

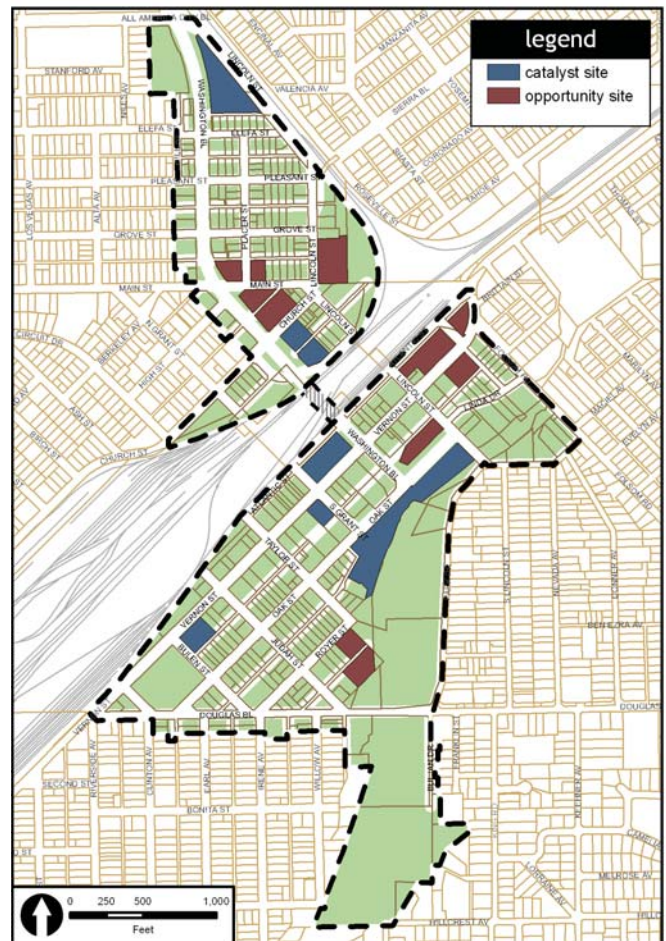
9.1 Introduction

One of the major goals for this planning process is to encourage development and redevelopment within the downtown. Property owners and potential developers have identified the need for a more streamlined development process as a method of encouraging the desired type and character of development and improvements. In order to help expedite development and provide some assurance of the type of product that is envisioned for the downtown, a set of "Pre-Design" plans has been developed. The following benefits to this approach have been identified:

- *City Departments are familiar with the overall concepts illustrated and the pre-designs meet the basic standards of the development departments;*
- *The use of the pre-design plan will exempt the future developer from a future design review and environmental review, as long as the ultimate plans can be considered substantially consistent with the original design. This process will save the project developer time and money;*
- *Development issues and design elements (such as site access, landscaping, parking, trash enclosure locations, etc...) are identified and addressed at the outset of the process;*
- *The development of the pre-designs provide a framework for implementing the various strategies associated with the parking requirements and incentives, providing a physical example to other potential developers; and,*
- *These projects will act to jump start the redevelopment of both areas of the plan (Historic Old Town and the Vernon Street Area).*

9.2 Pre-Designs/Catalyst Sites

As part of the Specific Plan process, six separate catalyst sites were identified. These catalyst sites were identified based on a number of factors. These factors included location, ownership and overall parcel size. They also were identified as being the most financially feasible development sites, given current market conditions and the proposed land use and policy changes incorporated in the Specific Plan. Lastly, the selection of these sites furthered major objectives associated with ensuring the future success and redevelopment within the plan area.



9.0 Pre-Design Projects

The Pre-Designs illustrate several important design and development features for projects within the various districts of the plan area, including:

- *The application of code and regulatory requirements;*
- *Site features, including FAR, building area and site area breakdown;*
- *Parking characteristics, including requirements, such as; spaces provided, lot layout and access; and,*
- *Building design and orientation.*

The **Downtown Code** provides the analysis that is required for the initial review of these plans. The environmental impacts have been completed at a project level and provide the required analysis under the provisions of the California Environmental Quality Act. The opportunity for public input has been incorporated as part of the Specific Plan approval process. The level of detail that has been provided as part of the Specific Plan and **Downtown Code** is developed enough to allow for the major concepts of each pre-design to be evaluated against City development standards. To complete the overall design process, the City will implement the Pre-Design review process that is described in Chapter 9 of the Downtown Specific Plan.

Given the extent of the plan development of the pre-designs, specific improvements to utilities and the site design may require future revisions of these designs. Where possible, any existing issues have been identified and included in the individual site evaluations. Future issues may arise as part of the final design submittal, as required as part of the final pre-design review process. These issues will need to be resolved by the project applicant prior to approval of the project by the City's development divisions..



9.3 Evaluation of Pre-Design Sites

9.3.1 Washington/Lincoln Site (725-845 Lincoln Street)

Project Description: The approximately 2-acre site is triangular in shape and is located at the corner of Lincoln Street and Washington Boulevard. The conceptual development plan includes; a mixed-use, 3-story building at the north end of the site, providing approximately 6,500 square feet of retail, office and restaurant uses on the ground floor, and residential units on the 2nd and 3rd floors of the building. One, two and, three-story town home/condominium units would be provided on the remainder of the site. A total of approximately 63 residential units would be constructed on the site. See Figure 9.1 for site location.

Parking Calculations	
63 units @ 1.5/unit	95 spaces
For every 10 units/1 space	6 spaces
Commercial. 6,500 s.f. @ 1/500	13 spaces
Reduction based on area and parcel consolidation	(33 spaces)
Total On-site Required =	81 spaces
Townhome garages	49 spaces
On-site parking	14 spaces
On-street spaces	60 spaces
Total Provided =	123 spaces

Land Use:
Community Commercial (CC)

Zoning:
Commercial Mixed Use/Special Area

Parcel Size: 2.1 Acres

Commercial Square footage: 6,500 s.f.

Residential Units: 63 units

Floor Area Ratio: 0.92

Dwelling Units/acre: 30 units/acre

Height: 3 stories maximum

9.3.1 A Site Plan

The following evaluation addresses site circulation, grading, parking, utilities and other features associated with the site plan for this project. A site plan exhibit has been provided, as Exhibit 9.1.

Circulation: As proposed, the project will obtain vehicular access via Washington Boulevard, Lincoln Street and the alleyway adjacent to the homes fronting onto Elefa Street. Garages have been sited in order to create a courtyard entryway to the front of the units. Walkup units that front onto Washington Boulevard and have rear loaded garages are consistent with the objective of the Specific Plan to integrate more residential into the commercial areas. Frontage improvements along Washington Boulevard, Lincoln Street and reconstruction of the Alley abutting the south end of the project will be expected as part of the project development.

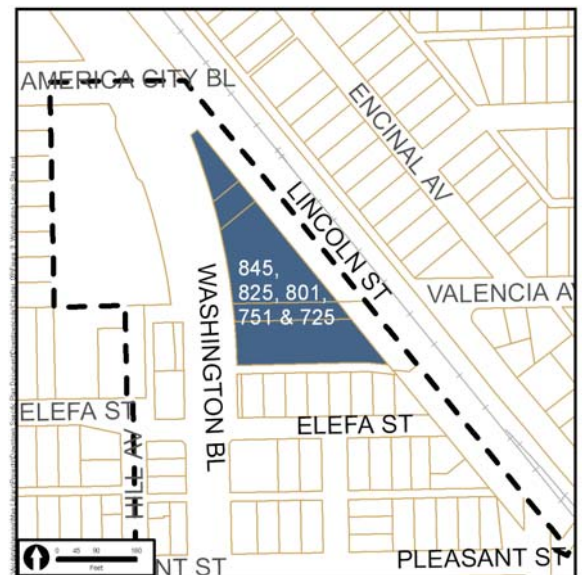
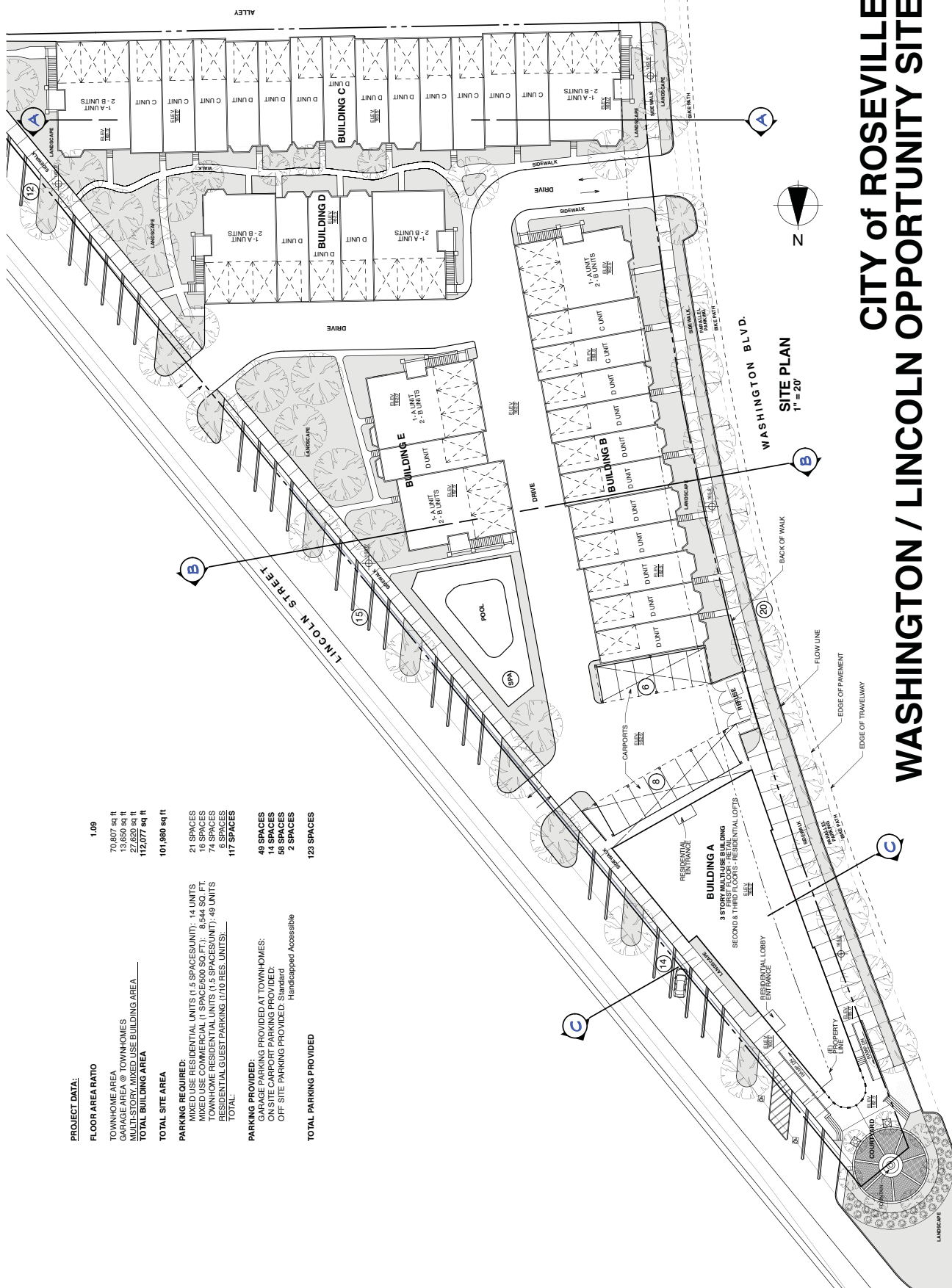


Figure 9.1



9.0 Pre-Design Projects

Exhibit 9.1 - 725-845 Lincoln Street
Site Map



CITY OF ROSEVILLE WASHINGTON / LINCOLN OPPORTUNITY SITE

PROJECT DATA:

FLOOR AREA RATIO	1.09
TOWNHOME AREA	70,807 sq ft
GARAGE AREA @ TOWNHOMES	15,650 sq ft
TOTAL GARAGE AREA @ TOWNHOMES	15,650 sq ft
TOTAL BUILDING AREA	112,077 sq ft
TOTAL SITE AREA	101,980 sq ft

PARKING REQUIRED:

RESIDENTIAL UNITS (1.5 SPACES/UNIT): 14 UNITS	21 SPACES
MIXED USE COMMERCIAL (1 SPACES/500 SQ. FT.): 8,544 SQ. FT.	16 SPACES
TOWNHOME RESIDENTIAL UNITS (1.5 SPACES/UNIT): 49 UNITS	74 SPACES
RESIDENTIAL GUEST PARKING (1/10 RES. UNITS):	6 SPACES
TOTAL:	117 SPACES

PARKING PROVIDED:

GARAGE PARKING PROVIDED AT TOWNHOMES:	14 SPACES
ON SITE CARPORT PARKING PROVIDED:	58 SPACES
OFF SITE PARKING PROVIDED: Standard	2 SPACES
Handicapped Accessible	
TOTAL PARKING PROVIDED	123 SPACES

9.0 Pre-Design Projects

Typically, the Public Works Department would require at least 150 feet between the project's driveway on Washington Boulevard and the alleyway. The current alleyway and proposed driveway location is approximately 60 feet from the alleyway. Fehr and Peers has provided an analysis of the driveway locations and found that they are adequately spaced for an urbanized area (Appendix F). Mitigation contained in Fehr and Peers analysis shall be incorporated into the ultimate design.

Grading: The site plan looks to take advantage of the existing grades on-site. There is an existing grade change adjacent to Washington Boulevard. Washington Boulevard is approximately 2.5 feet above the remainder of the site. By fronting the residential units on to Washington Boulevard this creates the opportunity to create tuck under garage parking. For clarification of this detail refer to Exhibit 9.2.

A tree inventory was conducted by Abacus and is provided as Appendix B. This report indicates that the site contains 24 trees. Eighteen (18) of these trees are native oak trees varying in overall size and diameter. Thirteen of these trees are regulated by the City's tree ordinance. The majority of these trees are adjacent to the Washington Boulevard right-of-way. Based on the units being designed to front onto Washington Boulevard and the grades on-site, it will be very difficult to retain these trees. As part of the **Downtown Code**, the removal of the eighteen (18) native oak trees, if necessary as part of a future development project, is approved.

As part of the future Pre-design review process, a detailed grading plan will be developed for the project. At that time, the project proponent will reassess these trees and determine those that can be saved without dramatically impacting the unit design. As part of the "Plan Development" stage, which is the first step in the Pre-design process (Chapter 9 of the Downtown Specific Plan), a tree mitigation plan that is consistent with the City's ordinance shall be approved by the Planning Director.

Parking: As noted in the summary parking table, this site will provide 63 on-site parking spaces with the majority of those being incorporated into the garages on-site. Based on the overall parking calculations, the project has an on-site deficit of 17 parking spaces. The surrounding on-street parking will make up for this shortfall.

The frontage along Washington Boulevard and Lincoln Street will provide on-street parking in close proximity to this project. The on-street parking provides an additional 68 parking spaces. Given the location of this property at the far end of the Washington Corridor District and the limited proximity of other surrounding uses, this parking will predominantly service the uses on this site. Therefore, the shortfall of on-site spaces is more than accounted for by the on-street parking surrounding the site.

Refuse: The project will provide refuse through a double enclosure accessed via the parking field and just south of the mixed use building at the corner of Washington Boulevard and Lincoln Street. Individual residential containers (90 gallon) will be utilized for the townhomes.

Lot Configuration: The property is currently divided into five separate legal parcels. In order to develop the project as shown, these parcels will need to be consolidated and a condominium or tentative subdivision map will need to be approved. The processing of this entitlement can occur at the same time the development is progressing through the Building plan check process. The map shall be recorded prior to the issuance of building permits for the project.

Landscaping: Although conceptual landscaping areas have been identified, a landscape plan has yet to be developed. As part of the Plan Development submittal and the Pre-design review process, a landscape plan that conforms to the design guidelines and City standards shall be reviewed and approved. This plan shall be approved by the Planning Director.



9.3.1 B Utilities

A preliminary utility service plan has been prepared by Mark Thomas and Company for this site. (Exhibit 9.3) This preliminary plan indicates how the site will incorporate water, sewer and storm drain improvements that are readily available in the surrounding Lincoln Street and Washington Boulevard.

Based upon the preliminary site layout, new storm drain, sanitary sewer, and water facilities will need to be constructed on the interior of the site. These facilities will be constructed within the proposed drive aisles; and sanitary sewer and water facilities will be spaced at a minimum of 10 feet apart. Based upon the requirements of the specific plan and the size of the existing facilities, a 6" sanitary sewer and an 8" waterline will need to be constructed. It is assumed that one water and sewer connection point will be required for each separate building proposed in the site plan.

The proposed storm drain trunk line will be constructed in between these facilities and will connect to a series of drop inlets within the drive aisles. It is anticipated that an 18" storm drain line will be sufficient; this size will be confirmed during final design. Detailed site grading has not been completed, and drop inlet locations are shown conceptually only; exact locations will be determined during final site design.

Gas and telephone service will be established from the existing overhead electric/telephone lines and underground gas facilities within the existing alley south of the proposed site. A conceptual connection point has been shown.

The proposed sanitary sewer will be connected to the existing 6" sewer line within Lincoln Street. This existing line was not identified within the Specific Plan as requiring an upgrade, and the existing line will remain in place. The existing 6" line connecting to the site via Placer Street will be abandoned.

The proposed water facilities will connect to the existing 16" waterline within Lincoln Street. This was not identified within the Specific Plan as requiring upgrades, and the existing line will remain in place. New fire hydrants will be needed for the site and will need to tie to the existing 16" line within Lincoln. Exact hydrant locations will be determined during final site design.

The existing overhead electric facilities that cross the proposed site will need to be undergrounded. A new mainline pad vault and a minimum of four transformers will need to be provided on-site. Off-site trenching will be required across Lincoln, Washington and the alley to provide a connection. Trenching and street repairs shall be paid by the developer and shall meet the City's standards. The existing wood pole shall be replaced with a steel pole.

