

ITEM V-B: MAJOR PROJECT PERMIT (STAGE ONE & STAGE 2), CONDITIONAL USE PERMIT, & TENTATIVE SUBDIVISION MAP – NCRSP PCL 49 BAYSIDE CHURCH/TOPGOLF – 9000 WASHINGTON BL - FILE# PL14-0252

REQUEST:

The applicant requests approval of a Major Project Permit (MPP) Stage 1 to establish a site development plan (master plan) for the approximately 59-acre site; a MPP Stage 2 for architecture and landscaping of the Topgolf development on Parcel 8 and associated site, landscaping and utility improvements; a Conditional Use Permit (CUP) to allow the outdoor recreation component of Topgolf; and a Tentative Subdivision Map to merge and resubdivide two parcels into nine parcels.

The entitlements will allow the phased development of the project site with 130,000 square feet of community assembly (Bayside Church), 64,232 square feet of indoor/outdoor recreation (Topgolf), 116,500 square feet of office, 37,800 square feet of retail, 11,200 square feet of restaurant, and 27,900 square feet of hotel use types. The project also includes on-site landscaping, lighting, and parking, a 25 parking space park-n-ride lot, and the realignment of a City bike trail.

Applicant: Kris Steward, Phillips Land Law, Inc.
Property Owner: John Stewart, Bayside Covenant Church

SUMMARY RECOMMENDATION:

The Planning Division recommends that the Planning Commission:

- A. Adopt the Mitigated Negative Declaration and Mitigation Monitoring Program;
- B. Adopt the two (2) findings of fact for the MPP Stage 1;
- C. Approve the MPP Stage 1 subject to 102 conditions of approval;
- D. Adopt the two (2) findings of fact for the MPP Stage 2;
- E. Approve the MPP Stage 2 subject to eight (8) conditions of approval;
- F. Adopt the three (3) findings of fact for the Conditional Use Permit;
- G. Approve the CUP subject to three (3) conditions of approval;
- H. Adopt the three (3) findings of fact for the Tentative Subdivision Map; and
- I. Approve the Tentative Subdivision Map subject to 55 conditions of approval.

REPORT ORGANIZATION

Due to the scope of the information provided in this document, the report has been separated into five sections consisting of a project Background (I), Entitlement Evaluation (II), Environmental Summary (III), Summary of Outstanding Issues (IV), and Recommendations/Conditions of Approval (V).

I. BACKGROUND

Project Location

The project site is located within the North Central Roseville Specific Plan (NCRSP) area. The NCRSP encompasses approximately 2,330 acres and is situated between Washington Boulevard and generally Interstate 80. The NCRSP was adopted July 5, 1990 by the City Council. Originally, the specific plan included a large land area to the north of State Route (SR) 65; however, through the specific plan entitlement process, this land area was designated as Urban Reserve, and subsequently a separate Specific Plan (Highland Reserve North) and EIR was prepared for that area and approved by the City in May 1997. The Highland Reserve North Specific Plan is now built out.

The project site is comprised of two parcels – NCRSP Parcel 49 “A” and “B” and collectively is referred to as “Parcel 49”. Parcel 49 is located directly east of Washington Boulevard and directly south of SR 65 (see Figure 1, Project Site). The site is bound by the SR 65/Blue Oaks Boulevard on-ramp to the north, SR 65 to the east, City open space and wetland preserves to the southeast, a 50 foot City landscape easement and bike trail (with the Summerhill single-family residential neighborhood beyond) to the south, and Washington Boulevard (and the future Blue Oaks Commerce Center and GSA Office Building beyond) to the west.

Figure 1 – Project Site Vicinity



Parcel A is 46.54 acres and is currently zoned Planned Development/Special Area – North Central Roseville Specific Plan (PD/SA-NC). Parcel B is 12.35 acres and is zoned Light Industrial/Special Area – North Central Roseville Specific Plan (M1/SA-NC) and is traversed by a 220 foot wide overhead power line easement. The General Plan land use designation of both parcels is Light Industrial (LI).

1990 NCRSP

The General Plan land use was established with the adoption of the North Central Roseville Specific Plan (NCRSP) by City Council on July 5, 1990. The specific plan is intended to guide development of the 2,330 acre plan area. The NCRSP anticipated development of Parcel 49 with light industrial uses. An Environmental Impact Report (EIR SCH#88053010) was prepared to address impacts from development of the plan area and was adopted with the NCRSP.

2000 Rezone

Following establishment of the NCRSP, the zoning designation of this property was Light Industrial with a Special Area-North Central Specific Plan overlay (M1/SA-NC). The M1/SA-NC was intended to allow a broad range of light industrial uses, including a mix of industrial, business park/research and development, and commercial uses. In 2000, the City Council approved a Rezone, and General Plan, Specific Plan, and Development Agreement Amendment for Parcel 49A. These approvals established a new PD zone that allowed for retail, restaurant, lodging, educational, and office uses in addition to light industrial uses. As a result of the PD zoning, Community Assembly and several commercial and retail uses became principally permitted uses, subject to the following: retail uses were permitted up to twenty percent of the site's development area, allowing for approximately 85,000 square feet of retail uses. An Initial Study leading to a Negative Declaration was prepared in conjunction with these entitlements and was adopted by the City Council in January 2000.

Corporate Center Site

In 2007, the City Council designated Parcel 49 as one of ten Corporate Center Sites within the City of Roseville with adoption of the Corporate Center Ordinance (Ordinance 4624). A corporate center is defined by the City's Zoning Ordinance as a ten to fifty acre site with three or more buildings containing more than 100,000 square feet of developed office space. A Corporate Center shall also contain all of the following: 1) self-contained reciprocal parking, 2) common conference facility, 3) on-site restaurants (or close proximity to food services), 4) signage and identification for occupants/tenants, and 5) exercise facility, showers and lockers. In response to the designation of Parcel 49 as a Corporate Center site, the 2007 Capital Improvement Program (CIP) Update determined that adequate infrastructure (water, sewer, traffic) would be available to support 1.2 million square feet of development on the site.

2008 Rezone

Richland Properties (then owner of the property) processed a rezone to clarify the development potential for Parcel 49, specifically, the retail development potential for the site. The PD zoning indicated that twenty percent of the site could be developed with retail uses. The rezone did not change the zoning designation of the property, but defined that the overall building allocation for the site was 1.2 million square feet, of which, up to 240,000 square feet of retail could be developed (1.2 million square feet x 0.20 = 240,000 square feet). In March 2008, the Council adopted a Negative Declaration and approved the rezone.

II. ENTITLEMENT EVALUATION

The applicant is requesting approval of four planning entitlements; 1) a Major Project Permit (MPP) Stage 1 for the master plan of the NCRSP Parcel 49 site, 2) a MPP Stage 2 for the Topgolf architecture and landscaping, 3) a Conditional Use Permit to allow the outdoor recreation component of Topgolf, and 4) a Tentative Subdivision Map to create nine parcels. The evaluation section of this report includes an analysis of each of the requested entitlements. Each of the entitlements is analyzed for consistency with the goals and policies of the applicable regulations (i.e. the General Plan, Zoning Ordinance, Community Design Guidelines, NCRSP). Reduced size (11" x 17") copies of the plans have been included as Exhibit B – X.

Major Project Permit Process

The intent of the MPP process is to streamline the review of large and diverse projects that could be constructed over a period of several years. The MPP process allows for the resolution of site issues prior to the review of more detailed architectural and landscape issues that may not be finalized at the time of master plan establishment. In accordance with the City's MPP Ordinance, the MPP review process is segregated into three separate stages. Provided below is a summary of each Stage:

- Stage 1: Stage 1 of the MPP application consists of the approval of a preliminary development plan. The preliminary development plan will establish the configuration of the buildings, conceptual building elevations, parking areas and ratios, landscaping and open space locations, rough grading and drainage on and off-site, vehicular and pedestrian circulation, and development phasing. The complete environmental review of the project is also performed at this stage. Stage 1 review and approval is performed by the Planning Commission.
- Stage 2: Stage 2 of the MPP application process consists of the review of the detailed architecture and landscaping for the project. Stage 2 review is also initially performed by the Planning Commission.
- Stage 3: Stage 3 is an administrative review (Planning Manager approval) of the final improvement and building plans for compliance with the conditions of the Stage 1 and 2 approvals.

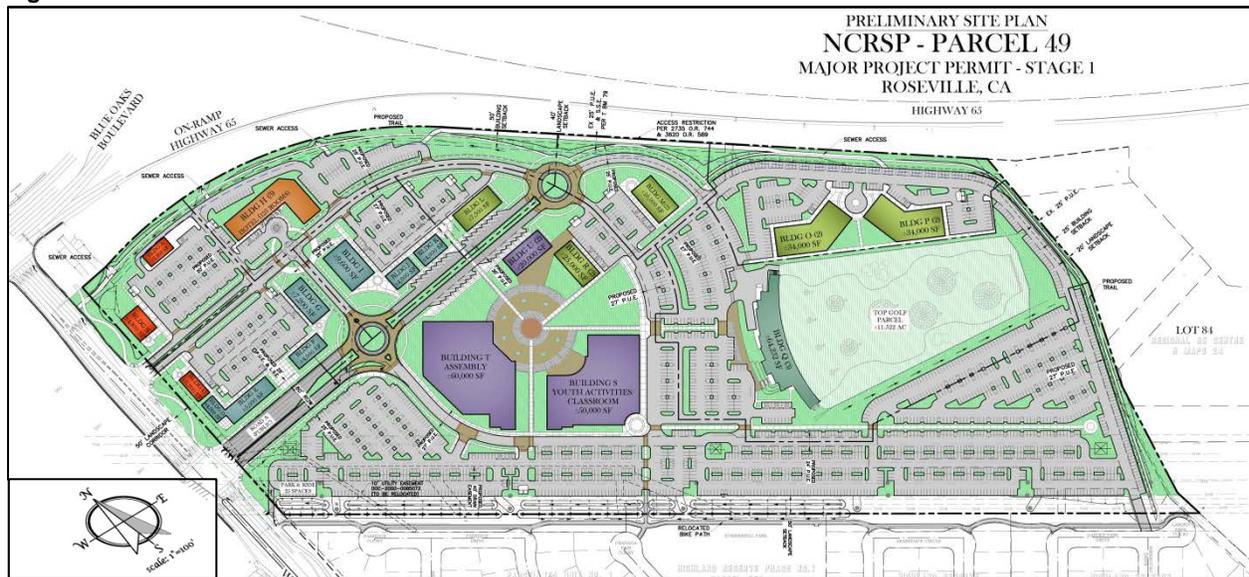
1. MPP STAGE 1

Site Design

The proposed project is located on 58.9 undeveloped acres and provides for approximately 387,632 square feet of mixed use development that includes the following components (see Figure 2 - Site Plan):

- 130,000 square feet of community assembly use (Bayside Church) including a 2,800 seat assembly area and 45 classrooms/activity rooms,
- 64,232 square feet of indoor/outdoor recreation use (Topgolf),
- 116,500 square feet of office use (5 buildings),
- 37,800 square feet of retail use (7 buildings),
- 11,200 square feet of restaurant use (3 buildings), and
- A 27,900 square foot hotel (125 rooms).

Figure 2 – Site Plan



The site is designed with Topgolf at the southeastern portion of the parcel, Bayside Church in the center of the site, the five office buildings along SR 65 and adjacent to Topgolf and Bayside Church, the hotel near the north west corner of the site and SR 65, and the restaurant and retail buildings along Road A and Washington Boulevard. Road A provides a connection to the site from Washington Boulevard and runs west to east through the site. A secondary private road runs parallel to Road A and curves south to intersect with Road A via a roundabout midway along the eastern property line.

NCRSP Parcel 49 has several constraints that are a factor with site design. These include:

- A 220 foot wide utility easement with overhead powerlines along the southern property line. Buildings are not permitted within the utility easement.
- Access to the site is limited to Road A and Road B off Washington Boulevard. The locations of the intersections have been established through the Capitol Improvements Program roadway design and driveway separation standards.
- The project site is adjacent to City open space (Lot 84), which includes wetland preserves. Additional roadway connections through the open space are not permitted.
- The site is located adjacent to single-family residential.
- Emergency vehicle access is required at the southeastern end of the property.
- A 50 foot building setback is required along SR 65 and Washington Boulevard. A 50 foot landscape buffer is required along the southern property line, a 25 foot landscape setback is required along Road A, and a 20 foot landscape setback is required along the open space.
- The project is responsible for relocating and improving portions of a City bike trail.

