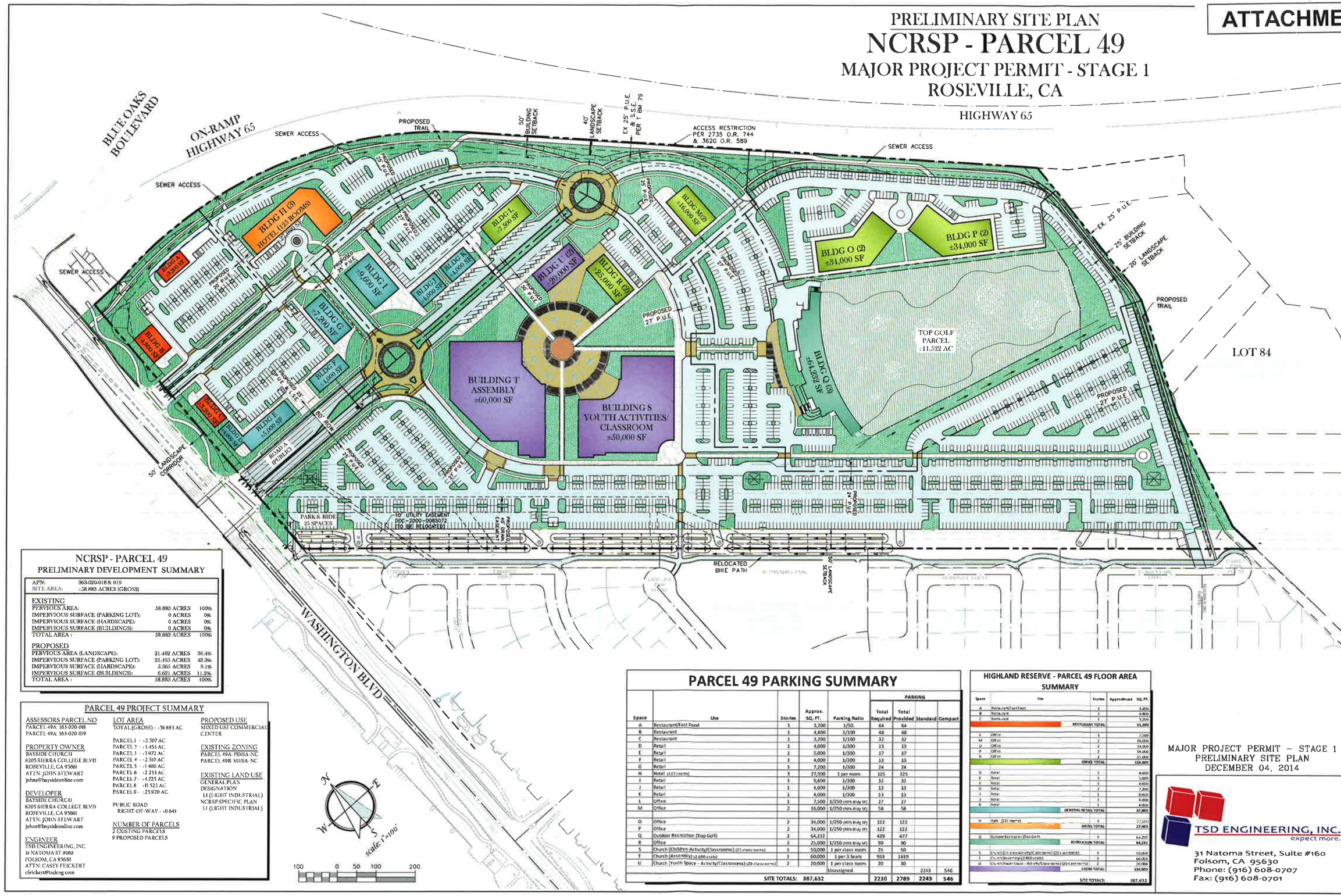
ATTACHMENT 1

PRELIMINARY SITE PLAN

NCRSP - PARCEL 49

MAJOR PROJECT PERMIT - STAGE 1

ROSEVILLE, CA



NCRSP - PARCEL 49
PRELIMINARY DEVELOPMENT SUMMARY

APN:	363-020-018 & 019	
SITE AREA:	±58.883 ACRES (GROSS)	
EXISTING		
PERVIOUS AREA:	58.883 ACRES	100%
IMPERVIOUS SURFACE (PARKING LOT):	0 ACRES	0%
IMPERVIOUS SURFACE (HARDSCAPE):	0 ACRES	0%
IMPERVIOUS SURFACE (BUILDINGS):	0 ACRES	0%
TOTAL AREA :	58.883 ACRES	100%
PROPOSED		
PERVIOUS AREA (LANDSCAPE):	21.402 ACRES	36.4%
IMPERVIOUS SURFACE (PARKING LOT):	25.495 ACRES	43.3%
IMPERVIOUS SURFACE (HARDSCAPE):	5.365 ACRES	9.1%
IMPERVIOUS SURFACE (BUILDINGS):	6.621 ACRES	11.2%
TOTAL AREA :	58.883 ACRES	100%

PARCEL 49 PROJECT SUMMARY

ASSESSORS PARCEL NO
PARCEL 49A: 363-020-018
PARCEL 49A: 363-020-019

PROPERTY OWNER
BAYSIDE CHURCH
8205 SIERRA COLLEGE BLVD
ROSEVILLE, CA 95661
ATTN: JOHN STEWART
johns@baysidconline.com

DEVELOPER
BAYSIDE CHURCH
8205 SIERRA COLLEGE BLVD
ROSEVILLE, CA 95661
ATTN: JOHN STEWART
johns@baysidconline.com

ENGINEER
TSD ENGINEERING, INC
34 NATOMA ST #160
FOLSOM, CA 95630
ATTN: CASEY FEICKERT
cfeickert@tsdeng.com

LOT AREA
TOTAL (GROSS) - ±58.883 AC

PARCEL 1 - ±2.507 AC
PARCEL 2 - ±1.453 AC
PARCEL 3 - ±3.972 AC
PARCEL 4 - ±2.510 AC
PARCEL 5 - ±1.400 AC
PARCEL 6 - ±2.233 AC
PARCEL 7 - ±4.725 AC
PARCEL 8 - ±11.522 AC
PARCEL 9 - ±25.920 AC

PUBLIC ROAD
RIGHT-OF-WAY - ±0.641

NUMBER OF PARCELS
2 EXISTING PARCELS
9 PROPOSED PARCELS

PROPOSED USE
MIXED USE COMMERCIAL CENTER

EXISTING ZONING
PARCEL 49A: PD/SA-NC
PARCEL 49B: MI/SA-NC

EXISTING LAND USE
GENERAL PLAN DESIGNATION
LI (LIGHT INDUSTRIAL)
NCRSP SPECIFIC PLAN
LI (LIGHT INDUSTRIAL)

PARCEL 49 PARKING SUMMARY

Space	Use	Stories	Approx. SQ. FT.	Parking Ratio	PARKING Total Required	Total Provided	Standard	Compact
A	Restaurant/Fast Food	1	3,200	1/50	64	64		
B	Restaurant	1	4,800	1/100	48	48		
C	Restaurant	1	3,200	1/100	32	32		
D	Retail	1	4,800	1/300	13	13		
E	Retail	1	5,000	1/300	17	17		
F	Retail	1	4,000	1/300	13	13		
G	Retail	1	7,200	1/300	24	24		
H	Hotel (125 rooms)	3	27,000	1 per room	125	125		
I	Retail	1	9,600	1/300	32	32		
J	Retail	1	4,000	1/300	13	13		
K	Retail	1	4,000	1/300	13	13		
L	Office	1	7,500	1/250 (90% Bldg SF)	27	27		
M	Office	2	16,000	1/250 (90% Bldg SF)	58	58		
O	Office	2	34,000	1/250 (90% Bldg SF)	122	122		
P	Office	2	34,000	1/250 (90% Bldg SF)	122	122		
Q	Outdoor Recreation (Top Golf)	3	64,232	1/150	439	477		
R	Office	2	25,000	1/250 (90% Bldg SF)	90	90		
S	Church (Children Activity/Classrooms) (25 classrooms)	1	50,000	1 per class room	25	50		
T	Church (Assembly) (2,800 seats)	1	60,000	1 per 3 Seats	933	1419		
U	Church (Youth Space - Activity/Classrooms) (20 classrooms)	2	20,000	1 per class room	20	30		
				Unassigned			2243	546
	SITE TOTALS:		387,632		2230	2789	2243	546

HIGHLAND RESERVE - PARCEL 49 FLOOR AREA SUMMARY

Space	Use	Stories	Approximate SQ. FT.
A	Restaurant/Fast Food	3	3,200
B	Restaurant	1	4,800
C	Restaurant	1	3,200
	RESTURANT TOTAL		11,200
L	Office	1	7,500
M	Office	2	16,000
O	Office	2	34,000
P	Office	2	34,000
R	Office	2	25,000
	OFFICE TOTAL		116,500
D	Retail	1	4,800
E	Retail	1	5,000
F	Retail	1	4,000
G	Retail	1	7,200
I	Retail	1	9,600
J	Retail	1	4,000
K	Retail	1	4,000
	GENERAL RETAIL TOTAL		37,600
H	Hotel (125 rooms)	3	27,000
	HOTEL TOTAL		27,000
Q	Outdoor Recreation (Top Golf)	3	64,232
	RECREATION TOTAL		64,232
S	Church (Children Activity/Classrooms) (25 classrooms)	1	50,000
T	Church (Assembly) (2,800 seats)	1	60,000
U	Church (Youth Space - Activity/Classrooms) (20 classrooms)	2	20,000
	CHURCH TOTAL		130,000
	SITE TOTALS:		387,632

MAJOR PROJECT PERMIT – STAGE 1
PRELIMINARY SITE PLAN
DECEMBER 04, 2014

TSD ENGINEERING, INC.
expect more.
31 Natoma Street, Suite #160
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

P:\Projects\308-001\02 DWG\B- Planning\F\C\Preliminary Site Plan.dwg, TSD-CASEY, 08:59:54, 12-04-14

NCRSP Parcel 49 – Hotels
Project Description

August 19, 2016

Tharaldson Investments (Tharaldson/Applicant) proposes to develop two hotels on Parcels 3 and 4 of the North Central Roseville Specific Plan (NCRSP) Parcel 49:

- Home2Suites by Hilton – a 107-room, 63,278 square foot hotel on Parcel 3; and
- Residence Inn by Marriott – a 104-room, 81,512 square foot hotel on Parcel 4.

1. Entitlement Request

To implement the project, the following entitlements are requested:

1. Major Project Permit (MPP) Stage 1 – Site Plan Modification
2. Major Project Permit (MPP) Stage 2 – Architecture and Landscape Review for hotel on Parcel 3
3. Major Project Permit (MPP) Stage 2 – Architecture and Landscape Review for hotel on Parcel 4

2. MPP Stage 1 – Site Plan Modification

Site Plan Modifications. The following modifications to the Parcel 49 site plan are proposed:

- Parcel 3:
  - Eliminate: 125-room, 83,700 sf, three-story hotel (Building H)
  - Replace with: 107-room, 63,278 sf, four-story hotel (Building H) (Home2 Suites);

- Parcels 4 and 5:
  - Eliminate: 17,600 sf of retail (Buildings I, J, K) and 7,500 sf of office (Building H)
  - Replace with: 104-room, 81,512 sf, four-story hotel (Building I) (Residence Inn);

- Minor Adjustments to parcel sizes (described below)

The net changes to the Parcel 49 site plan are the following:

- Increase of 86 hotel rooms/61,090 sf of hotel uses and addition of one hotel building;
- Reduction of 17,600 sf of retail in three buildings;
- Reduction of 7,500 sf of office in one building; and
- Overall increase of 35,990 sf on Parcel 49 site plan.

	Approved Site Plan (2015)	Proposed Site Plan (2016)	Difference
Number of Buildings	20	17	- 3
Total Square Footage	443,432 sf	479,422 sf	+ 35,990 sf
Total Parking Required	2,230	2,231	+ 1 space
Total Parking Proposed	2,789	2,793	+ 4 spaces

Parcel 49 Land Use Summary			
Space	**Use**	**Stories**	**Square Footage**
A	Restaurant/Fast Food	1	3,200
B	Restaurant	1	4,800
C	Restaurant	1	3,200
D	Retail	1	4,000
E	Retail	1	5,000
F	Retail	1	4,000
G	Retail	1	7,200
~~H~~	~~Hotel (125 rooms)~~	~~3~~	~~83,700~~
H	Hotel (107 rooms)	4	63,278
~~I~~	~~Retail~~	~~1~~	~~9,600~~
I	Hotel (104 rooms)	4	81,512
~~J~~	~~Retail~~	~~1~~	~~4,000~~
~~K~~	~~Retail~~	~~1~~	~~4,000~~
~~L~~	~~Office~~	~~1~~	~~7,500~~
M	Office	2	16,000
O	Office	2	34,000
P	Office	2	34,000
Q	Outdoor Recreation (Topgolf)	3	64,232
R	Office	2	25,000
S	Church (Children Activity/Classrooms) (25 classrooms)	1	50,000
T	Church (Assembly) (2,800 seats)	1	60,000
U	Church (Youth Space – Activity Classrooms) (20 classrooms)	2	20,000
			~~443,432~~ 479,422

Lot Line Adjustments. Lot line adjustments are proposed to modify the parcel lines to accommodate the site plan revisions. Proposed lot lines are shown on the lot line exhibit.

