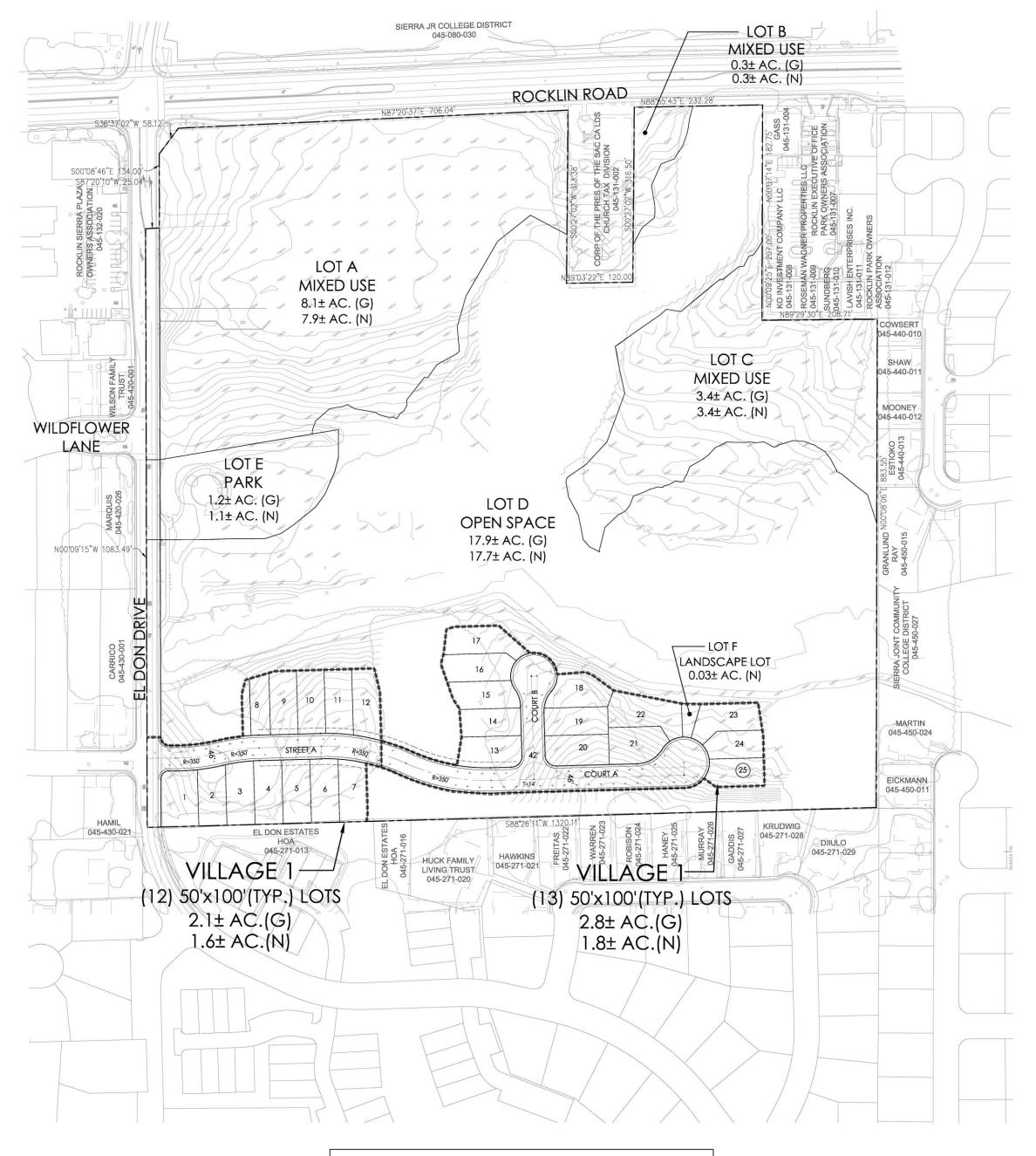




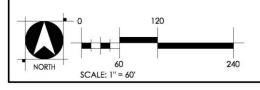
PARKING PLAN COLLEGE PARK SOUTH

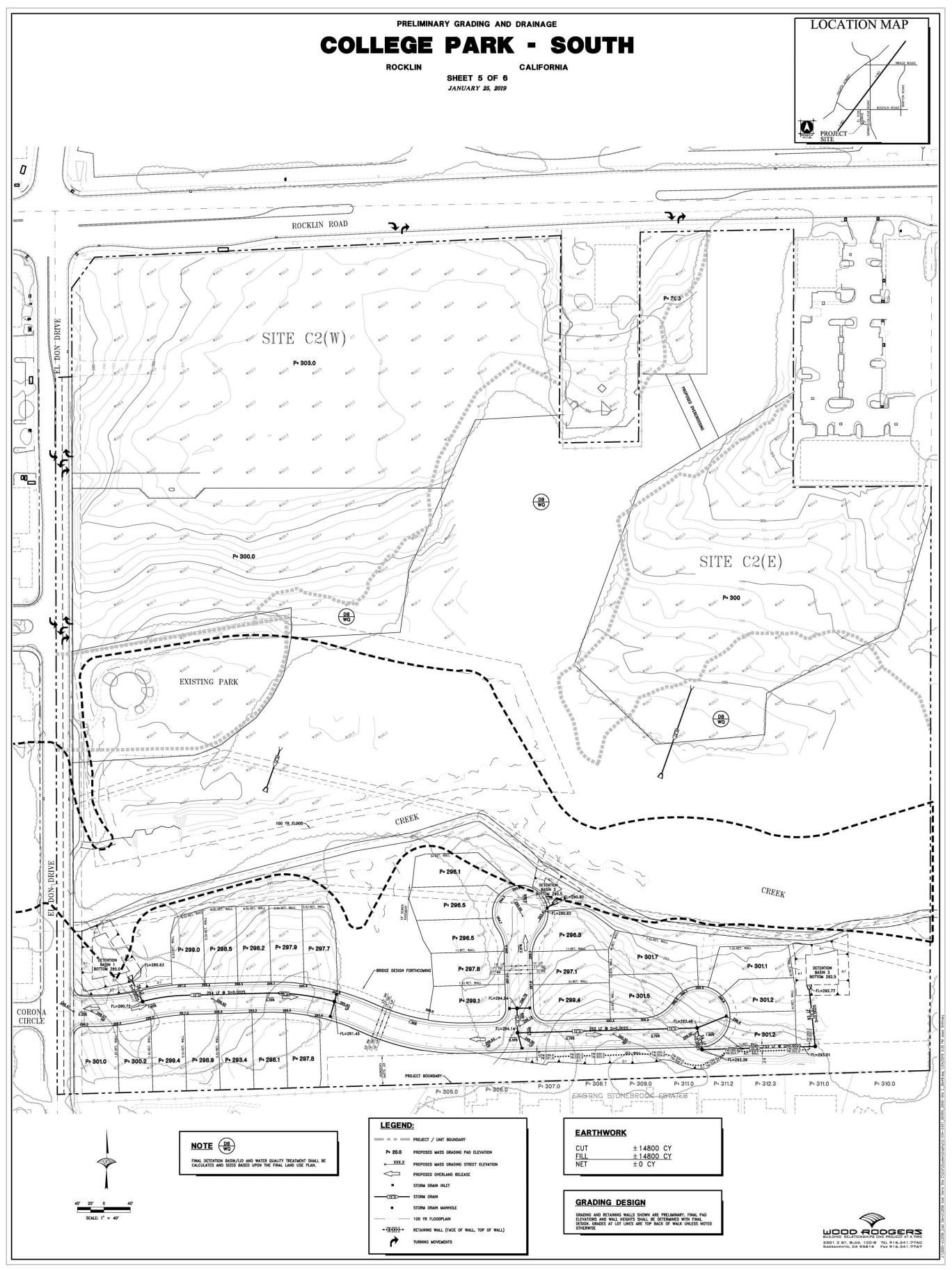
CITY OF ROCKLIN, CALIFORNIA SHEET 4 OF 6 JANUARY 25, 2019





PARKING SUMMARY		
PARKING SPACE TYPE	NO. OF SPACES	SPACE/ UNIT
GARAGE	52	2.0
DRIVEWAY	52	2.0
STREET *	58	2.3
TOTAL	162	6.5 SPACES/UNIT