The needs of future tenants were also considered with the site design, including:

- Topgolf features three floors of hitting bays. The Topgolf hitting bays need to face as close to due east as possible to limit sun glare on the golfers.
- Topgolf wanted to be in close proximity to the office buildings as it offers meeting rooms and corporate retreat options that may be attractive to future office tenants.
- Bayside Church required a large continuous parking field due to high parking demand.

- The developer wanted the hotels, restaurant, office, and retail buildings to be visible from SR 65, Blue Oaks Boulevard, and Washington Boulevard.
- Buildings were located to create plaza spaces and encourage retail synergy.
- The project is designed to allow phased development of the site.

The site was also designed to address the design guidelines in the NCRSP and the Community Design Guidelines (CDG's) including:

- Encourage shared parking, efficient circulation, promote visual quality of the site, and accommodate pedestrian circulation.
- Incorporate open space corridors into the project design.
- Encourage pedestrian connections to bike trails and adjacent uses.
- Alternatives to walls, such as building orientation, setbacks, mounding and landscaping, are encouraged to buffer residential from non-residential uses.
- Buildings should be placed to enhance street frontages.
- Buildings should be arranged to create pedestrian plazas and gathering spaces.

The proposed site design accommodates a mix of use types and promotes walkability. The buildings meet the setback requirements established by the NCRSP. Buildings have also been placed to limit potential nuisances; the nearest building to the residential properties is at least 250 feet from the property line. Buildings have been placed to take advantage of the sites visibility from SR 65 and Blue Oaks Boulevard/Washington Boulevard. The site plan allows for efficient circulation. The proposed site plan meets the goals of the developer and is compliant with the design guidelines in the NCRSP and CDG's. Staff supports the proposed site design.

Traffic

A Traffic Impact Report (Attachment 1) was prepared by Fehr & Peers, the City's traffic consultant, to analyze the transportation impacts associated with development of the Parcel 49 project. As discussed in further detail in the Initial Study and the Traffic Impact Report, the City's level of service (LOS) standards are for PM peak hour trips. For this project however, the City directed Fehr & Peers to analyze, in addition to PM peak hour trips, weekday AM peak and Saturday evening and Sunday periods due to the high traffic activity expected with Bayside Church's weekend church services. The study analyzed transportation impacts to City roadways as well as SR 65 during each of the three phases of the project development.

The Fehr & Peers study determined that the proposed buildout of the project would result in a 65 percent decrease in new weekday AM peak hour trips and a 55 percent decrease in new PM peak hour trips compared to the current zoning of the site and the 1.2 million square foot development potential of the site.

The Fehr & Peers study determined that the weekday AM and PM peak hour traffic impacts from Phase 1 (Topgolf) of the project will not result in any significant impacts. Traffic impacts from Phase 1 plus Phase 2 (all other development excluding Bayside Church) results in significant impacts at two intersections during weekday PM peak hour; the Blue Oaks Boulevard/Washington Boulevard/Hwy 65 ramp intersection would worsen from LOS D to E, and the Washington Boulevard/Road A intersection would worsen from LOS B to F. No significant impacts occur during weekday AM trips from Phase 1 plus Phase 2. There are no significant impacts to SR 65 during AM peak or PM peak hours. Buildout of the project will not result in any additional traffic impacts during the weekday AM and PM peak hours.

The traffic study determined that the significant impacts to weekday PM peak hour trips can be mitigated with the construction of a northbound right-turn pocket 250 feet in length, on Washington Boulevard at the Blue Oaks Boulevard/Washington Boulevard intersection. With this mitigation, the Blue Oaks Boulevard/Washington Boulevard intersection would operate acceptably at LOS D and the Washington Boulevard/Road A intersection would operate acceptably at LOS C. The project plans show the recommended improvement to Washington Boulevard. The City's Engineering Division has reviewed the plans and determined they meet City standards.

For this project the same LOS standard for AM and PM peak hour trips was applied to weekend trips. The traffic study determined that the project would not degrade LOS standards to unacceptable levels during any one-hour period on the weekends. During the peak 15 minutes of the peak hour (5:15 pm to 6:15 pm) before Saturday evening service, the Blue Oaks Boulevard/Washington Boulevard intersection will operate at LOS E. However, the operation of the Blue Oaks Boulevard/Washington Boulevard intersection will operate at LOS D over the entire peak hour (5:15 pm to 6:15 pm). LOS D is an acceptable level for this intersection. All other study intersections will operate at acceptable levels.

The traffic study findings for weekend trips were based on the condition that there would be temporary on-site traffic management the hour before the Saturday and Sunday services to ensure traffic is flowing smoothly through the site. Fehr & Peers recommended a 60 minute interval between services. Mitigation was included in the Mitigation Monitoring Program and the MPP, as discussed below, to require an on-site traffic management plan and operations plan be reviewed with the MPP Stage 2 Bayside Church application. With mitigation, impacts from traffic are less than significant.

On-site Circulation

The project will add one new public/private roadway (Road A) through the center of the site running west to east from Washington Boulevard. The Road A and Washington Boulevard intersection will be signalized to allow full turning movements in and out of the site. Road A will be a public roadway to the first roundabout, which is approximately 350 feet from the Washington Boulevard property line. A secondary private roadway, Road B, will be located north of Road A. The roadways run parallel to each other until Road B curves and the roadways intersect at the second roundabout near the center of the eastern property line along SR 65.

The City's traffic consultant, Fehr & Peers, reviewed the on-site circulation as part of the Traffic Impact Report (Attachment 1) for the project. Fehr & Peers made recommendations to the site plan in order to improve traffic flow through the site and along Washington Boulevard and Blue Oaks Boulevard. The recommended site improvements included the enhancement of the first roundabout and the addition of a new controlled driveway on Washington Boulevard, to the south of Road A, that would only be open before church services. The recommended site improvements have been incorporated into the project plans. The Bayside Church parking area has also been designed with a dedicated shuttle/tram path running from the southeastern end of the parking lot to the Bayside buildings.

Fehr & Peers recommended operational improvements include temporary traffic management to be in place during the Saturday evening and Sunday morning Bayside Church services. Operational improvements include the opening of a controlled driveway along Road A, conversion of the internal driveway south of the first roundabout (and south of Bayside Church)

to one-way inbound traffic prior to church service, and employment of a team of parking attendants to direct parking vehicles. Staff has added a condition to the MPP Stage 1 to ensure a traffic management plan is submitted with the Bayside Church MPP Stage 2 submittal and incorporates these operational improvements.

Pedestrian circulation on and around the site was a priority of the applicant and of the NCRSP design guidelines. As shown in Exhibit I - Pedestrian Circulation, the project will provide separated pedestrian paths connecting all buildings and providing connections to adjacent public pedestrian paths. A pedestrian path, located midway along the southern property line, will connect the project to the adjacent City bike trail and Summerhill Park. Plaza spaces will also be provided within the Bayside Church complex, in front of Topgolf, in front of the office buildings and adjacent to the retail and restaurant buildings. A continuous decomposed granite pathway will loop the perimeter of the site from the southeast corner to the Washington Boulevard/Blue Oaks Boulevard intersection.

The on-site circulation was evaluated by the City's Fire, Police and Engineering Divisions and found to be adequate. Consistent with the NCRSP and the CDG's the project provides efficient circulation, promotes visual quality of the site, accommodates pedestrian circulation, and provides connections to pedestrian and bike trails. No modifications are proposed to the vehicle or pedestrian access and circulation.

Parking

The project will include a total of 2,789 parking spaces. The Zoning Ordinance provides the requirements for parking and is based on the proposed use types. The parking requirements for the project based on the Zoning Ordinance standards are shown in the following table.

NCRSP PCL 49 Zoning Ordinance Parking Requirements

Building	Use	Parking Ratio	Required	Provided
A	Eating & Drinking/Fast Food	1/50 s.f.	64	64
B	Eating & Drinking	1/100 s.f.	48	48
C	Eating & Drinking	1/100 s.f.	32	32
D	Retail	1/300 s.f.	13	13
E	Retail	1/300 s.f.	17	17
F	Retail	1/300 s.f.	13	13
G	Retail	1/300 s.f..	24	24
H	Hotel (125 rooms)	1 per room	125	125
I	Retail	1/300 s.f..	32	32
J	Retail	1/300 s.f.	13	13
K	Retail	1/300 s.f.	13	13
L	Office	1/250 (90% bldg. s.f.)	27	27
M	Office	1/250 (90% bldg. s.f.)	58	58
O	Office	1/250 (90% bldg. s.f.)	122	122
P	Office	1/250 (90% bldg. s.f.)	122	122
Q	Topgolf (Indoor/Outdoor Recreation/Eating & Drinking/Bars/Office)	Sum of parking ratio for each use type	439	477
R	Office	1/250 (90% bldg. s.f.)	90	90
S	Community Assembly/Classrooms	1 per classroom	25	50
T	Community Assembly (2,800 seats)	1 per 3 fixed seats	933	1419
U	Community Assembly/Classrooms	1 per classroom	20	30
	Park & Ride	Per Alt. Transportation	25	25
Total			2230	2789

Based on the mix of use types and Zoning Ordinance parking requirements, the project will provide 559 parking spaces in addition to those required by the Zoning Ordinance. As highlighted in the above table, 38 additional parking spaces have been provided for Topgolf and 521 additional parking spaces have been provided for Bayside Church. Since Topgolf provides a mix of use types within the building, the applicant has provided an exhibit (Exhibit T- Topgolf Parking Analysis) demonstrating that the Topgolf parking requirement was calculated using the sum of the square footage of each use type multiplied by the parking ratio standards in the Zoning Ordinance. Exhibit J (Parking Allocation) shows the location of parking spaces available for each building and the location of the additional parking spaces. Parking for the retail, restaurant, office, and Topgolf uses will be located near the front entrances. Parking for Bayside Church will be located under the powerline corridor.

In addition to calculating the Zoning Ordinance parking requirements, staff requested that Fehr & Peers evaluate the anticipated parking demand for the project. The parking study is included in the Traffic Impact Report (Attachment 1). Typically, traffic studies use trip generation rates for various land uses contained in the Trip Generation Handbook, which is published by the Institute of Traffic Engineers (ITE). However, as Topgolf is a unique use type that is not included in the ITE Handbook, Fehr & Peers used data collected from the Scottsdale Topgolf facility to determine the parking demand for Topgolf. The Scottsdale Topgolf facility is equivalent in size and design to the Roseville project. The results showed that during peak parking demand periods 397 parking spaces were occupied at 7pm on Saturday evening and 234 parking spaces were occupied at noon on Sunday. Based on this data, the Zoning Ordinance parking standard of 439 parking spaces was deemed adequate for Topgolf.

Fehr and Peers analyzed the parking demand for Bayside Church based on observations from Bayside's Granite Bay location, Adventure Christian Church, and information included in the Alantown Drive Bayside facility report. It was determined that on average members arrive with 2.05 people per vehicle and there is a 4:1 adult-child ratio. Fehr & Peers calculated the parking demand based on typical attendance of 67% capacity for Saturday evening services (1,138 parking spaces) and typical attendance of 80% capacity for Sunday service (1,366 parking spaces) and found that the 1,499 parking spaces dedicated for Bayside patrons was adequate to meet the parking demand.