Parcel	APN	Approved Site Plan (2015)	Proposed Site Plan (2016)
Parcel 1	336-020-087	2.507 ac	1.560 ac
Parcel 2	336-020-088	3.453 ac	
Parcel 3	336-020-089	3.972 ac	3.664 ac
Parcel 4	336-020-090	2.510 ac	4.012 ac
Parcel 5	336-020-091	1.400 ac	1.155 ac
Parcel 6	336-020-092	2.233 ac	
Parcel 7	336-020-093	4.725 ac	
Parcel 8	336-020-094	11.522 ac	
Parcel 9	336-020-095	25.920 ac	

Phasing. Parcel 49 will be developed and constructed in three phases. With the MPP Stage 1 Site Plan Modification, adjustments to the phasing plan are proposed. The proposed modifications include splitting Phase 2 into Phases 2A (hotels) and 2B (retail, restaurants, office) as shown below. No changes are proposed to Phase 3.

Approved Site Plan Phasing (2015)		
Phase	Uses	Square Footage
Phase 1	Topgolf	64,232 sf
Phase 2	Restaurants Office Retail Hotel	11,200 sf 91,500 sf 37,800 sf 83,700 sf 224,200 sf
Phase 3	Church Office	130,000 sf 25,000 sf 155,000 sf
		443,432 sf

Proposed Site Plan Phasing (2016)		
Phase	Uses	Square Footage
Phase 1	Topgolf	64,232 sf
Phase 2A	Hotels	144,790 sf
Phase 2B	Restaurants Office Retail	11,200 sf 84,000 sf 20,200 sf 115,400 sf
Phase 3	Church Office	130,000 sf 25,000 sf 155,000 sf
		479,422 sf

Proposed improvements associated with each phase are listed on the Phasing Plan exhibit. Technical analysis (traffic) may be necessary to define the improvements in Phases 2A and 2B.

3. MPP Stage 2 – Site Plan and Architecture for Home2 Suites by Hilton Hotel on Parcel 3

A Home2 Suites by Hilton hotel is proposed on Parcel 3 (3.664 acres) of Parcel 49. The proposed 63,278 square foot hotel will be four stories and include 107 guest rooms. The hotel use is a principally permitted use in the Parcel 49 Planned Development.

Home2 Suites by Hilton is an all-suite extended stay hotel featuring contemporary accommodations and customizable guest room design. The hotel offers an affordable price point with the extended-stay segment and targets both business and leisure travelers. Hotel amenities include an outdoor pool, outdoor patio and seating area, business center, integrated laundry and fitness space. A gathering area and eating area for breakfast are located on the ground floor.

The 107-room hotel requires 107 parking spaces and 108 parking spaces are provided on Parcel 3.

4. MPP Stage 2 – Site Plan and Architecture for Residence Inn by Marriott Hotel on Parcel 4

A Residence Inn by Marriott hotel is proposed on Parcel 4 (4.012 acres) of Parcel 49. The proposed 81,512 square foot hotel will be four stories and include 104 guest rooms. The hotel use is a principally permitted use in the Parcel 49 Planned Development.

Residence Inn is an extended stay hotel featuring configured in guest suites. Residence Inn is targeted to an upscale segment and targets both business and leisure travelers. Hotel amenities include an outdoor pool, outdoor patio and seating area, meeting room, hearth room, guest laundry and fitness room. A dining area for breakfast is located on the ground floor.

The 104-room hotel requires 104 parking spaces and 111 parking spaces are provided on Parcel 4.

5. Tharaldson's History of Hotel Development in Roseville

Tharaldson builds and operates hotels throughout the United States. Tharaldson has developed approximately 740 hotel rooms in the City of Roseville within seven properties:

- Fairway Drive – SpringHill Suites, TownPlace Suites
- East Roseville Parkway/Taylor Road – Courtyard, Residence Inn, Fairfield Suites
- Creekside – Courtyard, Homewood Suites

In addition, Tharaldson has developed hotels other hotel properties in Folsom and Natomas.

FEHR PEERS

DRAFT

TECHNICAL MEMORANDUM

Date: July 29, 2016

To: Marc Stout and Matt Todd- City of Roseville

From: Alan Telford - Fehr & Peers

Subject: NCRSP Parcel 49 – Phase 2A Analysis

RS16-3450

Fehr & Peers prepared a traffic study in January, 2015, titled *Transportation Impact Study Report for North Central Roseville Specific Plan – Parcel 49.* That study evaluated the traffic impacts and mitigations for three distinct development phases of NCRSP Parcel 49. Phase 1 was the TopGolf facility currently under construction and expected to open at the end of this August. Phase 2 consisted of a mixture of restaurant, retail, hotel and office uses. Phase 3 consisted of the Bayside Covenant Church complex.

The development applicant is now proposing to modify the mix of uses in Phase 2, and to split Phase 2 into Phases 2A and 2B, as shown below:

Approved Site Plan	
Phase 2	
Restaurant	11,200 sq. ft.
Office	91,500 sq. ft.
Retail	37,800 sq. ft.
Hotel (1)	125 rooms
Park & Ride	25 spaces

Proposed Site Plan	
Phase 2A	
Hotels (2)	211 rooms
Phase 2B	
Restaurants	11,200 sq. ft.
Office	84,000 sq. ft.
Retail	20,200 sq. ft.
Park & Ride	25 spaces

Change in Trip Generation

Two hotels are proposed in Phase 2A. A Home2 Suites by Hilton will be four stories and include 107 guest rooms, and a Residence Inn by Marriot Hotel will be four stories and include 104 guest rooms.

Fehr & Peers has estimated the trip generation of Phases 2A and 2B for all six time periods that were analyzed in the 2015 study. As shown in Table 1, during the weekday PM peak hour Proposed Phase 2 would generate 632 total trips, with 128 trips attributed to Phase 2A (the two hotels) and 504 trips attributed to Phase 2B.

Table 2 compares the trip generation of Proposed Phase 2 to Approved Phase 2. Proposed Phase 2 results in relatively minor changes in trip generation, with slightly more trips during some peak hours and slightly fewer trips during other peak hours. During the weekday PM peak hour, which is typically the most critical peak hour in Roseville, Proposed Phase 2 would result in 20 fewer trips than Approved Phase 2.

Change in Traffic Impacts

The 2015 study concluded that development of Approved Phase 2 (in addition to Phase 1) would result in significant traffic impacts at two intersections during the weekday PM peak hour. The Blue Oak Boulevard/Washington Boulevard intersection would worsen from LOS D to E, and the Washington Boulevard/Road A intersection would worsen from LOS B to F. The study concluded that to mitigate these impacts, a northbound right-turn pocket of 250 feet would need to be constructed at the Blue Oaks/Washington Boulevard intersection. With this mitigation, the Blue Oaks/Washington Boulevard intersection would improve to LOS D, and the Washington Boulevard/Road A intersection would improve to LOS C.

Fehr & Peers conducted an analysis to determine if development of Proposed Phase 2A (the two hotels only) would result in significant traffic impacts at the two intersections discussed above, thereby requiring construction of the 250-foot northbound right-turn pocket. To do this, we added the Phase 2A trips (see Table 1) to the Existing Plus Phase 1 weekday PM peak hour volumes shown in the 2015 traffic study, using the same trip distribution estimates shown in the 2015 study. Figure 1 shows the resulting weekday PM peak hour volumes at the key intersections.

The study intersections were analyzed using the Synchro/SimTraffic analysis software; the same software used in the 2015 study. This micro-simulation program models the interaction of vehicles, pedestrians, traffic signals, and the roadway configuration. By modeling individual vehicles, the analysis can account for the effect of queue spillbacks on upstream lanes and intersections, delay to unbalanced lane utilization, and interaction between intersections due to signal coordination.

Table 3 shows the LOS results. The first two columns (Baseline plus Phase 1, and Baseline plus Phase 1 plus Approved Phase 2) are from the 2015 traffic study. As shown, Approved Phase 2 worsened operations at the Blue Oaks/Washington Blvd intersection from LOS D to LOS E. By adding only Approved Phase 2A traffic volumes to Phase 1, the LOS at this intersection would remain at LOS D.

Approved Phase 2 development worsened operations at the Washington Blvd/Road A intersection from LOS C to LOS F. By adding only Approved Phase 2A traffic volumes to Phase 1, the LOS at this intersection would be LOS D. To achieve LOS C conditions with Phase 2A, the 250-foot right turn pocket on Washington Boulevard would need to be constructed.

Table 1. Proposed Phase 2A+2B Trip Generation

Project Land Use				Project Trip Generation																	
				Weekday						Saturday						Sunday					
				AM Peak Hour			PM Peak Hour			Before Service			After Service			Before Service			After Service		
				7:30 AM to 8:30 AM			4:30 PM to 5:30 PM			5:15 PM to 6:15 PM			7:00 PM to 8:00 PM			10:15 AM to 11:15 AM			12:00 PM to 1:00 PM		
Phase	Land Use	ITE Quantity	ITE Units	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
2A	Hotel 1	107	rooms	32	28	**60**	38	27	**65**	26	26	**52**	26	26	**52**	17	35	**52**	18	18	**36**
	Hotel 2	104	rooms	31	27	**58**	37	26	**63**	25	25	**50**	25	25	**50**	17	33	**50**	17	17	**34**
2B	Restaurant	11.2	KSF	64	57	**121**	60	51	**111**	84	74	**158**	84	74	**158**	64	57	**121**	64	57	**121**
	Retail	20.2	KSF	37	22	**59**	98	107	**205**	63	133	**196**	36	39	**75**	55	32	**87**	156	81	**237**
	Office	84.0	KSF	146	20	**166**	29	143	**172**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
	Park-and-Ride	25	spaces	14	4	**18**	4	12	**16**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**
Phase 2A Subtotal				63	55	**118**	75	53	**128**	51	51	**102**	51	51	**102**	34	68	**102**	35	35	**70**
Phase 2B Subtotal				261	103	**364**	191	313	**504**	147	207	**354**	120	113	**233**	119	89	**208**	220	138	**358**
Gross Trips				324	158	**482**	266	366	**632**	198	258	**456**	171	164	**335**	153	157	**310**	255	173	**428**
Internal Trips				-12	-5	**-17**	-9	-15	**-24**	-7	-10	**-17**	-6	-6	**-12**	-6	-4	**-10**	-11	-7	**-18**
Pass-by Trips				-20	-16	**-36**	-59	-58	**-117**	-44	-62	**-106**	-36	-34	**-70**	-36	-27	**-63**	-66	-41	**-107**
New Trips				**292**	**137**	**429**	**198**	**293**	**491**	**147**	**186**	**333**	**129**	**124**	**253**	**111**	**126**	**237**	**178**	**125**	**303**

Notes:

1. Internal trip reduction is assumed to be 5% of office, retail, and restaurant trips for all scenarios.
2. Pass-by trip reduction is assumed to be 20% for retail and restaurant in the weekday AM peak hour, and 30% for the Saturday and Sunday scenarios. During the weekday PM peak hour, pass by trip reduction is 43% for restaurant and 34% for retail, as determined using the average percentages in the ITE Trip Generation Handbook, 3rd Edition.
3. Gross trips based on the Trip Generation Manual (Institute of Transportation Engineers, 2012) using the land use categories for hotel (ITE 310), restaurant (ITE 932), retail (ITE 320), office (ITE 710), and park-and-ride (ITE 90).

