

CHAPTER 7

SUBDIVISION REGULATIONS

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10-7-1: **PURPOSE:** The purpose of this Chapter is to set forth rules and regulations for the subdivision of real property, all in conformance with the provisions of the Subdivision Map Act, Chapter 2, Part 2 of Division 4 of the Business and Professions Code of the State, and amendments thereto. (Ord. 760, 17 May 1954)

10-7-2: **TENTATIVE MAP; PREPARATION:** The subdivider shall cause the tentative map of the land proposed to be subdivided to be prepared by a registered civil engineer or licensed land surveyor. (Ord. 760, 17 May 1954)

10-7-3: **SUBMISSION OF MAP TO ENGINEER:** All maps of subdivisions offered to the Council for approval shall first be submitted to the Engineer or to such engineer or surveyor as the Council may direct. (Ord. 760, 17 May 1954)

10-7-4: **PROOF OF CLEAR TITLE; CERTIFICATE:** Proof shall be furnished to the Council that the parties concerned and requesting the filing of the map and making dedications to public use are all the parties necessary to give a clear title and the Council may in its discretion require a certificate of title by a competent title company or such other proof as the Council may in its discretion deem necessary. (Ord. 760, 17 May 1954)

10-7-5: **SUBDIVISION STANDARDS:** Each subdivision shall be in conformity to the following standards:

(A) GENERAL:

1. No subdivision will be approved for recordation by the Council in which the streets are not offered for dedication and which the City has not accepted. (Ord. 760, 17 May 1954)
2. Nothing in this Chapter shall prohibit the acceptance of any subdivision map and the recordation thereof prior to the construction of any streets, roads, avenues, ways, lanes and sewers, water mains and other required public improvements; providing, the subdivider shall post good and acceptable security which security shall be one of the following, subject to the approval of the City Council.
 - (a) Bond or bonds by one or more duly authorized corporate surety.
 - (b) A deposit, either with the City or a reasonable escrow agent or trust company, at the option of the City, of money or negotiable

bonds of the kind approved for securing deposits of public monies.

- (c) An instrument of credit from one or more financial institution subject to regulation by the State or Federal government and pledging that the funds necessary to carry out the act or agreement are on deposit and guaranteed for payment, or a letter of credit issued by such financial institution. The amount of said security shall be as provided for in Government Code Section 66499.3. If the required subdivision improvements are financed and installed pursuant to special assessment proceedings, upon the furnishing by the contractor of the faithful performance and labor and material bonds required by the special assessment act being used, the improvement security of the subdivider may be reduced by an amount corresponding to the amount of such bonds so furnished by the contractor. (Ord. 1494, 28 Jul 1992)

3. The width of all rights of way for streets shall be as follows:

- (a) Primary access streets through subdivision, fifty-six feet (56').
- (b) Secondary streets, fifty feet (50').
- (c) Dead-end streets, less than five hundred feet (500') in length, forty-four feet (44').

Not less than the following shall be allowed for pavement.

- (d) Primary access streets through subdivision: Thirty two feet (32').
- (e) Secondary streets, twenty-eight feet (28'). (Ord. 1179, 12 Dec 1978)
- (f) Dead-end streets, less than five hundred feet (500') in length, twenty-four feet (24').

Every dead-end street or road offered for dedication to the City upon the final map of a subdivision, or otherwise, must be provided with a turn-around area at the end of the dead-end street or road. All such turn-around areas shall have a radius of at least forty feet (40').

Not less than four feet (4') shall be allowed on either side of the street for sidewalks. (Ord. 873, 21 Dec 1961)

- 4. Horizontal and vertical alignment of all streets shall be such as to meet the approval of the City, and terminal points of all streets within or at the boundaries of a subdivision shall be such as to meet the approval of the City.
- 5. All streets shall be pitched and crowned to drain.
- 6. Culverts and/or storm drains together with approved inlet and outlet structures and a means of cleaning the system shall be provided when required by the City.