LOCATION MAP SANITARY SEWER AND WATER SIERRA COLLEGE - SOUTH **ROCKLIN CALIFORNIA** SHEET 6 OF 6 JANUARY 25, 2019 ROCKLIN ROAD SITE C2(W) 10 · • • P. 300.0 SITE C2(E) WILDFLOWER SEWER LIFT STATION (PRIVATE) EXISTING PARK CREEK DON DRIVE -EX INV=285.02 OUT(W) P= 296.5 P. 296.3 P= 296.5 P= 297.9 P= 298,2 P= 297.7 P. 298.5 P= 301.7 _×P• 301.1 _× P= 297.8 P= 297.1 P= 301.5 180 LF 8 S S=0.0035 ×919 P= 301.2 ×913 P 299.1 CORONA CIRCLE -INV=290.03 OUT(W) -INV=290.13 IN(E) P= 301.2 P= 297.8 P= 298.1 Pi 298.9 P= 293.4 P= 301.0 P= 300.2 P= 299.4 PROJECT BOUNDARY EXISTING STONEBROOK ESTATES SEWER DESIGN SEWER INVERTS AND SLOPES SHOWN ARE PRELIMINARY. FINAL INVERT ELEVATIONS AND SLOPES SHALL BE DETERMINED WITH FINAL DESIGN. **LEGEND**: S S Ss (Ss () 48" SANITARY SEWER MANHOLE BUILDING RELATIONSHIPS ONE PROJECT AT A TIME $\underset{\text{N.T.S.}}{\underline{\text{TYPICAL }}} \; \underline{\text{R/W}} \; \underset{\text{N.T.S.}}{\underline{\text{W}}} \; \underline{\text{UTIL DIMENSIONS}}$ $\underset{\text{N.T.S.}}{\underline{\text{TYPICAL}}} \ \ \underset{\text{N.T.S.}}{\underline{\text{R/W}}} \ \ \underset{\text{N.T.S.}}{\underbrace{\text{UTIL}}} \ \ \underset{\text{DIMENSIONS}}{\underline{\text{DIMENSIONS}}}$ 3301 C St, BLog. 100-B Tel 916.341.7760 SACRAMENTO, CA 95816 FAX 916.341.7767 42' RIGHT OF WAY 46' RIGHT OF WAY

College Park North - Standard Modifications, Tentative Parcel Map, Month Date, Year

Proposed Standard Modification No. 1 (Sheet 1 of 3) **Non-Standard Elbow**

Description of the Modification:

 Standard Modification No. 1 is the non-standard elbow located in 10 locations of College Park North. The streets intersect at angles between 90-95 degrees, with an outer radius of 50-feet and an inner radius of 20-feet.

Justification for the Modification:

- The project proposes small-lot, medium to high density housing, while the current Rocklin standards are designed for a large-lot, low density housing. Further flexibility is needed to allow this new and vital housing type in the City of Rocklin.
- The configuration does not impede fire truck access.
- The proposed non-standard elbow is not expected to cost less to construct than a standard elbow. Therefore, this request is not made based on cost to the sub-divider.
- The requested Standard modification will not impact the health, safety and welfare of the public, as it does not create a hazardous condition.
- The non-standard elbow is necessary to fulfill the overall vision for the project, including road pattern, connectivity and location of residential villages.

Facts Supporting the Modification:

• The proposed elbow will implement the following goals and policies of the **General Plan**:

Land Use Element

Policy LU-20:

Encourage Medium and High-Density Residential uses to be located near major arterial and/or collector streets.

Policy LU-22:

Encourage neighborhood and community access through design that interconnects streets and pedestrian and bicycle pathways...; and the efficient movement of service and emergency vehicles.

2013-2021 Housing Element

Goal 2:

Facilitate the provision of a range of housing types to meet the diverse needs of the community.

Circulation Element

Goal for Transportation System:

To create a balanced and coordinated transportation system which utilizes all transportation modes efficiently and promotes sound land use.

Proposed Subdivision Modification No. 2 (Sheet 2 of 3) Non-Standard Street, 44' street

Description of the Modification:

Subdivision Modification No. 2 – Section D– 44' wide public street with 12' travel lanes,
 4' sidewalk, no parking on the north side and street parking on south side.

Justification for the Modification:

- The 44' street section is a modification of the standard 50' residential collector street section with parking on one side only.
- On the north side of Street G are proposed residential lots 268-275. On the south side of Street G is the Otani parcel, which is not part of the proposed project. Lots 268-272 back onto Street G, which makes street parking in this location unnecessary. Lots 273-275 front on Street G, but are within 100' of the intersection with Sierra College Boulevard. This intersection is the secondary intersection of the proposed neighborhood, and will at times be busy. Parking had been removed from this location to reduce the presence of parking conflicts during these busy times. As the future use of the Otani property has yet to be determined, street parking has been retained for maximum flexibility.
- The requested Standard modification will not impact the health, safety and welfare of the public, as it does not create a hazardous condition.

Facts Supporting the Modification:

The proposed street section will implement the following goals and policies of the General Plan:

Land Use Element

Policy LU-20:

Encourage Medium and High-Density Residential uses to be located near major arterial and/or collector streets.