Source: Fehr & Peers, 2016

Table 2. Approved Phase 2 vs Proposed Phase 2A & 2B Trip Generation

Scenario	Weekday						Saturday						Sunday					
	AM Peak Hour			PM Peak Hour			Before Service			After Service			Before Service			After Service		
	7:30 AM to 8:30 AM			4:30 PM to 5:30 PM			5:15 PM to 6:15 PM			7:00 PM to 8:00 PM			10:15 AM to 11:15 AM			12:00 PM to 1:00 PM		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Approved Phase 2	**288**	**122**	**410**	**200**	**312**	**512**	**142**	**204**	**346**	**115**	**111**	**226**	**101**	**96**	**197**	**180**	**116**	**296**
Proposed Phase 2A	*63*	*55*	*118*	*75*	*53*	*128*	*51*	*51*	*102*	*51*	*51*	*102*	*34*	*68*	*102*	*35*	*35*	*70*
Proposed Phase 2B	*229*	*82*	*311*	*123*	*240*	*363*	*96*	*135*	*231*	*78*	*73*	*151*	*77*	*58*	*135*	*143*	*90*	*233*
Proposed Phase 2	**292**	**137**	**429**	**198**	**293**	**491**	**147**	**186**	**333**	**129**	**124**	**253**	**111**	**126**	**237**	**178**	**125**	**303**
Proposed Phase 2 Change from Approved	**4**	**15**	**19**	**-2**	**-19**	**-21**	**5**	**-18**	**-13**	**14**	**13**	**27**	**10**	**30**	**40**	**-2**	**9**	**7**

Source: Fehr & Peers, 2016

Table 3. Weekday PM Peak Hour Intersection Operations

Intersection	Baseline + Phase 1 [1]		Baseline + Phase 1 [1] + Approved Phase 2		Baseline + Phase 1 + Proposed Phase 2A	
	Delay (sec)	LOS	Delay	LOS	Delay (sec)	LOS
Blue Oaks Blvd/Washington Blvd/ Hwy 65 SB Ramps	51	D	59	E	51	D
Washington Blvd/Road A	22	C	82	F	50	D

Notes:
[1] From Transportation Impact Study Report for North Central Roseville Specific Plan- Parcel 49, Fehr & Peers, January 2015.

Baseline + Phase 1

Phase 2A Only

Baseline + Phase 1 +Phase 2A

Figure 1

Weekday PM Peak Hour Traffic Volumes

EXHIBIT A

CITY OF ROSEVILLE CALIFORNIA

DEVELOPMENT SERVICES DEPARTMENT–PLANNING DIVISION

311 Vernon St, Roseville, CA 95678 (916) 774-5276

ADDENDUM TO THE NCRSP PCL 49 BAYSIDE CHURCH/TOPGOLF MITIGATED NEGATIVE DECLARATION (ADOPTED FEBRUARY 26, 2015)

Project Title/File Number:	NCRSP PCL 49 Hotels; PL16-0168
Project Location:	9000 Washington Boulevard
Project Description:	The project includes a Major Project Permit (MPP) Stage 1 Modification to modify the uses on the parcels formally identified as Parcels 3, 4 and 5 of the Bayside Church/Topgolf development. This modification would replace a 125 room hotel, three retail buildings and one office building with a 104 room hotel and a 107 room hotel. This modification will result in a reduction 17,600 square feet of retail uses and 7,500 square feet of office uses and an overall increase of 86 hotel rooms for NCRSP Parcel 49. An MPP Stage 2 to review project architecture and landscaping is also requested for the hotels on Parcel 3 (Home2Suites) and Parcel 4 (Residence Inn). A Lot Line Adjustment is necessary to adjust the lot lines and easement boundaries on Parcels 1, 3, 4 and 5 to accommodate the proposed project.
Project Applicant:	Don Cape, Tharaldson Investments
Property Owner:	John Stewart, BSO, LLC
Lead Agency Contact:	Gina McColl, Associate Planner (916) 774-5272

An Addendum to a previously certified and adopted negative declaration may be prepared for a project if only minor technical changes or additions are necessary or none of the conditions calling for the preparation of a subsequent EIR or negative declaration have occurred (California Environmental Quality Act Guidelines [CEQA] Section 15164). Consistent with CEQA Guidelines Section 15164, the below analysis has been prepared in order to demonstrate that none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent EIR have occurred and that only minor technical changes or additions are necessary in order to deem the adopted negative declaration adequate to describe the impacts of the proposed project. CEQA Guidelines Section 15164 also states that an addendum need not be circulated for public review, but can be included in or attached to the adopted negative declaration for consideration by the hearing body. This Addendum focuses only on those aspects of the project or its impacts which require additional discussion.

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PROJECT DESCRIPTION

Project Location

The project site is located at 9000 Washington Boulevard, within the North Central Specific Plan (NCRSP) area. The project site is adjacent to SR65 to the north, the City's open space Parcel 84 to the east, the Summerhill single-family residential neighborhood to the south, and Washington Boulevard (and the FBI building beyond) to the west (see Figure 1). The project site is referred to as "NCRSP Parcel 49" and has a zoning designation of Planned Development/Special Area – North Central Roseville Specific Plan (PD/SA-NC) and Light Industrial/Special Area – North Central Roseville Specific Plan (M1/SA-NC). The General Plan land use designation is Light Industrial (LI).

Figure 1: Project Location

Background

Zoning History

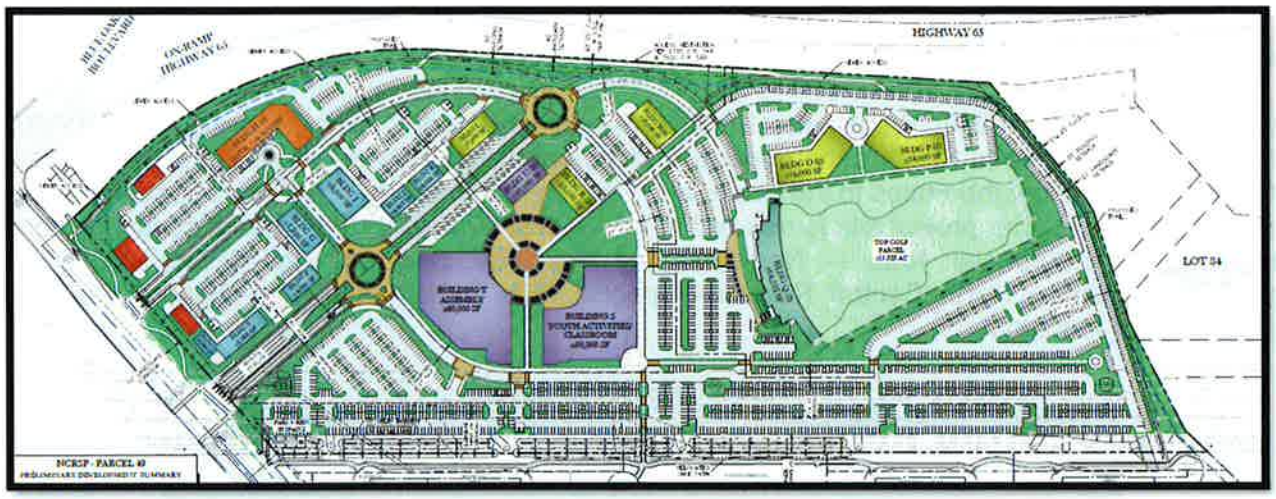
The property has been anticipated for development since the 1990 adoption of the North Central Roseville Specific Plan. In 2000, a Rezone and General Plan, Specific Plan, and Development Agreement Amendments were approved for NCRSP Parcel 49 which established a new PD zone for a portion of the site that allowed for retail, restaurant, lodging, educational, and office uses in addition to light industrial uses. In 2007, the City Council designated NCRSP Parcel 49 as a Corporate Center Site, which allowed for an increased height limit and additional square footage. The additional square footage increased the development potential of the site to 1.2 million square feet (58.883 acres x 0.50). This development potential has been programed in the City's service demand models.

2015 Entitlements

On February 26, 2015, the Planning Commission approved several entitlements for development of the site with the project identified as NCRSP PCL 49 Bayside Church/Topgolf. The project included the following (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 83,700 square foot hotel (125 rooms).

Figure 2 – Site Plan



The entitlements included a Major Project Permit (MPP) Stage 1 permit, MPP Stage 2 permits, a Conditional Use Permit, and a Tentative Subdivision Map. A Mitigated Negative Declaration was adopted which covered development of the site with the proposed project. Refer to the Purpose and Scope of Addendum section.

Environmental Setting

The 59-acre project site has been graded and partially developed with Phase 1 of the NCRSP PCL 49 Bayside Church/Topgolf project. No biological resources are present on the site.

Proposed Project

The project includes a Major Project Permit (MPP) Stage 1 Modification to modify the uses on the parcels formally identified as Parcels 3, 4 and 5 of the Bayside Church/Topgolf development. This modification would replace a 125 room hotel, three retail buildings and one office building with a 104 room hotel and a 107 room hotel. This modification will result in a reduction 17,600 square feet of retail uses and 7,500 square feet of office uses and an overall increase of 86 hotel rooms for NCRSP Parcel 49. The proposed site plan is provided in Figure 3. An MPP Stage 2 to review project architecture and landscaping is also requested for the hotels on Parcel 3 (Home2Suites) and Parcel 4 (Residence Inn). A Lot Line Adjustment is necessary to adjust the lot lines and easement boundaries on Parcels 1, 3, 4 and 5 to accommodate the proposed project.

Figure 3 – Proposed Project Site Plan

PURPOSE AND SCOPE OF ADDENDUM

A Mitigated Negative Declaration (MND) for the NCRSP PCL 49 Bayside Church/Topgolf project was adopted on February 26, 2015. The MND covered development of the project site; the MND, supporting Initial Study, and related attachments are included as Attachment 1 of this Addendum. The adopted MND analyzed impacts related to aesthetics, agricultural and forestry resources, air quality and greenhouse gases, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems. The proposed project is significantly consistent with the previous development project contemplated in the MND.

The analyses below rely on the MND analysis with minor supplements or technical updates where appropriate.

ENVIRONMENTAL CHECKLIST FOR ADDENDUM ENVIRONMENTAL REVIEW

The purpose of this checklist is to evaluate the categories in terms of any "changed condition" (i.e. changed circumstances, project changes, or new information of substantial importance) that may result in a changed environmental result. A "no" answer does not necessarily mean that here are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigations in prior environmental documents.

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

Where Impact was Analyzed
This column provides a cross-reference to the pages of the prior environmental documents where information and analysis may be found relative to the environmental issue listed under each topic.

Do Proposed Changes Involve New Significant Impacts?
Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the current project will result in new significant impacts that have not already been considered and mitigated by the prior environmental review documents and related approvals or a substantial increase in the severity of a previously identified impact.

Any new Circumstances Involving New Impacts?
Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) which have occurred subsequent to the certification or adoption of prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impact.

Any new Information Requiring New Analysis or Verification?
Pursuant to Section 15162(a)(3)(A–D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified or adopted is available requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. Either "yes" or "no" will be answered to indicate whether there is new information showing that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects or the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the

project proponents decline to adopt the mitigation measure or alternative. If "no," then no additional environmental documentation (supplemental or subsequent EIR) is required.

Mitigation Measures Implemented or Addressing Impacts.
Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether the prior environmental documents provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A "yes" response will be provided in either instance. If "none" is indicated, this Environmental Review concludes a significant impact does not occur with this project, and therefore no mitigation was previously included and no mitigation is needed.

DISCUSSION AND MITIGATION SECTIONS

Discussion
A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue and the status of any mitigation that may be required or that has already been implemented.

Mitigation Measures
Applicable mitigation measures from the prior environmental review that apply to the project are listed under each environmental category.

Conclusions
A discussion of the conclusion relating to the analysis contained in each section.

CHECKLIST

I. Aesthetics

	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures or New Measures Needed
a. Have a substantial adverse effect on a scenic vista?	Page 10	No	No	No	None
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Same	No	No	No	None
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	Same	No	No	No	None
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Same	No	No	No	None

Discussion: The primary aesthetic disruption is due to the conversion of an undeveloped site to urban development. This impact was covered in the MND. The Findings of Fact for the CEQA Implementing Procedures (discussed in the MND) indicate that compliance with the Community Design Guidelines (Resolution 95-347), and applicable Specific Plan Policies and/or Specific Plan Design Guidelines will prevent significant impacts related to construction of buildings in urban settings.

Mitigation Measures: None required for this Project.

II. Agricultural & Forestry Resources

	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures or New Measures Needed
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Page 11	No	No	No	None
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Same	No	No	No	None
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Same	No	No	No	None
d) Result in the loss of forest land or conversion of forest land to non-forest use?	Page 12	No	No	No	None
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Same	No	No	No	None

Discussion: The MND concluded there were no resources to be affected by conversion of the site to urban uses. This conclusion remains appropriate for this Project.

Mitigation Measures: None required for this Project.