7. All streets and roads shall be provided with curbs and gutters in conformance with City standards.
8. All streets and roads shall be paved in accordance with City standards and all streets shall be paved from gutter to gutter.
9. All streets and roads shall be accurately monumented at the centerline intersections in conformance with City standards.
10. All streets and roads shall be provided with water mains of such size and such locations as directed by the City.
11. All streets and roads shall be provided with sewers of such sizes and such locations as directed by the City.
12. Should the City require sidewalks in certain areas or the subdivider or owner elect to construct the same, the sidewalks shall be in conformance with City standards.
13. Plans and profiles of proposed streets and roads showing pavement type and sections, curb and gutter sections and locations, storm drainage sections and locations, sewer and water pipe sizes and locations, shall be presented to the City for approval and any work performed or materials used without prior approval of the City is so performed and are so used at the peril of the parties to the act, and the City shall have the right to cause the removal of such materials, structures, pavement, pipe, curb, monuments or other items which have not been approved and the replacement of such disapproved materials, structures, pavement, pipe, curb, monuments or other items, with approved types, quantities and qualities as the City deems proper. (Ord. 760, 17 May 1954)
14. Each subdivider of real property in the City shall notify the Superintendent of Public Works as to the time and place that any street is to be constructed by the subdivider in any subdivision or proposed subdivision in the City at least twenty four (24) hours before the construction is to commence so that the Superintendent of Public Works or his agent may be present for the purpose of determining if the street is being properly constructed pursuant to the provisions of this Chapter.
15. The Council shall not make any final acceptance of any street in any subdivision in the City until at least ninety (90) days has elapsed after the completion of the construction; if the street has been constructed in accordance with the provisions of this Chapter and not until the street has been used by the general public for a period of at least ninety (90) days. (Ord. 808, 19 Jun 1958)
16. When the centerline grade of a street exceeds ten percent (10%) and/or the natural slope of the area exceeds fifteen percent (15%), the City may allow a modification in the street standards specified in this Section. The Planning Commission shall review any proposed modifications to the adopted street standards and shall base their decision on the Hillside Street standards adopted by resolution of the City Council. (Ord. 1292, 12 Jan 1982)

(B) STANDARD MONUMENTATION:

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1. Monuments shall be pipes with galvanized iron caps. The caps shall be securely screwed or pinned to the pipe.
2. Street centerline intersection monuments shall be two-inch (2") pipe, thirty inches (30") long. The caps shall be center punched and the registration number of the registered engineer or licensed surveyor who sets the monument or under whose direction the monuments are set shall be stamped thereon together with the year in which the monument was set.
3. The top of street center line monuments shall be set at least one foot (1') below the finished grade of the street but not more than one and one-half feet (1 1/2') below the finished grade unless otherwise authorized by the City.
4. The street centerline monuments shall be referred to as approved crosses cut or cast in the top of the curb.
5. The references shall be so situated as to provide the greatest included angle between the reference lines.
6. There shall be not less than three (3) references for each street centerline monument and where practical there shall be references.
7. References shall be accurate to the nearest one-hundredth foot (0.01') measured level.
8. References shall be recorded in the office of the Clerk.
9. All lot corners of subdivisions shall be monumented with three-fourth inch (3/4") pipes not less than twenty four inches (24") long. The caps shall be center punched and the registration number of the registered engineer or licensed surveyor who set the monuments or under whose direction monuments are set shall be stamped thereon.

(C) LOT SIZES AND SETBACK STANDARDS

1. All lots in subdivisions shall be located with at least one boundary contiguous to a dedicated street for a distance of not less than fifty two feet (52'); provided, however, this provision may be waived by the Council for specific cases of hardship.
2. Lot side lines shall be as nearly at right angles to the front street line as is practicable.
3. The minimum setback from the front lot line for any building shall be fifteen feet (15') and ten feet (10') for any side or rear line abutting upon a street.

(D) CURB AND GUTTER STANDARDS:

1. All curbs and gutters shall be monolithic concrete having not less than a two thousand five hundred (2,500) pound standard twenty-eight (28) day compressive strength.

2. The curb and gutters shall conform to one (1) of the cross sections as shown and delineated in sheets entitled Standard Curbs & Gutters, City of Placerville, and shall be of the specific standard cross section for each of the several locations as designated by the City as applicable to the specific location.

(E) SIDEWALK STANDARDS:

1. Sidewalk pavement shall not be less than three feet (3') in width not less than four inches (4") in thickness, except through driveway sections where the minimum thickness shall be not less than six inches (6").
2. All sidewalk pavement shall be Standard Portland Cement, concrete having not less than two thousand five hundred (2,500) pound standard twenty-eight (28) day compressive strength.
3. Sidewalk pavement shall slope towards the gutter at a rate of not less than three-eighths inch (3/8") nor more than one-half inch (1/2") per foot of width.
4. Sidewalk pavement shall be true to grade and shall contain no ridges, valleys or bumps in excess on one-fourth inch (1/4") in ten feet (10').
5. Sidewalk pavement finish shall be wood float finished. (Ord. 760, 17 May 1954)

(F) PAVEMENT, BASE AND SUBGRADE STANDARDS:

1. General:
 - (a) A graded and compacted natural subgrade.
 - (b) An imported rock of gravel interlocked, bonded and compacted base.
 - (c) A liquid asphalt prime coat.
 - (d) A plant mix.
 - (e) A liquid asphalt seal coat, covered with rock chips.
2. Subgrade:
 - (a) The subgrade will be considered as that portion of the roadbed surfaced upon which a layer of base material is to be placed. In all cases the details of the operation of preparing subgrade shall be under the direction of the City, and the City shall have authority at all times to stop the operations, if in its opinion these specifications are not being complied with in a manner which will result in the type of subgrade specified.
 - (b) The finished subgrade shall be true to grade and cross section, hard, uniform and smooth.
 - (c) Continued use of prepared subgrade for hauling, which will cut or deform it from the true cross section, will not be permitted. The

contractor shall at his own expense, repair any damage to subgrade caused by his operation or use by public traffic. No material shall be placed until the subgrade is in a condition satisfactory to the City.

