

ITEM III-A: DESIGN REVIEW PERMIT – 8601 FOOTHILLS BOULEVARD – NIPA PCL50–ROSEVILLE SELF-STORAGE – PL15-0058

REQUEST

The applicant requests approval of a Design Review Permit to allow construction of a self-storage facility and caretaker's residence, totaling approximately 110,000 square feet.

Applicant – Ryan Smith, Thomastown Builders, Inc.

Owner – Brett Baumgarten, Clearview 8035 Foothills Blvd, LLC

SUMMARY RECOMMENDATION

The Planning Division recommends that the Design Committee take the following actions:

- A. Consider the Addendum to the NIPA PCL 50–Foothills Corporate Center Grading Plan Mitigated Negative Declaration;
- B. Adopt the four (4) findings of fact for the Design Review Permit; and
- C. Approve the Design Review Permit subject to eighty-eight (88) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

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

BACKGROUND

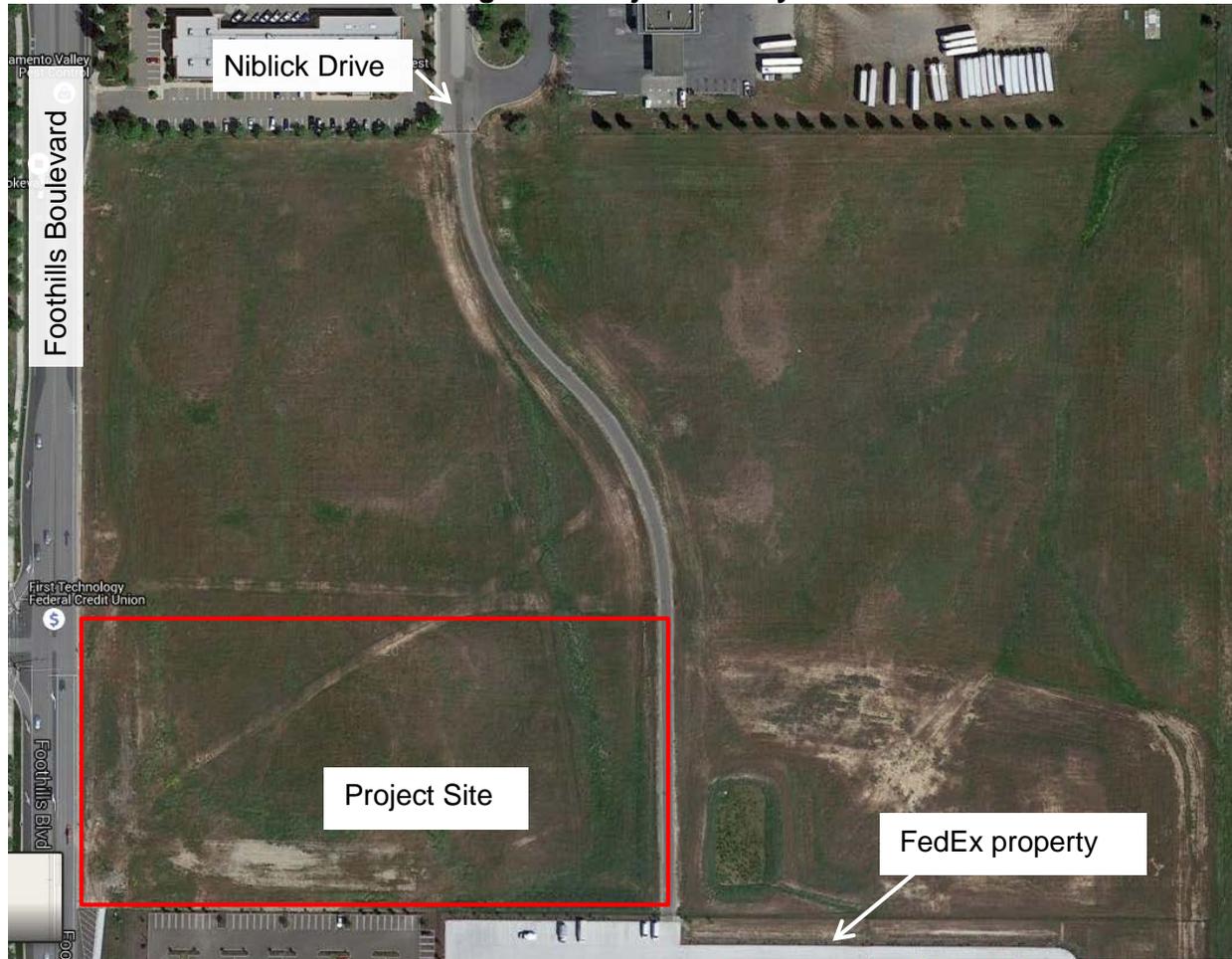
The project site is located at 8601 Foothills Boulevard, within the North Industrial Planning Area (see Figure 1 for general location). The North Industrial Planning Area (NIPA) is a recognized planning area of the City that includes Design Guidelines, a land use table, and a land use map; it was approved in 1995. The area includes approximately 2,000 acres of land, and is devoted primarily to industrial uses and employment centers.