Based on concerns expressed from residents, Fehr & Peers amended the parking demand study to consider 100% occupancy of the church for Saturday and Sunday services (worst case scenario). The evaluation of this worst case scenario assumed that shared parking opportunities would be available throughout the entire project site and the 2,789 total parking spaces would be available. The evaluation contemplated that the retail, restaurant and hotel uses would utilize all of their required parking spaces, Topgolf would utilize the number of parking spaces as described above, and that Bayside Church would utilize the number of parking spaces necessary to accommodate 100% occupancy of their facility. The evaluation assumed there would be a substantial reduction in the parking demand for the four office buildings on Saturday and Sunday and estimated a demand of 50 spaces for the office buildings. Table 20 in the Fehr & Peers report (dated January 23, 2015 – Attachment 1) compares the parking demand for the entire Parcel 49 site during typical Saturday and Sunday church services with the parking demand during the worst case scenario (Saturday and Sunday church services with 100% occupancy). The results are summarized in the table below:

NCRSP Parcel 49 Worst Case Scenario Parking Demand

Parking	Saturday		Sunday	
	67% Capacity	100% Capacity	80% Capacity	100% Capacity
Total Demand	1,979	2,548	2,044	2,385
Total Available Spaces	2,789	2,789	2,789	2,789
% of Spaces Occupied	71%	91%	73%	86%
# of Empty Spaces	810	241	745	404

The parking demand study shows that during a typical Saturday evening church services the parking lot will be 71% occupied with 810 parking spaces available, and during a typical Sunday church service the parking lot will be 73% occupied and have 745 available spaces. For the worst case scenario during a Saturday evening church service, the parking lot will be 91% occupied and have 241 available parking spaces, and for the worst case scenario during a Sunday church service the parking lot will be 86% occupied and there will be 404 available parking spaces. Based on this data, staff feels that the project will provide adequate parking for all uses of the site. During a worst case scenario event, overflow parking is not expected to be needed.

Additionally, the project will incorporate measures to reduce the anticipated parking demand. Measures include, but are not limited to the following: providing a pedestrian connection to the City’s existing pedestrian paths that connect to adjacent residential and commercial projects, providing a continuous pedestrian link throughout the project, providing connections to bicycle paths and providing on-site amenities such as lockers and showers for bicyclists, providing bus and dial-a-ride drop off and pick up areas, and preparing a Transportation Systems Management (TSM) plan to reduce vehicle trips and reduce peak hour traffic generated from the project. As mentioned, a traffic management plan for Bayside Church will be required with the MPP Stage 2 application for their parcel.

As proposed, the project meets the Zoning Ordinance parking requirements and design standards. No changes to the parking requirements or parking lot design are recommended.

Grading

The site was previously rough graded. However, additional grading will be necessary for site preparation, including building foundations, installation of utilities, and parking fields. The grading will also ensure there is proper drainage of the site. The project design anticipates the use of vegetated swales and pervious surfaces to provide water quality treatment in accordance with the City of Roseville requirements. These measures have been designed to comply with the requirements of the City’s Manual for Stormwater Quality Control Standards for New Development. Once filtered, excess stormwater is directed to two outfalls; one leading to the detention basin in the adjacent open space and one within Caltrans right-of way. As proposed the grading would include 128,000 cubic yards of cut, 141,000 cubic yards of fill, for a net fill of 13,000 cubic yards.

The site has been graded to reduce the need for retaining walls and slopes do not exceed the City standard of 3:1. The Engineering Division has reviewed the grading plan and determined it is in compliance with City standards. No changes to the Grading Plan are recommended.

Infrastructure Improvements

The City will provide electric, water, and sewer connections to the site. Utility services to the site have been anticipated in the City utility demand models since the adoption of the NCRSP and subsequently with the Corporate Center Site designation and Rezone to support an overall development allocation of 1.2 million square feet on the site. The proposed project would develop only approximately 32% of the anticipated square footage for the site.

Utility improvements for the project were reviewed by the applicable City departments, and as discussed in further detail in the Initial Study, were deemed adequate and meet City standards.

Phasing

Development of the site will occur in three phases as shown in Exhibit H (Phasing Plan). The first phase will include construction of Road A to Topgolf, signal improvements at the Washington Boulevard/Road A intersection (if not already constructed), development of the Topgolf parcel, landscape improvements along Washington Boulevard from the bike trail to Road A, landscape improvements within the 100 foot landscape easement along the southern property line (as further described in the landscape section below), and utility improvements. The second phase will include development of the office, retail, restaurant, and hotel parcels, construction of the park-n-ride lot, and the remainder of frontage improvements on Washington Boulevard. Phase Three will include the development of the Bayside Church parcel and the remainder of the parking area. As further explained in the Stage 2 evaluation, all parcels except for the Topgolf parcel will require Planning Commission approval of a future MPP Stage 2 permit prior to building permit submittal. Consistent with City standards, each phase has been designed to function independently without reliance on future phases.

Architecture

Stage 1 of the MPP includes review of the conceptual architecture for the site. The CDG's suggest that projects with multiple buildings develop an architectural theme throughout the project. The applicant has therefore developed architectural guidelines for future buildings, as provided in Exhibit K (PCL 49 Design Intent). As the applicant states in the guidelines, the design intent "is to create a unique location with high-quality building design that is consistent with the design standards in the NCRSP and the CDG's". The architectural style for the buildings is intended to be contemporary modern with large geometric forms and multiple overlapping rectilinear lines, as shown in Figure 3.

Figure 3: Conceptual Architecture



Design continuity will be achieved through the use of geometric forms, massing, materials, color, lighting and landscape features. Final architecture of the buildings will be reviewed with the MPP Stage 2 application and will be evaluated to ensure a consistent architectural theme is maintained for the project.

Landscaping

A preliminary landscape plan (Exhibit E) for the NCRSP Parcel 49 site has been provided with the MPP Stage 1 application. The landscape plans show a master landscape palette throughout. The proposed planting plan includes street trees suggested in the NCRSP, shade trees, accent trees, and drought tolerant plants. A mix of London Plan and Deodar Cedar will be planted along SR 65, Red Maples and Pear will line Washington Boulevard, Elm trees will line Road A, and Yew Pines will line Road B. Oak trees will be planted along the open space and the bike trail and throughout the project site. Large trees are restricted from being planted within the overhead powerline easement. Therefore, Laurel, Willow, Hawthorne, and Redbud trees will be planted in this easement.

Colored concrete and enhanced paving is proposed throughout the site. Pedestrian scale light fixtures, trash enclosures, benches, and pottery will be placed throughout the site to further unite the complex.

The CDG's require at least 50% of the parking areas to be shaded. Due to the overhead powerlines, tree heights are limited within certain parking areas. Therefore, the 50% shade requirement cannot be achieved within the utility easement and reduces the overall shading calculation to 46%. The areas outside of the powerline easement however will meet or exceed the shading requirements. The final parking lot shading requirements will be reviewed with the MPP Stage 2 entitlement.

The NCRSP requires a 20 foot landscape buffer adjacent to the City's open space. Landscaping within the setback includes native drought tolerant materials, consistent with the NCRSP guidelines. The City's Parks & Recreation-Open Space Division has reviewed the landscape plan has found it to be acceptable.

The NCRSP also requires a 50 foot wide landscape buffer along the southern property line, adjacent to the City 50 foot wide bike trail/landscape parcel. This will provide a 100 foot landscape buffer between the project and the Summerhill neighborhood. The NCRSP recommends a berm and landscaping be considered within this buffer. The purpose of the berm is to provide a visual buffer between the residential neighborhood and the project and prevent vehicle headlights from shining into the residential properties. The preliminary landscape plan (Exhibit E, Southern Boundary) shows an approximately three foot tall berm, planted with trees, shrubs and ground cover. The trees are intended to screen views above six feet, while the shrubs will screen views below three feet, creating a clear space for visual surveillance within the 3-6 foot range. The berm is planted to discourage informal pedestrian paths. As mentioned, a dedicated pedestrian path/connection to the project is provided midway along the southern property line. The developer will also plant large scale trees, shrubs, and ground cover between the bike trail and the berm. On the northern side of the berm is a series of water quality swales. The swales will include rock and plantings to allow stormwater to be collected and percolate through the swale to the drains below. Between the swales and the parking area smaller scale trees will be planted to offer shade on the parking areas. This landscape buffer has been reviewed by City Departments and determined to meet City standards.

Stage 1 Summary

The proposed project has been designed to comply with the NCRSP, the Major Project Permit provisions of the Zoning Ordinance, and the Community Design Guidelines. As proposed and conditioned, the project complies with the requirements of the Stage 1 approval of the Major Project Permit. For these reasons, staff recommends approval of the Stage 1 request. The two findings for approval of the MPP Stage 1 are contained in the Recommendation section of this report.

2. MPP Stage 2

The MPP Stage 2 includes an evaluation of the Topgolf architecture and landscape plans.

Architecture

The Topgolf facility is three-stories tall (54 feet) with the customer entrance on the second floor. The building is enclosed on three sides and opens to the outfield. The footprint of the building is longer than wide and is slightly curved. The focus of the front façade is on the entrance. The entry is highlighted with glass panels, a cantilevered metal canopy, wood paneling, brown and beige scored EIFS panels, stone, and color changing led metal mesh panels (see Figure 4). The stainless steel architectural mesh serves a dual purpose, at night it is the backdrop for an LED light display and during the day it screens an interior decorative stair from full sun exposure. A series of board formed concrete terrace walls flank the stairs leading to the second floor entrance. Two exterior stairs flank each side of the building. An open air terrace is located on the northern corner of the building (closest to SR 65) and is enclosed by a seven foot tall stucco and glass wall. The façade includes a mix of colors and materials, a variation of wall planes and forms, and roof heights to break up the building mass and add visual interest, consistent with the CDG's.

Figure 4: Topgolf Front Elevation



The outfield perimeter is enclosed by a transparent stainless steel mesh net supported by poles. The poles are made of high-grade steel painted gray/blue to blend with the color of the sky. The poles on the corners of the outfield are secured by guy wires extending into the landscape area. The outfield consists of synthetic grass and illuminated targets (as further described below). The outfield is surrounded by landscaping. The applicant has provided perspectives (Exhibit U & Exhibit V – Topgolf Perspectives) to show the poles and landscaping. The height of the net and the poles range from 90 to 150 feet. The PD zone allows for the height limits to be established with the MPP entitlement. The architect has used perimeter landscaping, building orientation, and the placement of two story office buildings between SR 65 and the outfield to reduce the scale of the poles. As no design guidelines specifically apply to the poles, and with design measures used to blend the poles into the surrounding, staff finds the outfield architecture consistent with the CDG's.

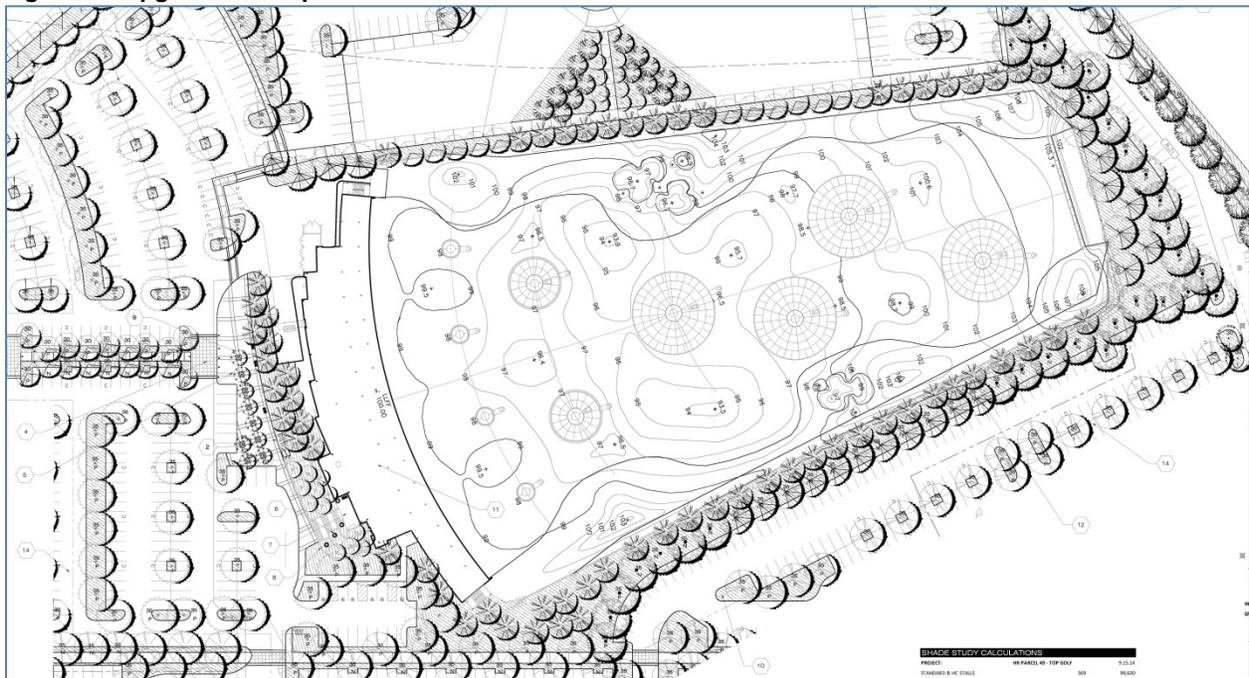
The building was designed to buffer noise generating activities away from the adjacent residential. The third floor open air terrace is located on the northern side of the building, enclosed by solid walls and buffered by the building entrance walls. The hitting bays also do not open to the residential properties and face toward SR 65 and the Open Space parcel.

