



**ITEM VI-C: DESIGN REVIEW PERMIT MODIFICATION & CONDITIONAL USE PERMIT MODIFICATION – 1893 TAYLOR ROAD (ROSEVILLE GOLFLAND SUNSPLASH WATER PARK MODIFICATION) – FILE # DRPMOD 04-45 & CUPMOD 05-02**

**REQUEST**

The applicant is requesting approval of a Design Review Permit Modification to allow for the construction of structured parking over a portion of the existing parking lot. The upper deck of the structured parking will be used as a batting cage. During the summer season, the batting cage may be removed to provide additional parking for the amusement park. The applicant is also requesting to revise the existing parking area (including the Caltrans Park 'N Ride lot) to accommodate bus parking, add additional parking spaces, improve transit stop facilities, and create seasonal tandem parking for employees. A Conditional Use Permit Modification is being requested to regulate the operational characteristics of the batting cages and seasonal parking.

Applicant/Owner: Fred Kenney, Roseville Golfland, LTD.

**SUMMARY RECOMMENDATION**

The Planning Department recommends that the Design Committee:

- A. Adopt the Negative Declaration;
- B. Adopt the two findings of fact for the Design Review Permit Modification and
- C. Approve the Design Review Permit Modification subject to 72 conditions of approval.
- D. Adopt the two (2) findings of fact for Conditional Use Permit Modification; and
- E. Approve the Conditional Use Permit Modification subject to five (5) conditions of approval.

**SUMMARY OF OUTSTANDING ISSUES**

There are no outstanding issues associated with this request. The applicant has reviewed and is in agreement with the recommended conditions of approval.

**BACKGROUND**

The 11.63-acre Golfland Sunsplash site is built on a portion of the original NERSP Parcel 17, which includes Golfland, the Caltrans Park 'N Ride lot, Shell Station, Brookfield's Restaurant, In-N-Out Burger and retail shop space. There is a shared access and parking agreement between all sites within the original NERSP Parcel 17 except for the Caltran's Park 'N Ride lot. Golfland was originally approved in July 1994 and has had several design review modifications since then. Following is a summary of previous permits and modifications for Golfland:

FILE #	DATE APPROVED	DESCRIPTION
UP 93-53	7/21/94 (Design Review Committee)	Approved site to include 36 hole miniature golf course; 26,163 square foot clubhouse (includes a pizza parlor, arcade and office); mini race car track; water park (includes seven waterslides, wave pool, "Lazy River" ride, children's play area); several shade pavilions; parking; landscaping; lighting; and a phasing plan.
VM 94-02	8/10/94 (Subdivision Committee)	Merged Golfland's existing two parcels into one parcel.

FILE #	DATE APPROVED	DESCRIPTION
UPMOD 93-53A	11/17/94 (Design Review Committee)	Increased clubhouse to 29,820 square feet and modified the elevations and phasing plan.
UPMOD 93-53B	6/20/96 (Design Review Committee)	Approved temporary entry patio and deferred construction of some roadway improvements (including a bus turnout and right turn flare), a perimeter screen wall on the south side of the water park, 22 parking spaces on the entry driveway and associated landscape areas. These deferrals were requested in anticipation of acquiring the Caltran's property. <i>(With acquisition of the Caltran's property, these improvements were modified by DRPMOD 98-73.)</i>
DRPMOD 98-09	3/19/98 (Design Committee)	Modified the design of a previously approved waterslide (to add the "Stealth" slide and extended the coils for three (3) previously approved waterslides).
DRPMOD 98-73	4/01/99 (Design Committee)	Expanded the existing amusement complex facility from 9.9 acres to 11.6 acres. Related improvements included expansion of on-site parking, parking lot lighting and landscaping. Other changes included: the addition of two new shade pavilions; relocation of the mini-racetrack to the expanded area; modification of the existing waterslide design; shifting the existing driveway location 75 feet to the south; and, completing the paving, landscaping and lighting and providing continued maintenance on the Caltran's Park 'N Ride lot.
CUP 99-08	5/13/99 (Planning Commission)	This permit authorized the expansion of the amusement complex that was discussed as part of the Design Review Permit (DRPMOD 98-73) approved by the Design committee on 4/1/99.
LLA 01-08	8/23/01 (Planning Commission)	LLA to transfer approximately 1.7 acres from the Caltrans Park 'N Ride lot to Golfland.
DRPMOD 02-57	1/16/2003 (Planning Department)	Design Review Permit Modification to add two (2) new slides to an existing slide platform and receiving pool, construct an 1,800 square foot shade structure with restrooms, re-stripe the existing parking lot including the Caltrans Park & Ride parking area, and add 23 new parking spaces to the Golfland Sunsplash site.
DRPMOD 03-74	1/15/2004 (Design Committee)	Design Review Permit Modification to modify the existing water slide platform by adding a 10 <sup>th</sup> slide, second staircase, and adding a panel to the stealth slide. Other improvements included a new shade pavilion and 12 shade cabanas.

The miniature golf course, mini-race track, and arcade building are open for year-round use. The water park is typically open during the summer months from Memorial Day through Labor Day, with exceptions for large groups or corporate outings, which may rent the facility for special events. The Caltrans Park 'N Ride lot is located immediately south of Golfland/Sunsplash and currently includes 378 parking spaces, bicycle lockers and a bus shelter. This facility is heavily used by commuters, with peak use occurring Monday through Friday. Golfland has an agreement with Caltrans to utilize the parking spaces within the Park 'N Ride lot.