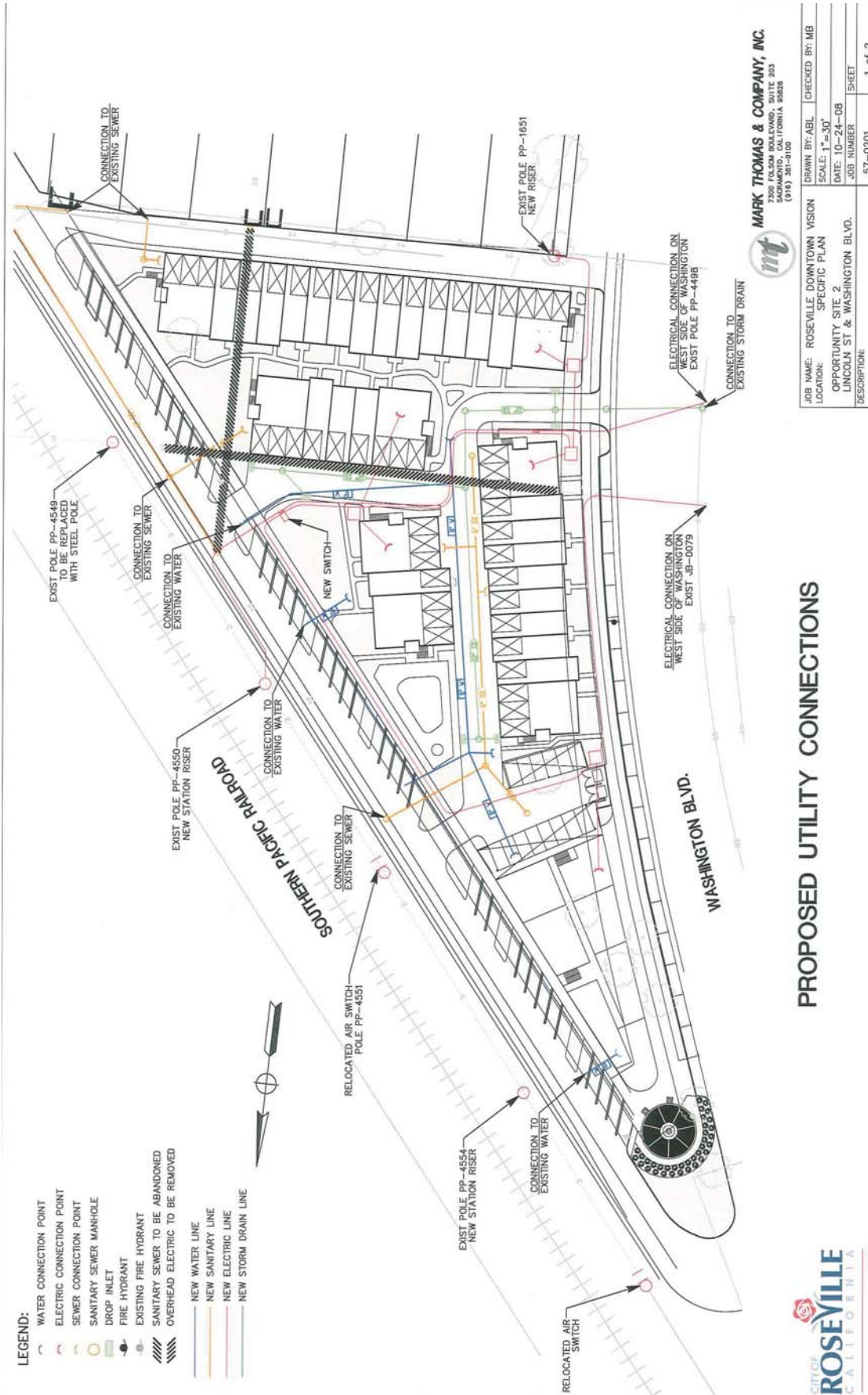
9.3.1 C Architecture

The architecture that is provided is representative of the key design elements that are recommended in the Specific Plan. This site offers the opportunity to use the building at the corner of Lincoln Street and Washington Boulevard to define the entry to this end of the Plan Area. The triangular shape allows for the creation of a highly articulated building that will announce the Historic Old Town area. In order to accomplish this, height and bulk of this building is important.



9.0 Pre-Design Projects

Exhibit 9.3 - Preliminary Utility Service Plan



9.0 Pre-Design Projects

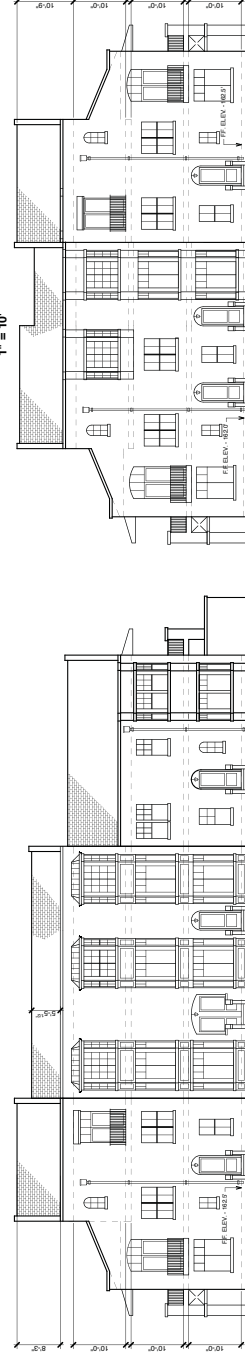
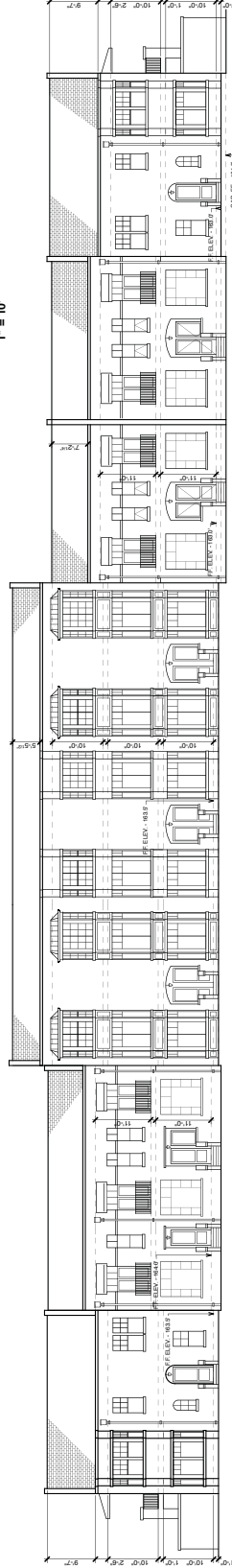
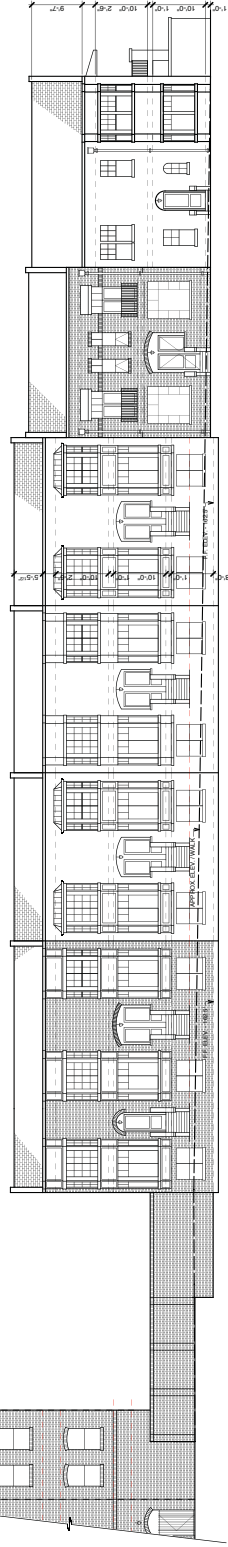
As represented in Exhibits 9.4 a-d, the height of this building, at 3 stories anchors this intersection. The use of brick is consistent with the materials within the Historic Old Town area and adds bulk to the building. Another element that has been integrated into the mixed use design is the creation of a pedestrian plaza at the corner as a gathering area for prospective patrons. At the street level, the building enhances the pedestrian experience through varying the materials and incorporating awnings over the sidewalk areas.

The residential units have been designed with articulated facades, and incorporate design features (e.g. elevated steps and entrances, recessed windows, doors and patios, windows treated for privacy and pedestrian interest, etc.) that enhance the pedestrian environment along Washington Boulevard. These units are walk-ups and will be required to provide a minimum of two feet and a maximum of three feet above the sidewalk level or some other similar solution to provide a degree of privacy.

As part of the final design, the residential spaces that are innately less private (e.g., lobbies, exercise rooms, living rooms, or dining areas) should face the street while more private areas (i.e., bedrooms) should be sensitively located in the rear of the building or on upper floors. Building plans, facades, and architectural details have been designed to create visual interest at the street level (e.g., staggering the frontage of the building, recessing doors and windows, providing awnings and canopies for weather protection and scale, and visually extending interior spaces outside through paving and glazing to create the concept of an indoor/outdoor room, etc.). Although the units fronting Washington Boulevard create a long building, the façade is divided into smaller increments (e.g., window groupings, vertical pilasters, or other architectural elements).

Ultimate building materials will incorporate two aspects: color and texture. The ultimate color, materials and architectural elements will be approved as part of the Pre-design review process. Final architectural design will be approved by the Planning Director.





Washington/Lincoln Site (725-845 Lincoln Street)



This exhibit provides an overview of the site development plan as viewed from Washington Boulevard. As shown, a key gateway feature is to be located at the intersection of Lincoln Street and Washington Boulevard. This is then further enhanced by the presence of a 3-story mixed-use development.



Focused perspective of conceptual entry and future mixed-use building at the intersection of Lincoln Street and Washington Boulevard.



Proposed townhome/condominiums will add additional residential units to the Historic Old Town area, supporting the existing and future commercial development in the area.

9.0 Pre-Design Projects

9.3.2 Pacific/Church Street Site (120 Pacific Street)

Project Description: The proposed project has two different development scenarios. In both of these proposals the common elements are: the construction of approximately 400 new parking spaces with a portion being available to the public; a multi story building (approximately 4 stories) that wraps the parking structure and fronts onto Washington Blvd., Church Street and Pacific Street; and, a total of 90,900 square feet of newly developed building area.

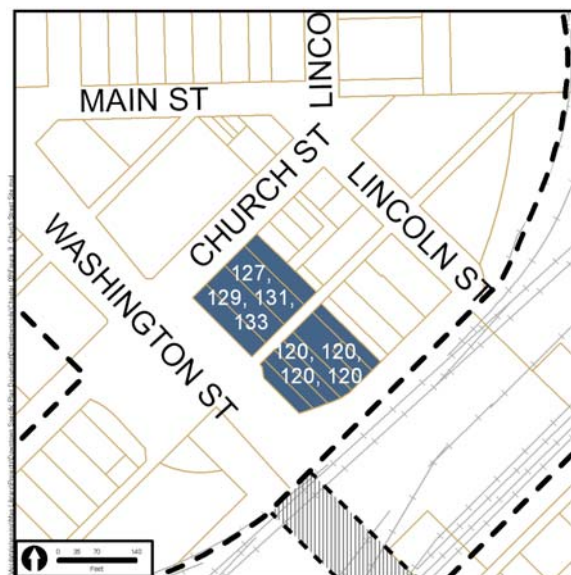
The first development scenario anticipates that the ground floor level will primarily be retail development, but also may incorporate an entertainment center. The remaining upper stories would be a mix of office and potentially a boutique hotel use. The second scenario envisions the creation of an entertainment center of approximately 12,800 square feet and office uses at the ground level. The upper levels would accommodate approximately 85 residential housing units and associated parking.

Each of these proposals would accomplish a number of the major goals of the Specific Plan. The consolidated parking would promote the “park-once” policy and the inclusion of an entertainment center within the project supports the revitalization of the Historic Old Town area as a designated “Entertainment District”. The entertainment center is envisioned as a unique venue in which headline music or performance acts could be performed on a much more intimate basis to a smaller crowd of 300 to 400 people. The proposed use for either office or residential use types will place jobs and housing within close proximity of the businesses and support services that are envisioned to re-energize the Downtown.

Residential Development Scenario: The residential development scenario has been described as follows:

- **Level 1** will consist of 90-100 parking spaces with retail space that will front onto Pacific Street. Brownstone style housing is proposed on this level fronting onto Washington Boulevard and an entertainment center would be incorporated into the structure on the northern frontage facing Church Street. The overall size of the entertainment center is proposed to occupy 2-3 internal levels and would be approximately 12,800 square feet in overall area.
- **Level 2** consists of another 90-100 parking spaces, office or housing on the Pacific Street frontage, and the Washington/Church Street side will be occupied with the entertainment center.
- **Level 3** has been reserved for parking. It is projected that the number of parking spaces provided would be potentially 180 spaces, with the entertainment center being 2-3 levels in overall height. This parking deck then provides a buffer internally, to the 2-3 levels of residential that would be constructed above this level.
- **Levels 4-6** are set aside for housing. The 2-3 stories of housing will consist of a variety of one to two bedroom units. The roof top area will be utilized for

Figure 9.2



9.0 Pre-Design Projects

the recreation amenity for the residential units. Facilities such as a pool, Jacuzzi, fire pit and outdoor bar-b-que area are anticipated as part of the development.

Although the proposal is for 6 levels, the overall height is based on a lower plate line and is still within the 60 foot height limit in the Old Town District, given the incorporation of structured parking allows the height to be increased to 72 feet. The basic shape and configuration of the building will not change dramatically under either development scenario. The only significant variable that changes is the amount of parking that needs to be specifically reserved for the 85 residential units. Based on the parking requirements established in the Downtown Code a minimum of 85 spaces will be required on-site for the residential uses and approximately 33 spaces for the entertainment center and other ground floor uses (16,700 s.f. @ 1:500). The overall parking requirement and residential project description, as currently envisioned, is represented in the table below.

Parking Calculations	
Commercial. 16,7000 s.f. @1/500	33 spaces
(1)Residential Min. @ 1/unit	85 spaces
Guest spaces @ 1/10 units	9 spaces
Total On-site Required =	107 spaces
(2) On-site parking	380 spaces
Total Provided =	380 spaces
Available Public Parking =	273 spaces

Notes:

- (1) This is based on the minimum of one space per unit being required on-site. It does not factor in the number of 2 bedroom units which has a parking ratio of 1.5/unit as the number of 2 bedroom units has yet to be determined. Even with an additional requirement for 2 bedroom units there will be adequate on-site parking available.
- (2) On-site parking is based on the current parking garage design. The ultimate design may impact the overall number of spaces actually constructed.

As proposed the project will provide approximately 400 spaces. Based on this projected parking supply there will be adequate parking available to support the project and provide the district with additional public parking. At the time that a formal residential project is developed and presented to the City, the ultimate parking requirement will be addressed through the Development Disposition Agreement and the "Pre-development" review process. The residential concept is supported by the Specific Plan, but will require further details to be addressed in the next step of the Pre-Design review process.

Land Use: Central Business District (CBD)

Zoning: Historic District/Special Area

Parcel Size: 1.2 Acres

Commercial Square footage :

Building A – 78,000 s.f.;

Building B – 12,900 s.f.

Total Square Footage: 90,900 s.f.

Floor Area Ratio: 1.8

Residential Units: 85 units

Commercial Square Footage: 16,700 s.f.

Height:

Allowed – 4 stories (60 feet)

Structured Parking Incentive - 72 feet

Proposed - 4 -6 levels (60-65 feet)



9.0 Pre-Design Projects

Commercial Mixed-Use Development Scenario: The second parking table presented as part of this project evaluation is based on a mixed use project that would contain uses such as retail and an entertainment center on the ground floor and office and/or a hotel use on the upper floors. As noted, the overall site evaluation and constraints analysis does not change dramatically between the two proposals, since the building shell has the same impacts. Therefore, the evaluation provided below provides an adequate assessment of the site to accommodate either development scenario.

Parking Calculations	
Commercial. 78,000 s.f. @1/500	156 spaces
Comm. 12,900 s.f. @ 1/500	26 spaces
Reduction based on area and parcel consolidation	(20 spaces)
Total On-site Required =	107 spaces
On-site parking	380 spaces
Total Provided =	380 spaces
Available Public Parking =	273 spaces

Land Use: Central Business District (CBD)

Zoning: Historic District/Special Area

Parcel Size: 1.2 Acres

Commercial Square footage :

Building A – 78,000 s.f.;

Building B – 12,900 s.f.

Total Square Footage: 90,900 s.f.

Floor Area Ratio: 1.8

Height:

Allowed – 4 stories (60 feet)

Proposed - 4 stories (56 feet)

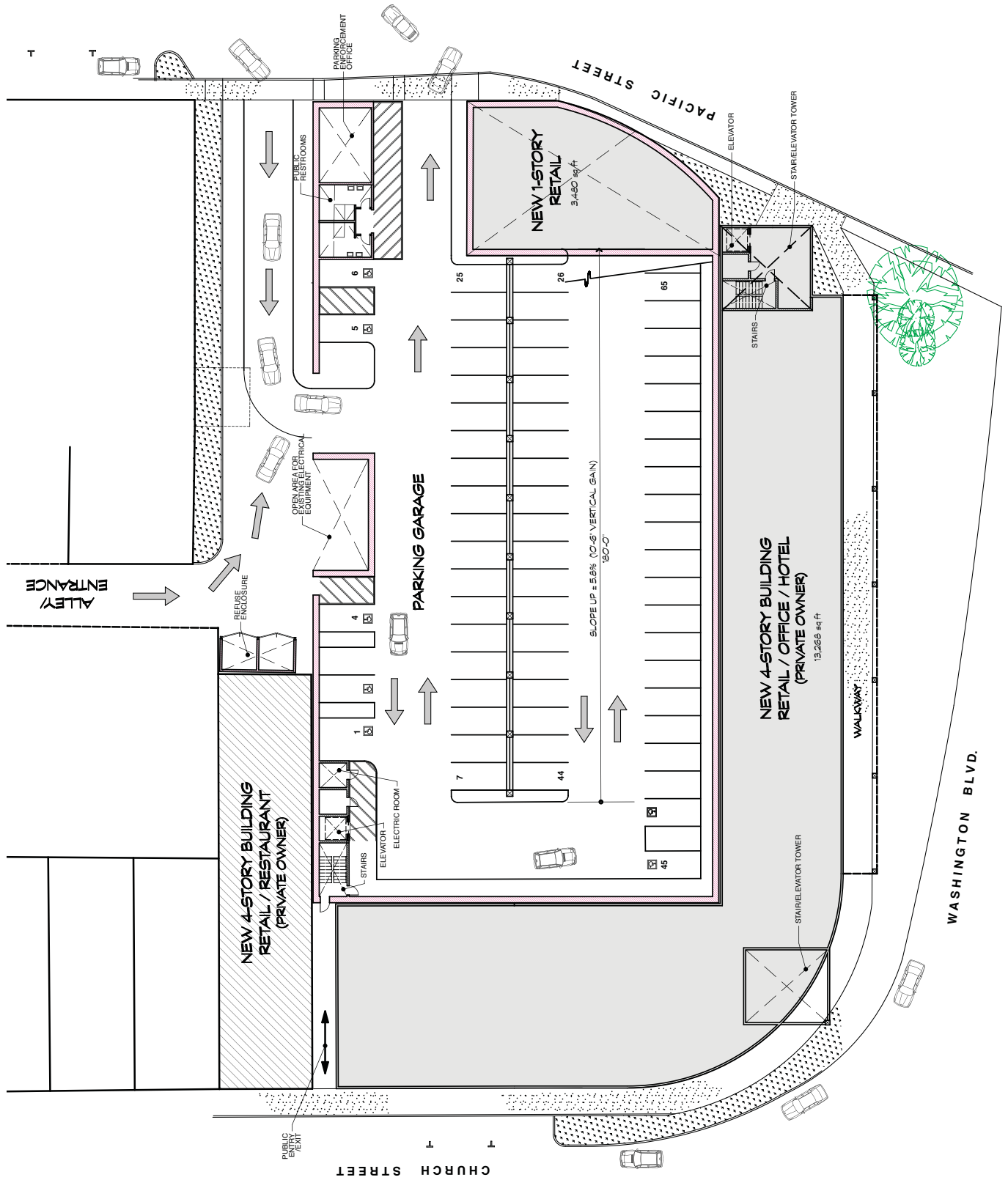
9.3.2 A Site Plan

The following evaluation and discussion addresses site circulation, grading, parking, utilities and other features associated with the site plan for this project. A site plan exhibit has been provided, as Exhibit 9.5.

Circulation: As proposed, the project will obtain vehicular access via an entrance to the parking garage from Pacific Street. Access to the garage can also be obtained from the alley. A single entry and exit to the garage was important in order to allow for the potential to establish a ticket booth in the future. Additionally, the Church Street frontage would be the only other frontage that access could be provided.