Figure 1: Project Location



A closer aerial view of the site is provided in Figure 2. The site to the includes the FedEx warehouse and office complex, the property to the west is the Hewlett Packard campus, the site to the east has been developed with detention basins, and the properties to the north and northeast are vacant. An emergency access road has been constructed along the alignment of the future Niblick Drive extension. There is a gate at the northern end of the emergency access road which prevents access for all but emergency service providers. Except a portion of land to the north which has a designation of neighborhood commercial (NC), all of the surrounding properties have a designation of light industrial (M1). Pursuant to the City of Roseville Zoning Ordinance Chapter 19.14, self-storage facilities are a permitted use in the M-1 zone, and the caretaker's residence is a permitted accessory use (Section 19.22.020E).

Figure 2: Project Vicinity



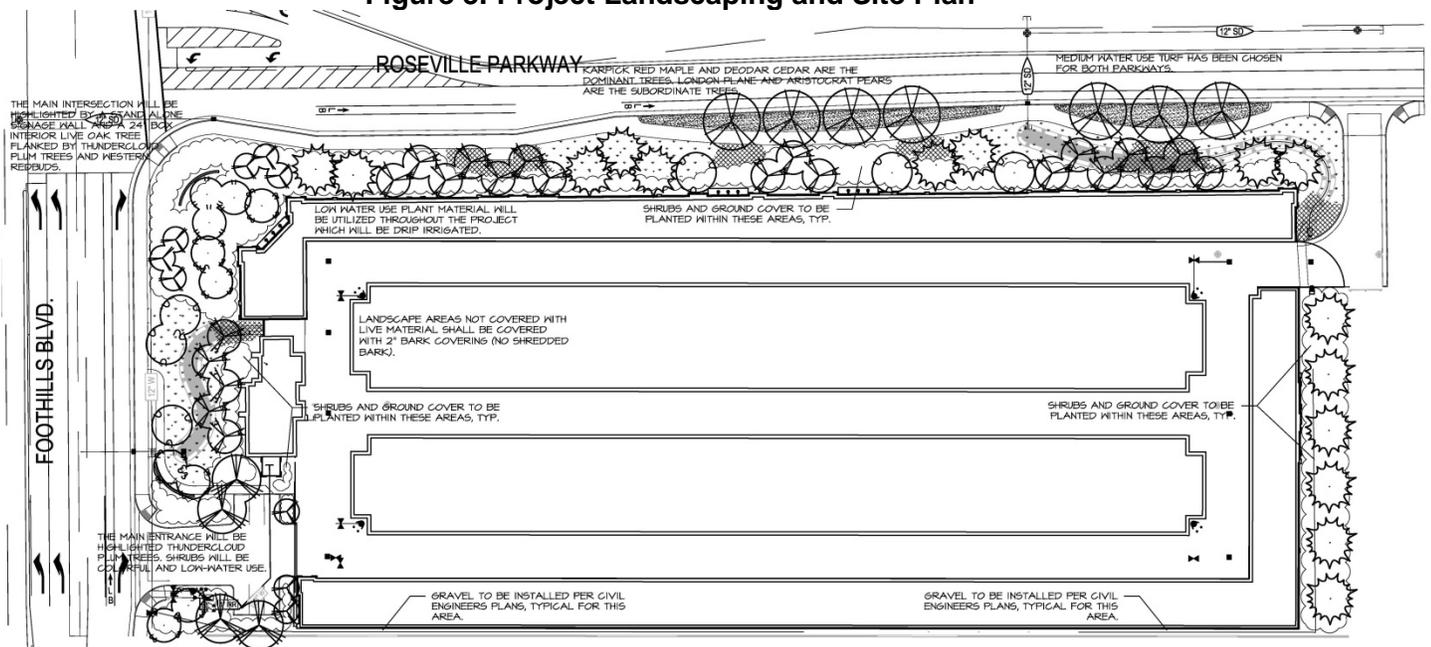
The parcel on which the project is proposed was created as a result of a four-lot parcel map (File Number 2013PL-029) approved and ultimately recorded in 2013. The map included the an Irrevocable Offer of Dedication for the extension of the future Roseville Parkway along the northern boundary of the project site, and the dedication of a 58-foot-wide right-of-way for the extension of Niblick Drive along the eastern project boundary (connecting to the rear of the FedEx property). A Major Grading Plan (File Number 2012PL-064) was approved on October 11, 2012 which covered mass grading activities on all of the undeveloped property between Foothills Boulevard to the west, the train tracks to the east, the Niblick Drive stub to the north, and a point even with the southern Hewlett Packard driveway. Some of the covered areas have already been graded and developed consistent with the approved Grading Plan; this includes the property to the south and property to the east. Improvements to build out a portion of Roseville Parkway in front of this project, and associated improvements to Foothills Boulevard, are currently underway. A Mitigated Negative Declaration (MND) was adopted which covered the proposed grading of the project site and the surrounding properties; an Addendum to that document was prepared for this project, and is included as Exhibit A to this staff report.