Because of the constantly changing nature of amusement complexes and the need to include the latest technology or the currently popular attractions, the applicant frequently requests to modify various aspects of the amusement park. In addition to the permits discussed above, there have been some minor modifications that have been approved administratively for Golfland. These minor modifications are changes, which would not expand the use or increase attendance at the site and include such things as relocating the uses within the castle arcade building. These minor types of changes are approved through the City's Tenant Improvement process, which is typically handled administratively at a staff level.

The applicant’s current request is to add a batting cage (10 stalls plus 2 soccer stalls) on top of a new structured parking platform (see Exhibit B). The parking structure will be designed so that the upper deck can also be utilized as an overflow parking area. The applicant is also proposing to make several modifications to the parking area to increase the number of permanent and seasonal parking spaces available. A conditional use Permit Modification is being requested to allow for the expansion of the amusement park and to regulate the operational characteristics of the batting cages and seasonal parking.

**SITE INFORMATION**

**Location:** 1893 Taylor Road

**Roseville Coalition Of Neighborhood Associations (RCONA):** This parcel is within the East Roseville Parkway Neighborhood (34), but a neighborhood association has not yet formed here. To date, the Planning Department has not received any inquiries or comments regarding the project.

**Total Size:** 11.63 acres

**Site Access:** The main entrance is located on Taylor Road between the Park ‘N Ride lot and Golfland. Two additional entrances are located on Taylor Road east of the main entrance.

**Adjacent Zoning and Land Use**

Location	Zoning	General Plan Land Use	Current Use of Property
<b>Site</b>	Highway Commercial/Special Area-Northeast (HC/SA-NE)	Community Commercial (CC)	Amusement Complex
<b>North</b>	HC/SA-NE	CC	Larkspur Landing & Hilton hotels and Tahoe Joe’s restaurant
<b>South</b>	HC/SA-NE	CC	Caltran’s Park ‘N Ride lot, Brookfield’s, In-N-Out Restaurants, Shell Gas Station & retail shops
<b>East</b>	HC/SA-NE & Open Space (OS)	CC & Open Space/Flood Area (OS/FA)	Union 76 gas station/Burger King co-branded facility
<b>West</b>	N/A	N/A	Interstate 80

The proposed development is consistent with the land uses contemplated by the City’s General Plan, the Northeast Roseville Specific Plan and the Zoning Ordinance.

**PROJECT DESIGN FEATURES**

Please see the attached Site Plan (Exhibit B), Batting Cage/Parking Layout (Exhibit C), Elevations (Exhibit D), and photo simulations (Attachment 3).

**EVALUATION – DESIGN REVIEW PERMIT MODIFICATION**

The evaluation of the Design Review Permit for the proposed project has been based on the applicable development standards within the City’s Zoning Ordinance and the design standards of the City’s Community Design Guidelines. Section 19.78.060(J) of the Zoning Ordinance requires that two findings be made in order to approve a Design Review Permit Modification. The two findings for approval of the Design Review Permit Modification are listed below.

1. *The proposed modification is in substantial compliance with the intent of the original approval, prior conditions of approval and all applicable design, development, and improvement standards in effect as of the date of application for the modification.*
2. *The proposed modification is in compliance with all standards and requirements of the City’s Zoning Ordinance, with the applicable goals, policies, and objectives set forth in the General Plan, the applicable Community Design Guidelines, and the applicable specific plan.*

As proposed and conditioned, the project complies with all applicable guidelines of the Community Design Guidelines. The following sections of the evaluation focus on design guidelines and Zoning Ordinance requirements that warrant additional review and consideration by the Planning Commission

**Parking:** The main concern with the addition of attractions to the amusement park is whether they will have an impact on parking. When Golfland was originally approved, there were no existing parking standards in the Zoning Ordinance for many of the attractions (use types) proposed. Parking requirements for similar amusement facilities in other jurisdictions were reviewed and parking standards were approved as listed below in Table 1.

**TABLE 1: PARKING REQUIRED FOR PREVIOUSLY APPROVED GOLFLAND SITE**

USE	RATIO	SQ. FOOTAGE	TOTAL # SPACES REQUIRED.
Water Attractions	1:100 s.f. of swimming & receiving pool area	36,140 s.f.	361 spaces
Food Service	1:3 seats	326 total seats	109 spaces
Arcade Area	1:200	6,674 s.f.	33 spaces
Offices	1:250	1,696 s.f.	8 spaces
Miniature Golf	1.11 spaces per hole	36 holes	40 spaces
Mini racetrack	1 per race car	12 race cars	12 spaces
Volleyball Courts	10 per court	2 courts	20 spaces
Shade Pavilions	0	N/A	accessory use, therefore no parking required
SUBTOTAL			583 spaces
Approved parking reduction			-18 spaces
<b>TOTAL</b>			<b>565 spaces</b>

The applicant is proposing to add a batting cage with ten (10) baseball stalls and two (2) soccer stalls. Based on similar types of uses, the Planning Department has determined that the appropriate parking ratio for batting/soccer cages is two (2) parking spaces per stall. Therefore the proposed expansion will require 24 parking spaces for a total of 589 spaces.

As previously mentioned, there is a reciprocal parking and access agreement between Golfland and the Caltrans Park ‘N Ride lot. This agreement allows shared parking between both Golfland and the Park ‘N

Ride use for all parking spaces on both projects. There are currently 378 spaces constructed in the Park 'N Ride lot and 355 spaces in the Golfland lot for a total of 733 parking spaces.

With the construction of the proposed parking deck, two (2) existing spaces will be eliminated. However, the applicant is proposing to increase the number of spaces within the Caltrans Park 'N Ride lot by 20 spaces by modifying the transit area and one of the driveways. Therefore, the total number of permanent parking spaces will be 751 (733 – 2 + 20 =751).