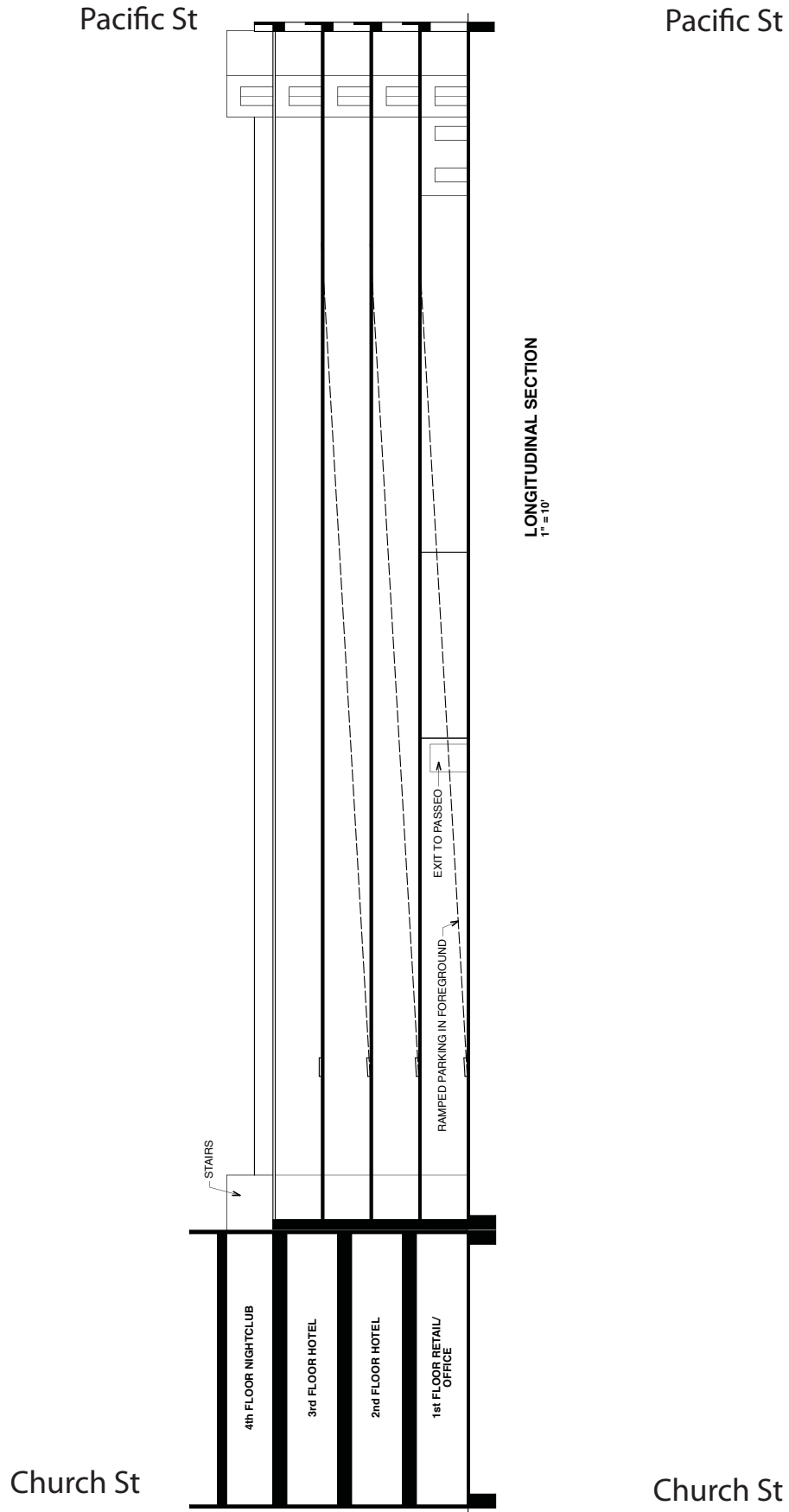
An access on Church Street does not work for two reasons. A driveway cut on Church Street would disrupt the pedestrian environment that the Specific Plan looks to promote. The other reason for not positioning an access off of Church Street is the proximity of the free right hand turn coming off of Washington Boulevard. The concern is that traffic exiting Washington onto Church would conflict with any queuing for the parking structure. Based on the limited frontage for this project site, the proposed single point of access is appropriate. Per the technical memorandum from Fehr and Peers (Appendix F), several recommended mitigation measures will be incorporated into the ultimate construction documents.





9.0 Pre-Design Projects

Exhibit 9.6 - 120 Pacific Street Grading Cross Section



9.0 Pre-Design Projects

Pedestrian access from the garage to the surrounding street level is provided via an elevator and stairwell positioned on the Church Street end of the garage and the Pacific Street end of the garage. To promote the pedestrian flow to Church Street, an internal corridor integrated into the building fronting onto Church Street will be necessary. As part of a future design, it is expected that this corridor would be lined with an internal storefront. This will add both interest and provide security as pedestrians utilize this area to enter the parking garage.

An additional access is located on the Pacific Street end of the garage. The Pacific Street elevation has an external elevator that supports a viewing platform. This viewing platform is proposed in order to provide another opportunity to view the rail yard operations. This access also leads to a covered pedestrian portico along the Washington Boulevard frontage.

Grading: The existing site is relatively flat with the exception of the sloped area along Washington Boulevard. The building form has been sited to minimize the grading impacts to this sloped area. A cross section has been provided in Exhibit 9.6.

The site does support a variety of ornamental trees within the public parking area and surrounding landscape areas. None of these trees are native oak trees. Based on the site development plan the majority of these trees will be removed with the exception of the plantings on the slope adjacent to Washington Boulevard.

Parking: The project is designed to construct five (5) levels of parking. Given that the floor levels for a parking structure are lower than that of an occupied structure the height of this structure is still well below the height requirements for this zone district (four (4) stories, sixty (60) feet). The parking garage will create four hundred and two (402) parking spaces. If this site develops with a use that has a one (1) space to five hundred (500) square foot parking ratio requirement, it will require one hundred and sixty-two (162) spaces to meet the on-site parking requirement. The intent of this project is to provide additional parking for other uses within the Historic Old Town. The current design would provide an additional two hundred and forty (240) parking spaces above what is required to park this project.

Refuse: The project will provide refuse through a compactor accessed via the alley. As part of the parking garage construction the installation of compactor will be required. This compactor will be available for use by surrounding property owners as part of a public improvement. The use of this facility will be made available to these property owners. Payment for the use and maintenance of this facility will be via garbage rates or an adjustment to the landscape and lighting district.

Future Entitlement and Lot Configuration: This project site consists of twelve (12) separate parcels. In order for this project to move forward, these lots will need to be merged and the overall project will need to be re-subdivided. As part of the future development process the project proponent will need to enter into a Development Disposition Agreement (DDA) with the City's Redevelopment Agency. As part of this agreement, the project proponent and City's obligations will be clarified. This will also determine the type of map (e.g. commercial subdivision, commercial condominium, etc...) or other mechanism that is necessary in order to reflect the two party's obligations under the DDA.

Landscaping: Although conceptual landscaping areas have been identified, a landscape plan has yet to be developed. As part of the Plan Development submittal and the Pre-design review process, a landscape plan that conforms to the design guidelines and City standards shall be reviewed and approved. This plan shall be approved by the Planning Director.



9.0 Pre-Design Projects

9.3.2 B Utilities

Exhibit 9.7 provides an overview of the proposed utility connections necessary to service this site. The proposed improvements are in the vicinity of water, sewer, storm drain, and joint trench improvements that were recently completed with the Historic District Streetscape and Infrastructure Improvement Project. Water, sewer, and underground electric/telephone facilities were constructed in the Roundhouse Row alley on the east end of the proposed site. The proposed garage portion of the site will tie to these facilities.

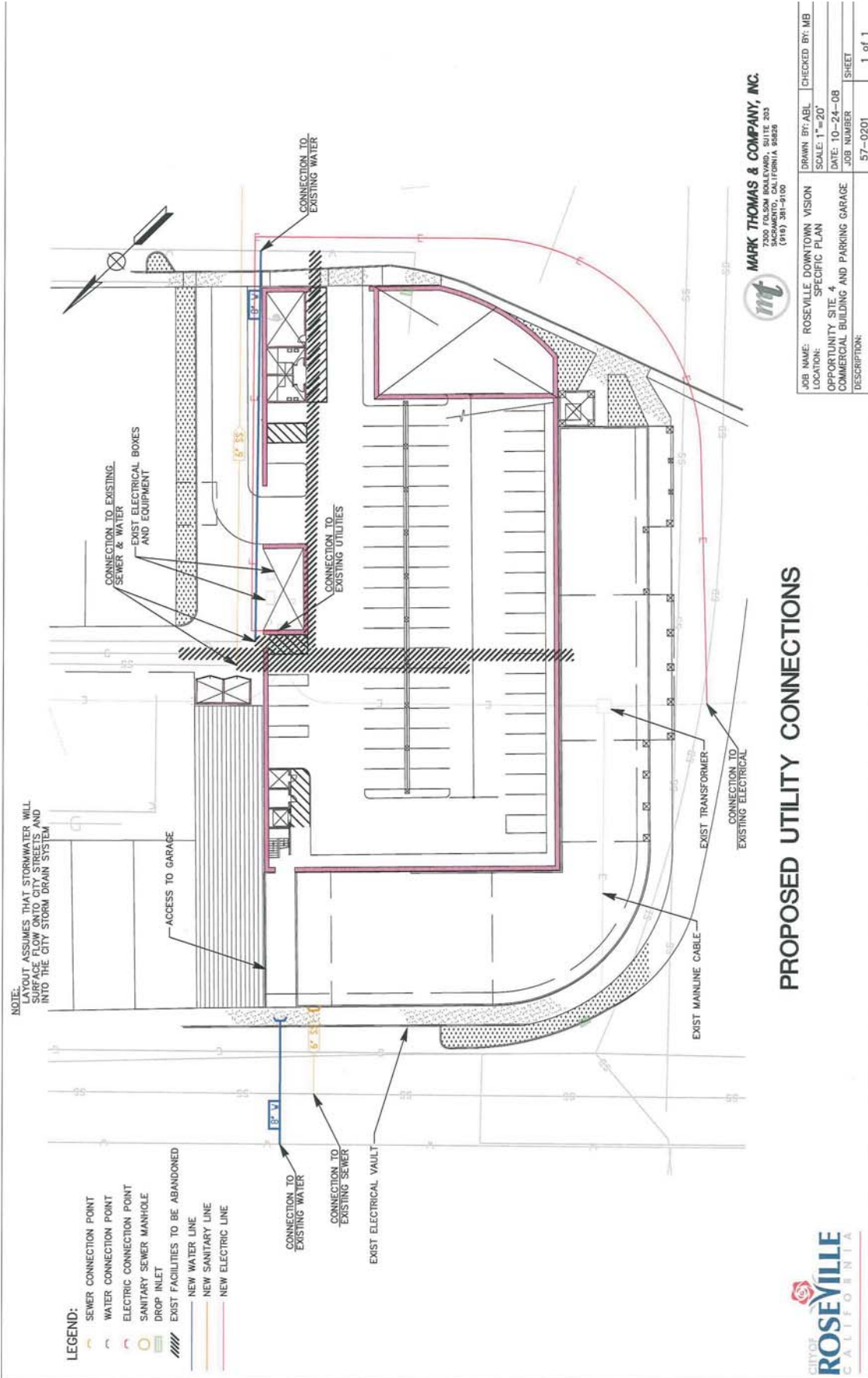
Access and proper clearance will need to be provided to the existing pad-mount equipment through the alleyway. An existing transformer and high voltage cable along Washington Boulevard will need to be relocated without being located under any permanent structures. Water and sewer services to the proposed commercial portion of the site, along the north and west sides of the building, will connect to existing sewer and water facilities within Church Street. Because the existing facilities in this area are recently constructed, additional upgrades will not be necessary.

Storm drain connections for the site will run to the south through the proposed parking lot and will connect to existing storm drain within Pacific Street. Exact pipe sizes and inlet locations will be determined during final site design.

Gas facilities will connect to the existing PG&E underground line within Roundhouse Row Alley.

Fire hydrants recently upgraded with the Historic District project will provide sufficient coverage and no upgrades/additional hydrants will be required.





9.0 Pre-Design Projects

9.3.2 C Architecture

This project site is unique in that it is adjacent to three (3) separate street frontages. Due to the visibility of this site, and its location within the Historic Old Town area, it is important that the architecture reflect the intent of the Specific Plan and the historical architecture that surrounds the site. Exhibits 9.8 and 9.9 provide a vision of the proposed architecture. The key elements that are reflected in the architecture include;

- *Promote sound architectural practices.*
- *The design respects the existing fabric of the community by reflecting historic mixed-use development patterns through the use of building indentations, breaks in buildings for open space, changes in color to avoid monolithic and monochromatic developments, etc.*
- *Being a corner building a high standard of articulation, detailing, and architectural treatment has been applied on all facades of the building. The storefront design wraps around the three exposed elevations.*
- *Balconies are provided in appropriate locations within the development plan.*

The project has been designed to facilitate effective surveillance via the use of expansive windows. The large windows on the bottom floor are inviting and allow pedestrians to see in, and retail and shop owners to view the street scene creating a friendlier, safer, more social environment.



Being a corner building, a high standard of articulation, detailing, and architectural treatment has been applied on all facades of the building.





9.0 Pre-Design Projects

Exhibit 9.9 - 120 Pacific Street
Church St. and Washington Blvd.



The variations in rooflines and building heights helps provide a sense that each of these facades are different stand alone structures.

9.0 Pre-Design Projects

Develop a steady rhythm of façade widths.

The building facades have been designed with a well-defined base, middle, and top to ground the building and create a distinct and identifiable termination with articulated eaves. Careful attention to creating a human-scaled building form has been accomplished with a “base” and “top” in terms of form, height, and articulation helping to create an inviting environment.

The proposed building maintains the characteristic rhythm, proportion, and spacing of existing door and window openings.

The facade design varies on this building (at approximately every seventy (70) linear feet) to prevent the repetitive nature of a continuous facade. Variation and rhythm has been achieved through articulating the facades with significant changes in design, placement of windows and door openings, or position of awnings and canopies. (Exhibit 9.10)

Create a comfortable scale of structures.

By breaking this large building into what appears to be smaller scale, individual buildings or uses, the scale of this structure is consistent with the surrounding buildings.

The ultimate color, materials and architectural elements will be approved as part of the Pre-Design Review process. Final architectural design will be approved by the Planning Director.

By breaking this large building into what appears to be smaller scale individual buildings or uses, the scale of this structure is consistent with the surrounding buildings.





The facade design varies on this building (at approximately every seventy (70) linear feet) to prevent the repetitive nature of a continuous facade. Variation and rhythm has been achieved through articulating the facades with significant changes in design, placement of windows and door openings, or position of awnings and canopies.

9.3.3 City Hall Annex/Post Office Site (316/320 Vernon Street)

Project Description: This project proposes to replace the existing City offices, U.S. Post Office and mail distribution center with a three-story commercial building and parking garage totaling 173,000 square feet. The first floor fronting Vernon Street could potentially provide a 4,500-square-foot Post Office and approximately 10,500 square feet of retail space. The 2nd and 3rd floors would provide approximately 72,500 square feet of office space. The parking structure would provide approximately 132 parking stalls, and an additional 28 spaces are available as on-street parking directly adjacent to the site. See Figure 9.3 for site location.

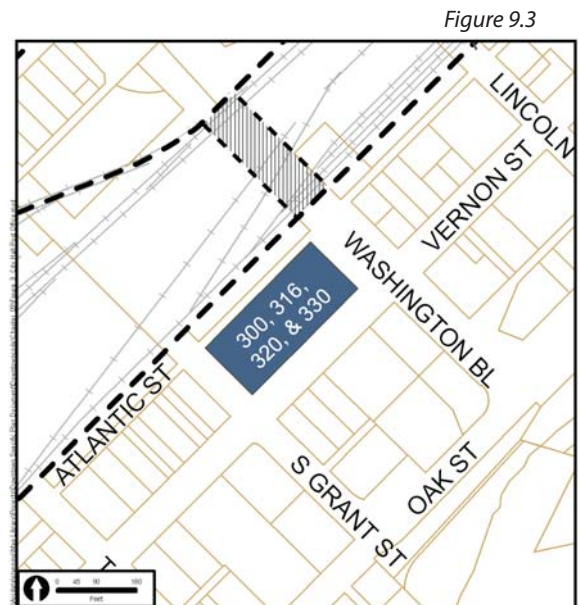
Parking Calculations	
Net. Commercial 87,500 s.f. @1/500	175 spaces
Reduction based on area and parcel consolidation	(20 spaces)
Total On-site Required =	155 spaces
On-site parking	132 spaces
Total Provided =	132 spaces
Shortfall on-site =	23 spaces

Land Use: Central Business District (CBD)
Zoning: CBD/Special Area
Parcel Size: 1.2 Acres
Commercial Square footage:
 Retail – 15,000 s.f.
 Office – 72,500 s.f.
 Total – 87,500 s.f.
Total Square Footage: 0,900 s.f.
Floor Area Ratio: 1.7
Height:
 Allowed – 5 stories (70 feet)
 Proposed – 3 stories (55 feet)

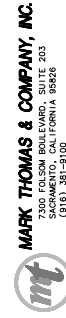
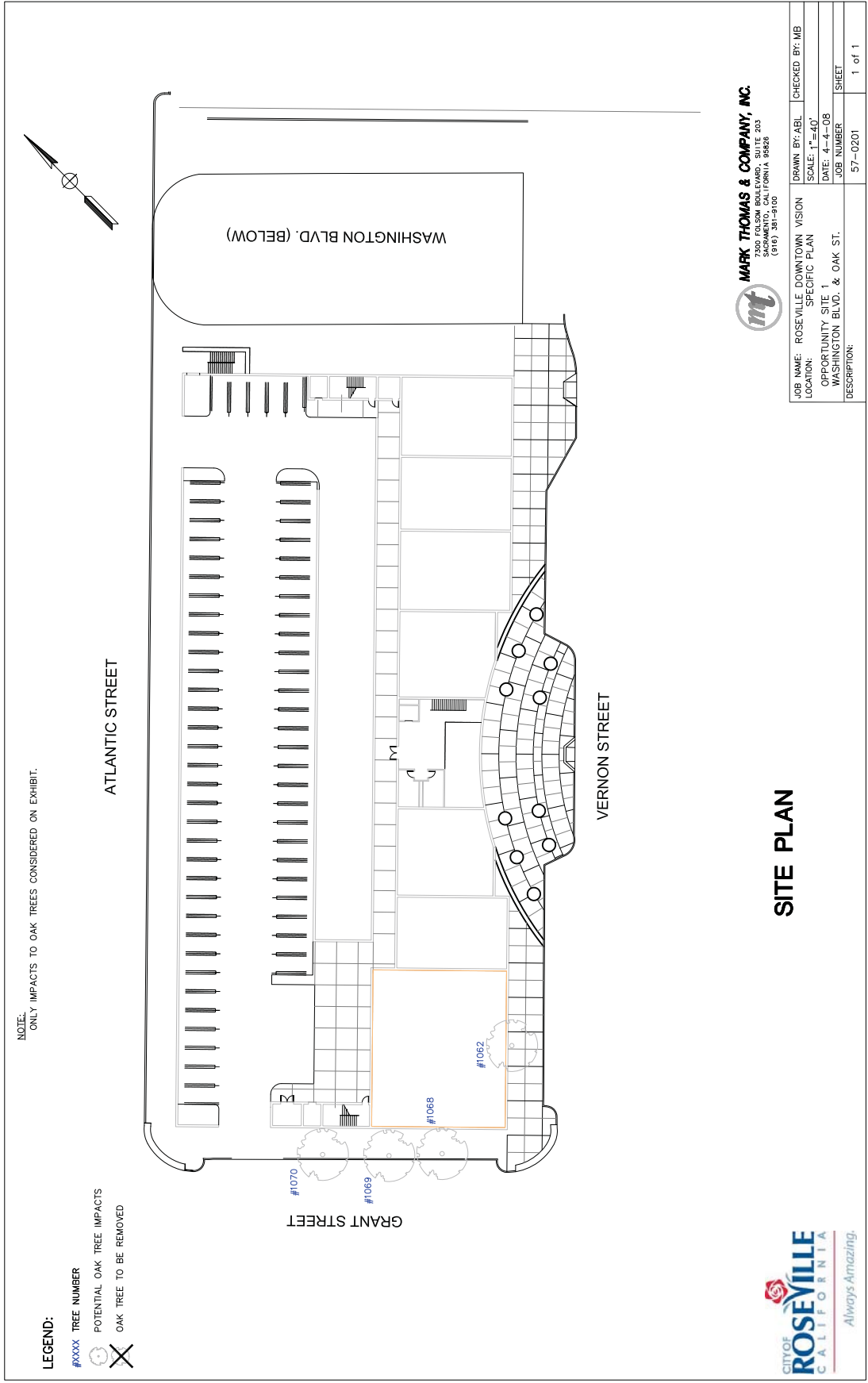
9.3.3 A Site Plan

The following evaluation and discussion addresses site circulation, grading, parking, utilities and other features associated with the site plan for this project. A site plan exhibit has been provided, as Exhibit 9.11. A 4,500 square foot retail space has been set aside to accommodate the potential for relocating the retail component of the Post Office operations at this site. Although this space is shown on the plans as such, the actual location of this facility will be dependent on the future land acquisition agreement that is formalized with this entity.

