, other food services, or commercial swimming pools: The developer shall obtain all required approvals and permits from the Placer County Health Department and the City of Roseville Industrial Waste Division. (Building, Environmental Utilities)
19. Maintenance of copy of building plans: Health and Safety Code section 19850 requires the building department of every city or county to maintain an official copy of the building plans for the life of the building. As such, each individual building shall be submitted as a separate submittal package. Building plan review, permit issuance and archiving is based on each individual building address. (Building)
20. 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 Public Works prior to approval of any plans. (Engineering)
21. The Improvement Plans shall include a complete set of Landscape Plans. The Landscape Plans shall be approved with the Improvement Plans. (Planning, Engineering, Fire, Environmental Utilities, Electric)
22. 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)

23. Prior to issuance of a building permit, the property owner shall pay the WRSP Transit Shuttle Service Fee per the Development Agreement Section 3.15.14 (Alternative Transportation).
24. The site shall include a designated Dial-a-Ride drop off and pick up area with an accessible path of travel to the main entrance of the building. Applicant shall install a pole for Dial-A-Ride sign (sign provided by Alternative Transportation). A covered seating area for our Dial-a-Ride passengers shall be located at the main entrance and it will be visible from the drive aisle of the drop-off and pick-up area. (Alternative Transportation, Planning, and Engineering).
25. Prairie Town Way shall be striped to account for street parking along the entire project frontage. The striping shall provide for a typical half-section of 10.5' wide travel lane, 5' bike lane with the remaining pavement width for street parking (both sides of the street). (Engineering)
26. Prairie Town Way shall be substantially complete prior to occupancy of the Fiddymment Bungalows. (Engineering)
27. The applicant shall provide bollards that fold down and lay flat at Emergency Vehicle Access locations per City of Roseville Standard Detail ST-38. (Engineering)
28. The applicant shall dedicate all necessary rights-of-way or Public Utility Easement for the widening of any streets or transfer of public utilities across and over any portion of the property as 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)
29. Bike parking and clean air vehicle spaces shall be provided per the California Green Building Standards. Bike rack/locker design and location shall be approved by Alternative Transportation. (Alternative Transportation, Building).
30. All storm drainage, including roof drains, shall be collected on site and treated with Best Management Practices (BMP's) per the City's Stormwater Quality Design Manual. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. Drain outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. The grading/improvement plans for the site shall be accompanied with a shed map that defines that area tributary to this site and all drainage facilities shall be designed to accommodate the tributary flow. The storm drain system and proposed BMP's shall be privately owned and maintained by the property owner. Prior to the issuance of any permits, the owner shall provide a plan for the maintenance of the proposed BMP's. (Engineering)
31. Prior to the approval of the Improvement Plans, the project proponent shall provide proof of preparation and submittal of a Storm Water Pollution Prevention Plan (SWPPP) to the Regional Water Quality Control Board (RWQCB). Proof shall be in the form of the Waste Discharge Identification Number (WDID#), provided to the applicant from RWQCB, and placed on the coversheet of the improvement plans. Upon approval of the improvement plans, a copy of the SWPPP shall be required onsite and available for viewing by City inspection staff upon request. (Engineering)
32. 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)

33. 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)
34. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During plan check of the improvement plans and/or during inspection, Engineering will designate the exact areas to be reconstructed. Any existing public facilities damaged during the course of construction shall be repaired by the property owner and at the property owner's expense, to the satisfaction of the City. (Engineering)
35. 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)
36. Prior to the issuance of building permits, the property owner shall pay into the following fee programs: Citywide Drainage Fee, Citywide Traffic Mitigation Fee (TMF), Highway 65 Joint Partners Association (JPA), South Placer Regional Transportation Authority (SPRTA), and City/County Fee. (Engineering)
37. 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)
38. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
39. Water and sewer infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards and shall include:
 - a. 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 feet 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.
 - b. Water, sewer and recycled mains shall not exceed a depth of 12 feet below finished grade, unless authorized in these conditions of approval.
 - c. All sewer manholes shall have all-weather, 10-ton vehicle access unless otherwise authorized by these conditions of approval. (Environmental Utilities)
40. 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)
41. Trash enclosures, recycling areas, and enclosure approaches shall be designed to current Refuse Division specifications, the materials and colors shall match the building, and the location of such facilities shall be reviewed and approved by the Refuse Division, Planning and the Fire Department. The enclosure must have inside dimensions of 12 feet wide and 9 feet deep and be built to the specifications of the Solid Waste Department's Enclosure Description. (Refuse, Planning, Fire)