III. Air Quality and Greenhouse Gases

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Conflict with or obstruct implementation of the applicable air quality plan?	Page 12	No	No	No	None
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Same	No	No	No	None
c) Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	Same	No	No	No	None
d) Expose sensitive receptors to substantial pollutant concentrations?	Page 13	No	No	No	None
e) Create objectionable odors affecting a substantial number of people?	Page 13	No	No	No	None
f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Page 13	No	No	No	None
g) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Page 13	No	No	No	None

Discussion: The MND concluded that standard dust control and other construction measures would be sufficient to avoid construction impacts, and that Citywide measures for the control of greenhouse gases were likewise sufficient for both construction and operation of allowed uses on the site. The MND further found that there are no substantial odor-producers in the vicinity, and the probable uses on the site would not produce substantial odors. The MND also concluded that the operational emissions of the project would be below the identified thresholds. The project's increase in square footage and trips in negligible. Therefore the MND findings are still applicable to this Project.

Mitigation Measures: None required for this Project.

IV. Biological Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Page 24	No	No	No	None
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Same	No	No	No	None
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Same	No	No	No	None
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Same	No	No	No	None

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Page 25	No	No	No	None
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Page 25	No	No	No	None

Discussion: The MND acknowledged the on-site biological resources have been evaluated on multiple occasions and that no biological resources are present on the site and all required permits, related to biological resources, for development of the site have been obtained. The site has been graded and is partially developed. This project will have not change the findings of fact and will have no new impact on biological resources.

Mitigation Measures: None required for this Project.

V. Cultural Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Cause a substantial adverse change in the significance of an historic resource as defined in Section 15064.5?	Page 26	No	No	No	None
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Page 27	No	No	No	None
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Same	No	No	No	None
d) Disturb any human remains, including those interred outside of formal cemeteries?	Same	No	No	No	None

Discussion: The MND discussed the potential for subsurface remains or deposits to be found on the site where unlikely due to previous surveys of the plan area. However, applying the City's standard construction measures, which requires cessation of work should any item of cultural interest be found, to the project ensures the project will have a less than significant impact on cultural resources. This condition remains applicable to the proposed project and no additional mitigation measure is required.

Mitigation Measures: None required for this Project

VI. Geology and Soils

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	Page 27	No	No	No	None
i) Ruptures of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	Same	No	No	No	None
ii) Strong seismic ground shaking?	Page 28	No	No	No	None
iii) Seismic-related ground failure, including liquefaction?	Same	No	No	No	None
iv) Landslides?	Same	No	No	No	None
b) Result in substantial soil erosion or the loss of topsoil?	Same	No	No	No	None
c) Be located in a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Same	No	No	No	None
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Same	No	No	No	None

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Same	No	No	No	None

Discussion: The MND indicated that compliance with existing regulations and permit requirements would be sufficient to avoid impacts related to these issues. This conclusion remains appropriate for this Project.

Mitigation Measures: None required for this Project.

VII. Hazards and Hazardous Materials

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Page 29	No	No	No	None
b) Create a significant hazard to the public or the environment though reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Same	No	No	No	None
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within on-quarter mile of an existing or proposed school?	Same	No	No	No	None
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Same	No	No	No	None

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Same	No	No	No	None
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing in the project area?	Page 30	No	No	No	None
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Same	No	No	No	None
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Same	No	No	No	None

Discussion: The MND considered that the church, commercial, and office uses proposed for the site do not typically store and/or transport large quantities of hazardous materials. The MND concluded that the City's existing regulations and permits would prevent significant impacts as it relates to construction activities on the site and the future tenant's storage and handling of any unanticipated hazardous materials. The increase in hotel uses and decrease in retail and office uses on the site does not significantly change the project's potential impacts related to hazardous materials.

Mitigation Measures: None required for this Project.

VIII. Hydrology and Water Quality

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Violate any water quality standards or waste discharge requirements?	Page 31	No	No	No	None
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Same	No	No	No	None
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?	Same	No	No	No	None
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site?	Same	No	No	No	None
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted water?	Same	No	No	No	None
f) Otherwise substantially degrade water quality?	Page 32	No	No	No	None

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Same	No	No	No	None
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	Same	No	No	No	None
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Same	No	No	No	None
j) Inundation by seiches, tsunami, or mudflow?	Same	No	No	No	None

Discussion: The MND indicated that there would be no impact with respect to flooding, and that existing regulations and permits would ensure that water quality and stormwater impacts would be less than significant. This conclusion remains appropriate for this Project.

Mitigation Measures: None required for this Project.

IX. Land Use and Planning

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Physically divide an established community?	Page 34	No	No	No	None
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Same	No	No	No	None
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	Same	No	No	No	None

Discussion: The MND concluded that developing the property consistent with its land use designations would not result in significant impacts. This Project remains consistent with the land use plan, NCRSP, Zoning Ordinance, and PD zoning designation and therefore, this conclusion remains appropriate for this Project.

Mitigation Measures: None required for this Project.

X. Mineral Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Page 36	No	No	No	None
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Same	No	No	No	None

Discussion: The MND indicated that there were no significant mineral resources in the area. This conclusion remains appropriate for this Project.

Mitigation Measures: None required for this Project.

XI. Noise

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Page 36	No	No	No	MM-1 & MM-2

b) Exposure of persons to or generation of excessive ground borne vibration of ground borne noise levels?	Same	No	No	No	None
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Same	No	No	No	MM-1 & MM-2
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Page 37	No	No	No	MM-1 & MM-2
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Same	No	No	No	None
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Same	No	No	No	None

Discussion: The MND addressed construction noise, and found the impact to be less than significant. In terms of operational noise, two noise studies were completed to evaluate the potential noise impacts on the adjacent residential properties. Based on the proposed uses and the proposed site plan, the Parcel 49 noise studies concluded that noise produced from the on-going operation of the project, with the exception of the Topgolf facility, will not generate noise that exceeds the Noise Ordinance regulations or result in a substantial permanent increase in existing ambient noise conditions. Mitigation measures were applied to ensure the noise levels from Topgolf would be reduced to less than significant noise levels. Topgolf is constructed and the mitigation measures have been implemented. The increase in hotel uses and decrease in office and retail uses on the site will not create new impacts not previously analyzed and therefore the previous findings remain appropriate to this Project.

Mitigation Measures: None required for this Project.

XII. Population and Housing

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, though extension of roads or other infrastructure)?	Page 39	No	No	No	None
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Page 40	No	No	No	None
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Same	No	No	No	None

Discussion: The MND concluded that site development was not housing-related, was consistent with land use designations and thus would not induce unplanned growth, and would not displace housing. This conclusion remains appropriate for this Project.

Mitigation Measures: None required for this Project.

XIII. Public Services

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any the public services:					
a) Fire protection?	Page 40	No	No	No	None
b) Police protection?	Same	No	No	No	None
c) Schools?	Same	No	No	No	None
d) Parks?	Page 41	No	No	No	None
e) Other public facilities?	Same	No	No	No	None

Discussion: The MND indicates that the City's General Plan examined Citywide service needs based on land use designations, so any project consistent with existing land use designations would not negatively impact services. This conclusion remains appropriate for this Project.

Mitigation Measures: None required for this Project.

XIV. Recreation

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated?	Page 42	No	No	No	None
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Same	No	No	No	None

Discussion: As indicated in the MND, development of the property with commercial uses does not result in any additional recreational facility demand.

Mitigation Measures: None required for this Project.

XV. Transportation/Traffic

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Page 42	No	No	Yes	MM-3, MM-4, & MM-5
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Page 43	No	No	Yes	MM-3, MM-4, & MM-5
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Same	No	No	No	None
d) Substantially increase hazards due to a design feature(s) (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Same	No	No	No	None
e) Result in inadequate emergency access?	Same	No	No	No	None

f) Conflict with adopted policies, plans, or programs supporting public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Same	No	No	No	None

Discussion: A traffic impact analysis was prepared for the previous project to evaluate potential traffic impacts. Based on the results of the study, the MND found that with mitigation the traffic impacts would be less than significant. The mitigation measures required a right-turn lane with the development of Phase 2 of the site and with the Bayside Church MPP Stage 2 application, a traffic management plan and operational plan showing a 60 minute separation between service start and end times. With this Project a supplemental analysis was prepared to evaluate any additional traffic impacts as a result of the Project. Fehr & Peers provided the findings of the supplemental analysis in a Technical Memo (Attachment 2). The analysis found that during the weekday the proposed project would result in slightly more (19) AM peak hour trips and slightly less (-21) PM peak hour trips. On Saturday, slightly less (-13) trips would occur prior to the evening service and slightly more (27) trips would occur following the evening service. On Sunday, slightly more (40) trips would occur prior to the AM service and slightly more (7) would occur following the service. The analysis concluded that the changes in trip generation from the Project were less than significant and would not result in any unanticipated traffic impacts.

Mitigation Measures: None required for this Project.

XVI. Utilities and Service Systems

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Page 47	No	No	No	None
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Same	No	No	No	None

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Page 48	No	No	No	None
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Same	No	No	No	None
e) Result in a determination by the wastewater treatment provider which serves the project that it has adequate capacity to serve the project's projected demand in addition of the provider's existing commitments?	Same	No	No	No	None
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Same	No	No	No	None
g) Comply with federal, state, and local statutes and regulations related to solid waste?	Same	No	No	No	None

Discussion: The MND found that the previous project would have a less than significant impact on utilities and services. The Project is consistent with existing land use designations, remains below the anticipated square footage for development on the site, and will therefore not result in significant impacts.

Mitigation Measures: None required for this Project.

XVII. Mandatory Findings of Significance

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, threatened or rare species, or eliminate important examples of the major periods of California history or prehistory?	Page 49	No	No	No	None
b) Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Same	No	No	No	None
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Same	No	No	No	None

Discussion: The MND indicted that because development of the site would be consistent with existing land use designations, that any cumulative impacts had already been addressed via the City's General Plan and the NCRSP. This conclusion remains appropriate for this Project.

ENVIRONMENTAL DETERMINATION:

In reviewing the site specific information provided for this project and acting as Lead Agency, the City of Roseville, Development Services Department, Planning Division has analyzed the potential environmental impacts created by this project and determined that the findings of CEQA Section 15162 concerning the decision not to prepare a subsequent EIR or negative declaration and the findings of CEQA Section 15164 concerning the decision to prepare an Addendum can be made. As supported by substantial evidence within the Addendum to the NCRSP PCL 49 Bayside Church/Topgolf Mitigated Negative Declaration, the Lead Agency makes the following findings:

[**X**] No substantial changes are proposed in the project which would require major revisions of the previous EIR or negative declaration.

[**X**] No substantial changes have occurred with respect to the circumstances under which the project is undertaken.

[**X**] There is no new information of substantial importance which was not known and could not have been known with the exercise of due diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted.

[**X**] Only minor technical changes or additions are necessary in order to deem the adopted environmental document adequate.

Addendum Prepared by:

_____ Dated: October 20, 2016

Gina McColl, Associate Planner
City of Roseville, Planning Division

Attachments:

1. NCRSP PCL 49 Bayside Church/Topgolf adopted Mitigated Negative Declaration and Initial Study

CITY OF ROSEVILLE CALIFORNIA

DEVELOPMENT SERVICES – PLANNING DIVISION
311 Vernon Street, Roseville, CA 95678 (916) 774-5276

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Project Title/File Number: NCRSP PCL 49 Bayside Church/Topgolf; File # PL14-0252

Project Location: 9000 Washington BL.; Roseville; Placer County; APNs: 363-020-018-000 & 363-020-019-000

Project Description: 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 for the Topgolf development on Parcel 8 and associated site, landscaping and utility improvements; a Conditional Use Permit to allow the outdoor recreation component of Topgolf; and a Tentative Subdivision Map to merge and resubdive two parcels into nine parcels.

The entitlements will allow the phased development 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

Project Applicant: Kris Steward, Phillips Land Law, Inc.; (916) 425-7906; 5301 Montserrat Lane, Loomis, CA 95650

Property Owner: John Stewart, Bayside Covenant Church; (916) 791-1244; 8205 Sierra College Bl, Roseville, CA 95661

Lead Agency Contact Person: Gina McColl, Associate Planner - City of Roseville; (916) 774-5276

DECLARATION: The Planning Manager has determined that the above project will have no significant effect on the environment and therefore does not require preparation of an Environmental Impact Report. The determination is based on the following findings:

A. *The project will not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, reduce the number or restrict the range of rare or endangered plants or animals or eliminate important examples of the major periods of California history or prehistory.*
B. *The project will not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.*
C. *The project will not have impacts, which are individually limited, but cumulatively considerable.*

D. *The project will not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.*
E. *No substantial evidence exists that the project may have a significant effect on the environment.*
F. *The project incorporates all applicable mitigation measures identified in the attached initial study.*
G. *This Mitigated Negative Declaration reflects the independent judgment of the lead agency.*

Copies of the proposed Mitigated Negative Declaration and all documents referenced therein are available for review by members of the public at the City of Roseville, Planning Division, 311 Vernon Street, Roseville, CA 95678, during the normal business hours of 8 am to 5 pm, Monday through Friday.