Circulation: The project will obtain vehicular access from two locations. An access is provided off of Grant Street at the rear of the building and second access is provided on Atlantic Street. The Grant Street entry is the primary entrance to the parking garage. The Atlantic Street driveway will act as the primary exit from the garage. Per the technical memorandum from Fehr and Peers (Appendix F), the proposed driveway locations are adequate. There are several recommended mitigation measures that will be required to be incorporated



9.0 Pre-Design Projects



MARK THOMAS & COMPANY, INC.
7200 FOLSOM BOULEVARD, SUITE 203
ROSEVILLE, CALIFORNIA 95626
(916) 381-9100

JOB NAME:	ROSEVILLE DOWNTOWN VISION	DRAWN BY:	ABL	CHECKED BY:	MB
LOCATION:	SPECIFIC PLAN	SCALE:	1"=40'		
OPPORTUNITY SITE:	1	DATE:	4-4-08		
DESCRIPTION:	WASHINGTON BLVD. & OAK ST.	JOB NUMBER:	57-0201	SHEET:	1 of 1

SITE PLAN



9.0 Pre-Design Projects

into the ultimate construction documents. The garage will provide for two levels of parking to support the uses within the building. Due to the lot depth, there is not ample room to activate the ground floor on the Atlantic Street frontage with retail uses and still construct adequate parking on-site.

Pedestrian circulation is provided to the street level through both an elevator system and stairwells internal to the building. The Vernon Street frontage promotes the pedestrian environment through a building setback, that varies from its shallowest depth of eighteen (18) feet to the widest point at approximately forty-five (45) feet. Pedestrian circulation is available on all frontages and a pedestrian alley is being provided adjacent to the Washington Boulevard underpass.

Grading: The existing site is relatively flat as it is developed with two existing structures. Exhibit 9.12 represents the cross section of the building and how it would ultimately be constructed. As part of the pre-design review, a detailed grading plan will be developed.

On-site is the existing Post Office Building and the Old City Hall building located at 316 and 320 Vernon Street, respectively. The project anticipates the removal of both of these structures. An evaluation and discussion supporting this approach is provided as follows:

Existing Conditions:

Post Office Building: The existing Post Office Building at 320 Vernon Street features an overall utilitarian style. The flat roof is banded by a wide cornice. As depicted in Figure 9.4, the exterior features a smooth stucco finish, a center arched door opening with a mosaic tile accent and rounded awnings over the windows. The original structure was constructed in 1935. A wood relief sculpture done by the artist Zygmund Savezich, titled "The Letter" was installed interior to the building in 1936. In 1965, a concrete addition was made to the building's north elevation Figure 9.5, and acts as the loading bay/docks for the Post Office distribution center.

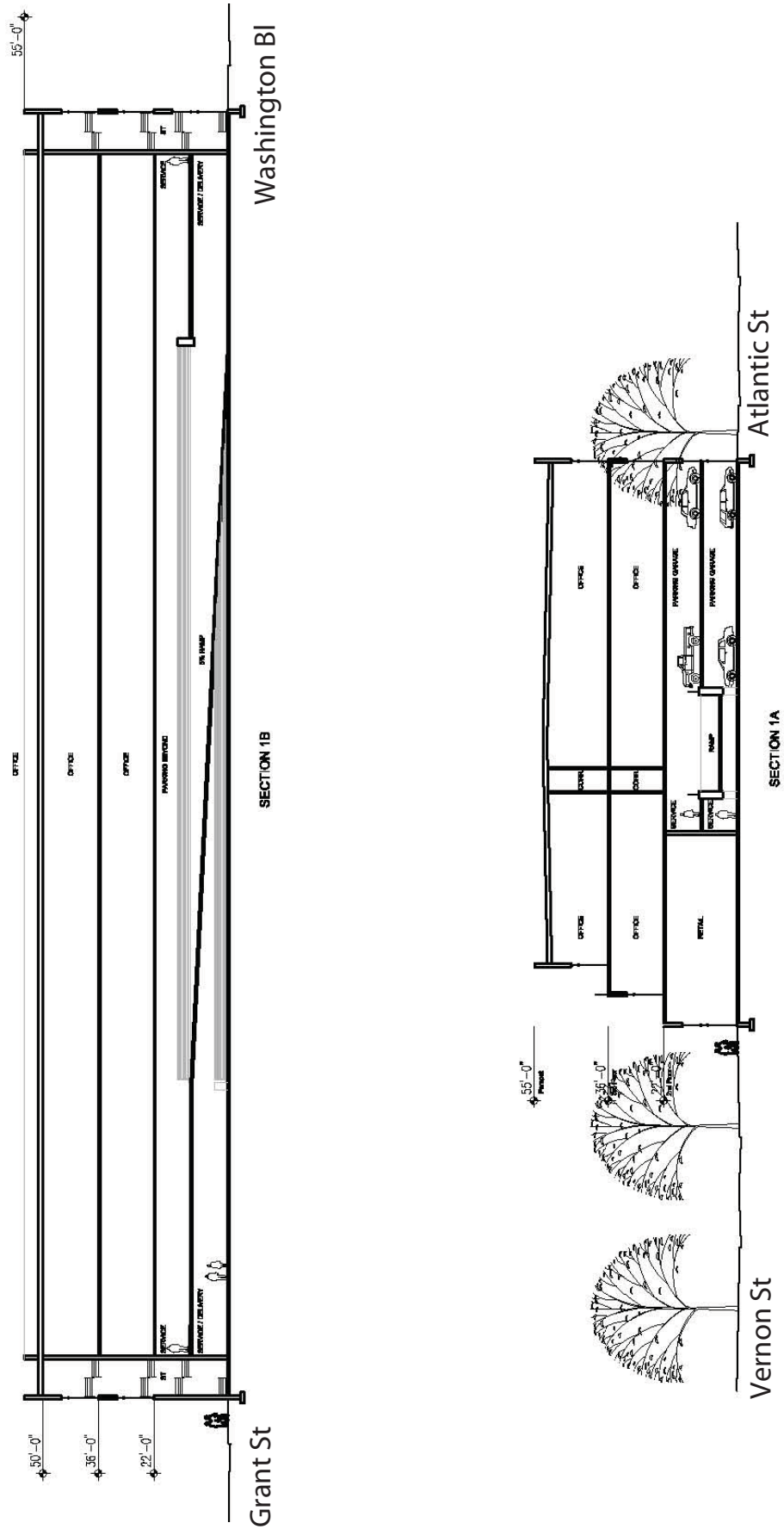
In 2007, the City hired EDAW Inc. to perform a cultural assessment of this building (Appendix C). EDAW evaluated the historical significance of this resource in compliance with the Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations (36 CFR Part 800, as amended in 1999). In addition to this federal review the building was also assessed in accordance with Section 15064.5(a)(1-3) of the California Environmental Quality Act Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. This

Figure 9.4



Figure 9.5





9.0 Pre-Design Projects

investigation led to a determination that, due to the modifications to the building and loss of historic integrity, the building was ineligible for listing in the National Register of Historic Places (NRHP) and the California Registrar of Historical Resources (CRHR).

The cultural assessment was then forwarded to the United States Postal Service (USPS) and submitted to the State Historic Preservation Office (SHPO) for confirmation. There was no official response generated by the SHPO. Under statutory compliance the SHPO has a 30 day period to respond to a determination. If no official response is provided, then the assessment is automatically approved. Since, no official response was generated, it has been determined that this building has no cultural significance and can be removed without mitigation.

City Hall Building: This existing building is a Spanish Eclectic style building designed by architect Charles Dean. The main part of the building consists of a raised two-story rectangular elevation with a medium pitch side-gable roof covered with Spanish tile, Figure 9.5. A one story addition extends perpendicularly from the rear of the main building, Figure 9.6. The first two thirds of this addition exhibit the same board-form concrete construction, roof construction and window treatment as the main building, and likely dates to the 1930's.

This building was evaluated in conjunction with the Post Office cultural assessment. Similar to the Post Office, the architectural integrity has been degraded with the past additions that have been made to the building. The only criterion that would appear to qualify the building under the CRHR would be related to the past use of the building as part of the early governmental development of the City of Roseville. To offset this impact, the recommended mitigation has been to incorporate the existing architectural elements as part of a future project. Based on this recommendation, the elevations and materials reflect the style and materials that are part of the existing structure (Exhibit 9.13)

The resulting benefits to removing these structures and creating a consolidated project are summarized as follows:

- *A large consolidated project can be constructed which reactivates the 300 block of Vernon Street;*
- *The construction costs for building a development from the ground up will be significantly cheaper than retaining and retrofitting these buildings; and,*
- *A parking structure that is integrated into the development project can be constructed with better efficiency gaining more parking for downtown.*

Prior to demolition of these structures, documentation similar to the standards of the Historic American Building Survey (HABS) shall be conducted. A HABS-like recordation would document the site history, construction history, and current appearance of the eligible resource in the context of Roseville's history. The HABS-like recordation shall be completed by an architectural historian who meets the Secretary of the Interior's professional qualification standards, and an experienced HABS photographer. The final document shall be filed in a local library/repository. Although this type of documentation eliminates one adverse impact of demolition (i.e., loss of historical information), it does not prevent the physical loss of a historically significant resource.

Parking: As part of the proposed development, the parking structure will create 132 additional parking spaces within the downtown. Based on the policies of the Specific Plan this building is required to provide a minimum of 155 spaces on-site. The proposed design has a shortfall of 23 spaces. On-street parking adjacent to the site provides an additional 28 spaces. The availability of this public realm parking helps to offset this parking shortfall. In order to assist the development of this site, a parking reduction is justified.



9.0 Pre-Design Projects

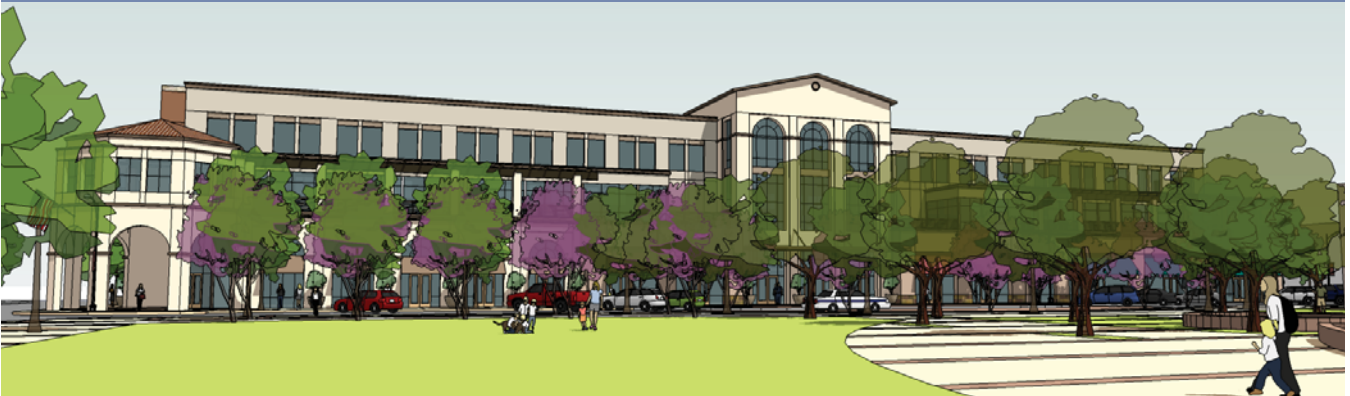
Exhibit 9.13 - 316/320 Vernon Street
Elevation overview



Grant Street/Vernon Street frontage



Grant Street/Atlantic Street frontage



Vernon Street frontage

9.0 Pre-Design Projects

Refuse: The project will provide refuse through a compactor accessed via Atlantic Street. The driveway exiting the garage on the northwest end of the building will be designed to allow for the compactor to be accessed by opening a set of gates at this location. This is a similar approach as to what has been incorporated into the Parking Garage on Oak Street.

Future Entitlement and Lot Configuration: At this time, this site has been identified as a prime location for expansion of the Civic Center and providing additional office space for City administration needs. Depending on the future negotiations, the growth of the City and the structure of the City's staffing needs, the City may choose to retain a portion of the building to satisfy these needs.

This project site consists of four (4) separate parcels. In order for this project to move forward, these lots will need to be merged and the overall project will need to be re-subdivided. As part of the future development process, the project proponent will need to enter into a Development Disposition Agreement (DDA) with the City's Redevelopment Agency. As part of this agreement, the project proponent and City's obligations will be clarified. This will also determine the type of map (e.g. commercial subdivision, commercial condominium, etc...) or other mechanism that is necessary in order to reflect the two party's obligations under the DDA.

Architectural Feature: A rotunda entry feature has been proposed at the corner of Grant and Vernon Street (Figure 9.7). This feature provides a point of interest along the street and significantly adds to the overall pedestrian experience. As proposed, this feature extends into the existing public right-of-way. To avoid liability issues and yet still construct this feature, the City would need to abandon the right-of-way at the back of the curb and secure a pedestrian easement on the Grant Street and Vernon Street frontages. This abandonment could occur while a project is in plan check for a building permit, but would need to be completed prior to issuance of a building permit.

Landscaping: Although conceptual landscaping areas have been identified, a landscape plan has yet to be developed. As part of the Plan Development submittal and the Pre-design review process, a landscape plan that conforms to the design guidelines and City standards shall be reviewed and approved. This plan shall be approved by the Planning Director.

A tree inventory was conducted by Abacus and is provided as Appendix D. As identified in this report, the site does support a variety of ornamental trees within the public parking area and surrounding landscape areas. It also supports one native oak tree that has a 30"



Figure 9.7



9.0 Pre-Design Projects

diameter breast height. This tree is in poor condition. Based on the proposed design and condition, the future project will remove this tree. The approval of the **Downtown Code**, will authorize the removal of this tree as part of a future development project. Prior to removal, a tree mitigation plan that is consistent with the City's tree ordinance shall be approved by the Planning Director.

9.3.3 B Utilities

Exhibit 9.14 summarizes the utility connections and basic level improvements necessary to service the project. Based upon the preliminary site layout provided, the proposed improvements will connect to existing utility facilities in Vernon Street and Atlantic Street.

Sanitary sewer connections will be made to the existing system within both Grant Street and Vernon Street; both facilities are 6" lines. Neither of these pipelines were identified within the Specific Plan as requiring upgrades; therefore, no additional sewer line work is needed.

The proposed water connection will be to the facility within Atlantic Street, on the north side of the project site. This line was identified within the Specific Plan as requiring an upgrade from a 6" to an 8" line. It is anticipated that the proposed development will be required to upgrade this facility between Grant Street and Washington Boulevard. Additionally, a connection from the retail component on the Vernon Street side of the site will need to be established. This will likely require that an 8" waterline be constructed within Grant Street.

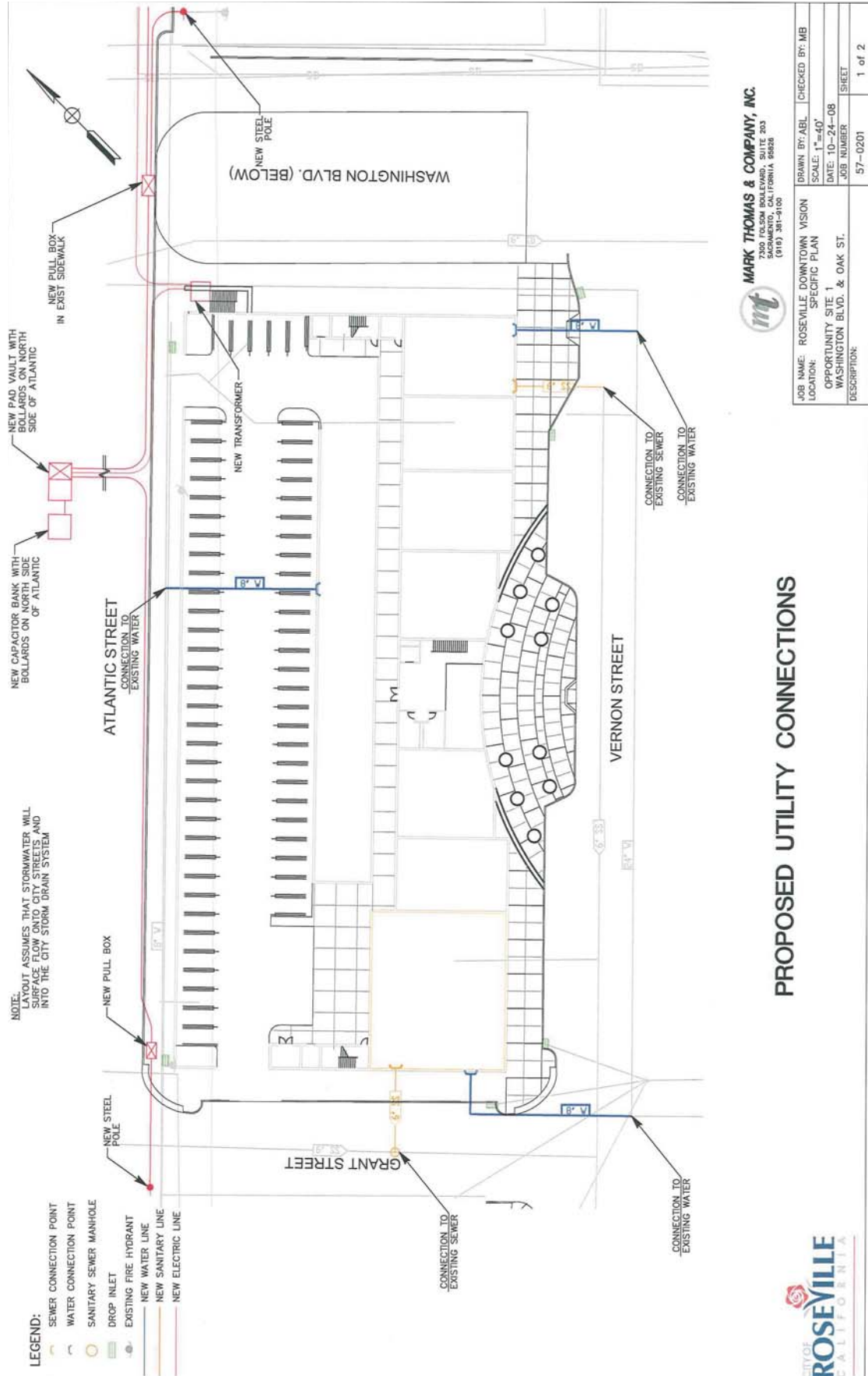
The existing fire hydrant spacing within the area appears to be adequate and no additional hydrants will be required.