Staff finds that the unique building design is of high-quality, provides visual interest, and is consistent with the design standards in the NCRSP and Community Design Guidelines.

Landscaping

The landscape plan for the Topgolf parcel is provided in Exhibit O (Topgolf Landscape Plan) and as shown in Figure 5. The landscape plan shows a mix of trees, shrubs, and ground cover consistent with the MPP Stage 1 landscape plan. An approximately 60 foot wide landscape area will be located along the perimeter of the outfield. The planter area will be planted with large scale trees, such as Aleppo Pine, Deodar Cedar, and oaks. The trees will provide a transition between the hardscape and the metal nets and poles. Pines and accent trees will also be placed in front of the building and within the landscape terraces leading to the front entry. The parking areas will be shaded by at least 66%. Pedestrian amenities are incorporated into the landscaping, such as separated tree lined-pedestrian paths within the parking areas, pedestrian lighting, and benches. The extensive use of landscaping throughout the site meets the landscape goals of the CDG's by adding texture to the site, screening undesirable views, buffering pedestrian walkways, providing shade in parking lots, and softening the building. Standard conditions have been added to the project to ensure the longevity of the landscaping and require that the landscaping comply with the City's Water Efficient Landscape Ordinance.

Figure 5: Topgolf Landscape Plan



Lighting

Lighting from Topgolf will be the result of light fixtures illuminating the outfield, building architectural lighting, and parking lot and pedestrian lighting. A photometric plan has been provided to show the level of illumination that is generated from the light sources. The CDG's require that light fixtures have shields or other mechanism to direct light and prevent off-site light spillage. The photometric plan, Exhibit S, shows that no light will travel beyond the property line (shown as a 0.0). The CDG's also provide a minimum illumination standard for parking lot areas of 1.0 footcandles, and minimum illumination standard for pedestrian paths of 0.5 footcandles. The lighting in the Topgolf parking areas and pedestrian pathways will meet this minimum standard. As demonstrated in the photometric plan, Topgolf complies with the CDG's light standards.

Stage 2 Summary

Zoning Ordinance Section 19.82 requires two findings of fact be made in order to approve a Major Project Permit Stage 2. Based on the analysis contained in this staff report and with the project conditions, the required findings for approval can be made. The two findings for approval of the MPP Stage 2 are contained in the Recommendation section of this report.

3. Conditional Use Permit

Per the PD zoning of the site, a Conditional Use Permit (CUP) is required to allow the Outdoor Recreation component of Topgolf to locate on the site. Topgolf is a premier golf entertainment complex. The Outdoor Recreation component of Topgolf includes 102 hitting bays, located within the three-story building, where golfers hit balls onto a four acre outfield. The outfield features 11 illuminated round targets located 20 to 240 yards away from the tee line. The outfield perimeter is enclosed by steel mesh netting. Operating hours of Topgolf are five days a week from 9 am to 1 am and Fridays and Saturdays from 9 am to 2 am.

Section 19.78.060 of the City of Roseville Zoning Ordinance requires that three findings be made in order to approve a CUP. The three findings are listed below in ***bold italics*** and are followed by an evaluation of the proposal in relation to each finding.

1. The proposed use or development is consistent with the City of Roseville General Plan.

The land use designation for the subject property is Light Industrial (LI). The LI land use designation is typically applied to lands reserved for office, industrial, and research and development uses that generate limited noise, vibration, odor, dust, smoke, light, or other pollutants, and are either integrated or compatible with surrounding uses. Primary uses include research and development, electronic assembly, warehousing, intensive commercial uses, and offices. Secondary uses include service commercial and uses with large space requirements, such as health clubs, religious assembly, dance and gymnastics studios, and off-peak public assembly uses. Lands designated for LI are typically located adjacent to major roadways. Though not specifically listed as a typical use type in the General Plan, Outdoor Recreation is a conditionally permitted use type per the PD zoning designation of the site.

When the potential for conflict between uses occurs, the General Plan relies on the Zoning Ordinance through the CUP process to evaluate the appropriateness of a use. A CUP allows potential incompatibilities between land uses to be addressed and conditions to be added to minimize conflicts. As such, the standards and requirements of the Zoning Ordinance are used

to evaluate the appropriateness of a conditionally permitted use for a specific location. Where incompatibilities can be addressed and conflicts resolved, outdoor recreation uses have been determined to be consistent with the General Plan.

2. The proposed use or development conforms with all applicable standards and requirements of the City of Roseville Zoning Ordinance.

The project site has a zoning designation of Planned Development (PD). Outdoor Recreation is permitted in the PD zone upon approval of a CUP. CUPs are used to address potential incompatibilities between land uses. The standards and requirements of the Zoning Ordinance are used to evaluate the appropriateness of a use for a specific location. For outdoor recreation uses, the Roseville Zoning Ordinance does not establish any specific development standards except for parking requirements. As mentioned previously, Topgolf provides 38 more parking spaces than is required by the Zoning Ordinance. Staff therefore finds that this project will conform to the standards and requirements of the City's Zoning Ordinance.

3. The location, size, design and operating characteristics of the proposed use or development is compatible with and shall not adversely affect or be materially detrimental to the health, safety, or welfare of persons residing or working in the area, or be detrimental or injurious to public or private property or improvements.

The location, size and design of the building and associated outfield and lighting has been evaluated with the MPP Stage 1 and MPP Stage 2 entitlements, and as discussed above, deemed to meet the applicable regulations and design guidelines. The CUP evaluation therefore focuses on the operating characteristics of Topgolf for compatibility of use types and minimizing impacts to adjacent uses.

Exhibit W provides an outline of Topgolf's operational characteristics. Due to Topgolf's hours of operation (open till 1 am or 2 am seven days a week) and adjacency to a residential neighborhood, a noise study was prepared to evaluate the potential noise impacts from the use. The noise study (Appendix D of the Initial Study) determined that, with mitigation, Topgolf would not generate noise levels at the adjacent residential properties that exceed the City's noise standards. The noise study methodology and findings are described in detail in the Initial Study as well as the noise study. The mitigation to ensure noise from Topgolf does not exceed City standards includes measures that address building design and operational restrictions. Building design measure include the orientation of speakers, installation of sound absorbing materials, and a seven foot tall wall around the open air terrace. Operational restrictions include restricting live and DJ-generated music on the terrace to pre-10 pm, gradually reducing the house sound system noise levels, filtering low-frequency sound, and requiring live bands to utilize drums kits. The mitigation measures are outlined in the Initial Study and have been included in the Mitigation Monitoring Program. A condition has also been added to the MPP Stage 2 to ensure the mitigation measures related to the building design have been incorporated into the building permit plans, and a condition has been added to the CUP to ensure the operational restrictions are incorporated into Topgolf operations. The CUP also allows for monitoring of the business at any point after operation. A condition has been added to require a noise monitoring evaluation of Topgolf within three months after opening. Should the evaluation show that Topgolf is exceeding the noise standards, additional noise mitigation will be required to reduce the noise levels to acceptable levels. With the noise reducing mitigation measures, Topgolf is deemed compatible with and shall not adversely affect or be materially detrimental to the health, safety,

or welfare of persons residing or working in the area, or be detrimental or injurious to public or private property or improvements.

Conditional Use Permit Conclusion

Staff has determined that Topgolf, based on the analysis provided above and as conditioned, will not adversely affect the site, or adjacent uses.

4. Tentative Subdivision Map

Section 18.06.180 of the City of Roseville Subdivision Ordinance requires that three findings be made in order to approve or conditionally approve a Tentative Map. The three findings are listed below in *italics* and are followed by an evaluation of the map in relation to each finding.

- 1. The size, design, character, grading, location, orientation, and configuration of lots, roads and all improvements for the tentative subdivision map are consistent with the density, uses, circulation and open space systems, applicable policies and standards of the General Plan or any applicable specific plan for the area, and the Community Design Guidelines, and the design standards of Title 18 (Subdivision Ordinance) of the Roseville Municipal Code.***

Parcel size, design, configuration, location, orientation, and character: The General Plan, Zoning Ordinance, and NCRSP do not establish minimum lot sizes for parcels within the LI land use or PD zoning. Instead, the City reviews Tentative Maps to ensure that proposed parcels are adequate for development. Parcel 49 is made up of Parcel A and B. The applicant has applied for a Tentative Subdivision Map to merge these two parcels and resubdivide the parcels into nine separate parcels and a 0.641 acre dedication of public right-of-way. The resulting parcels will range from 1.4 to 25.92 acres based on gross acreage.

Parcel 1 – 2.51 acres	Parcel 2 – 3.45 acres	Parcel 3 – 3.97 acres	Parcel 4 - 2.51 acres
Parcel 5 – 1.4 acres	Parcel 6 – 2.23 acres	Parcel 7 – 4.73 acres	Parcel 8-11.52 acres
Parcel 9 – 25.9 acres			

The applicant is proposing to subdivide the 59 acres into nine smaller parcels prior to the submittal of building plans in order to facilitate the sale and incremental development of the parcels in the future. The remaining acreage will be dedicated to the City for public roadways. The subdivision has been proposed with consideration of phasing and the required roadway and utility improvements. Each parcel would be developed with no more than five buildings. Such a proposal is acceptable; however, it necessitates ensuring that the proposed parcels are adequately sized, located, and configured to accommodate future development that complies with the applicable General Plan policies, development standards, Improvement Standards, and Design Guidelines. The proposed parcel size, design, configuration, location, and orientation have been determined by the building size and site layout with the MPP application. Staff finds that the proposed lot configuration and lot sizes are suitable for development that is consistent with the applicable policies of the General Plan, the NCRSP, and design standards of the Subdivision Ordinance.

Grading and Drainage: As previously mentioned, grading would result in a net fill of 13,000 cubic yards. Grading is necessary for site preparation, including building foundations, installation of utilities, parking fields, and to accommodate stormwater treatment. Stormwater from the parcels

will be collected on-site and will be directed into the on-site swale system and City's stormwater system.

Access & Circulation: The site is bounded by major roadways including; Washington Boulevard, Blue Oaks Boulevard and SR 65. Two new roadways, Road A and Road B, in addition to a controlled third driveway along Washington Boulevard, would provide access from the major roadways to all parcels through the interior of the site. A Traffic Impact Report was prepared for the project, and as discussed in detail in the Initial Study, it was determined that the existing roadway network could support the project. Access to the site and on-site circulation was deemed acceptable.

Improvements: Development of the site with 20 buildings, roadways, parking and landscaping are proposed with the MPP application. Improvements to the City's existing roadways and utility system are also proposed. The improvements have been reviewed and determined to be consistent with the density, uses, circulation, applicable policies and standards of the General Plan, the CDGs, and the design standards of the Subdivision Ordinance.

2. The subdivision will result in lots which can be used or built upon. The subdivision will not create lots which are impractical for improvement or use due to: the steepness of terrain or location of watercourses in the area; the size or shape of the lots or inadequate building area; inadequate frontage or access; or, some other physical condition of the area.

There are no natural features on the property that would restrict development of the proposed parcels. An approximately 220-foot wide easement with overhead powerlines traverses the southern portion of the site. The location of these overhead lines limits the potential location of buildings. The site plans show there is adequate space to locate buildings and the required parking on the parcels without interfering with the overhead lines. The grading design will achieve adequate buildable area within each parcel to accommodate the proposed building and parking. Planning and Engineering staff have determined that the design, layout, configuration and size of the proposed lots are adequate to accommodate the proposed development.

3. The design and density of the subdivision will not violate the existing requirements prescribed by the Regional Water Quality Control Board for the discharge of waste into the sewage system, Pursuant to Division 7 of the Water Code.

The water quality impacts associated with the project and the expected discharge of waste for this project are consistent with that anticipated by the General Plan EIR. In addition, the design of sewer lines in the project area and treatment capacity at the City's sewage treatment plant have adequate conveyance and capacity to accommodate the development on the parcels proposed with the Tentative Map.