Written comments shall be submitted no later than February 23, 2015 at 5 p.m., which is 30 days from the start of the posting date of January 23, 2015.

POSTING PERIOD: January 23, 2015 to February 23, 2015

SUBMIT COMMENTS TO:

City of Roseville, Development Services – Planning Division
Attn: Gina McColl
311 Vernon Street
Roseville, CA 95678

Initial Study Prepared by:

Gina McColl

Gina McColl, Associate Planner

The public hearing regarding the project is tentatively scheduled for February 26, 2015 at 7:00 p.m. before the Planning Commission. The hearing will be held in the City of Roseville Council Chambers located at 311 Vernon Street, Roseville, California.

NOTE TO PLACER COUNTY CLERK: Please mail the original of this document back to the Roseville City Clerk at 311 Vernon Street, Roseville, CA 95678.

CITY OF ROSEVILLE CALIFORNIA

DEVELOPMENT SERVICES – PLANNING DIVISION
311 Vernon Street, Roseville, CA 95678 (916) 774-5276

INITIAL STUDY & ENVIRONMENTAL CHECKLIST

Project Title/File Number:	NCRSP PCL 49 Bayside Church/Topgolf; File # PL14-0252
Project Location:	9000 Washington BL.; Roseville; Placer County; APNs: 363-020-018-000 & 363-020-019-000
Project Description:	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 for the Topgolf development on Parcel 8 and associated site, landscaping and utility improvements; a Conditional Use Permit to allow the outdoor recreation component of Topgolf; and a Tentative Subdivision Map to merge and resubdive two parcels into nine parcels. The entitlements will allow the phased development 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
Project Applicant:	Kris Steward, Phillips Land Law, Inc.; (916) 425-7906; 5301 Montserrat Lane, Loomis, CA 95650
Property Owner:	John Stewart, Bayside Covenant Church; (916) 791-1244; 8205 Sierra College Bl, Roseville, CA 95661
Lead Agency Contact Person:	Gina McColl, Associate Planner - City of Roseville; (916) 774-5276

This initial study has been prepared to identify and assess the anticipated environmental impacts of the above described project application. The document relies on previous environmental documents and site-specific studies prepared to address in detail the effects or impacts associated with the project. Where documents were submitted by consultants working for the applicant, City staff reviewed such documents in order to determine whether, based on their own professional judgment and expertise, staff found such documents to be credible and persuasive. Staff has only relied on documents that reflect their independent judgment, and has not accepted at face value representations made by consultants for the applicant.

This document has been prepared to satisfy the California Environmental Quality Act (CEQA), (Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (14 CCR 15000 et seq.). CEQA

requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

The initial study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an EIR. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a negative declaration shall be prepared. If, in the course of analysis, the agency recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures to which the applicant agrees, the impact will be reduced to a less than significant effect, a mitigated negative declaration shall be prepared.

In reviewing the site specific information provided for this project, the City of Roseville Development Services - Planning Division has analyzed the potential environmental impacts created by this project and determined that with mitigation the impacts are less than significant. As demonstrated in the initial study checklist, there are no "project specific significant effects which are peculiar to the project or site" that cannot be reduced to less than significant effects through mitigation (CEQA Section 15183) and therefore an additional EIR **is not** required. Therefore, **on the basis of the following initial evaluation,** we find that the proposed project **could not** have a significant effect on the environment, and a **Mitigated Negative Declaration** will be prepared.

Prepared by: Gina McColl Date: 1·23·15
Gina McColl, Associate Planner

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PROJECT DESCRIPTION

Project Location

The North Central Roseville Specific Plan (NCRSP) is located in the City of Roseville, Placer County, California (see Figure 1, Regional Location). 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.

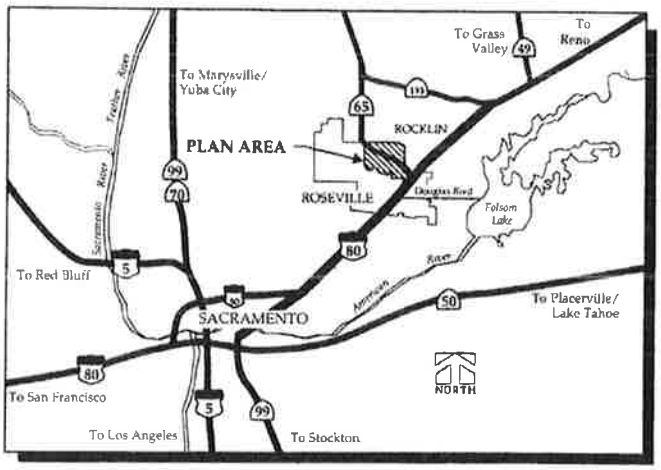


Figure 1: Regional Location

Parcel 49 is comprised of two parcels – "A" and "B" – and collectively is referred to as "Parcel 49." Parcel 49 is located within the NCRSP area directly east of Washington Boulevard and directly south of SR 65 (see Figure 2, Project Site). 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 an overhead power line easement. The General Plan land use designation of both parcels is Light Industrial (LI).

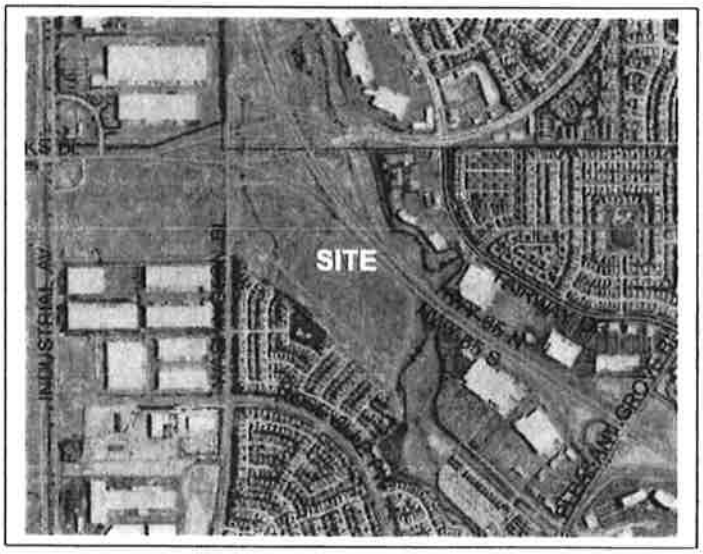


Figure 2: Project Site

Background

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 the 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

With establishment of NCRSP the zoning 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. Indoor Entertainment, including movie theaters, was permitted in the M1 zone with approval of a

Conditional Use Permit. In 2000, a Rezone and General Plan, Specific Plan, and Development Agreement Amendments were approved for Parcel 49A which 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, Indoor Entertainment and several other 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 in retail uses. An initial study and Negative Declaration were 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. Corporate Center sites are eligible for increased height limits, up to ten stories, as established by the Design Review Permit or Major Project Permit. The increase in height allowed for additional square footage when utilizing the maximum 50% floor area ratio recommendation for Light Industrial land uses. The additional square footage increased the development potential of the site to 1.2 million square feet (58.883 acres x 0.50). The City evaluated the potential infrastructure demand necessary to accommodate the increased development potential of the site. It was determined that the City had adequate infrastructure to support adoption of the ordinance, yet further evaluation would be needed with development of each of the sites.

2007 Rezone

Following the Council's designation of the property as a Corporate Center site, Richland Properties (then owner of the property) processed a rezone to clarify the amount of retail uses that could be developed on site. The existing PD zoning indicated that twenty percent of the site could be developed with retail uses; therefore, based on 1.2 million square feet of development potential, up to 240,000 square feet of retail could be developed on the subject site (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.

Physical or Natural Features On-Site

The project site is currently undeveloped and is comprised mostly of annual grasslands. The previous property owner obtained permits from the US Army Corps of Engineers (Corps) to fill an intermittent drainage channel totaling 0.269 acres that traversed the western portion of the property. The appropriate permits to fill the wetlands were received and the permits were effectuated in 2012. No native oak trees are present on the site.

Physical or Natural Features on Adjacent Property

- Directly north of the subject parcel is SR 65.
- Directly south of the subject parcel is the Summerhill Neighborhood which is zoned Small Lot Residential (RS). Also adjacent to the site is a 2.8 acre neighborhood park. A 50 foot easement for an existing city bike trail is located along on the north edge of the Summerhill neighborhood.
- Directly east of the subject parcel is Parcel 84, which is zoned Open Space (OS). A tributary to Pleasant Grove Creek runs directly through this open space property.

Directly west, across Washington Boulevard, is a vacant parcel located within the North Industrial Planning Area (NIPA) that has a zoning designation of General Industrial (M2). In May 2010, the Planning Commission approved a Major Project Permit (MPP) Stage 1 to allow 540,000 square feet of mixed use light industrial, office and neighborhood commercial uses on the site. The project included two new public

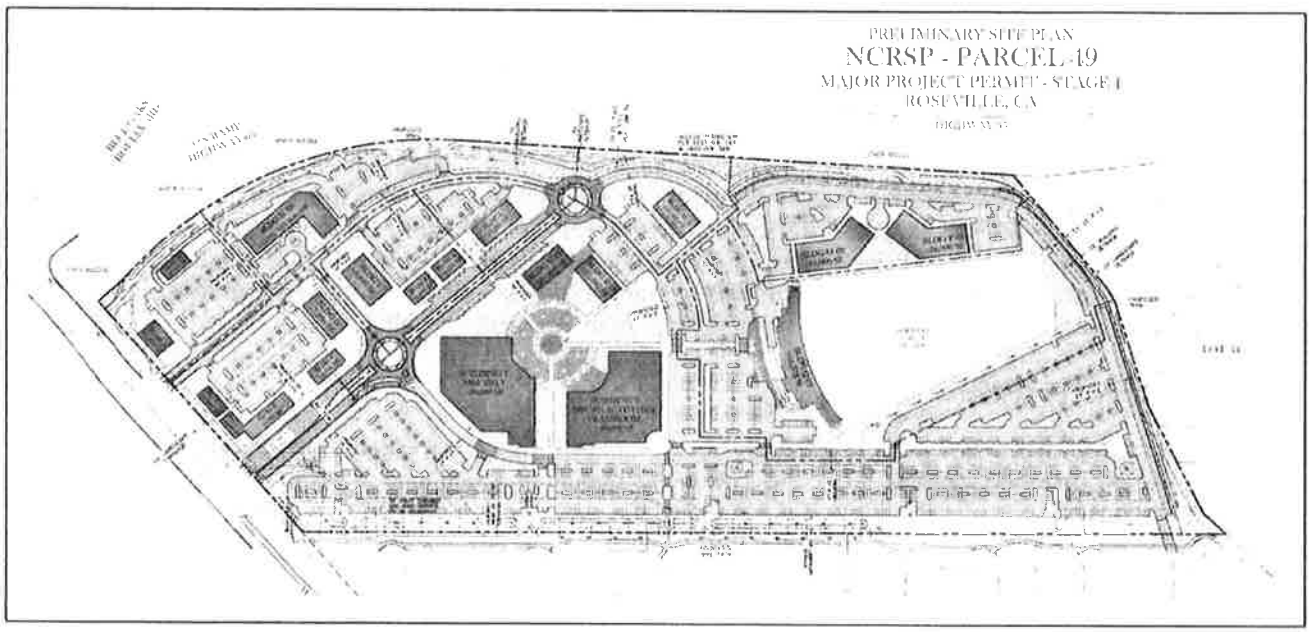
roadways connecting Washington Bl., Blue Oaks Bl., and Industrial Bl. In October 2014, the Planning Commission approved a Modification to the MPP Stage 1 to replace approximately 40,962 square feet of retail and 80,724 square feet of industrial flex uses with an approximately 122,385 square foot three story office building. A MPP Stage 2 was also approved for the office building. Construction of the public roadways and the office building are currently underway.

Proposed Project

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 3 - 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 3 – Site Plan



The anticipated permits and approvals for this project include a Major Project Permit (MPP) Stage 1 permit, MPP Stage 2 permits, MPP Stage 3 permits, a Conditional Use Permit, and a Tentative Subdivision Map, as further described below.

Major Project Permit Stage 1

This 58.9 acre property is being master planned through the MPP Stage 1 entitlement, which is a requirement of the site's PD zoning. This requirement ensures a complete and coordinated design as it relates to overall site design, pedestrian and vehicular circulation, infrastructure, frontage improvements, grading, parking, landscaping, berm treatment, and re-alignment of the existing bicycle trail south of the property.