Although the amount of parking provided greatly exceeds the number of spaces required (589 required, 751 provided), Golfland recognizes that during peak periods of use there appears to be a shortage of available parking. Therefore, the applicant has increased the number of parking spaces over the years by re-striping the two parking lots and adding new spaces where possible.

The applicant is also proposing to create seasonal tandem parking spaces (“buddy parking”) along the northwest boundary of the Caltrans Park 'N Ride lot. These 16 additional spaces will be used by employees when the water park is in operation. The operational characteristics of the tandem parking are discussed in the evaluation of the Conditional Use Permit Modification.

An area has also been provided in the northern corner of the Golfland parking lot for buses. Currently when charter buses park in the lot they often park perpendicular to the parking stalls, thus taking up several spaces (5-7 stalls each). The new parking area will accommodate up to four (4) buses and only utilizes eight (8) stalls for all four buses.

The upper deck of the proposed parking structure may also be used for overflow parking. If the batting cage is dismantled, 29 additional parking spaces are available. The following table summarizes the number of current parking spaces available and the number of proposed spaces:

	Current # of spaces	Permanent Spaces Proposed	Temporary Spaces Proposed	Total Spaces Proposed
<b>Golfland</b>	355	-2	29	382
<b>Park 'N Ride</b>	378	20	16	414
<b>Total</b>	733	18	45	<b>796</b>

*\*Total number of permanent spaces is 751*

As demonstrated in the table above, the number of parking spaces provided greatly exceeds the number of parking spaces required (589) for Golfland.

**Site Design/Transit Modifications:** As previously mentioned, in order to increase the number of permanent parking spaces the applicant is proposing to modify the Caltrans Park 'N Ride lot and transit area. Currently the transit area and facilities, which are owned by Caltrans, are in disrepair and do not meet current transit standards. The bike lockers are not being used since the majority of them are broken and missing locks. The applicant has worked with the City Transportation Department to come up with a plan that increases the amount of available parking while providing a better transit area for commuters. The applicant is proposing to make the following changes to the transit area and Caltrans Park 'N Ride lot:

- Closing off the first drive aisle entrance into the Caltrans Park 'N Ride lot to allow for additional parking (this drive aisle is located off a driveway entrance at Taylor Road between the Caltrans lot and the gas station). The drive aisle is located extremely close to Taylor Road (~55 feet). Therefore, closing this entrance will help prevent cars from stacking up onto Taylor Road and will improve on-site circulation.
- Reduce the size of the transit pad to a minimum of 60 long by 16 feet wide (excluding vehicle overhang). By reducing the size of the transit pad area, parking spaces can be added to the south

side of the pad and additional spaces to the west of the pad. This modification will provide 17 new parking spaces.

- The existing bike lockers will be replaced with new lockers (cost to be shared by the applicant and the City). The City will provide a new bus shelter that meets City standards (applicant will install the shelter for the City). The City will own these facilities, but they will be maintained by Golfland.
- The applicant will provide two trash receptacles within the transit area that will be maintained by Golfland.
- A new bus pad and shelter will be constructed at the bus turnout on Taylor Road. A pedestrian path of travel will be constructed from the parking lot to the new pad. The applicant will construct the bus pad and pedestrian path at his cost and will install the bus shelter which will be provided by the City. This improvement will allow Placer County buses to utilize the on-street stop when traveling southwest on Taylor Road. The City Transportation Department also plans on adding a bus stop at this location in the near future. This shelter will be owned and maintained by the City.
- Lastly, the handicap stalls will be relocated so that there are spaces conveniently located next to each of the transit areas.

The applicant will be required to obtain written permission from Caltrans before making any changes to the Park 'N Ride lot. Based on preliminary discussions the applicant has had with Caltrans, they are in support of the proposed changes to the parking lot and transit area. In addition, the proposed modifications to the transit area will not only improve transit services, but will reduce Caltrans' maintenance obligations.

In the event that Caltrans does not provide Golfland with an encroachment permit to do the work. The project will still exceed the number of parking spaces required (589 required and 731 permanent spaces proposed) and therefore would not have an impact on the addition of the batting cages.

**Architecture:** The Community Design Guidelines state that buildings should be designed to conform to their surroundings and should utilize high quality materials.

The applicant is proposing to construct a batting/soccer cage on the upper deck of the proposed parking structure. The batting cage will consist of a steel pipe framework covered with black netting. The batting stall area will have a red standing seam metal roof that matches the existing roofs of the race car building and shade structures (see Attachment 2 and Exhibit D). In addition, the applicant has submitted two (2) photo simulations that illustrate what the batting cage will look like from Interstate 80 and Taylor Road.

The Community Design Guidelines were designed to provide standards for traditional commercial structures such as offices and retail buildings. Since the site was approved as an amusement park and not a traditional commercial building, staff allowed deviations from the architectural guidelines for the original project approval. Subsequent approvals were reviewed for architectural compliance with the existing buildings and facilities within the park. Therefore, staff believes the proposed batting cage and site modifications are consistent with other elements of the amusement park.

**Utility Easements:** As shown in the photo simulations, the site is traversed by several overhead utility lines. The batting cage is proposed to be located within a SMUD overhead utility easement. SMUD reviewed the request and has given written consent to Golfland to construct the batting cage and parking structure within their easement (Attachment 3).

The City's Electric Department also reviewed the request. Although not within one of their easements, the Electric Department indicated that if the proposed structure met all clearance and grounding requirements that they would be required to allow the structure within one their easements.

The Fire Department also reviewed the request and determined that they did not have any concerns with the location of the structure. During construction or transformation from batting cages to parking, emergency access around the area will need to be maintained.