Policy LU-22:

Encourage neighborhood and community access through design that interconnects streets and pedestrian and bicycle pathways...; and the efficient movement of service and emergency vehicles.

2013-2021 Housing Element

Goal 2:

Facilitate the provision of a range of housing types to meet the diverse needs of the community.

Circulation Element

Goal for Transportation System:

To create a balanced and coordinated transportation system which utilizes all transportation modes efficiently and promotes sound land use.

Proposed Standard Modification No. 3 (Sheet 3 of 3)

Non-Standard Driveway Length (18-feet)

Description of the Modification:

 Standard Modification No. 3 is a non-standard 18-foot driveway length. The City's current Zoning Code stipulates 20-feet as the minimum driveway length for all single-family residential uses (17.66.100).

Justification for the Modification:

- The project proposes small-lot, medium density housing, while the current Rocklin standards are designed for a large-lot, low density housing. Further flexibility is needed to allow this new and vital housing type in the City of Rocklin.
- The reduced driveway length accommodates the majority of vehicles, which range from 13.5-feet (midsized sedan) to 16.5-feet (large sized trucks) in length.
- According to various sustainable building movements, reduced-length driveways are encouraged as they limit the amount of impervious paving, minimize heat island effect, and encourage smaller, more efficient cars.
- The proposed non-standard driveway length is not expected to cost less to construct than a standard driveway length. Therefore, this request is not made based on cost to the subdivider.
- The requested Standard modification will not impact the health, safety and welfare of the public, as it does not create a hazardous condition.

Facts Supporting the Modification:

The proposed non-standard driveway length will implement the following goals and policies of the General Plan:

Land Use Element

Policy LU-1:

Promote flexibility and innovation in residential land uses through the use of planned unit developments, developer agreements, specific plans, mixed use projects, and other innovative development and planning techniques.

Policy LU-2:

Encourage a variety of building sites, building types, and land use concepts in Medium High and High Density Residential, commercial, and industrial areas that are located along major streets, rights of way, and highways/freeways.

2013-2021 Housing Element

Goal 2:

Facilitate the provision of a range of housing types to meet the diverse needs of the community.