Tentative Subdivision Map Conclusion

Based on the evaluation above, staff believes that the Planning Commission can make the required findings and approve the Tentative Subdivision Map.

III. ENVIRONMENTAL DETERMINATION

An Initial Study and Mitigated Negative Declaration (Exhibit A) have been prepared for this project. The Planning Manager has determined that the above project will not have a significant effect on the environment and proposes that a Mitigated Negative Declaration be adopted. This

determination has been based upon an Initial Study, which has concluded that there will be no significant environmental impacts. The Mitigated Negative Declaration was circulated for a 30-day public review period that began on January 23, 2015 and ended on February 23, 2015. To date, no comments have been received. Staff is recommending the Planning Commission adopt the proposed Mitigated Negative Declaration and Mitigation Monitoring Program (MMP). The MMP includes mitigation measures to reduce impacts from Noise and Traffic to less than significant levels.

IV. SUMMARY OF OUTSTANDING ISSUES

Traffic Impact Report

Following release of the Initial Study and Mitigated Negative Declaration, staff was made aware that two references to tables within the Traffic Impact Report were mislabeled. On Page 46, the text should have referenced Table 22, and on Page 50 the text should have referenced Table 24. The Traffic Impact Report has been updated to correct the error. The corrections do not change the findings in the report. Additionally the Memo that was provided as an attachment to the Traffic Impact Report has been incorporated into the updated report for ease of reading. The updated Traffic Impact Report is provided as Attachment 1 to this staff report.

Public Outreach/Concerns

Prior to submittal of a formal application to the City, the applicant attended the February 11, 2014, Highland Reserve Neighborhood Association (HRNA) meeting to reach out to the community. On April 8, 2014 the applicant attended the HRNA Board meeting to give advance notice of the application submittal and gain feedback on the project. Residents were also invited to attend the meeting on May 29, 2014 at Bayside Church to discuss development of the NCRSP Parcel 49 site.

The City received the project application request in April 17, 2014. Following the initial distribution of the application, the City received 19 letters from the public concerned with the project. The primary concerns were related to potential traffic, parking, and noise impacts. The letters are provided as Attachment 2 to this staff report. During the City's initial review of the project, staff worked with the applicant to address the public's concerns as well as ensuring the project complied with City standards. As a result, over an eight month period, modifications were made to the project that included reducing the size of the church facility, moving building locations, flipping the floor plan of Topgolf so the open air terrace is located on the opposite side of the residential properties, and redesigning roadways and parking areas, among other modifications.

The City established a website dedicated to the project for the purpose of tracking the project status and sharing the application materials and project plans.

The applicant hosted two neighborhood meetings with the Highland Reserve Neighborhood Association for the purpose of addressing residents' concerns, one in November and one in December of 2014. Approximately 60 people attended the first meeting and 15 people attended the second meeting. Notification of the meeting was provided by the applicant and distributed to approximately 2,600 HRNA households and interested parties. Planning also sent an email to persons who had requested to be notified of the project status.

Concerns expressed at the November meeting were related to potential traffic, parking, and noise from the project. Additionally the meeting focused on the improvements proposed within

the 100 foot landscape buffer. A consensus was not achieved on the design of the 100 foot buffer (i.e. a solid wall versus the proposed berm or another alternative). However, as a result of the meeting, the number of pedestrian connections from the bike trail to the project site was reduced to just one central connection at the park site. This modification was made to address the concern with Bayside Church patrons parking on Farridge Drive.

The December meeting was substantially less attended than the November meeting. The concerns expressed at the December meeting were again related to traffic, parking, and noise. Based on these concerns, the Traffic Impact Report was amended to study church parking at 100% occupancy and the recommended spacing between church services. The findings were included in a Memo attached to the Traffic Impact Report.

Staff also met to discuss the 100 foot landscape buffer. The landscape buffer includes a series of berms, water quality swales, and a mix of trees, shrubs, and ground cover, and a City bike trail. The design was originally supported by the Highland Reserve Neighborhood Association with the previous project. City staff from the Police, Parks & Recreation, Electric, Environmental Utilities, Engineering, and Planning Divisions reviewed the current proposal and determined it would meet City standards. A berm is also preferred over a wall as it allows for partial visibility of the site for improved public safety, access to power line poles, and is recommend by the NCRSP. Staff is supporting the proposed design.

Following the December neighborhood meeting, three letters from the public were received. Copies of the letters are attached to the staff report and included in Attachment 2. The following is a summary of the letters:

1. Eliminate pedestrian connection to Parcel 49.
2. Concerned with noise from Topgolf.
3. Wants an impermeable berm; *No Parking* signs along Farridge Drive; no sidewalks on Washington Boulevard; City to be responsible for maintenance of berm, signs, and sidewalks; amenities added to the bike trail; parking study to use 100% capacity of Church and Topgolf; buildings to located under the powerlines; the church to move to the northern portion of the site; the church size to be reduced to 800 seats; the traffic study to address pre-service and between service traffic; address inconsistencies in traffic study; provide documentation that the new driveway will have low delay; provide additional parking beyond the code; safety study to address traffic in Summerhill; unsafe pedestrian crossing in parking areas; wants lighted signal at Garden Park Drive.

Significant public outreach has occurred with this project. As mentioned, two neighborhood meetings were held, a website was created for the project, and project updates were provided via email to persons requesting updates. Planning staff has also met with members of the public upon request. A notice of the Mitigated Negative Declaration and a notice of the Planning Commission hearing were mailed to properties within 300 feet of the project site and to those who requested to be notified of the hearing.

Since the application was submitted, the project has been modified in response to the traffic and noise studies as well as to neighborhood concerns. As described above, these modifications were made to reduce potential impacts and to enhance compatibility with adjacent properties.

V. RECOMMENDATION

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

- A. Adopt the Mitigated Negative Declaration and Mitigation Monitoring Program, as shown in Exhibit A.
- B. Adopt the two (2) findings of fact for the **MAJOR PROJECT PERMIT STAGE 1 – NCRSP PCL 49 BAYSIDE CHURCH/TOPGOLF – 9000 WASHINGTON BL – FILE #PL14-0252** as stated below:
 - 1. *The Preliminary Development Plan is consistent with the General Plan, the North Central Roseville Specific Plan, and the Community Design Guidelines; and,*
 - 2. *The design and the installation of the Preliminary Development Plan will not be detrimental to the public health and safety, or be materially detrimental to the public welfare.*
- C. Approve the **MAJOR PROJECT PERMIT STAGE 1 – NCRSP PCL 49 BAYSIDE CHURCH/TOPGOLF – 9000 WASHINGTON BL – FILE #PL14-0252** as shown in Exhibits B-X subject to one hundred and two (102) conditions of approval.
- D. Adopt the two findings of fact for the **MAJOR PROJECT PERMIT STAGE 2 – NCRSP PCL 49 BAYSIDE CHURCH/TOPGOLF – 9000 WASHINGTON BL – FILE #PL14-0252**:
 - 1. *The architecture and landscaping of the project is consistent with the General Plan, the North Central Roseville Specific Plan, the Community Design Guidelines, and the Stage 1 approval; and*
 - 2. *The design of the project will not be detrimental to the public health and safety, or be materially detrimental to the public welfare.*
- E. Approve the **MAJOR PROJECT PERMIT STAGE 2 – NCRSP PCL 49 BAYSIDE CHURCH/TOPGOLF – 9000 WASHINGTON BL – FILE #PL14-0252** as shown in Exhibits N-V subject to eight (8) conditions of approval.
- F. Adopt the three findings of fact, as stated in the staff report, for the **CONDITIONAL USE PERMIT - NCRSP PCL 49 TOPGOLF – 9000 WASHINGTON BL – FILE #PL14-0252**.
- G. Approve the **CONDITIONAL USE PERMIT - NCRSP PCL 49 TOPGOLF – 9000 WASHINGTON BL – FILE #PL14-0252** as shown in Exhibit W subject to three (3) conditions of approval.
- H. Adopt the three (3) findings of fact as stated in the staff report for the **TENTATIVE SUBDIVISION MAP – NCRSP PCL 49 BAYSIDE CHURCH/TOPGOLF – 9000 WASHINGTON BL – FILE #PL14-0252**; and
- I. Approve the **TENTATIVE SUBDIVISION MAP – NCRSP PCL 49 BAYSIDE CHURCH/TOPGOLF – 9000 WASHINGTON BL – FILE #PL14-0252** subject to fifty-five (55) conditions of approval.

CONDITIONS OF APPROVAL FOR MPP STAGE 1 (PL14-0252)

1. This major project permit approval shall be effectuated within a period of two (2) years from this date and if not effectuated shall expire on February 26, 2017. 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 February 26, 2017.
2. The project is approved as shown in Exhibits A - X and as conditioned or modified below. (Planning)
3. The project shall comply with all required environmental mitigation identified in the NCRSP PCL 49 Mitigated Negative Declaration. (Planning)
4. 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, Parks, Electric, Finance)
5. The design and construction of all improvements shall conform to the Design and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
6. The applicant shall not commence with any on-site improvements or improvements within the right-of-way until such time as grading, utility and/or improvement plans are approved and grading and/or encroachment permits are issued by the Development Services Department – Engineering Division. (Engineering)
7. 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)
8. The developer shall be responsible for providing lighting along the private portion of the pedestrian pathway that connects to the City bike trail. Lighting shall provide a minimum illumination of 0.5 footcandles as measured at the pathway surface. The lighting shall be provided with the completion of the pathway or with Phase 3 of the project, whichever occurs first. (Planning)
9. The site is designated as a Corporate Center Site. As such the project shall include the following: 1) self-contained reciprocal parking, 2) common conference facility, 3) on-site restaurants (or close proximity to food services), 4) signage and identification for occupants/tenants, and 5) exercise facility, showers and lockers. (Planning)
10. Service times for the church shall be spaced at a minimum of one (1) hour apart from the end of one service to the beginning of the next service. This shall be further reviewed with the Stage 2 approvals of the Phase 3 improvements for this project, once specific operation and traffic management plans are known. (Engineering)
11. Prior to the issuance of permits for any Phase 3 improvements, a Traffic Management Plan shall be submitted by the owner and approved by the Engineering Division. The Traffic Management Plan shall include, but not be limited to:

- a. A clear description as to how traffic control measures and traffic control personnel will be implemented to optimize the flow of ingress and egress traffic prior to and after church services.
- b. Demonstrate that the southeastern leg of the westerly traffic circle on Road A will allow for two ingress travel lanes and restrict egress travel prior to church services.
- c. A full description on the use of the limited access driveway proposed on Washington Blvd. that will help facilitate ingress to the site prior to church services. This driveway is to only be used prior to church services to aid with ingress to the site and shall be closed to the public the remainder of the time.