The proposed project involves grading the site, the construction of four self-storage buildings totaling approximately 106,000 square feet, the construction of a caretaker's residence and office of approximately 4,000 square feet, construction of frontage improvements, and construction of a small portion of Niblick Drive on the eastern side of the site (see Figure 2). Frontage improvements include

landscaping and sidewalks along Foothills Boulevard and Roseville Parkway, landscaping along Niblick Drive, and a monument at the corner of Foothills Boulevard and Roseville Parkway. The self-storage buildings will be enclosed within a masonry wall which will include variations in materials and heights, and will include columns and tower elements. The minimum wall height will be approximately 12 feet, while the maximum wall height will be 15 feet. The tower heights also vary, between 20 feet and 22 feet. The office and caretaker's residence will have a maximum height of 26 feet. The wall height is designed to ensure that the self-storage buildings will not be visible from any of the surrounding public streets or adjoining properties.

The primary point of access for the Project will be a driveway on the southwestern corner of the site, which will allow both ingress and egress. A secondary point of access is proposed on the northeastern corner, which would outlet to the portion of Niblick Drive which will be improved for the project. An emergency access gate will be placed on Niblick Drive just to the south of this driveway, so that drivers may only use the roadway to access Roseville Parkway.

Figure 3: Project Landscaping and Site Plan



SITE INFORMATION

Location: 8601 Foothills Boulevard

Total Size: 5.36 acres

Topography and Setting: The site is dominated by non-native grasses and herbaceous annual plants; there are no trees on the site. The highest point of the site is located in the southwestern corner at approximately 140 feet above mean sea level (msl), and the lowest point is on the eastern side of the site at approximately 130 feet above msl. The topography is uneven and rolling from the highest point down to the lower areas of the site.

EVALUATION AND FINDINGS

Section 19.78.060B of the City of Roseville Zoning Ordinance requires that four findings be made in order to approve or conditionally approve a Design Review Permit. The findings are listed below in ***italicized, bold*** text and are followed by an evaluation of the project in relation to each finding.

- 1. The project as approved preserves and accentuates the natural features of the property, such as open space, topography, trees, wetlands and water courses, provides adequate drainage for the project, and allows beneficial use to be made of the site for development.***

The site does not include trees, wetlands, or watercourses and is the subject of an approved grading plan to level the area. The proposed site improvements for this project include stormwater swales and drainage improvements which have been found to be adequate by Engineering. The improvement of the surrounding roadways and of the site itself will allow beneficial use to be made of the site.

- 2. The project site design as approved provides open space, access, vehicle parking, vehicle, pedestrian and bicycle circulation, pedestrian walks and links to alternative modes of transportation, loading areas, landscaping and irrigation and lighting which results in a safe, efficient, and harmonious development and which is consistent with the applicable goals, policies, and objectives set forth in the General Plan, the Community Design Guidelines, and the applicable Specific Plan and/or applicable design guidelines.***

Vehicle Circulation/Access

The portions of Roseville Parkway and Niblick Drive which are adjacent to the site will be constructed as a result of this project, and additional intersection improvements on Foothills Boulevard will also be constructed. The project includes a main gated entry on Foothills Boulevard and a secondary gated access onto Niblick Drive. These improvements will provide adequate facilities for vehicle circulation and access. The driveways and roadway sections have been reviewed by Engineering, and have been found to be consistent with the City's Improvement Standards.

Parking/Loading

The internal driveways are of sufficient width to allow customers to park and load/unload vehicles. The Zoning Ordinance requires four parking spaces for customers and two spaces for the caretaker/manager's quarters. The project includes six parking spaces, and thus meets the required parking obligation.