**Phasing:** Since some of the proposed work is being proposed on Caltrans property, which will require written approval from Caltrans as well as coordination with the City Transit Department (for bus shelters and bike lockers), the applicant has requested to phase the project. The first two phases will consist of the parking structure, batting cage, and any other site improvements located on Golfland's property. The third phase will include any work to be performed on the Caltrans Park 'N Ride lot as well as the bus stop improvements along Taylor Road. The bus shelter on Taylor road will be installed by the applicant at the time it is purchased by the City. The phases may be constructed in any order.

**Outdoor Storage:** As previously discussed, the amusement park is frequently modifying attractions or adding new attractions in order to keep up with current trends. To allow for the ongoing maintenance of the amusement park and other construction activities there is an on-site construction/equipment yard located on the backside of the main building adjacent to Roseville Parkway (only undeveloped portion of the site). In response to complaints regarding the unenclosed equipment area, the applicant received approval in 2003 to build a 6 foot fence around the construction/equipment yard. Due to the fact that the Roseville Parkway over-crossing is higher than the project site, staff acknowledged that items within the equipment yard would still be visible from certain view points, but felt the enclosure would help contain the equipment and materials stored on the site.

Staff has recently received complaints that the equipment yard is not being kept in a orderly fashion and that excess materials are being stored outside of the fenced area. Staff has met with the applicant to discuss the operation of his equipment yard. To provide additional screening of the equipment yard from Roseville Parkway, the applicant has agreed to move two of the equipment trailers parallel to Roseville Parkway. The added height of the trailers will help screen the materials being stored in the equipment yard. The trailers will be painted to match the main building color of the amusement center. The applicant has also agreed to remove broken equipment and excess debris from the site and to keep the equipment yard in an orderly fashion. Maintenance and construction supplies currently located outside of the fenced area will be moved inside the fence when not being used. Large Machines such as tractors may be parked between the fence and the construction trailers.

Conditions have been added to the Design Review Permit and Conditional Use Permit to ensure that the Equipment yard is maintained in a clean and orderly fashion (see DRP Condition 2e and CUP Conditions 4-5 ).

**Design Review Permit Modification Conclusion:** Based on the evaluation presented above, the project complies with the intent of the Community Design Guidelines and all applicable standards. As such, staff recommends approval of the Design Review Permit Modification.

### **EVALUATION – CONDITIONAL USE PERMIT MODIFICATION**

Section 19.78.060(J) of the Zoning Ordinance requires that two findings be made in order to approve a Conditional Use Permit Modification. The required findings are listed below in ***italicized bold print*** and are followed by an evaluation.

1. ***The proposed modification is in substantial compliance with the intent of the original approval, prior conditions of approval and all applicable design, development, and improvement standards in effect as of the date of application for the modification.***

The project's original use permit allowed for a large amusement park facility that included indoor and outdoor attractions. A batting/soccer cage is consistent with the types of activities associated

with an amusement park. As discussed in the Design Review Permit Modification evaluation, the design of the batting cage is consistent with other attractions at Golfland and meets the intent of the Community Design Guidelines and standards for structures within SMUD's utility easements.

2. ***The proposed modification is in compliance with all standards and requirements of the City's Zoning Ordinance, with the applicable goals, policies, and objectives set forth in the General Plan, the applicable Community Design Guidelines, and the applicable specific plan.***

**General Plan & Zoning Consistency:** The project site has a land use designation of Community Commercial (CC) and a zoning designation of Highway Commercial/Special Area-Northeast (HC/SA-NE). The CC land use designation includes a broad category of uses. Although large amusement complexes are not specifically listed, the General Plan does list standards for typical Community Commercial sites which apply to the Golfland site.

The City's Zoning Ordinance allows Large Amusement Complex facilities within the HC zone upon approval of a Conditional Use Permit. The Zoning Ordinance has specifications for construction within the Highway Commercial zone such as maximum height restrictions and includes specifications for the design and number of parking spaces. These items were reviewed as part of the Design Review Permit Modification. Section 19.44.020 of the Zoning Ordinance also requires that Large Amusement Complex uses be located a minimum of 1,000 feet from the boundary of any residential zone, dwelling, church or school. There are no residential zones, dwellings, churches, or schools within 1,000 feet of the Golfland site. Therefore, the large amusement complex use (Golfland) conforms with the requirements of the Zoning Ordinance.

The subject site is located within the Northeast Roseville Specific Plan (NERSP). The NERSP lists a variety of uses within the Community Commercial land use designation similar to the General Plan. The NERSP also lists design standards including setbacks, lot coverage, and landscape coverage. These standards were reviewed as part of the Design Review Permit Modification and the expansion was found to be in compliance with these standards.

**Temporary Parking:** The project is proposing to add "Buddy Parking" which is temporary tandem parking to be used by employees during the summer months when the water park is open. The applicant has submitted a letter (see Exhibit E) that describes how the seasonal tandem parking will function. The spaces will be pre-assigned according to employees' work schedules. During the summer when the spaces are not being used by employees, the interior tandem spaces will be blocked off with signs and yellow posts with reflecting tape. During the winter when the water park is closed, the spaces will be blocked off with bumper stops. These measures will allow the exterior parking spaces to be used by the general public without risk of someone's vehicle being blocked in.

The upper deck of the parking structure is also designed to be used as overflow parking. The applicant has submitted a letter (see Exhibit F) that describes the process of converting the batting/soccer cage to parking. The conversion will require a traffic ramp to be installed at the entrance of the batting stalls. The pitching machine area will be fenced off using fencing panels that were used to separate the batting and soccer stalls, and bumper stops will be installed for each parking space. The ramps and bumper stops will be stored in the fenced construction yard located by the water park when not in use.