PRIOR TO ISSUANCE OF BUILDING PERMITS:

12. 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 about a 6" raised curb or concrete bumper. (Planning)
- b. Standard -- 9 feet x 18 feet; Compact--9 feet x 16 feet; Accessible--14 feet x 18 feet (a 9 foot wide parking area plus a 5 foot wide loading area) and a minimum of one (1) parking space shall be Accessible van accessible--17 feet x 18 feet (9 foot wide parking area plus an 8 foot wide loading area). (Planning)
- c. An 'exterior routes of travel' site accessibility plan incorporating slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signage, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to City for review, prior to building plan check approvals. This site accessibility plan shall also include:
 - i) 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)

13. Signs and/or striping shall be provided on-site as required by the Planning Department to control on-site traffic movements. Parking lot striping and signage shall be maintained in a visible and legible manner. (Planning)

14. 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)

15. The project Landscape Plans shall comply with the following:

- a. The Landscape Plan shall indicate the location of, and be designed to avoid conflicts with, all pole-mounted light fixtures and utility equipment including (but not limited to) electric transformers, switchgear, and overhead lines, backflow preventors, fire department connections, and public water, sewer, and storm drain facilities. (Planning, Fire, EUD, Electric, Engineering)
 - b. The tree plantings in the parking lot shall be designed to provide a minimum of 50% shade coverage after 15 years, except for the area located under the powerline easement, which is approved to have a reduced shade calculation as shown on the plans. (Planning)
 - c. 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)
 - d. The landscape plan shall comply with the Landscape Guidelines for North Central Roseville Specific Plan and the City of Roseville Water Efficient Landscape ordinance (RMC, Chapter 19.67). (Planning)
 - e. Landscaping adjacent to preserve areas shall consist of California native, drought-tolerant groundcover, shrubs, plants and trees. (Open Space, Planning)
 - f. All landscaping in areas containing electrical service equipment shall conform with the Electric Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Departments "Specification for Commercial Construction." (Electric)
16. Any roof-mounted equipment and satellite dishes proposed shall be shown on the building plans. The equipment shall be fully screened from public streets and the surrounding properties. (Planning)
 17. At the time of building permit application and plan submittal, the project applicant shall submit a proposed plan which shows the suite addressing plan for individual tenant spaces within the building. The Chief Building Official, or the designate, shall approve said plan prior to building permit approval. (Building)
 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. For 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 (California Building Code – CBC – based on the International Building Code, California Mechanical Code – CMC – based on the Uniform Mechanical Code, California Plumbing Code – CPC – based on the Uniform Plumbing Code, California Fire Code – CFC – based on the International Fire Code – with City of Roseville Amendments – RFC, California Electrical Code – CEC –

based on the National Electrical Code, and California Energy Standards – CEC T-24 Part 6), California Title 24 and the American with Disabilities Act - ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Department for applicable Code editions). (Building)

21. For restaurants or other food services. The developer shall obtain all required approvals and permits from the Placer County Health Department and the City of Roseville Industrial Waste Division. (Building, Environmental Utilities)
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. A note shall be added to the grading plans that states:
“Prior to the commencement of grading operations, the contractor shall identify the site where the excess/borrow earthen material shall be imported/deposited. If the borrow/deposit site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified.” (Engineering)
25. The Improvement Plans shall include a complete set of Landscape Plans. The Landscape Plans shall be approved with the Improvement Plans. (Planning, Engineering, Fire, Environmental Utilities, Electric)
26. The Landscape plans shall identify improvements required on City property as a result of the relocated bike trail. (Parks & Recreation)
27. Improvements may be constructed in three sequential phases as identified in the Phasing Plan for NCRSP Parcel 49. These phased improvements shall be deemed substantially complete by the City prior to any building occupancy being granted within that phase. The Improvements for each phase should include, but not be limited to the following:

Phase 1

- a. An 8 ft. wide pedestrian path and frontage landscaping shall be constructed from the southern property line to Road A.
- b. The developer shall construct, if not already constructed, a traffic signal at the intersection of Washington Boulevard and Street “A”. The Developer may be reimbursed through TMF credits for the construction of the traffic signal.
- c. Road A, including both traffic circles, shall be constructed to provide access to the Top Golf site. Sidewalk shall be provided on a minimum of one side of Road A to provide pedestrian access from Washington Blvd. to the Top Golf site.
- d. All bike trail improvements along southern boundary, including an emergency vehicle trail crossing (at the southeastern corner of the site) with lockable gate,

access control and trail signage as approved by Engineering. (Engineering, Alternative Transportation)

Phase 2

- a. An 8 ft. wide pedestrian path shall be constructed from Road A to the southeast curb return at the Blue Oaks Blvd./Washington Blvd intersection.
- b. Frontage landscaping shall be installed from Road A to the northern property line.
- c. Road B shall be constructed in its entirety.
- d. The Washington Blvd frontage shall be improved to include a second north bound right turn lane at the Blue Oaks Blvd. intersection. To construct this lane it shall be the owner's responsibility to obtain a Caltrans Encroachment Permit to perform the portion of work within Caltrans right of way and also to relocate an existing Caltrans sign that will conflict with the road widening.
- e. Phase 2 construction shall include a 25-space park-n-ride as identified on the approved site plan. The park-n-ride lot shall include accessible parking as required by the building code, a path of travel from the accessible parking to the transit shelter on Washington Boulevard, signs identifying the park-n-ride spaces and their availability to the public. If the remainder of the site's parking includes video surveillance cameras, then video surveillance shall also be provided for the park-n-ride lot and maintained by the landowner. If not, then the site improvements shall include electric and data stubs for future installation of video surveillance of the park-n-ride lot by the City. The landowner shall be responsible for maintenance of the park-n-ride lot and all its appurtenances, except video cameras if installed by the City.
- f. Phase 2 construction shall include a standard bus shelter pad, conforming to the city's current standards, on northbound Washington Boulevard south of Street A.
- g. Phase 2 construction shall include the installation of a bus shelter and related improvements conforming to the city's current standards on the shelter pad as conditioned above. The Developer and City may enter into a deferred improvement or other agreement based upon a construction cost of \$10,000 per shelter for future construction of the Bus Shelter on northbound Washington Boulevard, south of Street A (shelter number 10-240 (Engineering, Alternative Transportation)

Phase 3

- a. A 14 ft. standard commercial driveway shall be constructed south of Road A on Washington Blvd, as shown on the approved site plan. Use of this driveway shall be governed by the approved Traffic Management Plan for this project.
 - b. The Traffic Management Plan shall be approved as conditioned in the MPP Stage 2 for the Bayside Church. (Engineering)
28. With each phase of development, short term and long term bike parking shall be provided per the Transportation Systems Management (TSM) Ordinance, Municipal Code and the Green Building Code. (Alternative Transportation, Planning)
29. The applicant shall dedicate all necessary rights-of-way or Public Utility Easements for the widening of any streets or transfer of public utilities across and over any portion of the property as required with this entitlement. A separate document shall be drafted for

approval and acceptance by the City of Roseville, and recorded at the County Recorder's Office. (Engineering)

30. All storm drainage, including roof drains, shall be collected on site and treated with Best Management Practices (BMP's) per the City's Stormwater Quality Design Manual and the Preliminary Stormwater Compliance Report, as submitted by TSD Engineering. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. Drain outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. The grading/improvement plans for the site shall be accompanied with a shed map that defines that area tributary to this site and all drainage facilities shall be designed to accommodate the tributary flow. The storm drain system and proposed BMP's shall be privately owned and maintained by the property owner. Prior to the issuance of any permits, the owner shall provide a plan for the maintenance of the proposed BMP's. (Engineering)
31. Prior to the issuance of any permits, the property owner 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 property owner during the pre-construction meeting. (Engineering)
32. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)
33. To ensure that the design for any necessary widening, construction, or modifications of Public Streets does not conflict with existing dry utilities generally located behind the curb and gutter, and prior to the approval of design drawings for those frontage improvements, the project proponent shall have the existing dry utilities pot holed for verification of location and depth. (Engineering)
34. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
35. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During plan check of the improvement plans and/or during inspection, Engineering will designate the exact areas to be reconstructed. Any existing public facilities damaged during the course of construction shall be repaired by the property owner and at the property owner's expense, to the satisfaction of the City. (Engineering)
36. Improvement plans shall show the Preserve boundary (Lot 84) and label it as a protected area. A pre-construction meeting is required. The Pre-Construction meeting shall address the presence of the Preserve, the sensitive habitats present and minimization of disturbance to the Preserve. During grading and construction the preserve area shall be avoided and shall not be used for parking, storage, or project staging. The contractor shall remove all trash blown into the preserve from adjacent construction on a daily basis. After construction is complete, the temporary fencing shall be removed from the preserve, along

with all temporary erosion control measures (e.g., straw bales, straw wattles and stakes, silt fencing). (Engineering, CDD, Planning)

37. Prior to construction within any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve. Fencing shall be maintained daily until permanent fencing is installed, at which time the temporary fencing shall be removed from the project site. (Engineering, CDD, Planning)
38. With the exception of access required for maintenance and/or emergency vehicles, the project shall be designed to prevent vehicle access into the Preserve. Post and cable fencing or other improvements shall be utilized to meet this requirement. (Engineering, CDD, Planning)
39. Prior to the approval of the improvement plans, it will be the project proponent's responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
40. The project shall be addressed as 9000 Washington Bl for work relating to the entire site.
 - a. Phase One (Top Golf) shall be addressed as 8900 Washington Bl.
 - b. Phase Two shall be addressed as 8950 Washington Bl.
 - c. Phase Three shall be addressed as 8860 Washington Bl.All projects with multi-tenants or buildings must submit a plot plan with building footprint(s) to the Development Services Department – Planning Division for building/suite addressing. (Planning)
41. Prior to the issuance of building permits, the property owner shall pay into the following fee programs: Citywide Drainage Fee, Citywide Traffic Mitigation Fee (TMF), Highway 65 Joint Powers Association (JPA), South Placer Regional Transportation Authority (SPRTA) and City/County Fee. (Engineering)
42. Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water and sewer 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 and sewer utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)"
43. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
44. 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 and sewer 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)
45. The project shall provide access is required to the water main on the East side of project. (Environmental Utilities)
 46. Trash enclosures, recycling areas, and enclosure approaches shall be designed to current Refuse Division specifications, the materials and colors shall match the building, and the location of such facilities shall be reviewed and approved by the Refuse Division, Planning and the Fire Department. The enclosure must have inside dimensions of 12 feet wide and 9 feet deep and be built to the specifications of the Solid Waste Department's Enclosure Description. (Refuse, Planning, Fire)
 47. Access to trash enclosures shall have an inside turning radius of 25 feet and an outside turning radius of 45 feet must be maintained to allow the refuse truck access to and from the enclosure. Enclosures must have a clear approach of 65 feet in front of the enclosure to allow servicing bins. (Refuse)
 48. A trash and recycling enclosure is required for each grouping of buildings, as shown on the MMP 1 Site Plan. (Refuse)
 49. The design and installation of all fire protection equipment shall conform to the California Fire Code and the amendments adopted by the City of Roseville, along with all standards and policies implemented by the Roseville Fire Department. (Fire)
 50. The applicable codes and standards adopted by the City shall be enforced at the time construction plans have been submitted to the City for permitting (Fire)
 51. The fire flow required, at a 50% reduction due to the buildings being sprinklered, will be based on the largest single structure in accordance with the California Fire Code at the time detail plans are submitted to the City of Roseville for review. The maximum fire flow will not exceed 4,000 gpm based on the Appendix III-AA of the California Fire Code. (Fire)
 52. The fire department access road shall meet the City's requirements for width and turning radii of 30 and 50 as noted on the fire department standards for access. This shall be enforced at the time plan are submitted for review, Additional information can be found on the City's web site www.roseville.ca.us or contact Patrick Chew, Senior Fire Inspector, at 916-774-5823 or pchew@roseville.ca.us with the Fire Prevention Division for information. (Fire)
 53. 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 California Fire Code as adopted by this city for non-single family residential units. All amendments, standards and policies can be found on the City's web site www.roseville.ca.us or contact Patrick Chew, Senior Fire Inspector, at 916-774-5823 or pchew@roseville.ca.us with the Fire and Life Safety Division for information. (Fire)

54. Every building three stories or more in height shall be provided with a Class 1 standpipe system in accordance with the California Fire Code as amended by the Fire Department by way ordinance. Standpipes shall be spaced every 300 feet of travel distance with the location(s) to be approved by this department. Plan review and field inspection fees associated with the installation of said systems shall be paid prior to plan submittal. (Fire)
55. The phasing of this project shall not limit the fire department requirements for access and circulation throughout the project as a result of continuous construction in accordance with the California Fire Code, 2013 with the City of Roseville's Amendments. A separate phasing plan (and permit issued by the Building Department) shall be reviewed and approved by this department. (Fire)
56. Use, increase of hazardous materials or storage, liquids, gases and/or chemicals shall meet the requirements of the Chapter 6.95 of the Health and Safety Code, the Roseville Fire Department and the National Fire Codes. Submit a complete plan set and the Hazardous Materials Business Plan, including names and amount of any hazardous materials that will be stored or used, to the Fire and Life Safety Division for review and approval. A permit application shall also be provided at the time of submittal. Contact Steve Anderson of our Hazardous Materials Division within the Fire Department at (916) 774-5821 to initiate the process. Satisfaction of storage and use shall be determined prior to requesting occupancy. (Fire)
57. Adequate radio coverage shall be provided within all buildings for public safety agencies, as required by Roseville Municipal Code and the California Fire Code. 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 in accordance with Section 510 of the California Fire Code.