Bicycle, Pedestrian, and Bus Facilities

The City's Bicycle Master Plan (2008) shows proposed on-street (Class II) bicycle lanes on Roseville Parkway to connect to the existing lanes on Foothills Boulevard. The City's Pedestrian Master Plan (2011) indicates that sidewalks are missing along this segment of Foothills Boulevard, and that these should be installed by developers as part of their projects. The NIPA also shows the inclusion of sidewalk facilities on both Foothills Boulevard and Roseville Parkway. The proposed project includes all of these required improvements, plus a bus turnout on Roseville Parkway.

Landscaping and Site Design

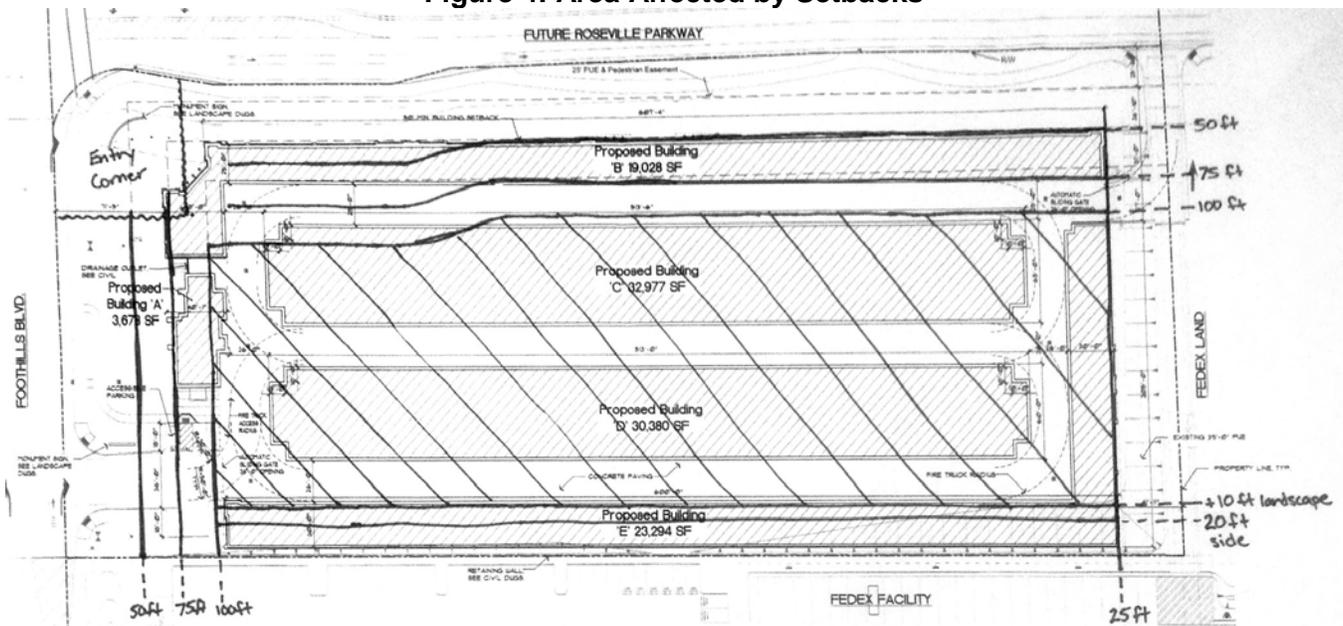
The NIPA Design Guidelines require very deep setbacks. Section 2.1 of the NIPA Design Guidelines requires a 50-foot landscape setback, minimum 75-foot building setback, and average 100-foot building setback on Roseville Parkway and Foothills Boulevard. Section 3 of the NIPA Design Guidelines requires a side setback (the interface with FedEx) of 20 feet and a rear setback (Niblick Drive) of 25 feet. In

addition to these, Section 3.3.3 of the NIPA Design Guidelines requires an additional 10-foot landscape zone along the sides of buildings. Finally, Section 2.2 of the NIPA Design Guidelines requires an additional 35-foot by 35-foot entry point setback, which on this site is the corner of Foothills Boulevard and Roseville Parkway. The additive effect of these standards is shown in Figure 4 below, to demonstrate how little area of the site would be available for beneficial use should all of these setbacks be applied. The site is 5.4 acres, but development of the surrounding roads plus compliance with the NIPA setbacks would leave only 2.4 acres of developable area, which is only 44% of the site. The setback standards versus the setbacks of the Project are shown in Table 1 below.