Building architecture and specific landscape plans for each of the buildings will be evaluated under subsequent MPP Stage 2 entitlements as initiated by the property owner. Site development is intended to occur in three phases, with the Topgolf parcel developing first and the remaining parcels being developed as market conditions allow.

Major Project Permit Stage 2

The project includes a request for approval of a MPP Stage 2 for Topgolf's building architecture and the site landscaping. Topgolf will be located on Parcel 8 (11.522 acres) and totals 64,232 square feet. The building includes three floors, 102 hitting bays, restaurant and bar services, a corporate meeting/event space, and outdoor terrace. The outfield is approximately four acres and 240 yards in length. The outfield perimeter is enclosed with steel netting strung between 150 foot tall poles around all three sides.

Development of the first phase triggers various site improvements aside from the associated parking, lighting, and landscaping improvements on Parcel 8. The first phase of development also includes:

- The construction of a public/private collector roadway (Road A) to Parcel 8;
- A traffic signal will be constructed at the intersection of Washington Boulevard and Road A;
- Landscape improvements within the 50 foot landscape buffer area along the southern property line;
- Sidewalk and landscaping within the public right-of way along Washington Boulevard between Road A and the City bike trail;
- Realignment of the bike trail;
- Extension of utilities to serve Topgolf;
- Water and sewer loop connections;
- Temporary access from Topgolf to the Emergency Vehicle Access road at the southeastern corner of the project site.

Construction of the remainder of the buildings and site improvements entitled under the MPP Stage 1 will be required to obtain MPP Stage 2 approvals prior to submitting for building permits (MPP Stage 3) and commencing construction.

Major Project Permit Stage 3

Following the MPP Stage 1 & 2 approvals, the applicant may submit the final plans for review through the MPP Stage 3 process. The final plans shall incorporate any changes and conditions stipulated with the Stage 1 & 2 approvals and are reviewed for compliance by the Planning Division. Building Permits or grading plans may be issued once the Planning Division has approved the final plans.

Conditional Use Permit

A Conditional Use Permit (CUP) is required by the PD zoning designation for the outdoor recreation component of the Topgolf facility. The CUP will include conditions to ensure the operating characteristics of Topgolf will be compatible with and will not adversely affect persons residing or working in the area or be detrimental or injurious to public or private property or improvements.

Tentative Subdivision Map

As noted in the project background section, 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 MPP application includes a development plan for the new parcels shown in the Tentative Subdivision Map application. The Tentative Subdivision Map will be evaluated to ensure that the required findings for approval can be made, including that the size and design of the parcels are consistent with City standards, the lots can be built upon, and that the design and density of the subdivision will not violate any Regional Water Quality Board requirements.

ZONING AND LAND USE

Site and surrounding zoning and land use is as follows:

Location	Zoning	General Plan Land Use	Actual Use of Property
On-Site	Planned Development (PD/SA-NC) & Light Industrial (M1/SA-NC)	Light Industrial (LI)	Vacant
North	-	-	State Route 65
South	Small Lot Residential (RS) & Parks & Recreation (PR)	Low Density Residential (LDR) & PR	Single Family Residential & Neighborhood Park
East	Open Space (OS)	OS	Open Space Preserve & Tributary to Pleasant Grove Creek
West	General Industrial (M2)	General Industrial (IND)	Vacant

UNIFORMLY APPLIED POLICIES AND STANDARDS

The State CEQA Guidelines allow a lead agency to rely on previously adopted development policies or standards as mitigation for environmental effects, when the standards have been adopted by the City, with findings based on substantial evidence, that the policies or standards will substantially mitigate environmental effects, unless substantial new information shows otherwise (CEQA Guidelines §15183(f)). In April 2008, the City of Roseville adopted Findings of Fact related to the mitigating policies and standards, and adopting the City of Roseville CEQA Implementing Procedures for the preparation, processing, and review of environmental documents (Resolution 08-172). These findings are applicable to the following regulations and ordinances, which include standards and policies that are uniformly applied throughout the City, and will substantially mitigate specified environmental effects of future projects:

- City of Roseville General Plan Policies
- City of Roseville Zoning Ordinance (RMC Title 19)
- Noise Regulation (RMC Ch.9.24)
- Flood Damage Prevention Ordinance (RMC Ch.9.80)
- Traffic Mitigation Fee (RMC Ch.4.44)
- Highway 65 Joint Powers Authority Improvement Fee (Resolution 2008-02)
- South Placer Regional Transportation Authority Transportation and Air Quality Mitigation Fee (Resolution 09-05)
- Drainage Fees (Dry Creek [RMC Ch.4.49] and Pleasant Grove Creek [RMC Ch.4.48])
- City of Roseville Improvement Standards (Resolution 02-37)
- City of Roseville Construction Standards (Resolution 01-208)
- Tree Preservation Ordinance (RMC Ch.19.66)
- Subdivision Ordinance (RMC Title 18)
- Community Design Guidelines (Resolution 95-347)
- North Central Specific Plan Environmental Impact Report (SCH # 88053010)
- Specific Plan Design Guidelines:

- North Central Roseville Specific Plan, and
- North Central Roseville Specific Plan Landscape Design Guidelines (Resolution 90-170)

The City's Mitigating Policies and Standards are referenced, where applicable, in the Initial Study Checklist. The City of Roseville has adopted CEQA Findings that these Mitigating Policies and Standards substantially mitigate specified environmental impacts of the future project.

EXPLANATION OF INITIAL STUDY CHECKLIST

The California Environmental Quality Act (CEQA) Guidelines recommend that lead agencies use an Initial Study Checklist to determine potential impacts of the proposed project to the physical environment. The Initial Study Checklist provides a list of questions concerning a comprehensive array of environmental issue areas potentially affected by this project. This section of the Initial Study incorporates a portion of Appendix "G" Environmental Checklist Form, contained in the CEQA Guidelines.

There are four (4) possible answers to the Environmental Impacts Checklist on the following pages. Each possible answer is explained herein:

1) A "Potentially Significant Impact" is appropriate if there is enough relevant information and reasonable inferences from the information that a fair argument based on substantial evidence can be made to support a conclusion that a substantial, or potentially substantial, adverse change may occur to any of the physical conditions within the area affected by the project. When one or more "Potentially Significant Impact" entries are made, an EIR is required.

2) A "Potentially Significant Unless Mitigation Incorporated" answer is appropriate where the applicant has agreed to incorporate a mitigation measure to reduce an impact from "Potentially Significant" to a "Less than Significant." For instance, impacts to flood waters could be reduced from a "potentially significant impact" to a "less than significant impact" by relocating a building to an area outside of the floodway. The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. Mitigation Measures are identified as MM followed by a number.

3) A "Less Than Significant Impact" answer is appropriate if there is evidence that one or more environmental impacts may occur, but the impacts are determined to be less than significant, or that the application of development policies and standards to the project will reduce the impact(s) to a less than significant level. For instance, the application of the City's Improvement Standards reduces potential erosion impacts to a less than significant impact.

4) A "No Impact" answer is appropriate where it can be clearly seen that the impact at hand does not have the potential to adversely affect the environment. For instance, a project in the center of an urbanized area will clearly not have an adverse effect on agricultural resources or operations.

All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project level, indirect as well as direct, and construction as well as operational impacts.

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources cited in the parentheses following each response. A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.

INITIAL STUDY CHECKLIST

I. Aesthetics

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X	

Setting:
The project site is located within the North Central Roseville Specific Plan Area (NCRSP). Parcel 49 is one of the last parcels to be developed in the plan area and is surrounded by development or land that has been entitled for development. The site is adjacent to HWY-65 to the east, single family residential to the south, Washington Boulevard and the entitled Blue Oaks Commerce Center office and light industrial development to the west, and Blue Oaks Boulevard and industrial development to the north. The site is within an urbanized area.

Discussion of Checklist Answers:
a-c) The project site does not abut and is not visible from any designated scenic vista or scenic highway. The project will convert a vacant parcel to urban development that has been anticipated for development by both the NCRSP and the General Plan. The General Plan EIR identified that the conversion of an undeveloped parcel to urban development as an unavoidable significant impact for which the City Council also adopted a statement of overriding considerations. The site is now surrounded by either development or approved development projects. Since the setting is now an urban environment, converting the site from vacant to developed land is considered a less than significant impact.

The City of Roseville has adopted Community Design Guidelines (CDG) with the purpose of minimizing the aesthetic impacts of new development projects. The CDG includes guidelines for building design, site design and landscape design, which have the purpose of improving the built environment. The North Central Roseville Specific Plan also contains design policies that promote high standards of architectural design and continuity within the specific plan area. Both the CDG and the NCRSP guidelines were identified as documents that substantially mitigate the environmental effects of future projects in the City's Mitigating Polices and Standards. Staff has evaluated the proposed Major Project Permit (MPP) Stage 2 for Topgolf for potential impacts to the surrounding properties and determined that the site, building, and landscape designs meet the City's requirements. The City's approving authority (Planning Commission) will ultimately review the Major Project Permit (MPP) - Stage 1 & 2, the Conditional Use Permit, and Tentative Subdivision Map for conformance with City standards and requirements.

Due to the project's location within an urban environment and design being addressed with the MPP application, the project will not substantially damage or degrade the aesthetics of the site or the aesthetics of its surroundings.

d) Light and glare will increase above the existing condition. Light and glare associated with the proposed project will result from parking lot lighting, exterior building lighting, and lighting to illuminate the Topgolf outfield. As part of the Major Project Permit process, site lighting is reviewed for aesthetic concerns as well as off-site effects. The Community Design Guidelines (CDG's) include lighting standards for pole height, orientation, cut-off lenses and shields to avoid off-site glare, all of which will reduce the potential impacts from new lighting to a less than significant level. Additionally, a photometric plan has been provided to show illumination levels generated on the Parcel 8. The plans show there is no light spillage onto adjacent parcels from Topgolf light sources. All other on site lighting will be reviewed with the MPP Stage 2 and Stage 3 process to avoid off-site light spillage. The proposed project therefore demonstrates compliance with the CDG's.

Based on the above discussion, aesthetic impacts will be less than significant.

II. Agricultural & Forestry Resources

In determining whether impacts to agricultural resources would have significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland				X

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
zoned Timberland Production (as defined by Government Code section 51104(g))?				
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Discussion of Checklist Answers:
a, e) The subject property contains no prime farmland, unique farmland, or farmland of statewide importance or active agricultural operations. The NCRSP EIR identified the soil type in the project area as Cometa-Fiddyment Complex. This soil type is not listed as a high quality soil that supports agriculture. Therefore there will be no impact to farmlands and no mitigation is required.

b) The subject property is not currently under a Williamson Act contract or zoned for agricultural use. Development of the proposed project will not conflict with existing zoning for agriculture use or an active Williamson Act contract and no mitigation is required.

c- e) The project site does not support any forest resources and the land is not zoned for forestry activities or timberland. The project would have no impacts to forest resources. No mitigation is required.

No agricultural or forestry resources are present on the site. Therefore, the proposed project will not have an impact on agricultural or forestry resources.

III. Air Quality and Greenhouse Gases

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?				
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	
f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
g) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Setting:
Air quality and Greenhouse Gas (GHG) is monitored through the efforts of various international, federal, State, regional and local government agencies. These agencies work jointly and individually to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies and policies regulating the air quality within the Roseville area have been outlined in the Air Quality and Greenhouse Gas Impact Analysis study that was prepared by Raney Planning & Management Inc. (Raney) for the proposed project. A copy of the study is included as Appendix A. The purpose of the study is to evaluate the potential impacts from construction and operation of the proposed project, on both a project and cumulative level, in the context of the existing regional and local air quality conditions and regulations. The contents of the study are in most part, included in the discussion of the checklist answers below.

Discussion of Checklist Answers:
a) The proposed project site is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter ($PM_{2.5}$) and the State particulate matter 10 microns in diameter (PM_{10}) standards, as well as for both the federal and State ozone standards. The federal Clean Air Act requires areas designated as federal nonattainment to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures for states to use to attain the national ambient air quality standards (NAAQS). The SIP is periodically modified to reflect the latest emissions inventories, planning documents, rules, and regulations of air basins as reported by the agencies with jurisdiction over them. In compliance with regulations, the PCAPCD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the NAAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies.