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. The Electric Department requires the submittal of the following information in order to complete the final electric design for the project:

- a. one (1) set of improvement plans
 - b. load calculations
 - c. electrical panel one-line drawings. (Electric)
59. All on-site external lighting shall be installed and directed to have no off-site glare. Lighting within the parking areas and pedestrian walkways shall provide a maintained minimum of one (1) foot candle, and 0.5 foot candle of light, respectively. All exterior light fixtures shall be vandal resistant. (Planning & Police)
60. The parking lot shall have properly posted signs that state the use of the parking area is for the exclusive use of employees and customers of this project. (See California Vehicle Code Sections 22507.8, 22511.5, 22511.8, 22658(a), and the City of Roseville Municipal Code Section 11.20.110). The location of the signs shall be shown on the approved site plan. (Planning & Police)
61. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

DURING CONSTRUCTION & PRIOR TO ISSUANCE OF OCCUPANCY PERMITS:

62. Any backflow preventors visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventors shall be screened with landscaping and shall comply with the following criteria:
- a. There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventor to the landscaping.
 - b. For maintenance purposes, the landscaping shall only be installed on three sides and the plant material shall not have thorns.
 - c. The control valves and the water meter shall be physically unobstructed.
 - d. The backflow preventor shall be covered with a green cover that will provide insulation. (Planning, Environmental Utilities)
63. The following easements shall be provided by separate instrument, if not already recorded on the proposed Tentative Map, and shown on the site plan, unless otherwise provided for in these conditions:
- a. Water, sewer, and reclaimed water easements.
 - c. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. Additional P.U.E's shall be granted per approved Roseville Electric site design to cover high voltage electric facilities. Building permits shall not be final until these easements are recorded with Placer County. (Electric)
 - d. Public Drainage Easements shall be granted over all existing and proposed stormdrain pipes that carry public water through the project site. (Engineering)

- e. The existing 60 ft. wide access easement that runs east-west through the site shall be abandoned. (Engineering)
 - f. A minimum 25' Public Utility Easement shall be granted from the southwest corner of Parcel 49 at Washington Blvd through the entire site and to the furthest south east corner of Parcel 49 at the property line. The 25' P.U.E shall directly align with the construction phasing plan for the improvements of the entire site, and shall be established to allow for the placement of required above ground high voltage electrical equipment outside of the roadway and behind the curb line. This P.U.E shall be granted for the extension of high voltage facilities and other dry utilities across at the entire parcel(s). Roseville Electric's high voltage facilities shall be installed within improved areas and proposed Public Utility Easements. (Electric)
 - g. A minimum 25' Public Utility Easement shall be granted along the south side of Road A for the entire length of the roadway. (Electric)
 - h. A minimum 15' Public Utility Easement shall be granted along the north side of Road A for the entire length of the roadway. (Electric)
64. Easement widths shall comply with the City's Improvement Standards and Construction Standards. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed land Surveyor. All existing public utility, electric, water, sewer and reclaimed water easements shall be maintained unless otherwise authorized by these conditions of approval. (Engineering, Environmental Utilities, Electric)
65. 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)
66. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)

67. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Engineering)
68. With Phase 1, the applicant/developer shall prepare a Transportation Systems Management (TSM) Agreement for NCRSP Parcel 49 - Top Golf to be reviewed and approved by the City Manager. (Alternative Transportation)
69. 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)
70. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
71. Restaurants or other Food Service Establishment (FSE): The applicant shall design for installation and/or install an exterior grease interceptor if the proposed business could potentially discharge substances containing fats, oils and grease (FOG) into the sewer system. The grease interceptor shall be adequate to separate and remove FOG contained in the wastewater from FSE's prior to discharge to the public sewer. In the event an exterior grease interceptor cannot be installed due to space limitation, the developer shall install a grease trap, per City Standards, that will mechanically separate the FOG contained in the wastewater from the FSE prior to discharge to the public sewer. (Environmental Utilities)
72. Pursuant to the Municipal Code, the applicant shall apply for and obtain a FOG waste discharge permit (FOG WDP) from the Environmental Utilities Industrial Waste Division prior to occupancy or prior to discharging waste to the public sewer. The applicant shall submit information required by the Environmental Utilities Department for evaluation, including but not limited to: site plans, floor plans, mechanical and plumbing plans, and details to show all sewers, FOG control device, grease interceptor or other pretreatment equipment and appurtenances by size, location and elevation. Additional information related to the applicant's business operations and potential discharge may be requested to properly evaluate the FOG WDP application. (Environmental Utilities)
73. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
74. The City of Roseville Electric Department has electrical construction charges which are to be paid by the developer and which are explained in the City of Roseville "Specification for Commercial Construction." These charges will be determined upon completion of the final electrical design. (Electric)
75. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
76. 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)

77. All electric metering shall be directly outside accessible. This can be accomplished in any of the following ways:
 - a. Locate the metered service panel on the outside of the building.
 - b. Locate the metered service panel in a service room with a door that opens directly to the outside. The developer will be required to provide a key to the door for placement in a lock box to be installed on the outside of the door. Any doors leading from the service room to other areas of the building shall be secured to prohibit unauthorized entry.
78. One 3/4" conduit with a 2-pair phone line shall be installed from the buildings telephone service panel to the meter section of the customer's electrical switchgear or panel. (Electric)
79. 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)
80. Street lighting for all public streets shall be designed by Roseville Electric per City Standards. The developer shall be responsible for all materials and labor required to install street lighting along public roadways. All private roads shall be designed and installed by developer. (Electric)
81. If revisions to the Grading Plan (Exhibit C) are made such that more extensive grading is proposed within 20 feet of any pole base or anchor than is shown on the Grading Plan, the existing Roseville Electric high voltage overhead electric facilities located on the south side of the project may require relocation. The developer is responsible for all labor and materials required to relocate or reset to depth any/all Roseville Electric power poles per an approved Roseville Electric site design. Any and all materials and labor required to relocate raise or lower the existing 60kV power poles shall be the direct responsibility of the developer. If the Roseville Electric existing power poles are to remain in place with no relocation then Roseville Electric shall require no grading within 20' of any pole base or anchor. No cuts or fills of any depth will be allowed if the existing poles are to remain. (Electric)
82. Grades around all existing or relocated Roseville Electric power poles and anchors shall not exceed 2% within 20' of the any pole base or anchor. (Electric)
83. Access to existing overhead electrical facilities shall be maintained during all phases of construction. (Electric)
84. The developer shall establish a minimum 20' utility access path, from the base of all existing or relocated power poles, for the entire length of Roseville Electric existing or relocated overhead power line. This utility access path shall have a max slope of 2%, shall be accessible at all times, shall be rated to handle 65,000lbs equipment, and shall be free of any landscaping which may be damaged by vehicle travel. (Electric)
85. Landscape design shall maintain proper clearance under high voltage electric power lines. Large earthen berms must meet proper safety clearances under power lines. (Electric)

86. Landscape under existing or new Roseville Electric power lines shall meet “*Roseville Electric Landscape Design Requirements*”, and shall have a maximum height at maturity of 15’. (Electric)
87. No trees shall be planted within 10’ of the base of Roseville Electric power poles or anchors. (Electric).
88. The proposed signalized intersection at Washington Blvd falls within the existing overhead electric power corridor. All safety clearance shall be maintained during the installation of new intersection lighting and signage. (Electric)
89. A safety clearance of 15’ from overhead high voltage electric facilities shall be maintained during all phases of construction. (Electric)
90. The detached sidewalks shown along all roadways shall be attached to back of curb in front of Roseville Electric high voltage switchgear. (Electric)
91. Roseville Electric has the option to require L.E.D street lighting along all public roadways. (Electric)

OTHER CONDITIONS OF APPROVAL:

92. 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)
93. 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)
94. The City reserves the right to restrict vehicle turning movements within the public right-of-way in the future if deemed necessary by the City Engineer. (Engineering)
95. 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)
96. 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)
97. 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)

98. 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)
99. The project is subject to the noise standards for construction 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)
100. 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)
101. Prior to Certificate of Occupancy, the applicant may apply for a Temporary Occupancy (TO) of the building. If a TO is desired, the applicant must submit a written request to the Building Division a minimum of thirty (30) days prior to the expected temporary occupancy date and shall include a schedule for occupancy and a description of the purpose for the Temporary Occupancy. (Building)
102. Concurrent with submittal for plan check and prior to a request for final building inspection, the applicant may request City approval of an occupancy phasing plan to allow individual or multiple building occupancies. This request shall be made in writing to the Building Department and shall include 10 copies of the following:
 - a. A description of measures that will be undertaken to minimize conflict between residents/ building occupants and construction traffic (e.g. fencing, etc.);
 - b. A phasing plan showing the proposed buildings, internal roads and access routes, landscaping, trash enclosure locations, and any other improvements planned for each phase; and
 - c. Estimated time frame for each phase and a specific date for the first phase. (Planning, Building)

CONDITIONS OF APPROVAL FOR MPP STAGE 2 - TOPGOLF (PL14-0252)

1. This major project permit approval shall be effectuated within a period of two (2) years from this date and if not effectuated shall expire on February 26, 2017. 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 February 26, 2017.

2. The project is approved as shown in Exhibits N - V and as conditioned or modified below. (Planning)
3. The project is subject to the Conditions of Approval for the MPP Stage 1 in addition to the following conditions listed below. (Planning)
4. Bike trail improvements shall be coordinated with the Parks, Recreation & Libraries Department. Prior to start of construction; identify construction access points in order to alleviate potential conflicts with park and bike trail users. (Parks, Recreation & Libraries)
5. The landscape plans shall identify improvements required on City property as a result of the bike trail relocation. All improvements shall be reviewed and approved by the Parks, Recreation & Libraries Department. (Parks, Recreation & Libraries)
6. Landscaping on the berm shall allow a visual clear space between three feet and six feet above grade. (Police)
7. The plans submitted for a building permit shall incorporate all noise mitigation measures related to the building design that are listed in the Topgolf Noise Study (BAC, 12/8/14). The mitigation measures are as follows:
 - Drive-bay speakers shall be oriented at a 45-degree angle inward rather than straight down.
 - Installation of extensive sound absorbing materials in and around the drive bays (50% treatment of wall, column, and ceiling areas with NRC 0.8 materials).
 - Install sound absorbing turf around the hitting mats from the front edge of the drive bay to the support columns, or an equivalent level of sound absorption above the drive bays.
 - The terrace wall height shall be a minimum of seven (7) feet tall and may consist of a four (4) foot solid wall with a three (3) foot Plexiglas barrier above the wall, as shown on the MPP plans. The design of the terrace wall shall provide approximately 3 dBA of noise reduction.
 - The terrace shall be located on the northeast side of the building, as shown on the MPP plans.
 - Installation of sound absorbing materials within the terrace area to provide approximately 3 dBA of noise reduction.

The project architect shall provide confirmation that the above listed noise reduction measures have been incorporated into the building design and, in conjunction with the operation noise reduction measures listed in the Noise Study, result in the required noise reduction as outlined in the table below.

Noise Level Standards for Topgolf

Hour of Day	Hourly Average Level – Leq, dBA	Maximum Level – Lmax
Facility opening to 8 pm	60	65
8 pm – 9 pm	59	64
9 pm – 10 pm:	56	61
10 pm – 11 pm:	53	60
11 pm – Midnight:	50	57
Midnight – 1 am	49	56
1 am – 2 am:	47	55

- All conditions of approval from the Major Project Permit Phase 1 shall be addressed prior to final building occupancy. (Engineering)

CONDITIONS OF APPROVAL FOR THE CONDITIONAL USE PERMIT (PL14-0252)

- The project is approved as outlined in Exhibit W, except as modified below. (Planning)
- The Topgolf operations shall be restricted as follows:
 - Live and DJ-generated music on the terrace shall not be permitted after 10PM.
 - The house sound system output shall be gradually reduced so that the noise level standards, as outlined in the table below, are not exceeded.
 - Low-frequency sound (for frequencies below 50-60 hertz) shall be filtered via a limiter or high-pass filter on the house amplifier, or similar procedure.
 - Live bands shall utilize electric drum kits so sound output can be regulated.