Table 1: NIPA Setbacks and Project Setbacks

Location	NIPA Setback	Project Setback
Roseville Parkway	50-foot landscape	50-foot landscape
	75-foot building minimum	50-foot building minimum
	100-foot building average	50-foot building average
Foothills Boulevard	50-foot landscape	70-foot landscape
	75-foot building minimum	75-foot building minimum
	100-foot building average	85-foot building average
Niblick Drive	25-foot landscape	25-foot landscape
FedEx Boundary	20-foot building minimum	5-foot building
	10-foot landscape	none

Figure 4: Area Affected by Setbacks



As shown in Table 1, the project design meets the rear setbacks and meets or exceeds the landscape setbacks on both the Foothills Boulevard and Roseville Parkway frontages, but does not meet most of the building setbacks. The project also includes the 35-foot by 35-foot corner entry point area. Staff is supporting this design for the following reasons: existing development patterns do not adhere to these setbacks, adjacent planning areas do not include these setbacks, and the applicant is maintaining the landscape setbacks on all street-facing sides. Each of these points is discussed in more detail below.

Existing development patterns in the NIPA are not consistent with these exceptionally deep setbacks. For example, four of the five developed industrial parcels along the future Roseville Parkway alignment (east of the project site) have landscape areas of 30 feet or less. Although the buildings generally comply with the 100-foot building setback, this has been achieved by the placement of parking or other pavement in between the landscaped areas and the buildings. Along Foothills Boulevard, by contrast, there is generally at least 50 feet of landscape area, but many buildings are set back only 50 to 60 feet. The proposed project setbacks are consistent with the existing pattern of development in the area.

The deep setbacks required along Foothills Boulevard and future Roseville Parkway in the NIPA are not required in any of the surrounding planning areas where those roadways lie, such as the North Central Roseville and Northwest Roseville Specific Plans. While the adjacent Specific Plans require a 50-foot landscape corridor along the roadways, they do not require additional building setbacks from the roadways. In fact, the building setbacks of the NIPA are inconsistent with current planning design, which tends to prefer street-forward presentation, rather than separation of buildings from the street by parking lots and other pavement. Also, the NIPA design standards were developed in anticipation of large industrial buildings with bigger floorplans and massing, which should be set farther back.

While the applicant is not meeting most building setbacks, the minimum landscape setbacks along all street-facing sides of the project are being provided. Staff is supporting this design, as it strikes a reasonable balance between maintaining setbacks and providing developable area, and will be consistent with the character of development in the NIPA along Foothills Boulevard and the future Roseville Parkway. While the project does not strictly adhere to the setbacks of the NIPA, it does conform to the overall design concept, principles, and goals of the NIPA and is harmonious with the surrounding developments; on these grounds, staff believes the finding can be made that the project is consistent with the applicable goals and objectives of the Specific Plan. Pursuant to the City of Roseville Zoning Ordinance Section 19.74.010.C.2.b.1, the Design Committee may approve "Design Review permits which deviate from the requirements or standards of adopted Community Design Guidelines or an applicable adopted specific plan."

Lighting

The lighting standards of the NIPA are mostly embodied within the Uniform Building Code and/or City standards by this time. Policies which are not already covered by Code or standards include direction to provide uniform lighting design and to ensure that the lighting fixtures are compatible with the architecture and materials of the building. The proposed plans include lighting fixtures installed on each pilaster which are compatible with the architecture and building materials.

3. The building design, including the materials, colors, height, bulk, size and relief, and the arrangement of the structures on the site, as approved is harmonious with other development and buildings in the vicinity and which is consistent with the applicable goals, policies, and objectives set forth in the General Plan, the Community Design Guidelines, and the applicable Specific Plan and/or applicable design guidelines.

The proposed storage buildings will be entirely screened from view by the walls of the storage complex. Staff worked with the applicant on the wall design for the street-facing elevations (eastern, northern, and western), in order to avoid a long expanse of uniform wall. The southern elevation consists of block wall separated by pilasters with brick veneer, but owing to the low visibility (it faces the FedEx parking lot and loading area) it deliberately lacks the many additional details which have been included for the eastern, western, and northern elevations. By contrast, the northern elevation which faces Roseville Parkway includes differing but complementary materials for the wall panels, pilasters to break up panel segments, variation in the height of the walls between segments, tower elements, false windows, lattices, and awnings. The primary wall panels alternate between block wall and block wall with a cement plaster finish (both with a similar color), separated by pilasters with brick veneer. The pilasters break up the line of the wall, and provide a pop of warm color. To further break up the line of the wall, there are multiple tower elements that include a variation in materials, a false window (clear anodized aluminum with a light tint glazing), and an awning. The center of this wall expanse includes two lattices flanked by large awnings with false windows and tower elements, to create the illusion that there is a building façade on this elevation.