The current applicable air quality plan for the proposed project area is the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (Ozone Attainment Plan), adopted by the PCAPCD on February 19, 2009. The California Air Resources Board (CARB) determined that the Ozone Attainment Plan met federal Clean Air Act requirements and approved the Plan on March 26, 2009 as a revision to the SIP. Revisions to the Placer County portion of the SIP or Ozone Attainment Plan were made and adopted on August 11, 2011. In addition, an update to the plan, *2013 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (2013 Ozone Attainment Plan), has been prepared and was adopted on September 26, 2013, and approved by CARB as a revision to the SIP on November 21, 2013. The 2013 Ozone Attainment Plan was submitted to the U.S. Environmental Protection Agency (USEPA) as a revision to the SIP on December 31, 2013. The USEPA determined the motor vehicle emission budgets in the Plan to be adequate and made such findings effective August 25, 2014. In addition, the USEPA proposes to approve and promulgate the 2013 Ozone Attainment Plan. The comment period for the proposed rule ended November 14, 2014, and the USEPA's final ruling is pending.

The 2013 Ozone Attainment Plan demonstrates how existing and new control strategies would provide the necessary future emission reductions to meet the CAA requirements, including the NAAQS. It should be noted that in addition to strengthening the 8-hour ozone NAAQS, the USEPA also strengthened the secondary 8-hour ozone NAAQS, making the secondary standard identical to the primary standard. The SVAB remains classified as a severe nonattainment area with an attainment deadline of 2027. The USEPA is in the process of preparing the final implementation rule of the revised NAAQS for ozone to address the requirements for reasonable further progress, modeling and attainment demonstrations, and reasonably available control measures (RACM) and reasonably available control technology (RACT). The actions of the air districts within the SVAB are pending the publication of the final rule.

A project would be considered to conflict with, or obstruct implementation of, regional air quality plans if the project would be inconsistent with the emissions inventories contained in the regional air quality plan and/or result in emissions that exceed the PCAPCD established thresholds of significance. Emission inventories are developed based on projected increases in population, employment, regional vehicle miles traveled (VMT), and associated area sources within the region, which are based on regional projections that are, in turn, based on the City's General Plan and zoning designations for the region. The proposed project is consistent with the existing zoning on the site. Thus, Bayside Church, offices, restaurants, a hotel and indoor recreation are all permitted uses in the Planned Development zone, as well as outdoor recreation uses are conditionally permitted and allowed with approval of a conditional use permit. The proposed project would result in substantially less square footage than what is currently allowable per the existing zoning for the site. As a result, the proposed project would decrease the number of vehicle trips associated with the site from what is currently anticipated. Because emissions inventories were determined based on allowed uses per the City's land use and/or zoning designations, overall emissions related to buildout of the site would be less with implementation of the proposed project than what would have been included in the emissions inventories of the 2013 Ozone Attainment Plan. Furthermore, the PCAPCD's permits, rules, and regulations are in compliance with the 2013 Ozone Attainment Plan, and the proposed project is required to comply with all PCAPCD rules and regulations.

General conformity requirements of the Plan include whether a project would cause or contribute to new violations of any NAAQS, increase the frequency or severity of an existing violation of any NAAQS, or delay timely attainment of any NAAQS. As analyzed and determined in the discussions below, the proposed project would not result in emissions that exceed the recommended PCAPCD's thresholds of significance. Thus, the project would not cause or contribute to new violations of any NAAQS, increase the frequency or severity of an existing violation of any NAAQS, or delay timely attainment of any NAAQS.

Because the proposed project would not conflict with the emissions inventories of the regional air quality plan, would result in emissions below PCAPCD thresholds of significance, and would not conflict with or obstruct implementation of the applicable air quality plan, impacts would be considered less than significant.

b) In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the PCAPCD recommends significance thresholds for emissions of PM_{10}, carbon monoxide (CO), and ozone precursors – reactive organic gases (ROG) and nitrous oxides (NO_X). The significance thresholds, expressed in pounds per day (lbs/day), listed in Table 1 are the PCAPCD's recommended thresholds of significance for use in the evaluation of air quality impacts associated with proposed development projects. The City of Roseville, as lead agency, utilizes the PCAPCD's recommended project-level criteria air pollutant thresholds of significance for CEQA evaluation purposes. Thus, if the proposed project's emissions exceed the pollutant thresholds presented in Table 1, the project could have a significant effect on air quality and the attainment of federal and State AAQS.

Table 1
PCAPCD Recommended Thresholds of Significance

Pollutant	Construction/Operational Threshold (lbs/day)
ROG	82
NO_X	82
PM_{10}	82
CO	550

Source: PCAPCD, 2012.

Implementation of the proposed project would contribute local emissions in the area during both the construction and operation of the proposed project. The proposed project's short-term construction-related and long-term operational emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2 software - a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the ITE Manual, vehicle mix, trip length, average speed, etc. However, where project-specific data was available, such data was input into the model (e.g., construction phases and timing, projected trip rate, sustainable design features, etc.).

Construction Emissions

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, earth movement activities, construction workers' commute, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM emissions. As construction of the proposed project would generate air pollutant emissions intermittently within the site, and in the vicinity of the site, until all construction has been completed, construction is a potential concern because the proposed project is in a nonattainment area for ozone and PM.

The project is required to comply with all PCAPCD rules and regulations for construction, including, but not limited to, the following (which would be noted on City-approved construction plans):

- Rule 202 related to visible emissions;
- Rule 217 related to asphalt paving materials;

- Rule 218 related to architectural coatings; and
- Rule 228 related to fugitive dust.

In addition, the City has adopted design and construction standards that apply to all projects within the City limits that require projects to meet specific engineering and design requirements. The proposed project would be required to comply with the City of Roseville Design and Construction Standards, including Section 111, which is intended to minimize fugitive dust and PM_{10} emissions during construction activities. Compliance with the engineering and design requirements would be noted on City-approved construction plans as well.

As shown in Table 1 above, the PCAPCD threshold of significance for construction is 82 pounds per day for ROG, NO_X, and PM_{10} and 550 pounds per day for CO. Table 2 below presents the maximum estimated construction-related emissions of ROG, NO_X, PM_{10}, and CO resulting from the proposed project. CalEEMod inherently accounts for applicable PCAPCD rules, with the exception of Rule 218 related to architectural coatings; accordingly, the modeling was adjusted to reflect that the project would use only low volatile organic compound (VOC) paints per PCAPCD rules and regulations.

TABLE 2
Unmitigated Maximum Project Construction Emissions (lbs/day)

	ROG	**NO_X**	**PM_{10}**	**CO**
Proposed Project	49.43	79.13	21.30	93.28
PCAPCD Thresholds	82.0	82.0	82.0	550.0
Exceed Thresholds?	**NO**	**NO**	**NO**	**NO**

Source: CalEEMod, January 2015 (see Appendix A).

As Table 2 indicates, the project's maximum unmitigated construction-related emissions would be below the applicable thresholds of significance. Therefore, construction activities associated with development of the proposed project would not substantially contribute to the PCAPCD's nonattainment status for ozone or PM, and a less-than-significant impact associated with construction emissions would occur.

Operational Emissions

Operational emissions of ROG, NO_X, CO, and PM_{10} would be generated by the proposed project from mobile and area sources. Day-to-day activities such as future employee and patron vehicle trips to and from the project site would make up the majority of the mobile emissions. Emissions would also occur from area sources such as natural gas combustion from heating mechanisms, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, cleaning products, spray paint, etc.).

As stated above, the project is required to comply with all PCAPCD rules and regulations, such as those listed previously for construction, as well as those applicable to operations including Rule 205 associated with nuisance. CalEEMod inherently accounts for applicable PCAPCD rules, with the exception of Rule 218 related to architectural coatings. Accordingly, the modeling was adjusted to reflect that the project would only use low VOC paints per PCAPCD rules and regulations. In addition, the project's anticipated trip rate, inherent site or project design features (i.e., pedestrian network improvements and proximity to nearest bus stop), and compliance with applicable regulations (i.e., California Building Energy Efficiency Standards) have been included in the project modeling.

The total estimated operational emissions for the proposed project are presented below in Table 3.

TABLE 3
Maximum Project Operational Emissions[1]

	ROG	NO_X	PM_{10}	CO
Proposed Project[1]	76.89	61.42	62.77	319.08
PCAPCD Thresholds	82.0	82.0	82.0	550.0
Exceed Thresholds?	**NO**	**NO**	**NO**	**NO**

[1] Includes use of only low VOC paints, pedestrian network improvements, proximity to nearest bus stop, and compliance with the California Building Energy Efficiency Standards.

Source: CalEEMod, January 2015 (see Appendix A).

As indicated in Table 3, the project's operational emissions would be below the PCAPCD's recommended thresholds. Accordingly, the project would not substantially contribute to the PCAPCD's nonattainment status of ozone or PM, and related impacts would be considered less than significant.

Conclusion

The proposed project would not exceed the applicable thresholds of significance for air pollutant emissions during construction or operation. Therefore, the project would not substantially contribute to the PCAPCD's nonattainment status for ozone or PM and would not violate any air quality standards. Accordingly, impacts would be considered less than significant.

c) The SVAB is designated nonattainment for both the federal and State ozone standards. In order to improve air quality and attain the health-based standards, reductions in emissions are necessary within nonattainment areas. The project is part of a pattern of urbanization occurring in the greater Sacramento ozone nonattainment area. The growth and combined population, vehicle usage, and business activity within the nonattainment area from the project, in combination with other past, present, and reasonably foreseeable projects within Placer County and surrounding areas, could either delay attainment of the standards or require the adoption of additional controls on existing and future air pollution sources to offset emission increases. Thus, the project could be considered to contribute towards cumulative regional air quality effects from emissions of criteria air pollutants.

To aid in determining an individual project's cumulative contribution to regional air quality, the PCAPCD suggests a 10 pounds per day level for ROG and NO_X emissions at which point a project is recommended to implement mitigation measures that would reduce the project's contribution towards cumulative emissions. However, the City, as lead agency, prefers to rely on a two-tier criteria pollutant cumulative analysis methodology similar to that adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD), as outlined in the SMAQMD *Guide to Air Quality Assessment in Sacramento County*. That is, if a project would not result in significant project-level criteria air pollutant emissions for which the region is designated non-attainment (i.e., would not exceed the PCAPCD recommended operational project-level threshold of 82 lbs/day for ROG or NOX), project emissions would not be considered cumulatively considerable and a less-than-significant cumulative impact would result. However, should a project exceed the thresholds, a Tier 2 evaluation should be conducted to determine SIP consistency to determine if a substantial lessening of impact would occur in accordance with CEQA Guidelines Section 15064(h)(3). Under the Tier 2 analysis, projects found consistent with the SIP and which would not conflict with the SIP emissions budget are considered less than cumulatively considerable. The City finds the above methodology appropriate to Roseville projects considering the City is located within the SVAB, the same air basin where the above methodology is utilized by numerous CEQA lead agencies with concurrence and support from the SMAQMD.

Tier 1: Cumulative Emissions Threshold

As shown in Table 3 above, the project's operational emissions are predicted to be below the City's recognized project-level threshold. In addition, the proposed project includes a variety of sustainability design features, such as sidewalks, connections to bike trails, showers and locker facilities, transit amenities, and shade trees (as outlined in the AQ/GH Study), and inherent site location features that would contribute to a reduction in overall project-related emissions. Therefore, the proposed project would not result in a substantial cumulative contribution of criteria air pollutants, and the cumulative impact is found to be less than significant based on the City's Tier 1 threshold evaluation methodology. Given this finding, a Tier 2 evaluation is not required. However, as discussed above, the proposed project would result in overall fewer emissions than what has been anticipated for buildout of the site in the applicable air quality plan per the existing zoning. As such, the project would result in fewer emissions than anticipated by such and, thus, would not conflict with or obstruct implementation of the applicable air quality plan. For the aforementioned reasons, and the fact that the air quality plan has been shown to substantially lessen cumulative emissions from land use projects, according to CEQA Section 15064(h)(3), the project's incremental contribution to regional emissions would not be cumulatively considerable under a Tier 2 evaluation. Therefore, under either a Tier 1 or Tier 2 evaluation, the proposed project would result in a less than significant cumulative impact to air quality.

d) The major pollutant concentrations of concern are localized CO emissions and toxic air contaminant (TAC) emissions, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project would increase traffic volumes on streets near the project site; therefore, the project would be expected to increase local CO concentrations. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high. The statewide CO Protocol document identifies signalized intersections operating at Level of Service (LOS) E or F, or projects that would result in the worsening of signalized intersections to LOS E or F, as having the potential to result in localized CO concentrations in excess of the State or federal AAQS, as a result of large numbers of cars idling at stop lights.