Noise Level Standards for Topgolf

Hour of Day	Hourly Average Level – Leq, dBA	Maximum Level – Lmax, dBA
Facility opening to 8 pm	60	65
8 pm – 9 pm	59	64
9 pm – 10 pm:	56	61
10 pm – 11 pm:	53	60
11 pm – Midnight:	50	57
Midnight – 1 am	49	56
1 am – 2 am:	47	55

- The operator shall be responsible for having a noise monitoring evaluation completed within three months of normal operations from the start of operation, or if requested by the

Planning Division. The noise evaluation shall analyze noise levels during operation over a Friday to Sunday period, including one evening with live entrainment occurring on the open air terrace. The noise evaluation shall be performed consistent with the standards established in the Noise Study. Once completed, the noise monitoring evaluation shall be submitted to the satisfaction of the Planning Division. If the noise monitoring evaluation shows Topgolf to be in violation on the noise level standards established for the business, additional noise reduction measures will be required. (Planning)

CONDITIONS OF APPROVAL FOR THE TENTATIVE SUBDIVISION MAP (PL14-0252)

1. The Tentative Map approval shall be effectuated within a period of two (2) years from this date and if not effectuated shall expire on **February 26, 2015**. Prior to said expiration date, the applicant may apply for an extension of time. (Planning)
2. The Tentative Map is approved as shown in Exhibit X and as conditioned or modified below. (Planning)
3. The approval of a Tentative Map and/or tentative site plan does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)
4. The design and construction of all improvements shall conform to the Design and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
5. The developer 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 Development Services Department – Engineering Division. (Engineering)
6. 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)

PRIOR TO ISSUANCE OF A GRADING PERMIT AND/OR IMPROVEMENT PLANS

7. The grading and improvement plans shall be designed in accordance with the City's Design and Construction Standards and shall reflect the following:
 - a) Street improvements including, but not limited to, curb, gutter, sidewalk, pavement, drainage systems, traffic striping, signing, medians and markings, etc. along all existing and proposed City streets, as required by Engineering.
 - b) 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.

- c) A rough grading permit may be approved by the Engineering Department prior to approval of the improvement plans.
 - d) Standard Handicap ramps shall be installed at all curb returns per City Standards. (Engineering)
8. 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)
 9. The applicant shall apply for and obtain an encroachment permit from the Engineering Department prior to any work conducted within the City right-of-way and/or City easements. (Engineering)
 10. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During site inspection Engineering will designate the exact areas to be reconstructed. (Engineering)
 11. All drainage facilities shall conform with natural drainage sheds. (Engineering)
 12. The applicant shall dedicate all necessary rights-of-way for the widening of any streets required with this entitlement. A separate document shall be drafted for approval and acceptance by the City of Roseville and recorded at the County Recorder's Office or the dedication shall be on the recorded subdivision Final Map. (Engineering)
 13. The applicant shall dedicate a separate drainage easement to the City of Roseville for the storm drain facility required to transfer public storm waters through the site. The easement document shall be drafted for approval and acceptance by the City of Roseville and recorded at the County Recorder's Office or the dedication shall be on the recorded subdivision Final Map. (Engineering)
 14. The grading plans for the site shall be accompanied with a shed map that defines that area tributary to this site. All drainage facilities shall be designed to accommodate the tributary flow. All on-site storm drainage shall be collected on site and shall be routed to the nearest existing storm drain stub of natural drainage coarse. (Engineering)
 15. All storm drainage, including roof drains, shall be collected on site and shall be routed to the nearest storm drain system or natural drainage facility. Prior to discharge from the site, the storm water shall be treated with appropriate storm water pollution treatment device(s). The storm drain system shall be a private system and shall be maintained by the property owner. (Engineering)
 16. The drainage outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. All drainage facilities on site shall be privately owned and maintained. The City has no responsibility in the maintenance of the drainage facilities and will not assume any responsibilities for maintenance in the future. (Engineering)
 17. The grading plans shall be accompanied with engineered structural calculations for all retaining walls greater than 4 feet in height. All retaining walls shall be of either split faced

masonry units, keystone type construction, or cast in place concrete with fascia treatment. (Engineering)

18. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)
19. Prior to the approval of the improvement plans, it will be the project proponents responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
20. **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)

Prior To Issuance of a Grading Permit and/or Improvement Plans

21. Prior to the approval of Improvement Plans, the applicant shall submit to the Engineering Division of Public Works, a paper copy and an electronic copy of the final set of Improvement Plans per the Division's "Digital Submission of Utility Composites" standards. Additionally, the applicant shall submit approved/proposed street names for the approved subdivision map. Final street names for the subdivision shall be approved by the Planning Division prior to the approval of the Improvement Plans. The approved street names shall be included on the final set of Improvement Plans. (Planning)
22. Water and sewer infrastructure shall be designed and constructed pursuant to the adopted City of Roseville Improvement Standards and Construction Standards and shall reflect the following:
 - a) Sewer and water service laterals shall not be allowed off of water and sewer mains larger than 12 inches in diameter.
 - b) 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.)
 - c) Water and sewer mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions
 - d) All sewer manholes shall have all weather 10-ton vehicular access unless authorized by these conditions. (Environmental Utilities)
23. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 1000 feet on center. (Fire)

24. Minimum fire flow is 3,000 gallons per minute with 20 lbs. psi residual pressure. A change in any of the conditions may increase the required fire flow. (Fire)
25. 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)
26. The design for electrical service for this project will begin when the Electric Department has received a full set of improvement plans for the project. (Electric)
27. All landscaping in areas containing electrical service equipment shall conform with the “Electric Department Landscape Design Requirements” as outlined in Section 10.00 of the Electric Department’s “Specifications for Commercial Construction.” (Electric)
28. The Electric Department requires the submittal of the following information in order to complete the final electric design for the project:
 - one (1) set of improvement plans
 - load calculations
 - electrical panel one-line drawings
29. The location and design of the gas service shall be determined by PG&E. The design of 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)
30. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

PRIOR TO OR UPON RECORDATION OF FINAL/PARCEL MAP

31. The following easements shall be provided and shown on the Final/Parcel Map or by separate instrument, unless otherwise provided for in these conditions:
 - a. Water, sewer, and reclaimed water easements; and,
 - d. A 25’ Public Utility Easement shall be granted from the southwest corner of Parcel 49 at Washington Blvd through the entire site and to the furthest south east corner of Parcel 49 at the property line. This P.U.E shall be granted for the extension of high voltage facilities and other dry utilities across at the entire parcel(s). (Electric)
 - e. A 25’ Public Utility Easement shall be granted along the south side of Road A for the entire length of the roadway. (Electric)
 - f. A 15’ Public Utility Easement shall be granted along the north side of Road A for the entire length of the roadway. (Electric)

- g. Public Drainage Easements shall be granted over all existing and proposed stormdrain pipes that carry public water through the project site. (Engineering)
- h. The existing 60 ft. wide access easement that runs east-west through the site shall be abandoned. (Engineering)

Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)

- 32. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)
- 33. All internal roadways shall have access easements with rights to construct over the entire roadway to ensure all parcels have access and the ability to construct required improvements, unless otherwise addressed in a binding Agreement for all parcels. (Engineering)
- 34. Either through easements on the phase of the map or a binding agreement between all parcels created, it shall be clear as to what parcels hold maintenance obligations to all private storm drains and stormwater quality treatment measures/devices. (Engineering)
- 35. 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 (Environmental Utilities, Electric, Engineering)
- 36. A declaration of Conditions, Covenants and Restrictions (CC&Rs), in a form approved by the City Attorney, shall be recorded on the entire property concurrently with the Final/Parcel Map. The CC&Rs shall include the following item(s):
 - a) A clause stating that the property owners within this subdivision shall agree to participate in a Transportation Systems Management (TSM) Plan and shall agree to enter into a Transportation Management Agreement with the City of Roseville.
 - b) A clause prohibiting the amendment, revision or deletion of any sections in the CC&Rs required by these conditions of approval without the prior written consent of the City Attorney.
 - c) A clause requiring reciprocal parking and access to cover to all properties within the subdivision.
 - d) A clause requiring the formation of a Property Owners Association. The Property Owners Association shall be required for the maintenance of all common private roadways and landscaping within the subdivision.

(Attorney)

- 37. The City shall not approve the Final Map for recordation until either:
 - a) A subdivision agreement is entered into along with the necessary bonds and insurance as required by the City. Said agreement shall be in a form acceptable to the City Attorney.

OR

- b) The improvement plans are approved, and the improvements are constructed and accepted as complete. In this case, the subdivider shall enter into a one-year maintenance agreement concurrent with the recordation of the Final Map. (Engineering)
- 38. Any structures crossing Lot/Parcel lines created by the Final/Parcel map shall be removed. (Engineering)
- 39. The street names shall be approved by the City of Roseville. (Planning)
- 40. In the event that the Final (Parcel) Map will record prior to the completion of on-site construction, all utility and access easements shall be placed on the face of the Map to the satisfaction of the City Engineer. If all on-site improvements are complete prior to the recordation of the map, then a separate agreement allowing all parcels/lots the rights of reciprocal access, rights to construct, and parking shall be submitted to the City as a part of final/parcel map submittal. Said agreement shall be in a form acceptable to the City Attorney and referenced on the face of the recorded map. (Engineering)
- 41. The Final/Parcel Map shall include an irrevocable offer to dedicate public rights-of-way and public and/or private easements as required by the City. (Engineering)
- 42. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Engineering)
- 43. The Final/Parcel Map shall be submitted per, "The Digital Submittal of Cadastral Surveys." A plot or print of the submittal shall accompany the electronic copy. The complete submittal shall occur after the Engineering Department approval but prior to City Council approval of the Final/Parcel Map. (Engineering)
- 44. The cost of any facilities, which are identified in the CIP and are beyond those needed for this project, may be reimbursed to the developer. In accordance with §66485 and §66486 of the Subdivision Map Act, any improvements constructed by the subdivider which contain supplemental size, capacity, number, or length for the benefit of property not within the subdivision and which improvements are to be dedicated to the public, the subdivider shall be entitled to reimbursement for that portion of the cost of the improvements which is in excess of the construction required for the subdivision. (Engineering)
- 45. Electric construction costs incurred by the City of Roseville Electric Department for this project shall be paid for by the developer per the applicable policy. (Electric)
- 46. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
- 47. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
- 48. The City of Roseville Electric Department has electrical construction charges which are to be paid by the developer and which are explained in the City of Roseville "Specification for

Commercial Construction.” These charges will be determined upon completion of the final electrical design. (Electric)

49. The Environmental Utilities Department shall make a determination that there is adequate conveyance and treatment capacity in the City sewer system to handle the newly created Lot/Parcels. (Environmental Utilities)
50. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

51. The applicant shall pay City's actual costs for providing plan check, installation and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Environmental Utilities, Engineering)
52. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
53. It is the responsibility of the developer to insure that all existing electric facilities remain free and clear of any obstructions during construction and when the project is complete. (Electric)
54. The project is subject to the construction 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. (Engineering)
55. 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 shall 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. Non emergency releases or notifications about the presence of containers found shall be reported to the Fire Department. (Fire)

ATTACHMENTS

1. Traffic Impact Report (Fehr & Peers, 1/23/15)
2. Public Comments

EXHIBITS

- A. MND & Initial Study & Mitigation Monitoring Program
- B. Site Plan (12/14): 100 scale, West, East (3 pages)
- C. Grading Plan (12/14): 100 scale, West, East (3 pages)
- D. Utility Plan (12/14): 100 scale, West, East (3 pages)
- E. Landscape Plans (12/14): 100, West, East, Southern Boundary (4 pages)
- F. Sections (12/14)

- G. Washington Striping Plan (12/14)
- H. Phasing Plan (12/14)
- I. Pedestrian Circulation (12/14)
- J. Parking Allocation (12/29/14)
- K. PCL 49 Design Intent (01/12/15)
- L. Bayside Operational Characteristics (10/14)
- M. Bayside Parking Analysis (10/14)
- N. Topgolf Site Plan (10/14)
- O. Topgolf Landscape Plan (12/14)
- P. Topgolf Amenity Plan (12/14)
- Q. Topgolf Elevations (Color & Black/White) (5 pages) (9/14)
- R. Topgolf Floor Plans (9/14) (3 pages)
- S. Topgolf Photometrics (1/15)
- T. Topgolf Parking Analysis (10/14)
- U. Topgolf Perspectives (9/14)
- V. Topgolf Night Perspectives (12/14)
- W. Topgolf Operational Characteristics
- X. Tentative Parcel Map (12/14)