The site storm drain connection will be to the existing storm drain trunk line within Grant Street. This facility eventually connects to Dry Creek. A detailed layout of all storm drain facilities, including drop inlets and trunk lines, will be completed with the final site design.

The site will connect to existing overhead electric/telephone lines and underground gas lines within Atlantic Street.

Based on the proposed development size, a new 1500 kVa transformer is required and is proposed near the stairway on Atlantic Street. The existing overhead power line along Atlantic Street will be underground and two poles will be replaced with steel poles, as well as the addition of two pull boxes and one pad vault across Atlantic Street.





9.0 Pre-Design Projects

9.3.3 C Architecture

The location of this project site requires the building to provide a high level of architecture on all four elevations. The site's location within the Vernon Street area, adjacent to the future town square further dictates that the architecture reflect the intent of the Specific Plan. The key elements that are reflected in the architecture include;

- *Promote sound architectural practices.*
- *The design reflects an ardent respect for the past by integrating an eclectic use of Spanish/Mediterranean materials, colors and design elements. The arched window and doorway elements are reminiscent of the existing 316 Vernon Street building. The use of Spanish tile roofing materials and low gabled rooflines also reflect the character of the existing building. Refer to Exhibits 9.15 a -c.*

A high standard of articulation, detailing, and architectural treatment has been applied on all facades of the building. Particularly, the entry element at the mid-block and at the corner of Grant Street and Vernon Street reinforce the commitment to achieving an interesting articulated building.

Balconies at the second floor level provide the opportunity to add interest to the pedestrian environment and put more eyes on the street. Exhibit 9.16 provides a visual picture of this element.

The project has been designed to facilitate effective surveillance via the use of expansive windows. The large windows on the bottom floor are inviting and allow pedestrians to see in, and retail and shop owners to view the street scene creating a friendlier, safer, more social environment. An appropriate level of detail has been provided at the base of the building to add to the pedestrian experience.

Due to the shallow depth of this site, the parking structure is forced to front onto Atlantic Street. The design provides some relief through the integration of an architectural feature at the mid-block and the use of a variety of colors (Exhibit 9.17). As part of future construction drawings other elements or ideas on how to add greater articulation or material change will be encouraged.

Develop a steady rhythm of façade widths.

The proposed building maintains the characteristic rhythm, proportion, and spacing of existing door and window openings.

The facade design on the Vernon Street frontage varies on this building (at approximately every one hundred and forty (140) linear feet) to prevent the repetitive nature of a continuous facade, (Exhibits 9.15 a-c). The Vernon Street frontage at the pedestrian level has been designed to have two distinct ends of the building. These are separated by the main entry feature that is centered on the at-grade pedestrian crossing on Vernon. This pedestrian route will extend from the front of this building all the way to Royer Park, crossing Oak Street and entering the park via a new pedestrian bridge.

Create a comfortable scale of structures.

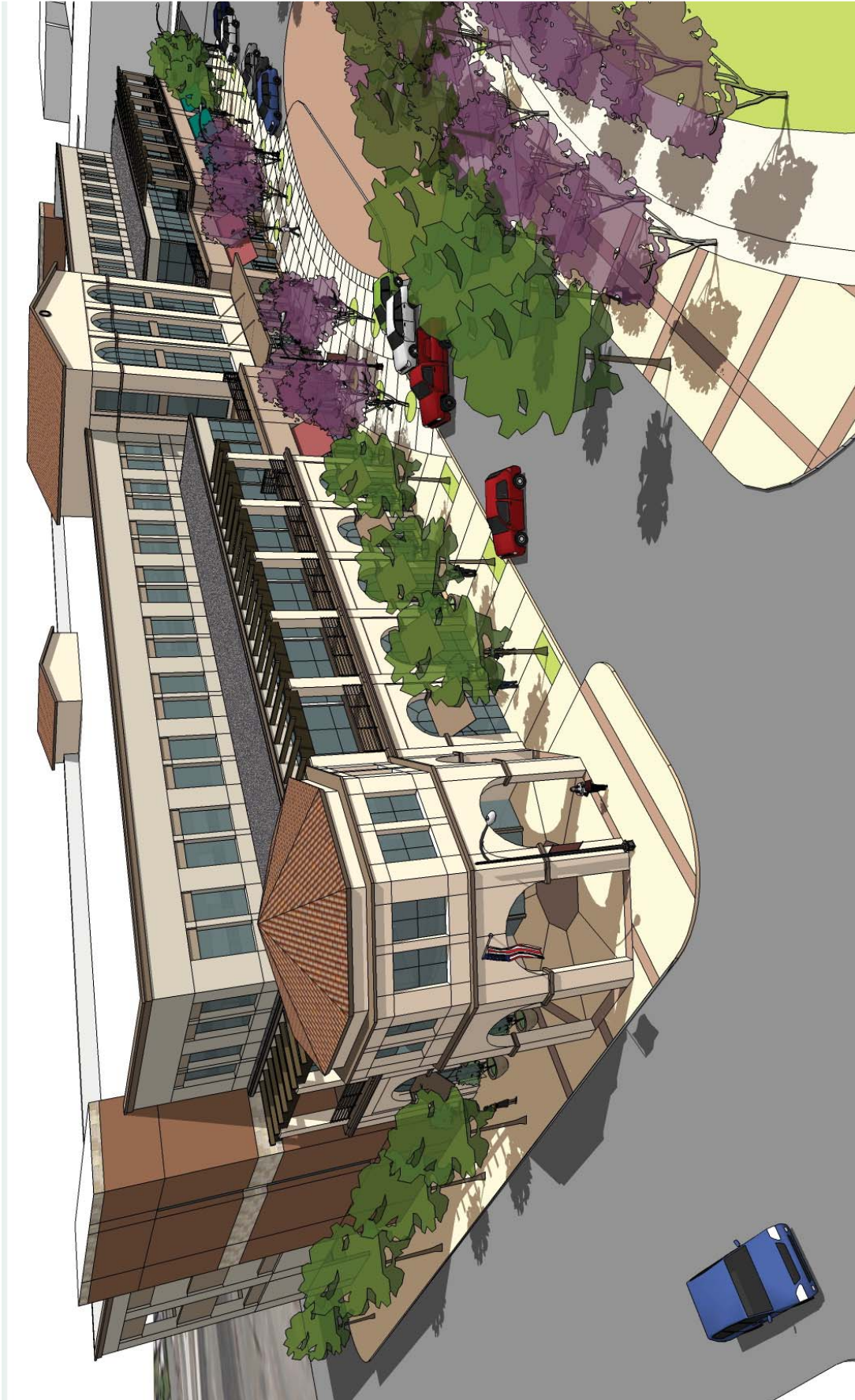
The three (3) story height of this building integrates well with the surrounding buildings, matching the scale and bulk of the existing development pattern.

The ultimate color, materials and architectural elements will be approved as part of the Pre-design review process. Final architectural design will be approved by the Planning Director.





The arched window and doorway elements are reminiscent of the existing 316 Vernon Street building. Spanish tile roofing materials and low gabled rooflines also reflect the character of the existing building



As a prominent corner in the Heart of the Vernon Street District, an architectural feature such as the rotunda at the intersection of Grant Street and Vernon Street is warranted.



This building will frame the western end of the future Town Square. As shown, it provides a key pedestrian mid-block crossing, linking Vernon Street, the Town Square and ultimately, Royer Park.



Balconies at the second floor level provide the opportunity to add interest to the pedestrian environment and put more eyes on the street.



Due to the shallow depth of this site, the parking structure is forced to front onto Atlantic Street. The design provides some relief through the integration of an architectural feature at the mid-block and the use of a variety of colors

9.0 Pre-Design Projects

9.3.4 Dry Creek frontage (401 Oak Street)

This project consists of four buildings oriented towards Dry Creek and accessible from Oak Street, constructed to provide a mix of residential units, retail, and office spaces. Building A would provide approximately 60 residential units. Building B would provide approximately 50,000 square-foot of office space in a 3-story building. Building C would provide approximately 7,800 square feet of retail spaces on the ground floor and approximately 7,800 square feet of office spaces on the second floor. Building D would provide 14 two-story, attached townhomes. Refer to Figure 9.8 for location map.

Parking Calculations	
Building A	
2 or 3 Bed - 45 du's @ 1.5/du	68 spaces
1 Bed - 15 du's @ 1/du	15 spaces
1 for every 10 units	6 spaces
Building B	106 spaces
Comm. 52,800 s.f. @ 1/500	
Building C	0 spaces
Restaurant 3,900 s.f. @ none	23 spaces
Comm. 11,700 s.f. @ 1/500	
Building D	14 spaces
2 or 3 Bed - 14 du's @ 1.5/du	1 space
1 for every 10 units	
Reduction based on lot area and parcel consolidation	(48 spaces)
Total On-site Required =	185 spaces
Total Provided =	86 spaces
Parking Shortfall =	99 spaces

Land Use:

Community Commercial (CC)

Zoning:

Commercial Mixed Use/Special Area (CMU/SA)

Parcel Size: 3.1 Acres

Residential Units: 74 units (166,100 s.f.)

Commercial Square footage:

Retail – 7,8000 s.f.

Office – 60,600 s.f.

Total – 68,400 s.f.

Total Square Footage: 234,500 s.f.

Floor Area Ratio: 1.7

Height:

Allowed – 4 stories (60 feet)

Proposed -3 stories (55 feet)

Location: This site is located in the Dry Creek Mixed Use District and provides an example of how the development standards for this corridor district will be applied to future development. The location of this site takes advantage of the adjacency of Dry Creek to create a unique development project. With the development of a project in this area, the components critical to the plan will be achieved. The creek walk will be activated and the Fire Station relocation will need to occur. This location also frames the east side of the Town Square and capitalizes on the proximity of Royer Park to future residential and mixed use units .



9.0 Pre-Design Projects

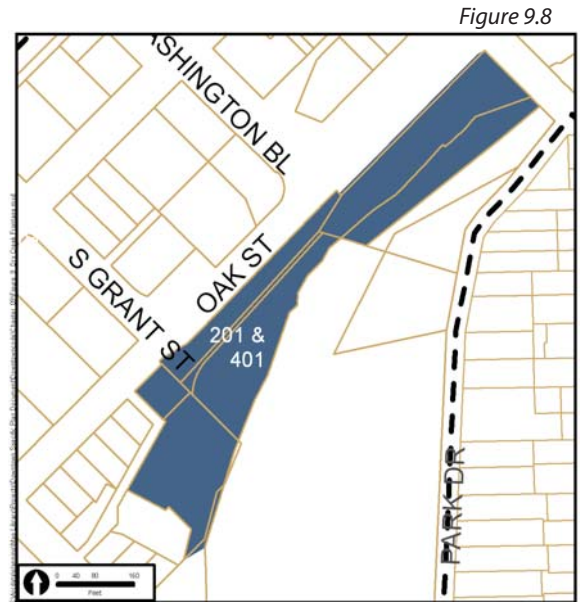
Ownership: The property is owned by the City of Roseville. The City's ownership of this property provides a distinct advantage to the future development of the parcel. Based on the ownership the property is well positioned to form a joint public-private partnership.

Parcel size: The property is approximately 3 acres in overall size. It is encumbered by a 63" sewer line that would need to be relocated and a portion set aside as part of a future development plan. In addition, the creek walk and pedestrian crossing into Royer Park encumber the future development of the parcel. Although these facilities reduce the development envelope on-site, they are key features to the connectivity goals of the Specific Plan.

9.3.4 A Site Plan

The following evaluation and discussion addresses site circulation, grading, parking, utilities and other features associated with the site plan for this project. A site plan exhibit has been provided, as Exhibit 9.18.

Circulation: The project will obtain vehicular access from three locations. Entry to a tuck under parking garage for building A is accessed via the alleyway north of the Main Library off of Taylor Street. This building and parking structure can also be accessed from Oak Street. The other access is provided to tuck under parking off of Lincoln Street servicing the garages of the townhomes that are fronting on Oak Street. Per the technical memorandum from Fehr and Peers (Appendix F) the proposed driveway locations are adequate. There are several recommended mitigation measures that will be required to be incorporated into the ultimate construction documents.



The entrance to the existing parking lot at the terminus of Washington Boulevard and Oak Street will be closed. This will create the ability for a pedestrian plaza feature to be installed in conjunction with the relocation of the Icehouse Bridge.

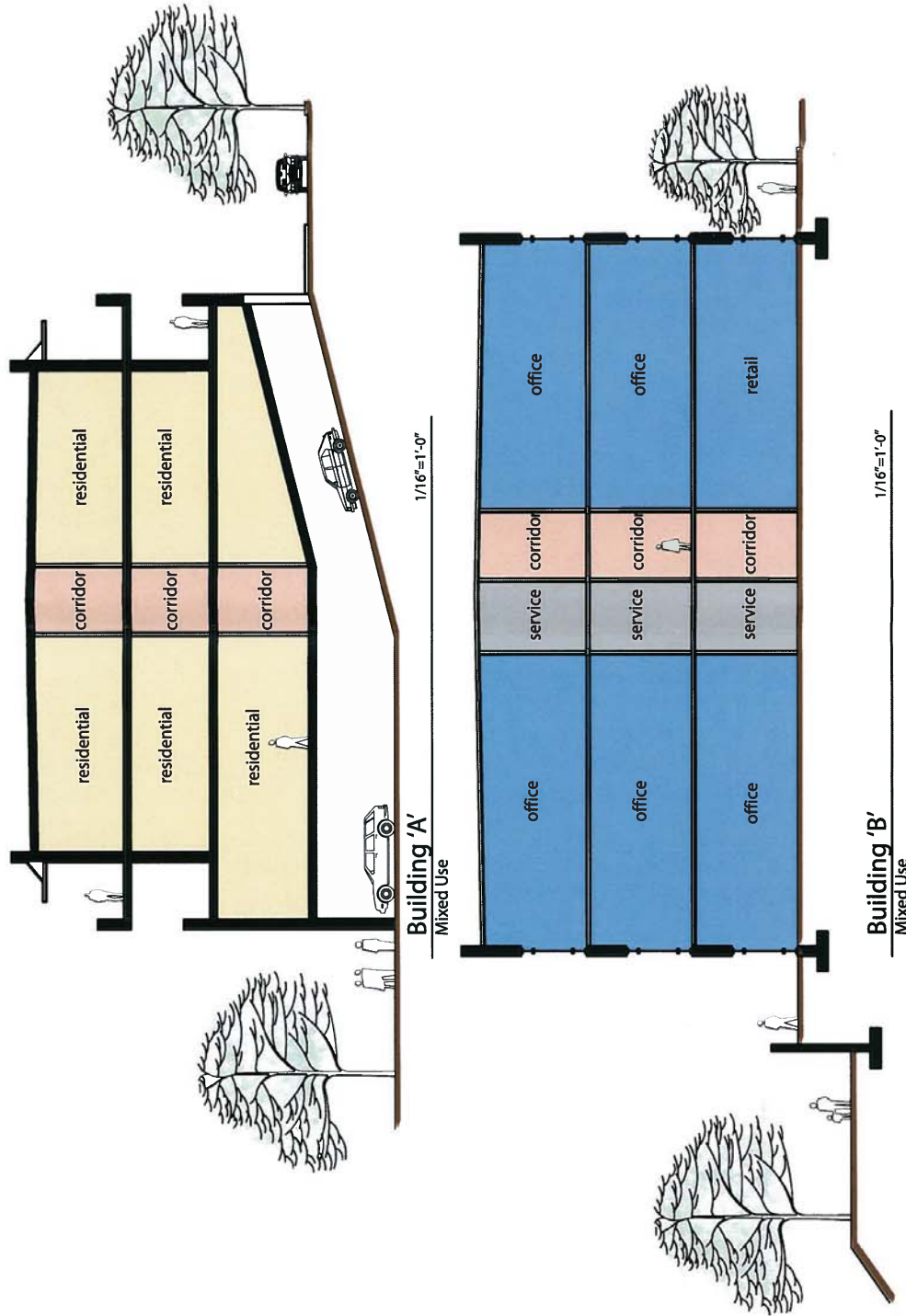
Grading: The existing site is relatively flat as it is developed with existing structures. Exhibit 9.19 represents the cross sections of the four different buildings on-site and how they would ultimately be constructed.

Fire Station # 1 plays a prominent role in the viability and constructability of this site. In order for the concept to be developed the Fire Station would need to be relocated. As part of the Public Services component of the Specific Plan a full analysis was provided as to the potential relocation of this facility (Chapter 7). The site that has been identified for the relocation of this facility is the property located at the terminus of the intersection of Oak Street and Lincoln Street.

The remainder of the site is encumbered by existing public parking facilities. These parking spaces will be replaced by the existing parking structure on Oak Street, and ultimately, through the construction of an additional structure on the public parking lot behind the Magic Circle Theatre.

A tree inventory was conducted by Abacus and is provided as Appendix D. As identified in this report, the site does support a variety of ornamental trees and native oak trees. All total there are 61 trees on the property and





Oak Street / Dry Creek Study



9.0 Pre-Design Projects

14 protected trees per the City's Tree Ordinance. The tree survey has included a number of the trees that are located on the bank of Dry Creek adjacent to the development site. Tree #4825 is an eighteen inch Valley Oak that will require removal. This is the only native oak tree that requires removal, although there are several that are adjacent to the project that will require mitigation measures to be put in place with the ultimate development of this site. The approval of the **Downtown Code**, will authorize the removal of this tree as part of a future development project.

As part of the future Pre-design review process a detailed grading plan will be developed for the project. As part of the "Plan Development" stage, which is the first step in the Pre-design process (Chapter 9 of the Downtown Specific Plan), a tree mitigation plan that is consistent with the City's ordinance shall be approved by the Director.

Parking: This development proposal is unique in that it looks to satisfy a large portion of the parking requirement through the use of public parking facilities. This is mainly due to the limited vehicular access to the site, being supplanted by multiple opportunities for pedestrian access. The pedestrian access is created through the installation of several mid-block pedestrian crossings (Figure 9.9), and the creek walk.

Based on the policies of the Specific Plan this building is required to provide 185 spaces on-site. The proposed design provides enough parking to provide each residential unit with a minimum of one on-site space. The office, retail and residential guest space will be accommodated through parking available on-street, in public lots or within public parking structures. The total number of on-site parking spaces is 86 spaces.