The applicant has indicated that it would take approximately eight (8) hours to convert the batting cages to parking. Although it only takes one day to convert the facility from batting cages to parking (or vice versa), staff was concerned with the impacts the transition may have

on parking, circulation, and pedestrian access. To limit these impacts, staff has recommended Condition 3a, which allows the structure to be converted from batting cages to parking once per calendar year (can be converted back to batting cages once per year as well). There is not a limit on the amount of time that the structure may be used as either a batting cage or parking. This allows the applicant to utilize the structure permanently as either a batting cage or parking or seasonally.

**Conformance with Community Design Guidelines:** As discussed in the evaluation of the Design Review Permit Modification, the proposed batting/soccer cage structure is consistent with other elements of the amusement park and the City's Community Design Guidelines.

**Conditional Use Permit Modification Conclusion:** Based on the evaluation presented above, staff feels that the proposed amusement park expansion is consistent with the original Conditional Use Permit approved for the project. As proposed and with the recommended conditions of approval the modification is in compliance with all standards and requirements of the City's Zoning Ordinance, General Plan & Community Design Guidelines.

### **ENVIRONMENTAL DETERMINATION**

An Initial Study and Negative Declaration (Exhibit A) have been prepared for this project. In accordance with the CEQA Guidelines, the Initial Study and Negative Declaration were prepared using previous environmental documents such as the General Plan EIR and NERSP EIR, plus new project-specific reports. Based on the results of the Initial Study, the appropriate environmental document for the project is a Negative Declaration. The Negative Declaration was posted for a 20-day public review and comment period, which closes on March 24, 2005. To date, no comments on the document have been received.

### **RECOMMENDATION**

The Planning Department recommends that the Planning Commission:

- A. Adopt the Negative Declaration;
- B. Adopt the two (2) findings of fact as stated in the staff report for the Design Review Permit Modification – 1893 Taylor Road (Golfland) – File # DRPMOD 04-45:
- C. Approve the Design Review Permit Modification – 1893 Taylor Road (Golfland) – File # DRPMOD 04-45 with the 72 conditions of approval listed below;
- D. Adopt the two (2) findings of fact as discussed in the staff report for the Conditional Use Permit Modification – 1893 Taylor Road (Golfland) – File # CUPMOD 05-02; and,
- E. Approve the Conditional Use Permit Modification – 1893 Taylor Road (Golfland) – File # CUPMOD 05-02 with the three (3) conditions of approval listed below.

<b>CONDITIONS OF APPROVAL FOR DESIGN REVIEW PERMIT MODIFICATION 04-45</b>
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1. This design review permit approval shall be effectuated within a period of two (2) years from this date and if not effectuated shall expire on **March 24, 2007**. Prior to said expiration date, the applicant may apply for an extension of time, provided, however, this approval shall be extended for no more than a total of one year from **March 24, 2007**.

2. The project is approved as shown in Exhibits A - F and as conditioned or modified below.
  - a. The bus parking area shall be located a minimum of 20 feet from the northern property line adjacent to Interstate 80.
  - b. The batting cage shall be constructed with black netting between the steel framework.
  - c. Prior to the upper deck of the parking structure being used for parking the area shall be striped per City standards. The applicant shall schedule an inspection with the Planning Department to approve the parking layout.
  - d. The tandem (Buddy) parking spaces shall be 9 feet wide by 18 feet deep. The area between the interior tandem space and the retaining wall shall be landscaped with a minimum of groundcover and bark.
  - e. The construction trailers shall be relocated on the site to screen views of the Equipment yard from Roseville Parkway. The trailers shall be painted within 30 days of project approval to match the main building color of the existing facilities. (Planning)
3. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities, Finance)
4. The design and construction of all improvements shall conform to the Improvement Standards and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
5. The applicant shall not commence with any on-site improvements until such time as grading and/or improvement plans are approved and grading and/or encroachment permits are issued by the Department of Public Works (Engineering)
6. The approval of this project does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)

**PRIOR TO BUILDING PERMITS:**

7. Parking stalls shall meet, or exceed, the following minimum standards:
  - a. All parking stalls shall be double-striped. Parking stalls adjacent to sidewalks, landscaped areas, or light fixtures, and all Accessible stalls shall have a 6" raised curb or concrete bumper. (Planning)
  - b. Standard -- 9 feet x 18 feet; Compact--8 feet x 16 feet; Accessible--14 feet x 18 feet (a 9 foot wide parking area plus a 5 foot wide loading area) and a minimum of one (1) parking space shall be Accessible van accessible--17 feet x 18 feet (9 foot wide parking area plus an 8 foot wide loading area). (Planning)
  - c. An 'exterior routes of travel' site accessibility plan incorporating slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signages, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to City for review, prior to building plan check approvals. This site accessibility plan shall also include:
    - i) Handicapped parking stalls shall be dispersed and located closest to accessible entrances. The total number of accessible parking spaces shall be established by Table 11-B-6 of the CBC.
    - ii) Accessible Parking spaces and crosswalks shall be signed, marked, and maintained as required by Chapter 11 of the CBC.