Sunset West Planned Development

2225 Misty Hollow Drive

City of Rocklin



Plan View



Street View

Westshore Subdivision

501 Alboran Sea Circle

City of Sacramento

Lindsey Alagozian, <u>lalagozian@cityofsacramento.org</u>



Plan View



Street View

Village 7 Subdivision

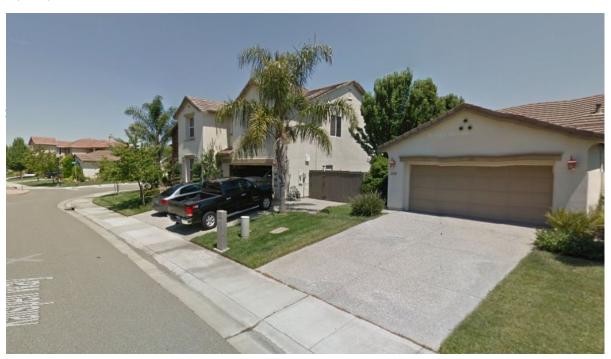
5592 Kalispell Way

City of Sacramento

City of Sacramento Planning Department, planning@cityofsacramento.org



Plan View



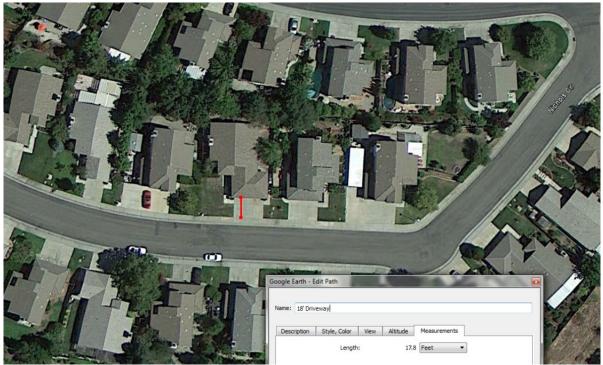
Street View

Prairie Oaks

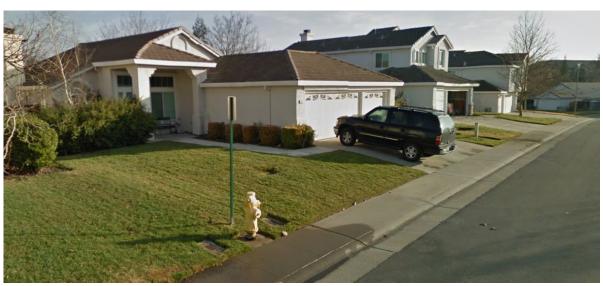
953 Nichols Circle

City of Folsom

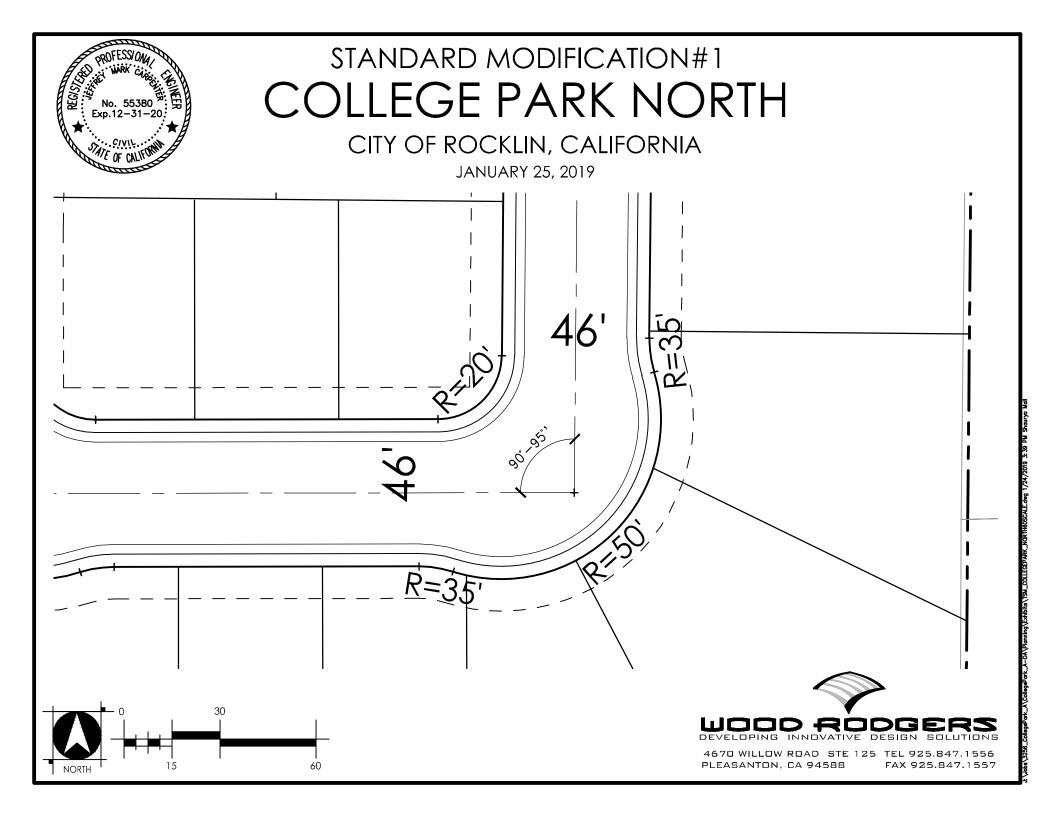
City of Folsom Planning Department, (916) 355-7222



Plan View



Street View

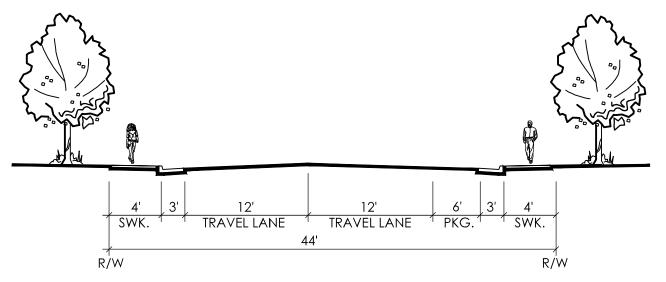


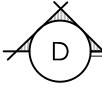


STANDARD MODIFICATION#2 COLLEGE PARK NORTH

CITY OF ROCKLIN, CALIFORNIA

JANUARY 25, 2019





RESIDENTIAL STREET

44' STREET SECTION - NO PARKING ON NORTH SIDE STANDARD MODIFICATION #2 NOT TO SCALE







STANDARD MODIFICATION#3

COLLEGE PARK NORTH

CITY OF ROCKLIN, CALIFORNIA

JANUARY 25, 2019