Refuse: The project will provide refuse through the installation of a compactor system that is accessible to the City's refuse trucks. The ultimate location and access provisions will be determined as part of the future Plan Development stage. The townhome project will also provide an on-site compactor that will be made accessible to the City's refuse vehicles, as part of the ultimate design, unless, an alternative is approved by the Environmental Utilities Department.

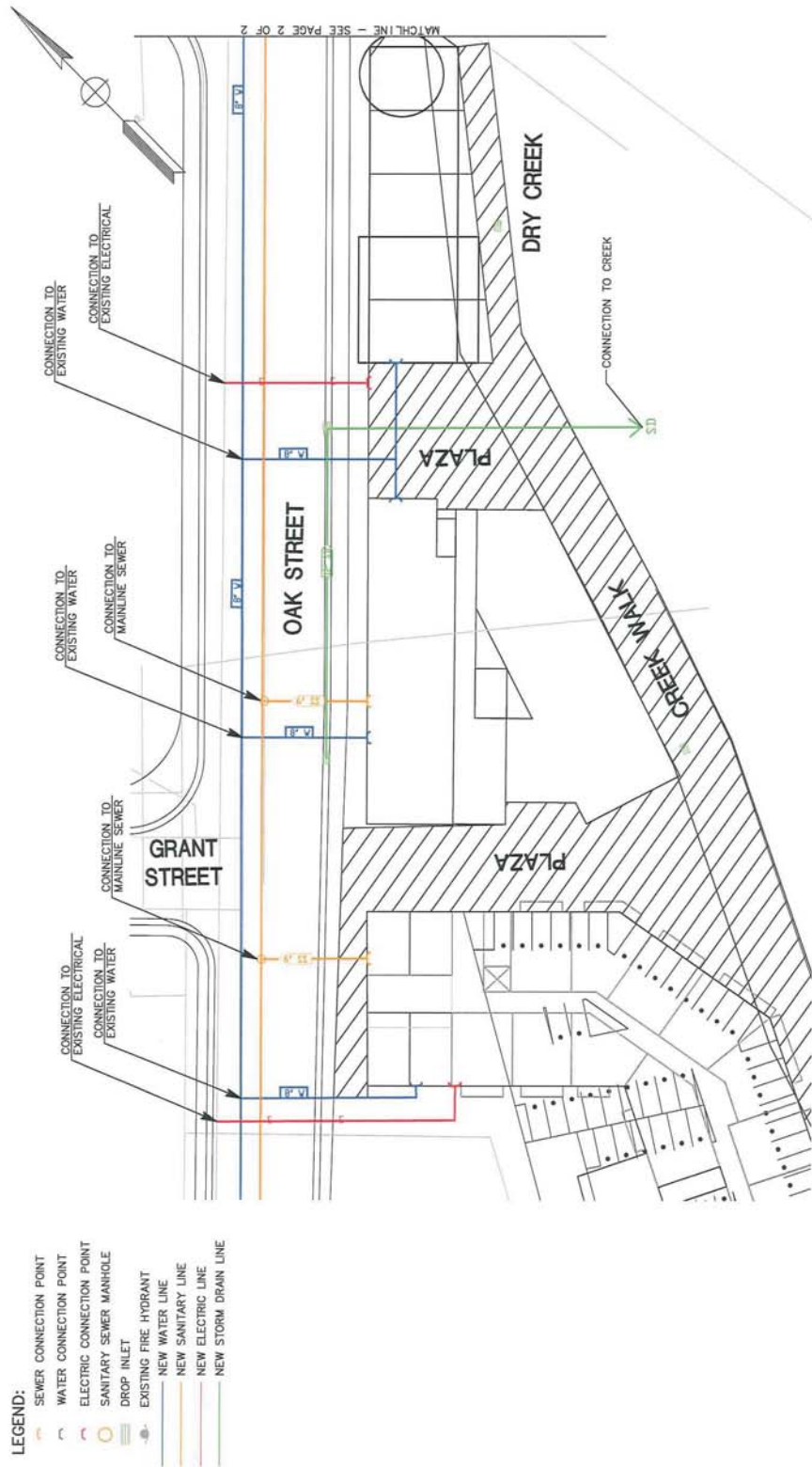
Future Entitlement and Lot Configuration: This project site consists of four (4) separate parcels. In order for this project to move forward, these lots will need to be merged and the overall project will need to be re-subdivided. As part of the future development process the project proponent will need to enter into a development disposition agreement (DDA) with the City's Redevelopment Agency. As part of this agreement, the project proponent and City's obligations will be clarified. This will also determine the type of map (e.g. commercial subdivision, commercial condominium, etc...) or other mechanism that is necessary in order to reflect the two party's obligations under the DDA.

Landscaping: Although conceptual landscaping areas have been identified, a landscape plan has yet to be developed. As part of the Plan Development submittal and the Pre-design review process, a landscape plan that conforms to the design guidelines and City standards shall be reviewed and approved. This plan shall be approved by the Director.



Figure 9.9 - Pedestrian Axis





MARK THOMAS & COMPANY, INC.
7000 FOLSOM BOULEVARD, SUITE 203
ROSEVILLE, CALIFORNIA 95678
(916) 261-4100

JOB NAME:	ROSEVILLE DOWNTOWN VISION	DRAWN BY:	ABL	CHECKED BY:	MB
LOCATION:	SPECIFIC PLAN	SCALE:	1"=25'	DATE:	10-24-08
OPPORTUNITY SITE:	3	JOB NUMBER:	57-0201	SHEET:	1 of 3
DESCRIPTION:	OAK STREET & DRY CREEK				

PROPOSED UTILITY CONNECTIONS



9.0 Pre-Design Projects

Public Improvements: As noted in the utilities section, there is a 63" sewer line that bisects the northern portion of the site. In addition to this, the plan anticipates the installation of the creekwalk, relocation of Fire Station #1, pedestrian crossings, pedestrian bridge, relocation of Icehouse Bridge and the creation of public plaza space. These public improvements have been assumed as part of the overall funding plan for the Specific Plan in which the main revenue sources are future redevelopment bond funds, development fees, rehabilitation funds and other grants or outside funding resources.

If a project moved forward prior to construction of these improvements, then the public improvements would be formally identified as part of a future development agreement negotiation. The majority of these improvements could be completed or phased in over-time and the land set aside for future development.

9.3.4 B Utilities

A preliminary utility plan has been prepared for the site and is included as Exhibit 9.20. Based upon the preliminary site layout, utility connections (water, sewer, storm drain, electric/telephone, gas) to the improvements on the west end of the site will be made through the proposed drive aisle across from Grant Street. A minimum of 10 foot spacing will be needed between water and sewer facilities. The east end of the site will directly connect to facilities within Oak Street. The site plan assumes that the existing 63" sewer line within the existing parking lot will be relocated into Oak Street between Washington Blvd and Lincoln Street.

Sanitary sewer connections will be made to the existing 6" line within Oak Street. This pipeline was not identified within the Specific Plan as requiring an upgrade; therefore no additional sewer work will be required.

Waterline connections will be made to a proposed 8" line within Oak Street. The proposed 8" line will be needed from Grant Street to Lincoln Street; it is anticipated that the proposed development will be required to construct the entire portion of the 8" line.

New fire hydrant connections will be required for the site and can be made off of the new 8" line within Oak Street. A total of two new hydrants are anticipated.



Existing storm drain facilities are located within the Oak Street parking lot; these facilities connect directly to Dry Creek. It is anticipated these facilities will either be maintained or modified with the current design and the east end of the site will continue to connect directly to Dry Creek. Storm drain facilities will need to be constructed on the west end of the development; these facilities will also drain directly into Dry Creek.

Electric and telephone connections will be made via the existing underground facilities within Oak Street. Exact connection locations will need to be determined during final design.

Gas facilities will connect to existing PG&E facilities within Oak Street and within the parking lot behind the library.

Where Building A is proposed, there is an existing underground electrical feed to the library and an overhead line that feeds Royer Park. Both systems will need to be re-located. The project will provide two pad vault locations for at least four transformers. One mainline underground circuit will need to be installed along Oak Street to Linda Drive to connect the overhead on Folsom Road.

9.3.4 C Architecture

This project is an important feature in creating the Civic Core to the Downtown. It will also play a significant role in the creation of the creekwalk that in-turn promotes the integration of Dry Creek into the Downtown. The building architecture reflects the intended uses while accomplishing the goals of establishing the Civic Core and integrating the creekwalk. The key elements that are reflected in the architecture include;

Promote sound architectural practices.

- Buildings A through C apply a high level of articulation and a variety of building materials that reflect the design characteristics in the surrounding buildings. Specifically, the Civic Center building and the Civic Plaza project that will also frame the future town square. Refer to Exhibits 9.21 a-d.
- A high standard of articulation, detailing, and architectural treatment has been applied on all facades of the buildings. This is particularly important since these buildings do not have a backside. Buildings A-C will be visible from all sides creating the need to carry the architectural elements throughout the entire design.
- The project takes advantage of the numerous pedestrian related improvements including the creekwalk, pedestrian bridge and a number of plaza areas. Examples of these elements are provided in Exhibit 9.22.
- The four structures are individually different pads. This helps provide the opportunity for view sheds to be created to the creek and park. Additionally, they are of a size and design that is compatible with the surrounding structures in the vicinity of the site.

Create a comfortable scale of structures.

- Although the zone district will permit a four story structure, the maximum height has been designed at 3 stories. The three (3) story height of these buildings integrates well with the surrounding buildings, matching the scale and bulk of the existing development pattern.

The ultimate color, materials and architectural elements will be approved as part of the Pre-design review process. Final architectural design will be approved by the Director.

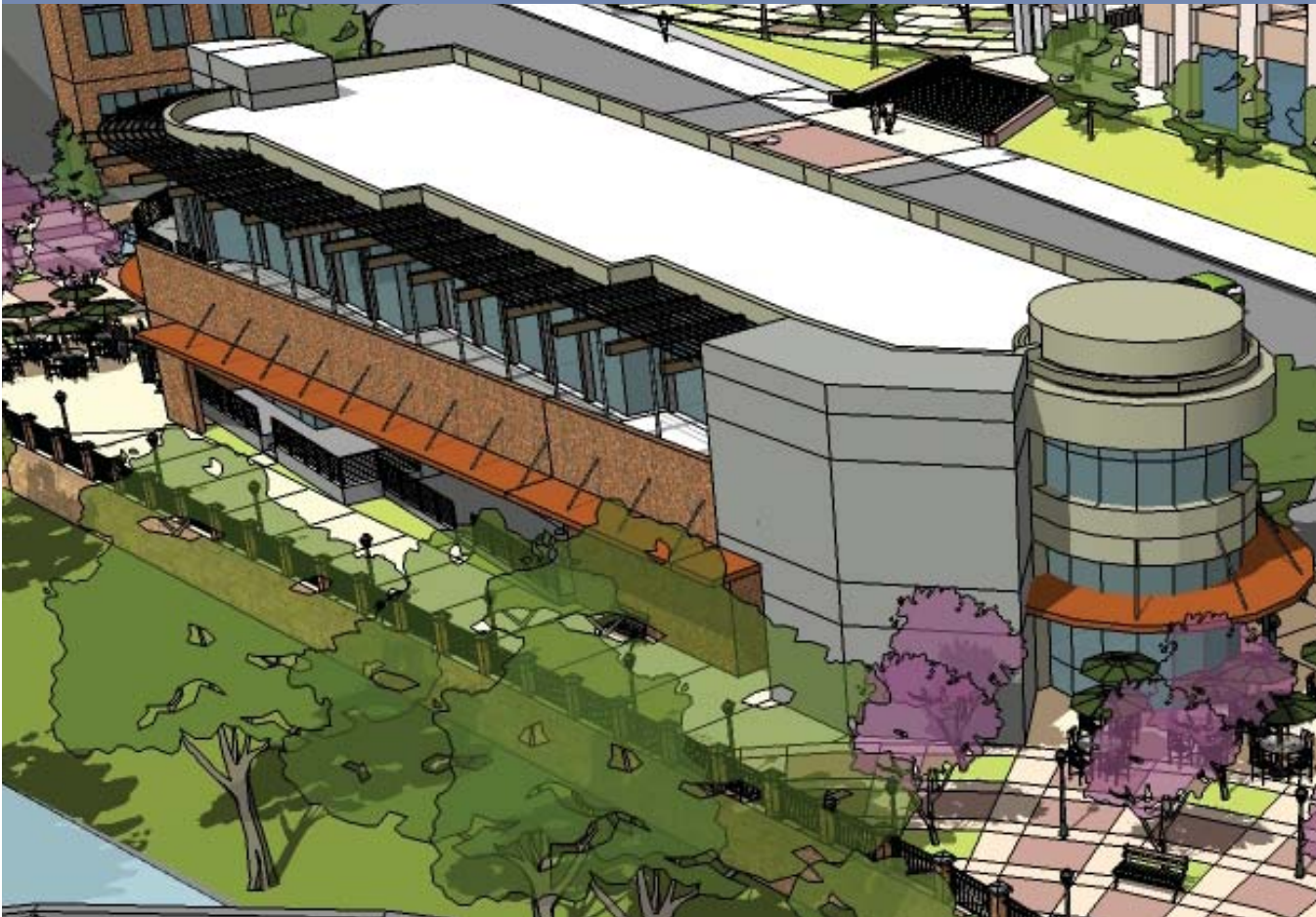


9.0 Pre-Design Projects

Exhibit 9.21 a
Building A









9.0 Pre-Design Projects

Pedestrian related improvements include the creekwalk, pedestrian bridge and a number of plaza areas



Icehouse Bridge Relocation



Pedestrian Bridge



Creekwalk



9.3.5 Retail and Lofts Project (401 Vernon Street)

Project Description: The parcel is a 0.4-acre parcel located at the southwest corner of Vernon and Grant Streets. The site is currently development with a single story, 2,800 square foot professional office building with surface parking. The approximate square footage of this building would be 80,000 square feet, and is ground floor retail with residential loft units or office above. Subterranean parking would be provided. See Figure 9.10 for locator map.

Parking Calculations	
36 units @ 1.5/unit	54 spaces
For every 10 units/1 space	4 spaces
Commercial 11,500 s.f. @ 1/500	23 spaces
Reduction based on area and parcel consolidation	(5 spaces)
Total On-site Required =	76 spaces
On-site parking	38 spaces
Total Provided =	38 spaces

Land Use:
Central Business District (CBD)A

Zoning:
Central; Business District/Special Area (CBD/SA)

Parcel Size: 0.40 Acres, 17,521 sq. ft.

Commercial Square footage: 11,500 s.f.

Residential Units: 36/2-bdrm units

Floor Area Ratio: 4.6

Dwelling Units/acre: 90 units/acre.

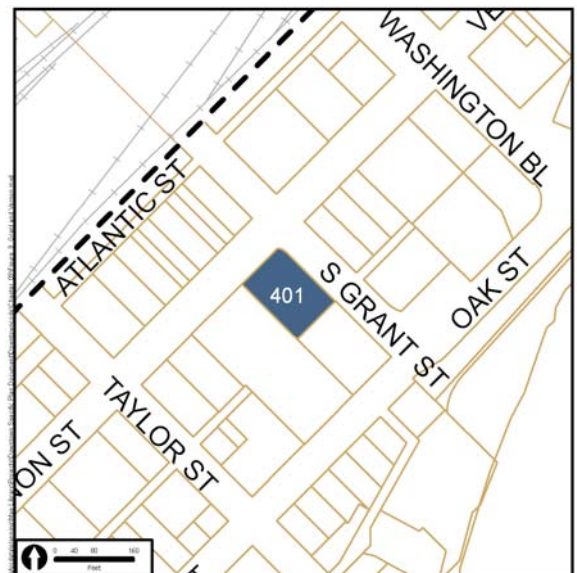
Height:
Maximum - 4 stories (60 feet)

Location: This site is located in the Vernon Street District and provides an example of how the development standards for this corridor district will be applied to future development. This site will complete the development envelope surrounding the Town Square, providing a building that is similar in scale to the adjacent Civic Plaza project.

Ownership: The property is privately owned making the development of the property simpler and more probable.

Parcel size: Although the project site is relatively small in size, it is reflective of the majority of properties within the district. It provides a unique approach to meeting the on-site parking needs through the creation of subterranean parking.

Figure 9.10



9.0 Pre-Design Projects

9.3.5 A Site Plan

The following evaluation addresses site circulation, grading, parking, utilities and other features associated with the site plan for this project. A site plan exhibit has been provided, as Exhibit 9.22.

Circulation: As proposed, the project will obtain vehicular access via Grant Streets to a single level of subterranean parking. Per the technical memorandum from Fehr and Peers (Appendix F) the proposed driveway location is adequate. There are several recommended mitigation measures that will be required to be incorporated into the ultimate construction documents. The parking level will provide thirty-eight (38) parking stalls, inclusive of two (2) handicapped accessible parking stalls. As part of this project pedestrian connections will be provided to the adjacent public parking structure west of this building, and to the office building (Civic Plaza) to the south of this building. A bus shelter is within the next block to the east.

Grading: The existing grades on-site are relatively level. Extensive grading will be required for the subterranean parking level and for the foundation of the four-story building. As part of the future Pre-design review process a detailed grading plan will be developed for the project, at that time.

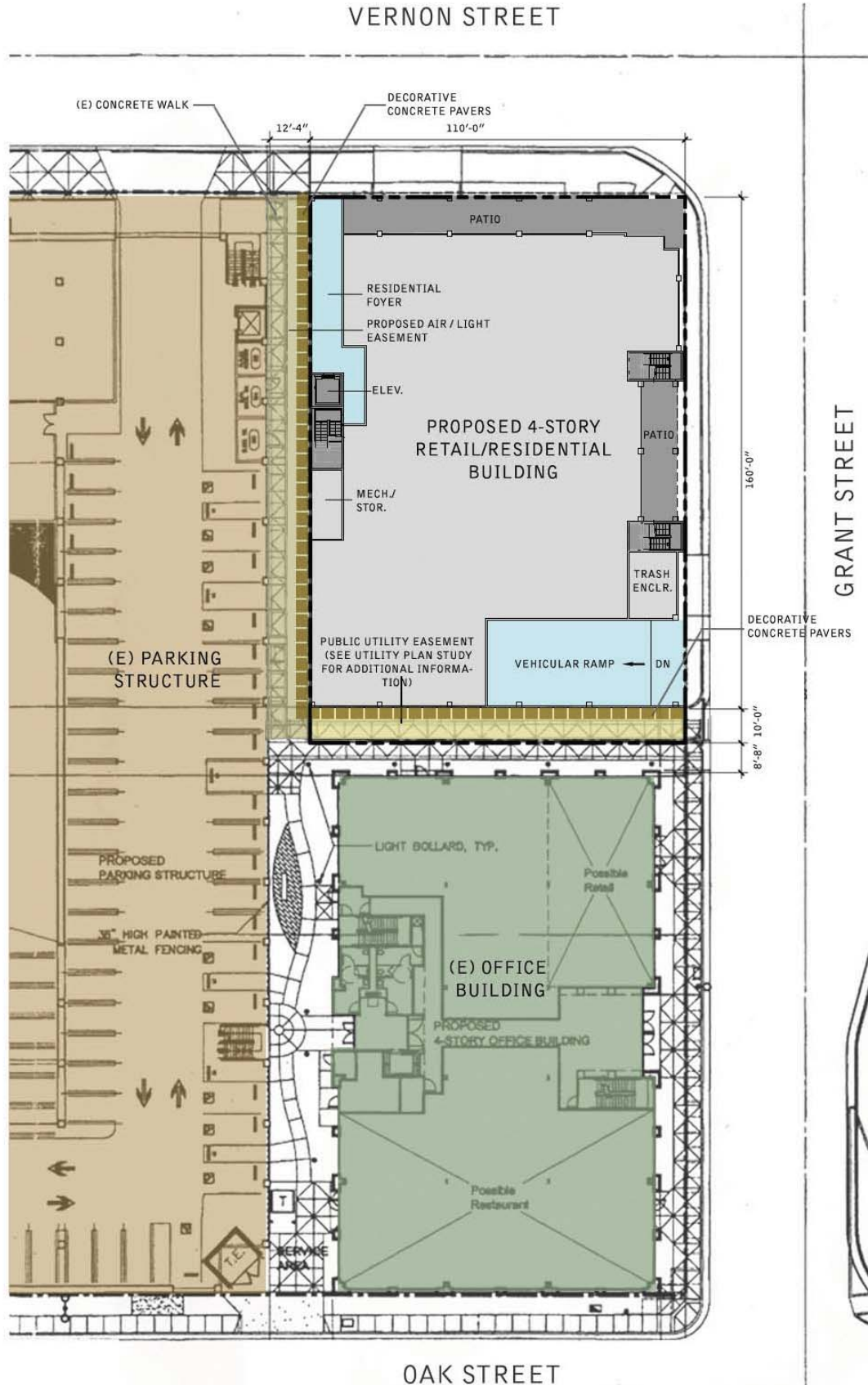
Parking: As noted in the summary parking table this site will provide 38 subterranean on-site parking spaces. After applying the parking incentive from the Specific Plan, of 2.5 spaces per 7,500 s.f. of lot area, establishing a parking credit of 5 spaces, the overall deficit of parking spaces is 38. The adjacent public parking structure and the surrounding on-street parking will make up for this shortfall. Although, the project has a shortfall in the number of on-site spaces provided, each individual residential unit is provided with one on-site parking space.