- iii) Accessible parking and exterior route of travel shall comply with CBC, Sections 1127B and 1129B. (Building)
  8. The applicant shall obtain an encroachment permit for work on Caltrans property and obtain written approval from Caltrans for the site improvements, including removal of existing shelter pad, bus shelter and bike lockers and installation of new shelter pad, bus shelter and bike lockers. (Planning)
  9. The project may be constructed in three phases as follows:
    - a. Phase 1 shall include construction of the bus and budding parking;
    - b. Phase 2 shall include the parking structure, batting cage, and any other site improvements located on Golfland's property; and
    - c. Phase 3 shall include any work to be performed on the Caltrans Park 'N Ride lot as well as the bus stop improvements along Taylor Road.
- The phases may be constructed in any order. The bus shelter on Taylor road will be installed by the applicant at the time it is purchased by the City. (Planning, Transportation)
10. The applicant shall pay an in-lieu fee of \$5,000.00 for the purchase and installation of bike lockers. Golfland shall be responsible for removing debris from the area and cleaning the lockers as necessary. (Transportation)
  11. The applicant shall construct the bus and bike locker pad as shown on the site plan. If provided by the City, the applicant shall install a new bus shelter. Otherwise the existing shelter will be relocated onto the new transit pad area. Two waste receptacles shall be provided for the transit pad and shall be maintained by Golfland. Electricity shall be provided to the shelter. If a new bus shelter is provided it will be owned by the City of Roseville unless alternative arrangements are made with Caltrans. The transit area shall be maintained on a regular basis by Golfland. (Engineering, Transportation)
  12. The project shall include construction of a new bus shelter pad, including adequate waste receptacles, behind the sidewalk adjacent to the bus turnout on southbound Taylor Road per the City's improvement standards. The project shall also include a minimum four (4) foot wide pedestrian walkway from the new Taylor Road bus shelter into the first row of parking. (Engineering)
  13. The applicant shall install a City supplied bus shelter on the Taylor Road shelter pad. Electricity shall be provided to the shelter. If electricity is provided from a non City owned facility, the City will not reimburse for the cost of electrical services to the bus shelter. (Engineering, Transportation)
  14. The curbs adjacent to the Taylor Road and park and ride bus shelters shall be painted red. (Engineering)
  15. Signs and/or striping shall be provided on-site as required by the Planning Department to control on-site traffic movements. (Planning)
  16. The plans submitted to the Building Department for permits shall indicate all approved revisions/alterations as approved by the Commission including all conditions of approval. (Planning)
  17. At a minimum, landscaped areas not covered with live material shall be covered with a rock, (2") bark (no shredded bark) or (2") mulch covering. (Planning)

**Prior to the issuance of Building Permits:**

18. A separate **Site Accessibility Plan** which details the project's site accessibility information as required by California Title 24, Part 2 shall be submitted as part of the project Building Permit Plans. (Building)
19. **Multiple Building Complexes.** As part of the required **Site Accessibility Plan**, the developer shall delineate the extent of the site accessibility improvements being installed as part of the initial improvements for the project, and those that are planned to be developed as part of subsequent phases (i.e. around future pad buildings). (Building)
20. Building permit plans shall comply with all applicable code requirements (Uniform Building Code - UBC, Uniform Mechanical Code - UMC, Uniform Plumbing Code - UPC, Uniform Fire Codes - UFC and National Electrical Code - NEC), California Title 24 and the American with Disabilities Act - ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Department for applicable Code editions). (Building)
21. **Restaurants or other food services.** The developer shall obtain all required approvals and permits from the Placer County Health Department. (Building)
22. Maintenance of copy of building plans. Health and Safety Code section 19850 requires the building department of every city or county to maintain an official copy of the building plans for the life of the building. As such, each individual building shall be submitted as a separate submittal package. Building plan review, permit issuance and archiving is based on each individual building address.
23. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Engineering prior to approval of any plans. (Engineering)
24. The grading and improvement plans shall be designed in accordance with the City's Improvement Standards and Construction Standards and shall reflect the following:
  - a. Grading shall comply with the City grading ordinance. Erosion control devices (sediment traps, ditches, straw bales, etc.) shall be shown on the grading plans. All erosion control shall be installed prior to the onset of wet weather. Erosion control is installed to minimize silt discharge from the project site. It is incumbent upon the applicant to ensure that necessary measures are taken to minimize silt discharge from the site. Therefore modification of the erosion control plan may be warranted during wet weather conditions.
  - b. A rough grading permit may be approved by Engineering prior to approval of the improvement plans.
25. **Prior to the approval of the Improvement Plans**, the project proponent shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City, as defined by the Regional Water Quality Control Board. The SWPPP shall be submitted in a single three ring binder. Upon approval, the SWPPP will be returned to the project proponent during the pre-construction meeting. (Engineering)
26. "Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water, sewer and recycled water utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan view and in profile view where grading activities will modify existing site elevations over top of or within 15 feet of the utility. Any utilities that could potentially be impacted by the project shall be clearly identified along with the proposed protection measures. The developer shall be responsible for taking measures and

incurring costs associated with protecting the existing water, sewer and recycled water utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)"