- (d) After the existing roadbed has been scarified and graded to the required elevation for subgrade preparation and unless properly prepared in the judgment of the City, during a preceding operation, all portions of the roadbed upon which the subgrade is to be prepared shall be loosened, by plowing and scarifying or other means, to a depth of at least six inches (6") below the final subgrade elevation, and all boulders, large lumps of earth, hard ribs or solid rock removed and disposed of, as directed by the City, in such a manner as not to present an unsightly appearance. The loosened subgrade material shall be brought to as finely divided condition as the material will permit.
 - (e) By means of proper equipment, properly handled, excess broken up subgrade material shall be removed to that elevation above the finished subgrade cross section, so that the remaining subgrade material will, after watering and rolling, compact to the required grade and cross section.
 - (f) The broken up subgrade material shall then be watered in a uniform manner, the amount of water used being such as to obtain, in the judgment of the City, the optimum moisture content for compaction.
 - (g) It shall then be harrowed to mix the wet material with the dry underneath, until the whole mass of loose material is at the proper state of moisture for maximum compaction. The subgrade material shall then be rolled, with a power roller of approved type weighing not less than ten (10) tons, and with a compression on the rear wheels of not less than three hundred twenty-five (325) pounds per lineal inch of tire width, until further compaction is not necessary in the opinion of the City.
 - (h) After the subgrade has been prepared, the subgrade shall be watered in a sufficient amount, in the judgment of the Superintendent of Public Works for proper working, and then cut, by approved equipment, to the required grade and cross section, after which the subgrade shall be again watered, rolled and compacted to grade and cross section.
 - (i) Where not controlled by adjacent structures or features, the finished subgrade may vary, but not to exceed one-tenth of a foot (0.1') above or below the staked grade; providing, it is uniform and free from sharp breaks. The cross section shall be free from ridges or valleys and shall be within five-hundredths foot (0.05') above or below the theoretical section at any point on the cross section. Subgrade that does not conform shall be watered, recut and thoroughly rolled.
3. Crusher Run Base: The mineral aggregate for crusher run base shall consist of quarry waste, broken stone, crushed gravel, or a combination thereof. The aggregate shall be free from adobe, vegetable matter, loam

and other deleterious substances, and shall be of such a quality that it will compact thoroughly when watered and rolled, to form a firm, well-bonded base. Unless otherwise specifically specified or approved by the City, the mineral aggregate shall conform to the grading specified for two inch (2") maximum aggregate.

When the mineral aggregate does not contain sufficient binder material to bond properly under the action of watering and rolling, there shall be added to and incorporated in it, a binder material consisting of rock, dust, disintegrated granite or other cementaceous material.

Crusher base shall be uniformly placed and spread to a proper crown and grade over the area to a minimum depth of four inches (4") watered, rolled, puddled and worked as a graded water bound macadam pavement. Should porous spots develop, fines shall be added to such places and the rolling and puddling continued until the water will go ahead of the roller in a wave, rather than penetrate the surface, and until the surface becomes hard and firm. The roller used for compaction shall conform to the equipment specified under subsection 2 "Subgrade."

The base shall then be allowed to dry and cure. Then plant mix or black top shall be applied to a two (2") thickness, rolled to a uniform thickness to a smooth, firm, hard, well graded and shaped base.

4. The prime coat, and class "D" seal coat shall conform to Sections 21, 23, 26, 65, 66 and 67 of the Standard Specifications of the State of California Department of Public Works dated April 1945. (Ord. 824, 21 May 1959)
5. Alternate Standards: The following standards may be substituted for a road base in a subdivision:

Lime treated base may be substituted for U.R.B. subject to tests performed to determine the suitability of the material. The cost of testing shall be borne by the party requesting the substitution of lime treated base, and all samples taken and tests made shall be as directed by the Road Department and subject to acceptance by the Road Department. Tests shall be performed by an accredited and certified laboratory, and all samples shall be taken by qualified personnel. Thickness of lime treated base shall be as indicated to be necessary by the tests, but in no case less than six inches (6") thick. The Road Department shall determine the acceptability of all samples, test results, road design and construction procedures for lime treated base. (Ord. 842, 1 Aug 1960)

10-7-6: **FEES:** Fees shall be paid as required by Section 4-8-1 of this Code to defray the costs incidental to the processing of the tentative and final maps. (Ord. 1263, 26 May 1981)

10-7-7: **NONCONFORMANCE; WHEN PERMITTED:** Whenever in the opinion of the Council the land involved in any subdivision is of such size or shape or is subject to such title limitations of record or is affected by such topographical location or conditions or is to be devoted to such use that it is impossible or impracticable in the particular case for the subdivider to conform fully to the regulations contained in this Chapter, the Council may make such modification thereof as in its opinion is reasonably necessary or expedient and in conformity with the spirit and purpose of the Map Act and of this Chapter. (Ord. 760, 17 May 1954)