The frontage along Vernon and Grant Streets will provide on-street parking in close proximity to this project. The on-street parking provides an additional six (6) parking spaces. Given the location of this property adjacent to the public parking structure, the shortfall of on-site spaces is more than accounted for by the off-street parking adjacent to the site. The project will be subject to payment of the parking in-lieu fee in order to help offset the impact to the public parking supply.

Refuse: The project will satisfy the refuse needs via the use of a compactor to be installed in the adjacent City Owned parking garage. Internally the building will utilize garbage chutes which can go to an internal compactor or open trash bin. The property management will then cart trash from this location to the City owned site. This removes the need for a curb cut or trash bin access to this building from City refuse trucks. The final design will determine the appropriate internal location for this trash facility. This approach is consistent with that as outlined in the private realm improvement design standards in Chapter 5 of the **Downtown Code**.

Lot Configuration: The building will be constructed to the build-to-line, with a four-story building over subterranean parking, with the exception that proper ADA access along the sidewalk is maintained, at least 9'5" is provided for a public sidewalk on Grant Street and the existing PUE is maintained. The conceptual design indicates two (2) patio areas on the ground floor. The ground floor will be used for restaurant and retail uses. A central outdoor patio fronting Grant Street is planned for over a portion of the first floor retail uses. The second, third and fourth floors will have twelve (12) residential units on each floor, overlooking the elevated courtyard, Vernon and Grant Streets. The residential units have balconies oriented towards Vernon Street, and the Civic Plaza Office Building. A separation of approximately eighteen feet (18 ft.) is provided between the edge of the residential unit balconies and the office building.





9.0 Pre-Design Projects

The residential units will each have two bedrooms, with approximately 1200 to 1400 square feet. The residential units may be either rental or for purchase. To create condominium units for purchase a condominium map shall be required to be recorded prior to occupancy of the first residential unit. If the building is built to provide rental residential units and the owner subsequently desires to convert to for purchase units, the project will be required to successfully complete the City of Roseville's Condominium Conversion process and record a condominium map prior to sale of the first unit.

Landscaping: Given the building will be maximizing the development envelope, there will be minimal opportunities for landscaping. As part of the Plan Development submittal and the Pre-design review process, a landscape plan that conforms to the design guidelines and City standards shall be reviewed and approved that addresses the elevated residential courtyard and the streetscape. This plan shall be approved by the Director.

9.3.5 B Utilities

A preliminary utility service plan has been prepared for this site. (Exhibit 9.23) This preliminary plan indicates how the site will incorporate utility improvements that are readily available in the public utility easement areas to the south of the building, between this building and the adjacent Civic Plaza office building, and to the west between this building and the public parking structure.

Based upon the preliminary site layout new connections to existing gas services, telephone service, and electrical service will need to be constructed to existing facilities located between this building and the Civic Plaza office building to the south.

The electrical service will be underground. An existing vault located interior to the building on the south side of the building will be relocated. A new transformer shall be placed near Grant Street.

Based upon the requirements of the specific plan and the size of the existing facilities, a 6" sanitary sewer will be constructed, connecting to the existing sewer line in Grant Street.

A new water service connection shall be constructed to an 8" water line located between this building and the public parking structure to the west. This proposed layout is consistent with requirements that sanitary sewer and water facilities will be set at a minimum of 10 feet apart.

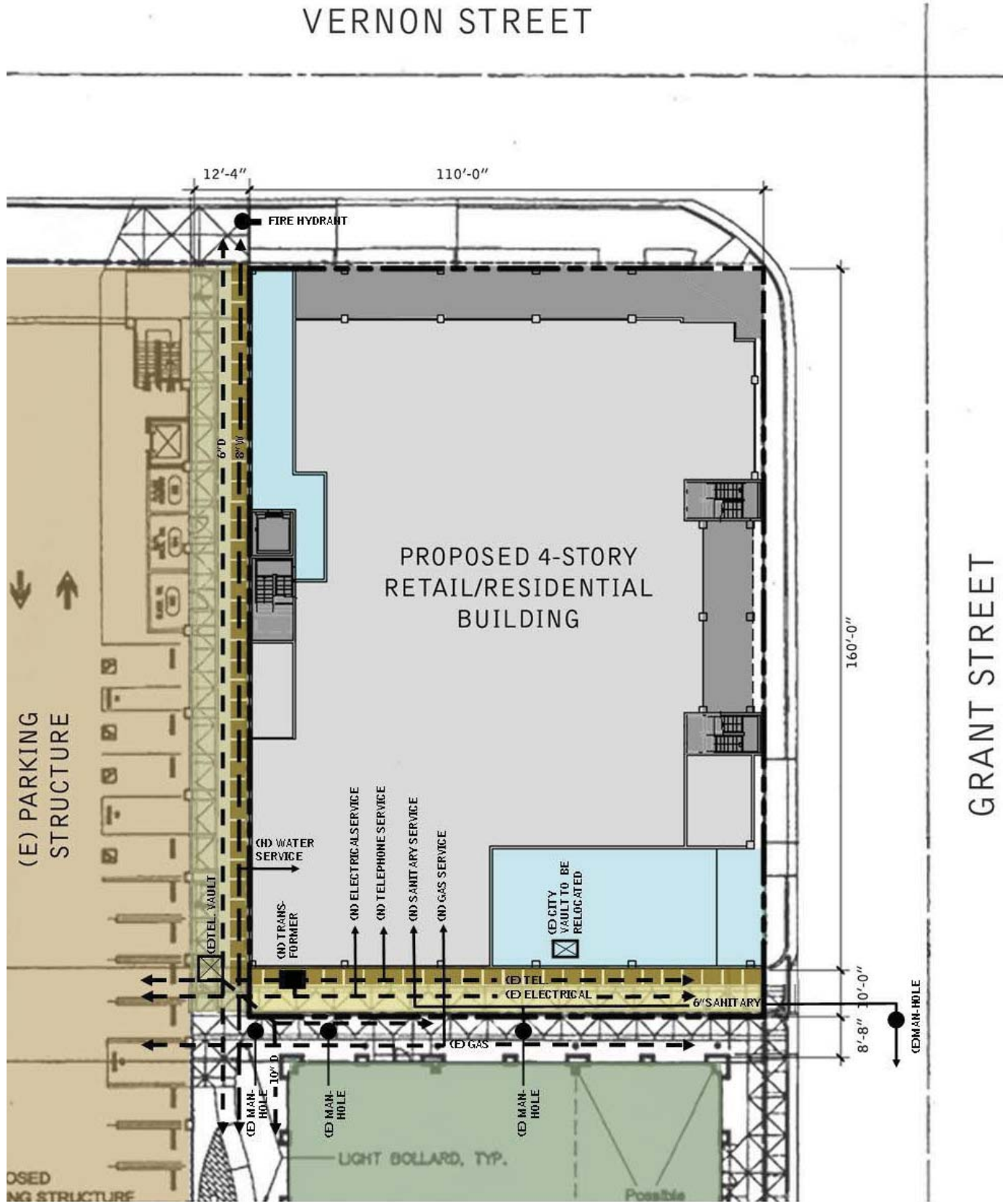
There is an existing fire hydrant on Vernon Street, near the northwest corner of this building. No upgrades or additional fire hydrants are required for this building.

Detailed site grading has not been completed, and storm drain improvements have yet to shown on this utility plan. As part of the future plan submittal and the next stage of the Pre-design process the project will need to provide engineering design for the storm drain system to service this site. There is a storm drain system in Grant Street that should be accessible to the project.

9.3.5 C Architecture

The building architecture that is provided will be post-modern in style, but will incorporate materials complimentary with the surrounding downtown area. The building includes a standing seam copper roof that will be reminiscent of the copper Civic Center copula. The brick veneer of this building will provide continuity with the several brick buildings constructed along Vernon Street.





9.0 Pre-Design Projects

Awnings and patio areas will create pedestrian oriented retail frontages on the first level, providing inviting areas for outdoor dining. Through the extensive use of glass, balconies and use of the central elevated courtyard the upper level residential units will be provided sunlight and cross ventilation.

Promote sound architectural practices.

- The design utilizes a variety of materials and forms to create a unique design at a corner location. A high standard of articulation, detailing, and architectural treatment has been applied on all facades of the building. Refer to Exhibit 9.24 a-c.
- The entry element at the corner of Grant Street and Vernon Street currently does not reinforce the commitment to reinforcing the corner as a key feature (Exhibit 9.24 a-c.) This concern has been raised with the applicant and noted as a future design issue. The formalized building design will require that this be addressed in compliance with the design guidelines established in the Downtown Code.
- Balconies at the various floor level provide the opportunity to add interest to the pedestrian environment and put more eyes on the street. Exhibit 9.24 a-c. provides a visual picture of this element.
- The project has been designed to facilitate effective surveillance via the use of expansive windows. The large windows on the bottom floor are inviting and allow pedestrians to see in, and retail and shop owners to view the street scene creating a friendlier, safer, more social environment.
- Other pedestrian related improvements include the use of glass canopy systems and covered street gallery areas that will promote outdoor seating adjacent to both Vernon and Grant Streets. Additionally, there are pedestrian corridors that will extend on the south and west side of the building. These corridors or pedestrian alleys are yet to be fully articulated. As part of the next stage of plan review, the development of these alleyways will be addressed. Expectations for these areas would include; outdoor seating, display areas, landscaping, potential shop entries or other pedestrian related amenities. The alleyways will also need to integrate with the adjacent improvements installed as part of the parking garage and Civic Plaza projects.

Develop a steady rhythm of façade widths.

- The proposed building maintains the characteristic rhythm, proportion, and spacing of existing door and window openings.
- The facade design does not change dramatically, other than in the form of the gallery approach on Vernon Street frontage versus a recessed entry on the Grant Street frontage. Given the limited size of the frontages (Vernon Street at 110 feet wide and Grant Street at 160 feet wide), due to the parcel size, a change in overall façade appearance is not warranted.

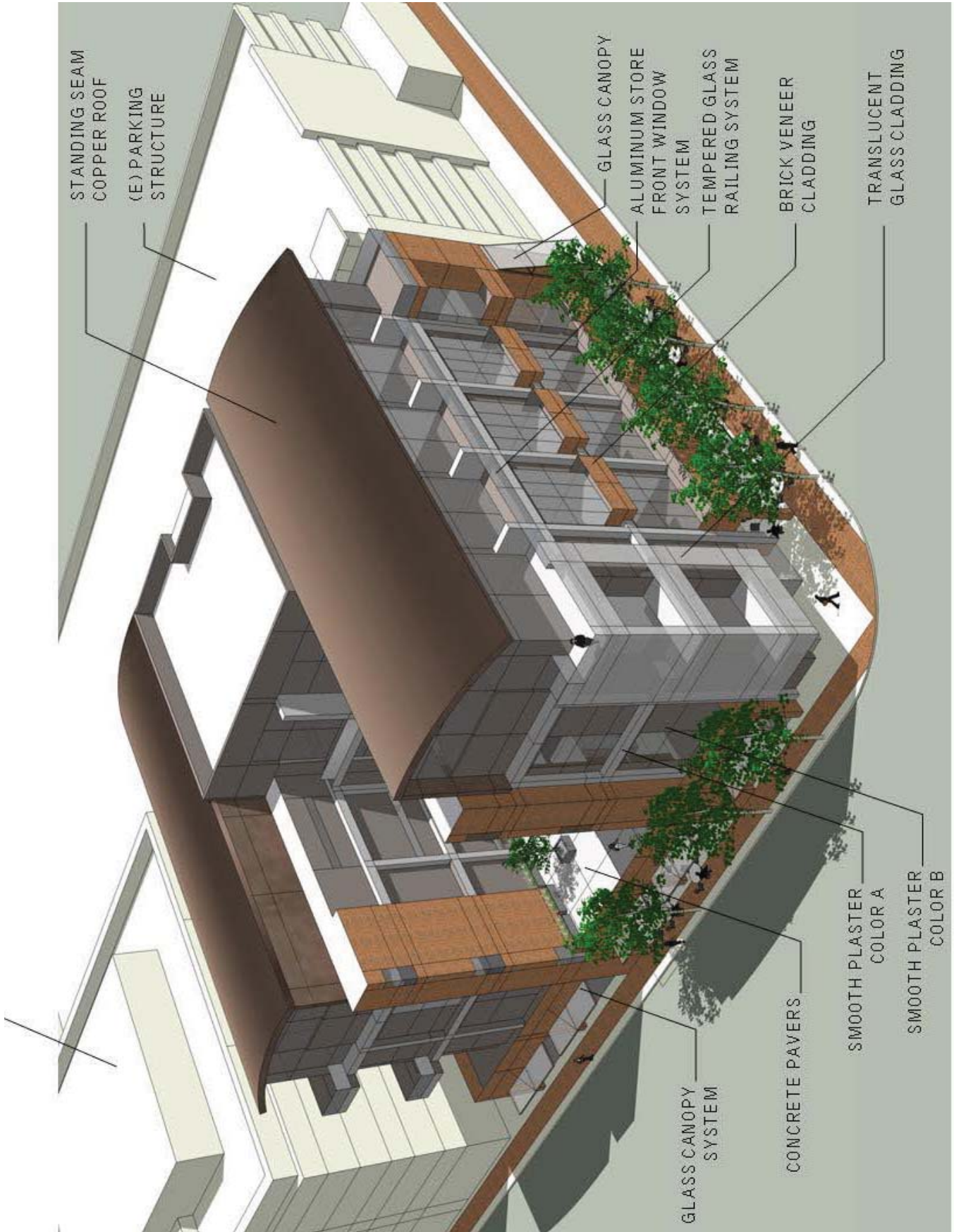




Overall view from Vernon Street

9.0 Pre-Design Projects

Exhibit 9.24 b - 401 Vernon Street
Rendering





View of building and how it relates to adjacent structures and facilities (Town Square)

9.0 Pre-Design Projects



9.0 Pre-Design Projects

Create a comfortable scale of structures.

- As shown on the perspective rendering (Exhibit 9.25) the height of the four-story building will not be incongruous with the surrounding buildings. A building at a corner location needs significant height to avoid being dominated and appearing out of scale in comparison to the surrounding buildings on this block. Additionally, due to the internal plate lines for residential units and the arched form of the roof the height of the building has been increased beyond what is permitted under the Vernon Street District standards. The Vernon Street District allows for a five (5) story structure with a seventy (70) foot height limitation.

The roof plate of this building will be approximately the same height as the Civic Plaza office building, and higher than the adjacent parking structure, blocking views of the parking structure from Grant Street. The following provides a comparison of the surrounding overall building or feature element heights:

<i>Parking garage tower height:</i>	<i>60 feet</i>
<i>Civic Plaza building height:</i>	<i>68 feet</i>
<i>Tower Theatre element height:</i>	<i>75 feet</i>
<i>Proposed building height:</i>	<i>80 feet</i>

As one of the regulatory incentives to encourage structured on-site parking, the plan has established a height increase (Chapter 3, Section 3.71 Downtown Code). Per the provisions of this incentive, the overall height of the building can be increased by one full story or a maximum of twelve (12) feet, when structured or subterranean parking is provided on-site. Since this project meets the required residential on-site parking requirements through a subterranean structure, the eighty foot height proposed is acceptable.

As noted, the project does propose to use a mix of brick veneer, glass, smooth plaster and a copper roofing system. The ultimate color, materials and architectural elements will be approved as part of the Pre-design review process. Final architectural design and colors will be approved by the Director.



9.0 Pre-Design Projects

9.3.6 Retail and Office Building (623 Vernon Street)

Project Description: The approximately 0.69-acre site is located at the corner of Vernon Street and Bulen Street. The conceptual development plan includes a mixed-use, 3-story building that would provide approximately 10,000 square feet of retail and restaurant uses on the ground floor, and approximately 10,000 square feet of office space on each of the 2nd and 3rd floors of the building. See Figure 9.11 for location map.

Parking Calculations	
Commercial. 30,000 s.f. @ 1/500	60 spaces
Reduction based on area and parcel consolidation	(7 spaces)
Total On-site Required =	53 spaces
On-site parking	70 spaces
Total Provided =	70 spaces

Land Use: Community Commercial (CC)

Zoning: General Commercial/Special Area

Parcel Size: 0.69 Acres

Commercial Square footage: 30,000 s.f.

Floor Area Ratio: 1.00

Height: 3 stories maximum, 53'-2"

Location: This site is located in the Vernon Street District. This site will help to anchor the southern end of the district, and help to catalyze additional development closer to the Douglas Boulevard District. With the recent completion of the Rock of Roseville Church on the opposite corner this will promote a real sense of entry to the Downtown.

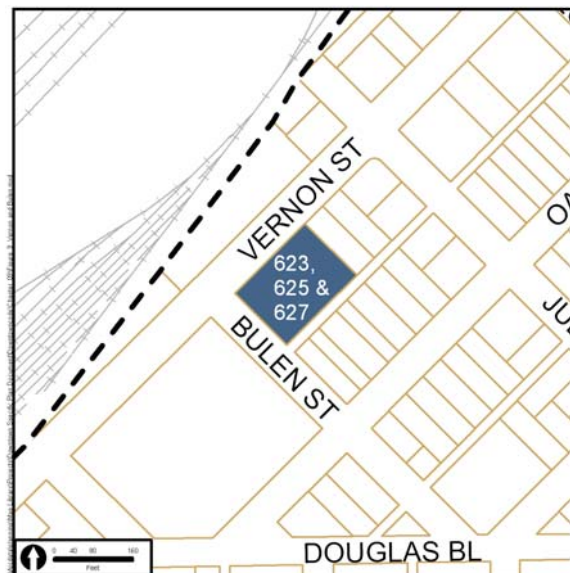
Ownership: The property is privately owned making the development of the property simpler and more probable.