27. The applicant shall pay for all applicable water, and sewer fees. (Environmental Utilities)
28. Water and sewer infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards and shall include:
  - a. Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12' unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.
  - b. Water, sewer and reclaimed mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions of approval.
  - c. All sewer manholes shall have all weather 10-ton vehicle access unless authorized by these conditions of approval. (Environmental Utilities)
29. Recycled water infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. The applicant shall pay all applicable recycled water fees. Easements shall be provided as necessary for recycled water infrastructure. (Environmental Utilities)
30. The applicant/developer shall prepare a Transportation Systems Management (TSM) Plan for (name of project) to be reviewed and approved by the Transportation Commission. (Transportation)
31. Fire apparatus access roads shall be provided to within 150 feet of all structures and combustible storage piles. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and an unobstructed vertical clearance of not less than 13 feet 6 inches. (Fire)
32. Vertical clearances or widths shall be increased when, in the opinion of the Fire Chief, vertical clearances or widths are not adequate to provide fire apparatus access. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus (32 tons) and shall be provided with a surface so as to provide all-weather driving capabilities. Said access shall be provided prior to any construction or storage of combustible materials on site. (Fire)
33. Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved provision for the turning around of fire apparatus. A minimum back of curb radii of not less than 48 feet shall be provided. (Fire)
34. Fire hydrants shall be operable and accessible to Fire Department apparatus by roads meeting the requirements of the Roseville Fire Code prior to bringing combustible materials onto the project site. (Fire)
35. A minimum clearance of 3-feet shall be provided between trees, shrubs and other landscape materials and all fire protection equipment (hydrants, fire sprinkler system connections, valves). Fire protection equipment shall not be located behind parking stalls or other obstructions to access. (Fire)
36. All on-site external lighting shall be installed and directed to have no off-site glare. Lighting within the parking areas shall provide a maintained minimum of one (1) foot candle of light. All exterior light fixtures shall be vandal resistant. (Planning & Police)

- 37. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)
- 38. The batting cages and parking structure shall comply with SMUD's standards for structures within their easements. (SMUD)

**DURING CONSTRUCTION & PRIOR TO ISSUANCE OF OCCUPANCY PERMITS:**

- 39. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed land Surveyor. (Engineering, Environmental Utilities, Electric)
- 40. Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)
- 41. Inspection of the potable water supply system on new commercial/ industrial/ office projects shall be as follows:
  - a. The Environmental Utilities Inspector will inspect all potable water supply up to the downstream side of the backflow preventor.
  - b. The property owner/applicant shall be responsible for that portion of the water supply system from the backflow preventor to the building. The builder/contractor shall engage a qualified inspector to approve the installation of this portion of the water supply. The Building Division will require from the builder/ contractor, a written document certifying that this portion of the potable water supply has been installed per improvement plans and in accordance with the Uniform Plumbing Code. This certificate of compliance shall be submitted to the Building Division before a temporary occupancy or a building final is approved.
  - c. The building inspectors will exclusively inspect all potable water supply systems for the building from the shutoff valve at the building and downstream within the building. (Building, Environmental Utilities)
- 42. The following note shall be added to the improvement plans:

To minimize dust/ grading impacts during construction the applicant shall:

- a. Spray water on all exposed earth surfaces during clearing, grading, earth moving and other site preparation activities throughout the day to minimize dust.
- b. Use tarpaulins or other effective covers on all stockpiled earth material and on all haul trucks to minimize dust.
- c. Sweep the adjacent street frontages at least once a day or as needed to remove silt and other dirt which is evident from construction activities.
- d. Ensure that construction vehicles are cleaned prior to leaving the construction site to prevent dust and dirt from being tracked off-site.
- e. The City shall have the authority to stop all grading operations, if in opinion of city staff, inadequate dust control or excessive wind conditions contribute to fugitive dust emissions. (Engineering)

43. Existing public facilities damaged during the course of construction shall be repaired by the applicant, at the applicant's expense, to the satisfaction of the City. (Engineering)
44. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)
45. Water, sewer and reclaimed water shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)
46. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
47. An **approved** automatic fire extinguishing system shall be provided for all buildings where the total fire area is **3,600** square feet or greater, as required by Roseville Fire Code Section 1003.2.2. Fire extinguishing systems installed shall conform to the minimum design standards of the Roseville Fire Code Standard 10-3. Plans and specifications shall be submitted to the Fire Department prior to system installation. Plan review and field inspection fees associated with the installation of said systems shall be paid prior to plan submittal. (Fire)
48. An approved project sign shall be placed at vehicle access points into the project during construction to assist emergency responders. The sign shall identify the project name and address, as approved by the City of Roseville. Such signs shall be clearly visible and legible from the street fronting the project. (Fire)
49. Dumpsters and trash containers with an individual capacity of 1.5 cubic yards [40.5 cubic feet] or more shall not be stored in buildings or placed within 5-feet of combustible walls, openings or combustible roof eave lines unless said areas are protected by an approved automatic fire sprinkler system in accordance with the Roseville Fire Code. (Fire)
50. All shrubbery, trees and signs located within center medians adjacent to site access points shall be seven feet (7') in height or lower to allow access to the site by fire apparatus. (Fire)
51. The approved address numbers shall be placed on each building by the applicant in such a position as to be plainly visible and legible from the street fronting the property and shall be placed as to be seen from all entrances. Proposed address numbers shall be indicated on the elevation drawings contained within the building plan submittal. The address numbers shall be contrasting in color with their background and shall be illuminated. (Fire)
52. The applicant shall properly identify all required fire lanes in accordance with the Fire Department Fire Lane Standard. (Fire)
53. Barricades shall be provided to protect any natural gas meter, fire hydrant, or other fire department control device, which may be subject to vehicular damage. Approved signs may be required to identify the location of fire protection devices. (Fire)
54. Automatic fire extinguishing system risers, fire alarm system panels and digital alarm communicator system panels shall be located within an approved fire control room and shall be accessible from an adjacent fire apparatus roadway. Said fire control room shall be a minimum size of thirty-five (35) square feet in size and shall be openable from the exterior via an approved door opening. (Fire)
55. A Knox Company Model # 4400 key box shall be located adjacent to the door opening into the fire control room for each structure to provide access to fire protection system equipment. Said box shall be mounted at 6-feet above finished grade adjacent to the door opening. Contact the Fire Prevention

Division for an approved Knox Company order form. The applicant shall pay a \$25 fee associated with the inspection of the key box prior to acceptance by the Fire Department at the time of receiving the Knox Company Order Form. (Fire)