The eastern elevation, fronting Niblick Drive, includes the variations in the materials of the wall panels, but does not include the tower elements or other additional details. This elevation does not front a major street and is quite short; Niblick Drive terminates at the service entrance to FedEx. The plans include shrubs and other landscaping to soften the wall.

The eastern elevation, fronting Foothills Drive, is the primary entrance to the project. This elevation includes the caretaker's residence and office, which will have the highest roofline (at 26 feet, compared to the 20 feet of the tower elements) to make it a more dominant feature. This elevation will include the same types of elements found on the northern elevation.

Lastly, the project includes a curved monument at the corner of Roseville Parkway and Foothills Boulevard. The monument echoes the materials of the building, and the landscaping here is designed to add articulation to the monument: a single oak tree located directly behind the monument, flanked by two plum trees. This design is consistent with the NIPA Design Guidelines for entry points.

Based on the foregoing analysis, the variation in materials, colors, and architecture, as well as the massing and overall location of the building is consistent with the applicable goals, policies, and objectives set forth in the General Plan and the Community Design Guidelines.

4. The design of the public services, as approved, including, but not limited to trash enclosures and service equipment are located so as not to detract from the appearance of the site, and are screened appropriately and effectively using construction materials, colors and landscaping that are harmonious with the site and the building designs.

The equipment for the proposed use will be within the buildings or inside the walls of the project, and thus will not be visible from the street. The design of public services and other equipment is harmonious with the site and building designs, and is appropriately screened.

ENVIRONMENTAL DETERMINATION

Consistent with CEQA Guidelines Section 15164, regarding previously certified and adopted negative declarations, an Addendum to the NIPA PCL 50–Foothills Corporate Center Grading Plan Mitigated Negative Declaration (SCH # 2012092002, certified October 11, 2012) has been prepared to cover the minor technical changes and additions necessary to describe the proposed Project. The Addendum plus the adopted Mitigated Negative Declaration and Initial Study are included as Exhibit A of this staff report.

RECOMMENDATION

The Planning Division recommends the Design Committee take the following actions:

- A. Consider the Addendum to the NIPA PCL 50–Foothills Corporate Center Grading Plan Mitigated Negative Declaration (Exhibit A) for the **DESIGN REVIEW PERMIT – 8601 FOOTHILLS BOULEVARD – NIPA PCL50–ROSEVILLE SELF-STORAGE – PL15-0058**.
- B. Adopt the four (4) findings of fact as stated in the staff report for the **DESIGN REVIEW PERMIT – 8601 FOOTHILLS BOULEVARD – NIPA PCL50–ROSEVILLE SELF-STORAGE – PL15-0058**.
- C. Approve the **DESIGN REVIEW PERMIT – 8601 FOOTHILLS BOULEVARD – NIPA PCL50–ROSEVILLE SELF-STORAGE – PL15-0058** as shown in Exhibits B–E and subject to eighty-eight (88) conditions of approval.

CONDITIONS OF APPROVAL FOR DESIGN REVIEW PERMIT

1. This design review permit approval shall be effectuated within a period of two (2) years from **August 20, 2015** and if not effectuated shall expire on **August 20, 2017**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval shall not be extended beyond **August 20, 2018**. (Planning)
2. The project is approved as shown in Exhibits A–E and as conditioned or modified below. (Planning)
3. The project shall comply with Mitigation Measure MM3 identified in the NIPA PCL 50 Foothills Corporate Center Grading Plan Mitigated Negative Declaration (SCH#2012092002), and shall include the measure as a note on Improvement Plans and Building Permits. (Planning)
4. 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)
5. 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)
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, Electric, Parks, Finance)
7. 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)

8. The applicant shall not commence with any on-site improvements or improvements within the right-of-way until such time as grading, underground utilities and/or improvement plans are approved and grading and/or encroachment permits are issued by the Development Services Department – Engineering Land Development Division. (Engineering)
9. 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)
10. 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)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