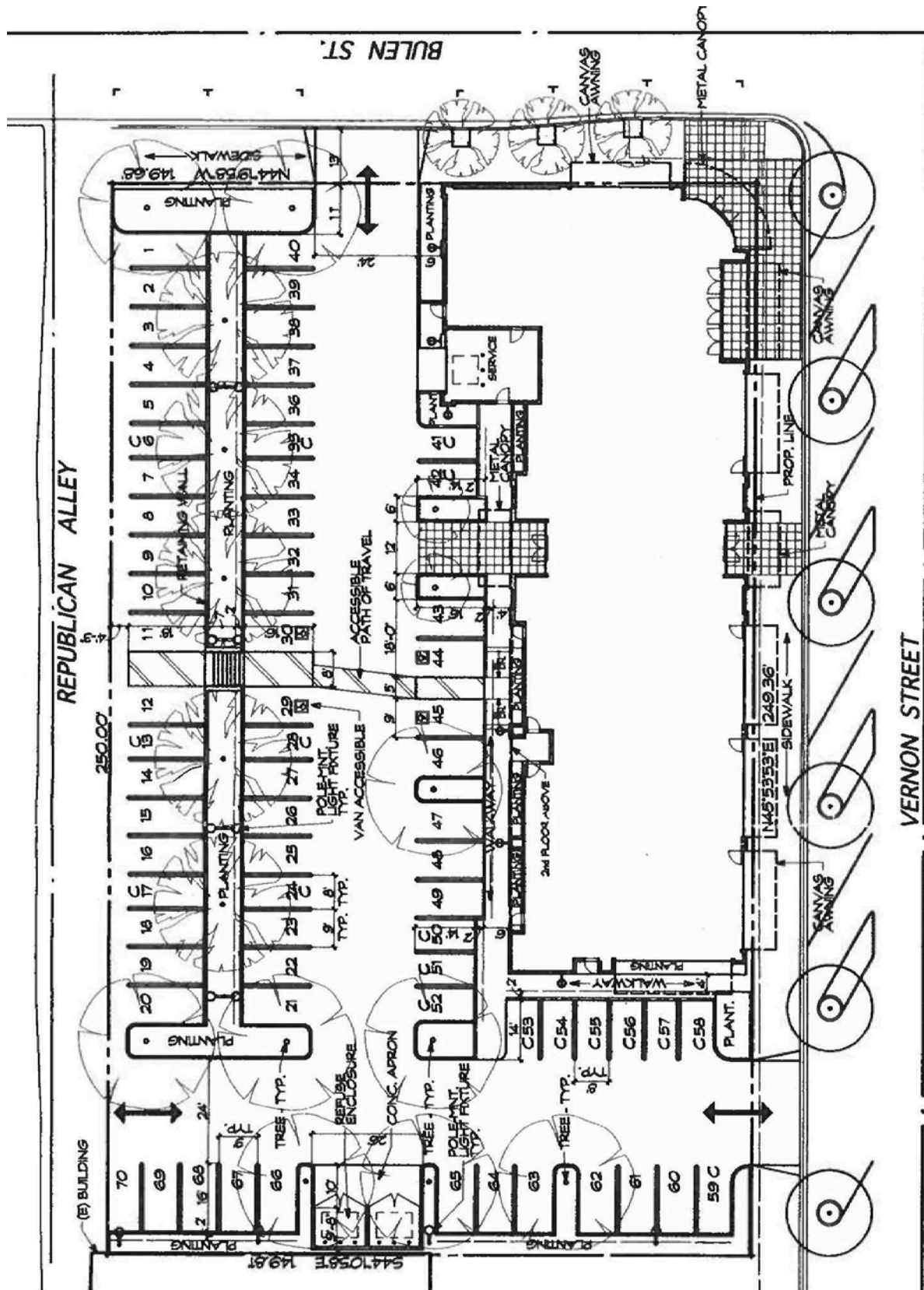
Parcel size: Property consists of five (5) separate legal parcels under one ownership. In the context of the Downtown, it is a mid-sized development site. The parcel does benefit from the access that is available off of the alleyway, located to the rear of the building. This provides the opportunity to position the building, so that it fronts onto Vernon Street and directly access parking at the rear of the building.

9.3.6 A Site Plan

The following evaluation addresses site circulation, grading, parking, utilities and other features associated with the site plan for this project. A site plan exhibit has been provided, as Exhibit 9.25.

Figure 9.11





SITE PLAN
1" = 20'

9.0 Pre-Design Projects

Circulation: As proposed, the project will have three (3) points of vehicular access via Vernon Street, Bulen Street, and Republican Alley. Per the technical memorandum from Fehr and Peers (Appendix F) the proposed driveway locations are adequate. There are several recommended mitigation measures that will be required to be incorporated into the ultimate construction documents. The project will replace frontage sidewalk, both along Bulen Street and Vernon Street. Twenty-four foot (24 ft.) wide Type 5 commercial driveways will be installed as part of the project on Vernon Street, and on Bulen Street.

Grading: The site plan looks to take advantage of the existing grades on-site. There is an existing grade change as the site transitions from Republican Alley towards the corner of Bulen and Vernon Streets. A short retaining wall and stairs are proposed within the parking lot to adjust for an approximately six-foot (6 ft.) change in elevation from a low point of 153.85 at Republican Alley to a finish floor elevation of 160.00 at the northwest corner of the building. Cut and fill amounts will both equal 1350 cubic yards, balancing on site. (Exhibit 9.26)

As part of the future Pre-design review process a detailed grading plan will be developed for the project, and shall be approved by the Director.

Parking: As noted in the summary parking table this site will provide seventy (70) on-site parking spaces. By applying the parking incentives in Chapter 3 of the **Downtown Code** there will be a seven (7) space reduction. Based on the overall parking calculations the project has an excess of seventeen (17) parking spaces. The surrounding on-street parking will also provide additional parking opportunities.

Refuse: Initially, the project will provide refuse through a double enclosure accessed via the parking field and just south of the mixed use building, facing the Bulen Street driveway. As development progresses in this area, the refuse will be serviced via a compactor that is centrally located to the development area. The potential location and threshold for when this would occur is addressed in Chapter 5 of this document.

Lot Configuration: The property is currently divided into five (5) separate legal parcels. In order to develop the project as shown, these parcels will need to be consolidated and a condominium or tentative subdivision map will need to be approved. The processing of this entitlement can occur at the same time the development is progressing through the plan check process. The map shall be recorded prior to the issuance of building permits for the project.

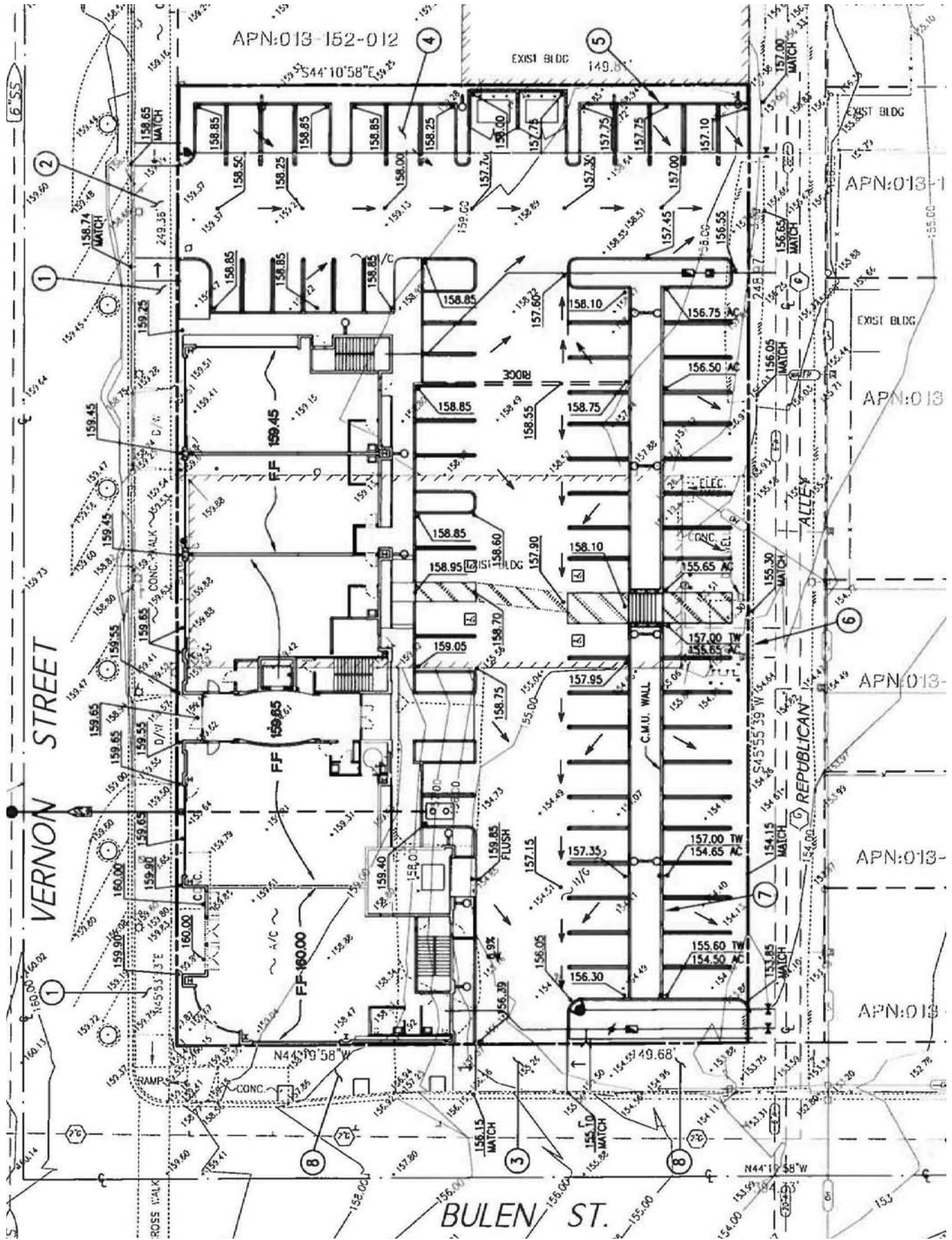
Landscaping: Unlike the other Pre-Design projects, a landscape plan has been submitted for this project. The project plans are representative of the expectations for this area. As part of the Plan Development submittal and the Pre-design review process, a final landscape plan that conforms to the design guidelines and City standards shall be reviewed and approved. This plan shall be approved by the Director. (Exhibits 9.27 a-b)

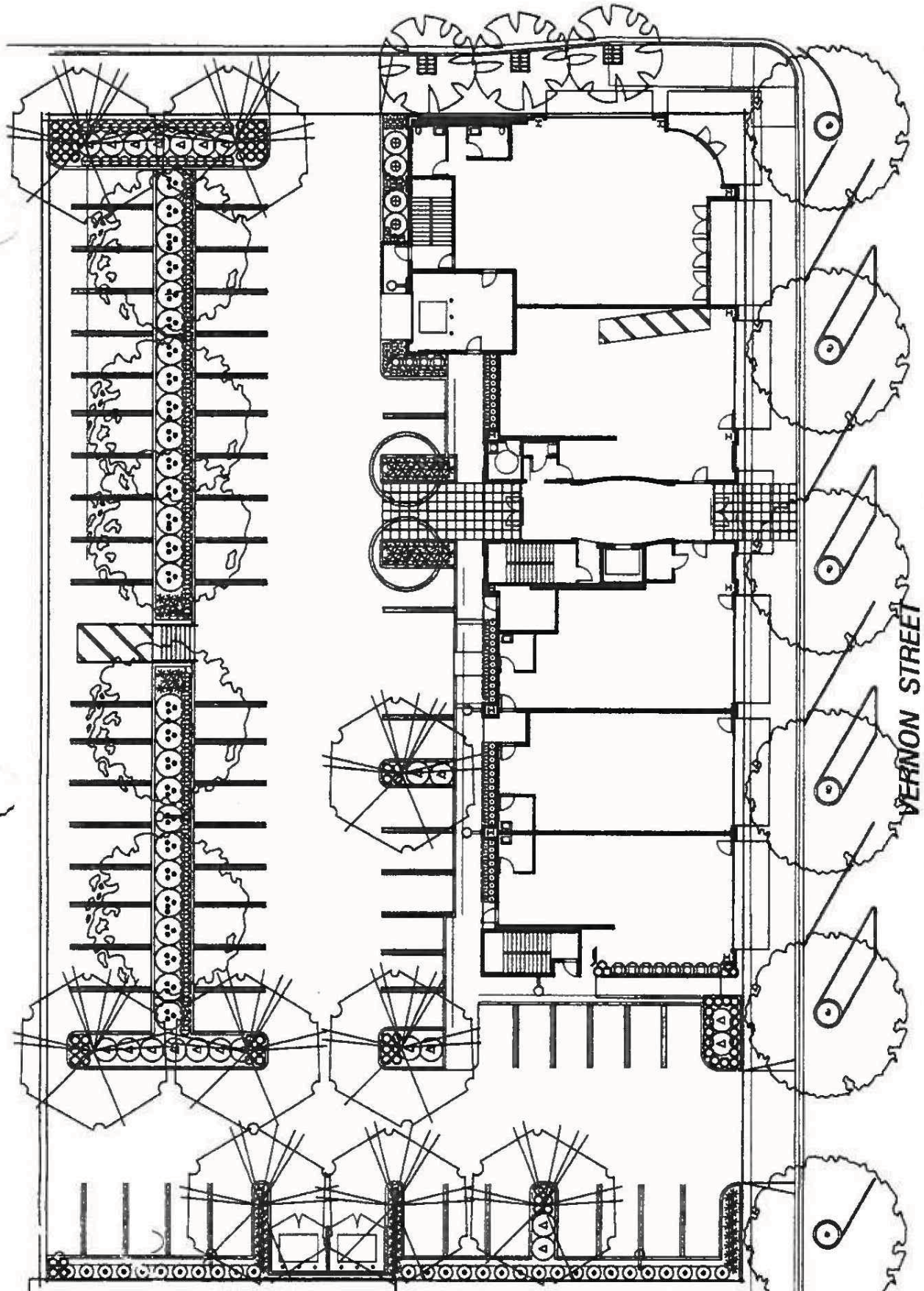
9.3.6 B Utilities

The grading plan for this site includes preliminary improvements (Exhibit). This preliminary plan indicates how the site will incorporate water, sewer and storm drain improvements that are readily available in the adjacent Republican Alley and Vernon Street.

Based upon the preliminary site layout, new storm drain, sanitary sewer, and water facilities will need to be constructed on the interior of the site. These facilities will be constructed within the proposed drive aisles; sanitary sewer and water facilities will be set a minim of ten (10) feet apart.



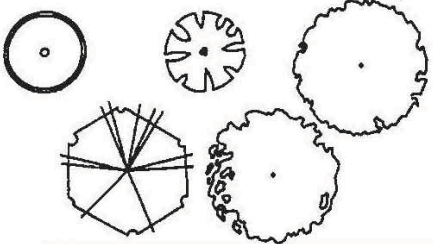




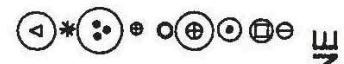
PLANT LEGEND

BOTANICAL NAME	COMMON NAME	WATER USE	SIZE	REMARKS	QTY
Lagerstroemia Cherokee	Crepe Myrtle	Low	15 Gallon	Deciduous Accent tree	2
Pistachia chinensis	Chinese Pistache	Low	15 Gallon	Deciduous shade tree	9
Pyrus Chanticleer	Aristocrat Pear	Med	15 Gallon	Deciduous shade tree	3
Quercus suber	Cork Oak	Med	15 Gallon	Evergreen shade tree	5
Ulmus parv. Drake	Evergreen Elm	Med	15 Gallon	Evergreen shade tree	6
Arctostaphylos Howard McMinn	Manzanita	Low	5 Gallon	Evergreen foundation shrub	22
Hemerocallis Stella D'Oro	Evergreen Day Lily	Med	1 Gallon	Evergreen accent shrub	111
Heteromeles arbutifolia	Toyon	Low	5 Gallon	Evergreen foundation shrub	27
Nandina Harbour Dwarf	Dwf. Heavenly Bamboo	Med	1 Gallon	Evergreen accent shrub	74
Penstemon Midnight	Blue Penstemon	Low	1 Gallon	Evergreen accent shrub	79
Podocarpus gracilior	Fern Pine	Med	5 Gallon	Evergreen screen tree	4
Prunus caroliniana compacta	Dwf. Carolina Cherry Laurel	Med	5 Gallon	Evergreen hedge shrub	29
Raphiolepis Ballerina	Ballerina Hawthorn	Low	5 Gallon	Evergreen foundation shrub	12
Verbena taplen purple	Dwf. Purple Verbena	Med	1 Gallon	Evergreen ground cover	131
Trachelospermum jasminoides	Star Jasmine	Low	1 Gallon	Evergreen vine	41

TREES



SHRUBS



VINE



9.0 Pre-Design Projects

The closest storm drain line is located at the intersection of Douglas Blvd. and Bulen Street. The site currently sheet flows to this location. The improvements associated with the Specific Plan contemplate that future development will continue to meet the City standard of a 10 year event through on-site grading practices that allow the property to continue to sheet flow. As part of the future plan submittal and the next stage of the Pre-design process the project will need to provide engineering design for the storm drain system to service this site.

Electric, Gas, and telephone service will be established from the existing overhead electric/telephone and underground facilities within the alley that is south of the project site.

9.3.6 C Architecture

The architecture that is provided is representative of the key design elements that are recommended in the Specific Plan. This site offers the opportunity to use the building to help define the entry to this end of the Plan Area. In order to accomplish this height and bulk of this building is important.

Promote sound architectural practices.

- The design utilizes a variety of materials and forms to create a unique design at a corner location. A high standard of articulation, detailing, and architectural treatment has been applied on all facades of the building. (Exhibit 9.28 a-b)
- The building architecture takes full advantage of the corner location by positioning the main entry at the intersection of Vernon and Bulen Streets. Additionally, the entry is framed with thick columnar structures enhancing the preeminence of the entry. The building is also setback at this area allowing for outdoor seating to be integrated into the design.
- A balcony feature is integrated into the northern end of the building proving interest to the pedestrian environment and putting more eyes on the street. Exhibits 9.28 a-b provide a visual picture of this element.
- The large windows on the bottom floor are inviting and allow pedestrians to see in, and retail and shop owners to view the street scene creating a friendlier, safer, more social environment. The base of the building has also been anchored by providing a different material at the pedestrian level, adding further interest to the building.
- Other pedestrian related improvements include the use awnings and transom window like elements.

Develop a steady rhythm of façade widths.

- The proposed building maintains the characteristic rhythm, proportion, and spacing of door and window openings on other existing buildings along Vernon Street.

Create a comfortable scale of structures.

As shown on the perspective rendering, the height of the 3 story building will not be incongruous with the surrounding buildings. (Exhibit 9.29)

As noted, the project does propose to use a mix of brick veneer, detailed glass widows, smooth plaster and awning system. The ultimate color, materials and architectural elements will be approved as part of the Pre-design review process. Final architectural design and colors will be approved by the Director.





The prominent use of bricks and strong columnar features, as well as, large windows at the ground floor, all add to the architecture of this building. These elements reflect the goals of the code and make this building a strong corner focal feature.