56. A digitized copy of the approved of the approved drawings for the project shall be submitted to the Fire Department for pre-fire purposes. Said copy shall be submitted in an approved format. (Fire)
57. Adequate radio coverage shall be provided within buildings for public safety agencies, as required by Roseville Municipal Code Section 16.16.210. A field test shall be provided by a person in possession of a current FCC License, or a current technician certification issued by the Associated Public-Safety Communications Officials International (APCO), or the National Association of Business and Educational Radio (NABER). The building owner shall retain all test records on the inspected premises and a copy shall be submitted to the Fire Department officials. Adequate radio coverage shall include all of the following:
- a. A minimum signal strength of 95 dBm available in 90% of the area of each floor of the building when transmitted from the closest City of Roseville Radio Communication site.
  - b. A minimum signal strength of 95 dBm received at the closest City of Roseville Communication site when transmitted from 90% of the area of each floor of the building.
  - c. The frequency range that must be supported shall be 821-824 MHz and 866-869 MHz.
  - d. A 100 % reliability factor. (Fire, Police)
58. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
59. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)
60. All landscaping in areas containing electrical service equipment shall conform with the Electric Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Departments "Specification for Commercial Construction." (Electric)
61. It is the responsibility of the developer to insure that all existing electric facilities remain free and clear of any obstruction during construction and when the project is complete. (Electric)

**OTHER CONDITIONS OF APPROVAL:**

62. The applicant shall pay City's actual cost for providing plan check, installation, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities)
63. All existing public utility, electric, water, sewer and reclaimed water easements shall be maintained unless otherwise authorized by these conditions of approval. (Electric, Engineering, Environmental Utilities)
64. Signs shown on the elevations are not approved as part of the Design Review Permit. A Sign Permit is required for all project signs. (Planning)

65. The parking lot striping and signing shall be maintained in a visual and legible manner. (Planning)
66. Following the installation of the landscaping, all landscape material shall be maintained in a healthy and weed free condition; dead plant material shall be replaced immediately. All trees shall be maintained and pruned in accordance with the accepted practices of the International Society of Arboriculture (ISA). (Planning)
67. The required width of fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Minimum required widths and vertical clearances established by the Fire Code shall be maintained at all times during construction. Closure of accesses for fire apparatus by gates, barricades and other devices shall be prohibited unless approved by the Fire Chief. (Fire)
68. Temporary aboveground storage tanks may be used at construction sites for diesel fuel only and shall not exceed 1,000 gallon capacity. Tanks shall comply with all provisions found within the Fire Code. A Fire Department Permit shall be obtained prior to tank installation. The permit shall expire after 90 days from the date of issuance, unless extended by the Fire Chief. (Fire)
69. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor or person responsible for the building permit must notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. (Fire)
70. The location and design of the gas service shall be determined by PG&E. The design of the gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)
71. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday. Provided, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order. (Building)
72. The developer (or designated consultant) shall certify that the building foundation location has been placed according to all approved setback requirements shown on the approved site plan. The developer shall prepare a written statement confirming building placement and provide an original copy to the City Building Department Field Inspector at the time of or prior to the foundation inspection. (Building)

**CONDITIONS OF APPROVAL FOR CONDITIONAL USE PERMIT (File # CUP 05-02:**

1. This conditional use permit approval shall be effectuated with the effectuation of the Design Review Permit for the Golfland Expansion, File # DRPMOD 04-45. (Planning)
2. The buddy parking stalls shall only be used during the months of May through September and shall comply with the operating guidelines outlined in Exhibit "E". (Planning)
3. The batting cage area may be utilized as an over flow parking area as stipulated below:
  - a. The batting cage may only be disassembled and converted to parking or back to batting cages once a year. However, the area may be used indefinitely as parking or batting cages. Conversion

- of the batting cage area to parking shall occur outside the operational hours of the amusement park or as stipulated by the Planning Department.
- b. The traffic ramp shall be aligned with the northern drive aisle that ramps up to the batting cage/parking area.
  - c. When not in use the traffic ramp and associated barrier shall be stored in the equipment storage area located adjacent to the water slides.
  - d. Protective fencing and parking bumpers shall be stored in the equipment storage area when not in use.
  - e. Any equipment associated with the batting cages that need to be removed from the batting cage area to allow for overflow parking shall be stored in the equipment storage area when not in use. (Planning)
4. The construction/equipment yard shall be maintained in a clean and orderly fashion. Materials and equipment currently stored outside of the fenced area shall be stored within the fenced area when not in use. Large machines such as tractors may be parked in the area between the wood fence and the construction trailers. (Planning)
  5. Materials located on the site that are associated with a specific construction or maintenance activity shall be removed from the site or placed in the equipment yard within two weeks of completion of the construction/maintenance activity. (Planning)

### **ATTACHMENTS**

1. Vicinity Map
2. Arial Photo
3. Letter From SMUD
4. Photo Sims of Batting Cage
5. Traffic Analysis

### **EXHIBITS**

- A. Negative Declaration
- B. Site Plan
- C. Parking Layout for Upper Deck of Parking Structure
- D. Elevations
- E. Operation of “Buddy” Tandem Parking
- F. Conversion Plan to change use from Batting Cages to Parking for the Upper Deck of Parking Structure

**Note to Applicant and/or Developer:** Please contact the Planning Department staff at (916) 774-5276 prior to the Commission meeting if you have any questions on any of the recommended conditions for your project. If you challenge the decision of the Commission in court, you may be limited to raising only those issues which you or someone else raised at the public hearing held for this project, or in written correspondence delivered to the Planning Director at, or prior to, the public hearing.