42. Access to trash enclosures shall have an inside turning radius of 25 feet and an outside turning radius of 45 feet must be maintained to allow the refuse truck access to and from the enclosure. Enclosures must have a clear approach of 65 feet in front of the enclosure to allow servicing bins. (Refuse)
43. A trash enclosure and recycling enclosure is required for each building and each tenant, otherwise, the building owner is responsible for the trash service. (Refuse)
44. The design and installation of all fire protection equipment shall conform to the California Fire Code and the amendments adopted by the City of Roseville, along with all standards and policies implemented by the Roseville Fire Department. (Fire)
45. The applicable codes and standards adopted by the City shall be enforced at the time construction plans have been submitted to the City for permitting. (Fire)
46. The Electric Department requires the submittal of the following information in order to complete the final electric design for the project:
 - a. one (1) set of improvement plans
 - b. load calculations
 - c. electrical panel one-line drawings
47. This project shall be annexed into the Fiddymment Farm CFD for services related to neighborhood park and streetscape maintenance. (Parks, Recreation, and Libraries)
48. All on-site external lighting shall be installed and directed to have no off-site glare. Lighting within the parking areas and pedestrian walkways shall provide a maintained minimum of one (1) foot-candle, and 0.5 foot-candle of light, respectively. All exterior light fixtures shall be vandal resistant. (Planning, Police)
49. The parking lot shall have properly posted signs that state the use of the parking area is for the exclusive use of employees and customers of this project. (See California Vehicle Code Sections 22507.8, 22511.5, 22511.8, 22658(a), and the City of Roseville Municipal Code Section 11.20.110). The location of the signs shall be shown on the approved site plan. (Planning, Police)
50. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

DURING CONSTRUCTION & PRIOR TO ISSUANCE OF OCCUPANCY PERMITS:

51. 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 only be installed on 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. (Planning, Environmental Utilities)

52. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:
- a. Water, sewer, and reclaimed water easements.
 - b. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
53. Easement widths shall comply with the City's Improvement Standards and Construction Standards. 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. All existing public utility, electric, water, sewer and reclaimed water easements shall be maintained unless otherwise authorized by these conditions of approval. (Public Works, Environmental Utilities, Electric)
54. Inspection of the potable water supply system on new commercial/industrial/office projects shall be as follows:
- a. The Environmental Utilities Inspector will inspect all potable water supply up to the downstream side of the backflow preventer.
 - b. The property owner/applicant shall be responsible for that portion of the water supply system from the backflow preventer to the building. The builder/contractor shall engage a qualified inspector to approve the installation of this portion of the water supply. The Building Division will require from the builder/contractor, a written document certifying that this portion of the potable water supply has been installed per improvement plans and in accordance with the Uniform Plumbing Code. This certificate of compliance shall be submitted to the Building Division before a temporary occupancy or a building final is approved.
 - c. The building inspectors will exclusively inspect all potable water supply systems for the building from the shutoff valve at the building and downstream within the building. (Building, Environmental Utilities)
55. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (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. Water, sewer and reclaimed water shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)
58. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
59. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
60. The City of Roseville Electric Department has electrical construction charges which are to be paid by the developer and which are explained in the City of Roseville "Specification for Commercial Construction." These charges will be determined upon completion of the final electrical design. (Electric)

61. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
62. 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)
63. All electric metering shall be directly outside accessible. This can be accomplished in any of the following ways:
 - a. Locate the metered service panel on the outside of the building.
 - b. Locate the metered service panel in a service room with a door that opens directly to the outside. The developer will be required to provide a key to the door for placement in a lock box to be installed on the outside of the door. Any doors leading from the service room to other areas of the building shall be secured to prohibit unauthorized entry. (Electric)
64. It is the responsibility of the developer to ensure that all existing electric facilities remain free and clear of any obstruction during construction and when the project is complete. (Electric)

OTHER CONDITIONS OF APPROVAL:

65. Signs shown on the elevations are not approved as part of the Design Review Permit. A Sign Permit is required for all project signs. (Planning)
66. Following the installation of the landscaping, all landscape material shall be maintained in a healthy and weed-free condition; dead plant material shall be replaced immediately. All trees shall be maintained and pruned in accordance with the accepted practices of the International Society of Arboriculture (ISA). (Planning)
67. The garages shall be maintained as the required parking spaces for the tenants of the apartment complex. Incidental storage can be provided within the garages. However, storage shall not occur within the garages in such a fashion as to restrict a tenant's ability to park within the garage (Planning)
68. All two-story buildings immediately adjacent to a public street are required to provide enhanced elevations. (Planning)
69. The City reserves the right to restrict vehicle turning movements within the public right-of-way in the future if deemed necessary by the City Engineer. (Engineering)
70. The required width of fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Minimum required widths and vertical clearances established by the Fire Code shall be maintained at all times during construction. Closure of accesses for fire apparatus by gates, barricades and other devices shall be prohibited unless approved by the Fire Chief. (Fire)
71. Temporary aboveground storage tanks may be used at construction sites for diesel fuel only and shall not exceed 1,000 gallon capacity. Tanks shall comply with all provisions found within the Fire Code. A Fire Department Permit shall be obtained prior to tank installation. The permit shall expire after 90 days from the date of issuance, unless extended by the Fire Chief. (Fire)
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 or person responsible for the building permit must 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. (Fire)

73. The location and design of the gas service shall be determined by PG&E. The design of the 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)
74. All commercial air conditioning units 5 tons or less (<65,000 btu/ h) shall meet the current Consortium for Energy Efficiency ("CEE") Tier I specifications. The SEER/EER ratings will be specified on building plans and Title 24 compliance certificates at the time building permits are requested. The SEER and EER ratings will be verified with appropriate documentation. These requirements shall be utilized in the overall energy compliance calculations required for issuance of any building permit for any commercial building in the Plan Area. Any variances, with the exception of Tier 2 compliance, must be approved by the Electric Department's Retail Energy Services Department. (Electric)
75. 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 that all construction equipment shall be fitted with factory installed muffling devices and be maintained in good working order. (Building)
76. The developer (or designated consultant) shall certify that the building foundation location has been placed according to all approved setback requirements shown on the approved site plan. The developer shall prepare a written statement confirming building placement and provide an original copy to the City Building Division Field Inspector at the time of or prior to the foundation inspection. (Building)
77. Prior to Certificate of Occupancy, the applicant may apply for a Temporary Certificate of Occupancy (TCO) of the building. If a TCO is desired, the applicant must submit a written request to the Building Division a minimum of thirty (30) days prior to the expected temporary occupancy date and shall include a schedule for occupancy and a description of the purpose for the Temporary Certificate of Occupancy. (Building)
78. Concurrent with submittal for plan check and prior to a request for final building inspection, the applicant may request City approval of an occupancy phasing plan to allow individual or multiple building occupancies. This request shall be made in writing to the Building Division and shall include 10 copies of the following:
 - a. A description of measures that will be undertaken to minimize conflict between residents/building occupants and construction traffic (e.g. fencing, etc.);
 - b. A phasing plan showing the proposed buildings, internal roads and access routes, landscaping, trash enclosure locations, and any other improvements planned for each phase; and
 - c. An estimated time frame for each phase and a specific date for the first phase. (Planning, Building)

Attachments

1. Neighbor Letter
2. Letter Co-Signers

Exhibits

- A. Site Plan and Details
- B. Preliminary Civil Plans
- C. Building Plans
- D. Color Boards
- E. Preliminary Landscape Plans
- F. Photometric Plan

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.