11. 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 abut 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)
12. Signs and/or striping shall be provided on-site as required by the Planning Division to control on-site traffic movements. Parking lot striping and signage shall be maintained in a visible and legible manner. (Planning)
13. The plans submitted to the Building Division for permits shall indicate all approved revisions/alterations as approved by the Design Committee, including all conditions of approval. (Planning)
14. 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 preventers, fire department connections, and public water, sewer, and storm drain facilities. (Planning, Fire, Environmental Utilities, Electric, Engineering)
 - b) The tree plantings in the parking lot shall be designed to provide a minimum of 50% shade coverage after 15 years. (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 the North Industrial Planning Area and the City of Roseville Water Efficient Landscape ordinance. (Planning)
 - e) All landscaping in areas containing electrical service equipment shall conform to the Electric Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Departments "Specification for Commercial Construction." (Electric)
15. 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)
16. 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)
17. 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 Division for applicable Code editions). (Building)
18. Maintenance of copy of building plans: Health and Safety Code section 19850 requires the Building Division 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. (Building)
19. 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. This shall include, but not be limited to, the proposed shared driveway on Roseville Parkway. (Engineering)
20. 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)

21. A standard bus shelter pad shall be installed on the southeastern corner of Roseville Parkway at Foothills Blvd. (Engineering)
22. Developer shall be responsible for 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 the southeastern corner of Roseville Parkway at Foothills Blvd (shelter number 296) (Engineering, Alternative Transportation)
23. Bike parking shall be provided per the California Green Building Standards. (Alternative Transportation, Building)
24. The applicant shall dedicate an Easement for bus shelter maintenance and transit use. A separate document shall be drafted for approval and acceptance of the City of Roseville, and recorded at the County Recorder's Office. (Alternative Transportation, Engineering)
25. The required frontage improvements shall be in conformance with the approved entitlement exhibit titled "Foothills Blvd and Roseville Pkwy – Off Site Frontage Improvements Required". All of these improvements shall be deemed substantially complete by the City prior to occupancy being granted. These improvements shall include, but are not limited to:
 - a) Completion of right turn lane on Foothills Blvd.
 - b) Driveways on Foothills Blvd and Roseville Pkwy shall be standard A-7 (35 ft. in width).
 - c) Foothills Blvd and Roseville Pkwy shall have 8-ft wide pedestrian paths across entire frontage.
 - d) The proposed Roseville Pkwy driveway shall include a standard curb flare.
 - e) The signal at Roseville Pkwy and Foothills Blvd shall be modified to accommodate a fourth leg to the intersection. The striping on Foothills Blvd shall be modified to accommodate north bound dual lefts at Roseville Pkwy. (Engineering)
26. Developer, or third party designated by developer, shall enter into a Reimbursement Agreement with the City for the City's frontage improvement obligations. These obligations are delineated in the approved entitlement exhibit titled "Foothills Blvd and Roseville Pkwy – Developer and City Obligation". Per this exhibit the City shall reimburse for:
 - a) Pavement for the center lanes on Roseville Pkwy (outside of Developer's 18 ft. of pavement obligation).
 - b) Traffic signal modification and related striping modifications on Foothills Blvd. (Engineering)
27. Currently the access on Roseville Pkwy has an access easement with the adjacent property for emergency access only. Developer shall secure a reciprocal access easement from the adjacent property owner for public access if driveway is to be used as a public access point. (Engineering)
28. Developer shall provide City with required documents to process abandonment of 50 ft. slope easement across the Roseville Pkwy frontage. (Engineering)

29. The applicant shall dedicate all necessary rights-of-way or Public Utility Easement 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. This shall include, but not be limited to, the right of way along Roseville Parkway that shall be dedicated to accommodate the proposed bus turnout. (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. 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 relocation 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. 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, if applicable, for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
37. The project shall be addressed in a manner consistent with the City of Roseville Addressing Guidelines. All projects with multi-tenants or buildings must submit a plot plan with building footprint(s) to the Planning Division of the Development Services Department for building/suite addressing. (Planning)

38. 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 Partners Association (JPA), South Placer Regional Transportation Authority (SPRTA), and City/County Fee. (Engineering)
39. Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water, sewer and recycled water utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan-view and in profile view where grading activities will modify existing site elevations over top of or within 15 feet of the utility. Any utilities that could potentially be impacted by the project shall be clearly identified along with the proposed protection measures. The developer shall be responsible for taking measures and incurring costs associated with protecting the existing water, sewer and recycled water utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)
40. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
41. Water and sewer infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards and shall include:
 - a) Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12' unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.
 - b) Water, sewer and recycled 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)
42. No trees are allowed over the water manifold. (Environmental Utilities)
43. 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)
44. 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)
45. A trash enclosure and recycling enclosure is required for each building and each tenant, otherwise, the building owner is responsible for the trash service. (Refuse)
46. 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)
47. 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)

48. Two points of access are required for this project in accordance with the Roseville Fire Department access standard. The design of the vehicle access shall meet the satisfaction of the Roseville Fire Department. (Fire)
49. 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)
50. A single fire department connect shall be installed outside the premise serving the automatic fire sprinkler systems only. A separate underground line shall serve all the on-site fire hydrants. (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. Automatic fire extinguishing system risers, fire alarm system panels and digital alarm communicator system panels shall be located within an approved fire control room and shall be accessible from an adjacent fire apparatus roadway. Said fire control room shall be a minimum size of thirty-five (35) square feet in size and shall be openable from the exterior via an approved door opening. (Fire)
53. The fire department access road shall meet the City's requirements for width and turning radii of 30 and 50 feet as noted on the fire department standards for access. This shall be enforced at the time plans 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 and Life Safety Division for information. (Fire)
54. Electronically-opened perimeter access gates located across fire apparatus access roads shall be provided with an approved strobe switch access system which interfaces with the TOMAR Model 780-1228-PRE or 3M OPTICOM traffic preemption optical signal emitter provided on all City emergency vehicles in accordance with the California Fire Code as adopted by the City of Roseville. Provide a TOMAR 1790-14 STROBESWITCH or other approved system at the gated entry noted. Said device shall activate via a frequency of 14.035 HZ +/- .25HZ (HIGH-PRIORITY). Said device shall be mounted at a height of seven-feet (7') above the adjacent road surface. Submit complete specifications on the type of access system to be installed to the Fire Department prior to final acceptance of the drawings. In addition, add the following note to the drawing: **"An acceptance test of the Emergency Vehicle Strobe-switch system shall be witnessed by the Fire Department prior to Final Approval of the project."** (Fire)
55. Electronically-opened perimeter access gates located across fire apparatus access roads shall be provided with a Model #3502 electronic override switch manufactured by the KNOX Company of Irvine, California. Said switch shall interface with the key pad at the entry gate to provide fire apparatus access to the site in accordance with Section 902 of the Roseville Fire Code. In addition, add the following note to the drawing: **"The owner or their representative shall contact KNOX Company, <http://www.knoxbox.com/>, to order your specific key switch for the City of Roseville. An acceptance test of the KNOX access system shall be witnessed by the Fire Department prior to Final Approval of the project."** (Fire)

56. 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. (Fire)
57. 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)
58. 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)
59. 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)
60. 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:

61. Any backflow preventers visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventers 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 preventer 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 preventer shall be covered with a green cover that will provide insulation. (Planning, Environmental Utilities)
62. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:
- a) Water, sewer, and reclaimed water easements.

- b) Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. The required public utility easements shall be based off the electric site utility design generated by Roseville Electric to cover on site high voltage facilities. These onsite public utility easements shall be by separate document and shall be recorded with Placer County prior to the final approval of building permits. (Electric)
63. Easement widths shall comply with the City's Design 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)
64. 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 preventer.
 - b) The property owner/applicant shall be responsible for that portion of the water supply system from the backflow preventer 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)
65. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)
66. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUEs) located along public roadways. (Engineering)
67. 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)
68. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
69. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
70. 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)

71. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
72. 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)
73. 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. (Electric)
74. 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)
75. It is the responsibility of the developer to ensure that all existing electric facilities remain free and clear of any obstruction during construction and when the project is complete. (Electric)
76. There is currently no power available to this site. The developer shall be responsible for extending power from offsite electric facilities to this project. Power shall be extended from the center of Foothills Blvd to the south side of the future Roseville Parkway and then into the project's boundaries. This project shall be directly responsible for the extension of main line high voltage electric circuits from the center of Foothills Blvd roadway to the site. Power shall be installed per an approved Roseville Electric site utility design. (Electric)
77. New street lighting along all City Right of Ways shall be L.E.D. and shall be installed per the approved site utility design generated by Roseville Electric. Street lighting along the new Roseville Parkway road section shall be required by this project. (Electric)

OTHER CONDITIONS OF APPROVAL:

78. 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)
79. 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)
80. 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)

81. 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)
82. 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)
83. 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)
84. 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)
85. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday. Provided, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order. (Building)
86. 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 Division Field Inspector at the time of or prior to the foundation inspection. (Building)
87. 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)
88. 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 Division 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)

Exhibits

- A. Addendum to the NIPA PCL 50–Foothills Corporate Center Grading Plan Mitigated Negative Declaration
- B. Site Plans (Site, Grading, Utility, and Water Quality Plans)
- C. Landscape Plan
- D. Color Elevations
- E. Frontage Improvements

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