In accordance with the State CO Protocol, the PCAPCD recommends further analysis for localized CO concentrations if any intersection or roundabout is determined by a traffic study to degrade to a LOS E or F as a result of a project, alone or cumulatively, or if total project-level CO emissions exceed 550 pounds per day. As shown above, the proposed project would result in CO emissions of 319.08 lbs/day during operations, which would be well below the PCAPCD's 550 pounds per day threshold of significance. According to the Transportation Impact Study prepared for the proposed project, all intersections would operate at acceptable levels (LOS D or better) with implementation of the mitigation measures set forth in the Transportation Impact Study, which require a northbound right-turn pocket of 250 feet to be constructed on Washington Boulevard at the Blue Oaks Boulevard/Washington Boulevard intersection. The mitigation measures would be required for the proposed project to reduce impacts to less than significant, would be incorporated into the project, and adopted as conditions of approval that would be enforced by the City. Accordingly, the intersections would operate acceptably with implementation of the proposed project, as the project would include the necessary mitigation measures to reduce all impacts at the affected intersections. Thus, further CO analysis would not be required, as the above intersections would operate at acceptable levels with implementation of the required mitigation measures.

Furthermore, the proposed project would result in fewer vehicle trips than anticipated for buildout of the site per the currently permitted uses. Therefore, further CO analysis is not required and the proposed

project would not be expected to result in substantial concentrations of CO emissions at any intersection.

TAC Emissions

Another category of environmental concern is TACs. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.

Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics.

The proposed project would consist of a mix of commercial and office uses, which are not typically considered sensitive receptors. Although the project includes a hotel, church, and other uses where people tend to congregate, substantial numbers of sensitive individuals would not be expected to be on-site for any extended periods of time. Therefore, the proposed project would not be considered a sensitive receptor and, thus, would not expose any new sensitive receptors to any substantial pollutant concentrations associated with any existing nearby operations.

Operational-related emissions of TACs are typically associated with stationary diesel engines or land uses that involve heavy truck traffic or idling. The project does not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. The CARB's Handbook includes facilities (distribution centers) with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions. The project is not a distribution center and is not anticipated to receive 100 deliveries per day or more. In addition, heavy-duty diesel vehicles are prohibited from idling for more than five minutes per CARB regulations. Accordingly, the proposed project would not involve diesel truck trips in excess of 100 per day, and, overall, the proposed project would not expose any existing sensitive receptors (i.e., nearby residences to the south) to any new permanent or substantial TAC emissions.

It should be noted that construction activities have the potential to generate DPM emissions related to the number and types of equipment typically associated with construction. Off-road heavy-duty diesel equipment used for site grading, paving, and other construction activities result in the generation of DPM. The nearby residences could become temporarily exposed to DPM emissions from the site during construction activities. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. In addition, only portions of the site would be disturbed at a time during buildout of the proposed project, with operation of construction equipment regulated by PCAPCD rules and regulations, restricted to certain hours per the City of Roseville Noise Ordinance, and occurring intermittently throughout the course of a day. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be very low. Because health risks associated with exposure to DPM or

any TAC are correlated with high concentrations over a long period of exposure (e.g., over a 70-year lifetime), the temporary, intermittent construction-related DPM emissions would not be expected to cause any health risks to nearby sensitive receptors. Thus, construction of the proposed project would not expose any nearby existing sensitive receptors to any substantial adverse concentrations of TACs.

Because the proposed project would not introduce new sensitive receptors to the area, would not affect any existing sensitive receptors, and is not located near any substantial sources of TACs, development of the proposed project would not expose sensitive receptors to substantial pollutant concentrations.

Conclusion

Based on the above, the proposed project would not expose sensitive receptors to substantial pollutant concentrations. Thus, impacts associated with such would be considered less than significant.

e) Odors are generally regarded as an annoyance rather than a health hazard. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative methodologies to determine the presence of a significant odor impact do not exist. According to the CARB's Handbook, some of the most common sources of odor complaints received by local air districts are sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, autobody shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations. The proposed project site is not located near any such land uses, and the project would not introduce any such land uses.

Commercial and office uses are not typically associated with the creation of objectionable odors. However, restaurants, especially fast food restaurants, can generate substantial sources of odors as a result of cooking processes and waste disposal. Char broilers, deep-fryers, and ovens tend to produce food odors that can be considered offensive to some people. The food waste produced by restaurants can putrefy if not properly managed, which can also produce objectionable odors. The proposed project is anticipated to include restaurant uses that would involve food preparation, including charbroiling that could result in cooking exhaust and smoke, and would produce food waste. As odors are highly subjective, one receptor may consider cooking exhaust and related smoke an acceptable odor, while another receptor may find such odors objectionable. Nonetheless, the restaurant uses would be required to comply with all State and local regulations associated with cooking equipment and controls such as grease filtration and removal systems, exhaust hood systems, and blowers to move air into the hood systems, through air cleaning equipment, and then outdoors. Such equipment would ensure that pollutants associated with smoke and exhaust from cooking surfaces would be captured and filtered, allowing only filtered air to be released into the atmosphere. Furthermore, the areas on the project site that would involve food preparation would be located near the center or in the northeastern portions of the site, separated by a landscape buffer and parking lot areas from the nearest existing sensitive receptors (i.e., nearby residences to the south). Because odors associated with cooking exhaust would be minimized and odors dissipate with distance, such odors would not be considered a major source of objectionable odors that would affect a substantial number of people.

Decomposition of biological materials, such as food waste and other trash, could create objectionable odors if not properly contained and handled. The proposed project would provide waste receptacles throughout the facilities and would utilize outdoor trash dumpsters with lids, which would be picked up regularly during normal solid waste collection operating hours within the City. The dumpster lids are intended to contain odors emanating from the dumpsters. The garbage collected on-site and stored in the outdoor dumpsters would not be on-site long enough to cause substantial odors. Thus, the outdoor, enclosed, and covered trash dumpsters that would be picked up regularly would provide proper containment and handling of the trash generated on-site.

Diesel fumes from construction equipment and delivery trucks are often found to be objectionable; however, as discussed above, construction is temporary and diesel emissions would be minimal and

regulated through compliance with the PCAPCD's rules and regulations. In addition, the project site is not considered a sensitive receptor and would not be substantially affected by any existing sources of odors, including potential odors associated with emissions of DPM from the nearby freeway traffic. Thus, odors related to DPM would not be expected to be considerable or affect a substantial number of people.

PCAPCD Rule 205, Nuisance, addresses the exposure of "nuisance or annoyance" air contaminant discharges, including odors, and provides enforcement of odor control. Rule 205 is complaint-based, where if public complaints are sufficient to cause the odor source to be considered a public nuisance, then the PCAPCD is required to investigate the identified source, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications to correct the nuisance condition. Thus, although not anticipated, if odor or air quality complaints are made upon development of the proposed project, the PCAPCD would be required (per PCAPCD Rule 205) to ensure that such complaints are addressed and mitigated, as necessary. Therefore, overall, the proposed project would not create objectionable odors that would affect a substantial number of people, and a less-than-significant impact would occur.

f, g) Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact.

In September 2006, then-Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, which requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. AB 32 delegated the authority for implementation to the CARB and directs the CARB to enforce the statewide cap. In accordance with AB 32, CARB prepared the *Climate Change Scoping Plan* (Scoping Plan) for California, which was approved in 2008. The Scoping Plan provides the outline for actions to reduce California's GHG emissions. Based on the reduction goals called for in the 2008 Scoping Plan, a 29 percent reduction in GHG levels relative to a Business As Usual (BAU) scenario would be required to meet 1990 levels by 2020. A BAU scenario is a baseline condition based on what could or would occur on a particular site in the year 2020 without implementation of a proposed project or any required or voluntary GHG reduction measures. A project's BAU scenario is project and site specific, and varies from project to project.

In 2011, the baseline or BAU level for the Scoping Plan was revised to account for the economic downturn and State regulation emission reductions (i.e., Pavley, Low Carbon Fuel Standard [LCFS], and Renewable Portfolio Standard [RPS]). Again, the BAU condition is project site specific and varies. The BAU scenario is based on what could or would occur on a particular site in the year 2020 without implementation of a proposed project or consideration of any State regulation emission reductions or voluntary GHG reduction measures. Accordingly, the Scoping Plan emission reduction target from BAU levels required to meet 1990 levels by 2020 was modified from 29 percent to 21.7 percent (where BAU levels is based on 2010 levels). The amended Scoping Plan was re-approved August 24, 2011.

The PCAPCD recommends that the threshold of significance for GHG emissions selected by lead agencies be related to compliance with AB 32 reduction goals (i.e., whether a project's GHG emissions would substantially hinder the State's ability to attain the reduction goals of AB 32, where the reduction goal is reducing statewide GHG emissions from BAU emissions sufficient to meet 1990 levels by 2020). In accordance with CARB and PCAPCD recommendations, the City of Roseville, as lead agency, requires a quantitative GHG analysis for development projects in order to demonstrate a project would promote sustainability and implement operational GHG emission reduction strategies that would reduce GHG emissions according to the emission reduction targets of the Scoping Plan. Thus, the City utilizes a threshold of a 21.7 percent reduction from BAU levels, where BAU levels are based on 2010 levels

(i.e., then-current Title 24 and mobile emissions), and estimated 2020 levels. Therefore, if the proposed project does not show a 21.7 percent reduction of project-related GHG emissions between BAU levels and estimated 2020 levels, the project would be considered to result in a cumulatively considerable contribution to global climate change.

GHG emission reduction measures could include, but are not limited to, compliance with local, State, or federal plans or strategies for GHG reductions, on-site and off-site mitigation recommendations from the Office of the Attorney General, and sustainable design features. It should be noted that the proposed project would be required to comply with the minimum mandated measures of the most recent CALGreen Code, which includes such measures as compliance with California Building Energy Efficiency Standards, a 20 percent mandatory reduction in indoor water use, and diversion of 50 percent of construction waste from landfills. A variety of voluntary CALGreen Code measures also exist that would further reduce GHG emissions, but are not mandatory.

Implementation of the proposed project along with other past, present, and reasonably foreseeable future projects would contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of CO_2 and other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O), from mobile sources and utility usage. The proposed project's short-term construction-related and long-term operational GHG emissions were estimated using the CalEEMod software. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, and water use. Emissions are expressed in annual metric tons of CO_2 equivalent units of measure (i.e., $MTCO_2e$), based on the global warming potential of the individual pollutants.

Short-Term Construction GHG Emissions

Estimated increases in GHG emissions associated with construction of the proposed project are summarized in Table 4.

Table 4
Unmitigated Proposed Project Construction GHG Emissions

	GHG Emissions ($MTCO_2e$)
Total Construction GHG Emissions	**5,212.45**

Source: CalEEMod, January 2015 (see Appendix A).

Construction GHG emissions are a one-time release and are typically considered separate from operational emissions, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly basis. However, the proposed project's construction GHG emissions have been amortized over the total estimated duration of construction, which is anticipated to occur over a span of a total of approximately seven years, and included in the annual operational GHG emissions for disclosure purposes. Assuming that construction-related GHG emissions would continue to occur each year after construction is complete would represent a conservative estimation of annual GHG emissions.

Long-Term Operational GHG Emissions

The long-term operational GHG emissions estimate for the proposed project incorporates the project's potential area source and vehicle emissions, emissions associated with utility and water usage, and the generation of wastewater and solid waste. In addition, as stated above, the one-time release of construction GHG emissions has been amortized and included in the annual operational GHG emissions estimate in order to provide a conservative analysis. Furthermore, the project's use of only low VOC paints, anticipated trip rate, inherent site or project design features (i.e., pedestrian network

improvements and proximity to nearest bus stop), and compliance with applicable regulations (i.e., California Building Energy Efficiency Standards) have been included in the project modeling.

Estimated GHG emissions associated with the proposed project at operational year 2020 are summarized in Table 5.

Table 5
Project (2020) GHG Emissions[1]

Emission Source	Annual GHG Emissions ($MTCO_2e$/yr)
Construction Emissions[2]	**744.64**
Operational Emissions	**10,152.83**
Area	0.06
Energy	2,102.80
Mobile	7,264.20
Solid Waste	662.15
Water	123.62
TOTAL ANNUAL GHG EMISSIONS	**10,897.47**

[1] Includes use of only low VOC paints, pedestrian network improvements, proximity to nearest bus stop, and compliance with the California Building Energy Efficiency Standards.
[2] Amortized total construction emissions (5,212.45 $MTCO_2e$) over an estimated seven-year construction period for the project (5,212.45 $MTCO_2e$ / 7 years = 744.64 $MTCO_2e$/yr).

Source: CalEEMod, January 2015 (see Appendix A).

The threshold of significance utilized by the City requires a minimum GHG emission reduction of 21.7 percent from what the project would have emitted under a BAU scenario, where BAU levels are based on 2010 emissions. Thus, the project's BAU emission levels were evaluated in order to determine the net change in the proposed project's GHG emissions over time. For the project BAU modeling, the same land use trip rates, and features of the project were applied, with the exception of those features that would not necessarily be inherent under a BAU scenario (e.g., pedestrian access improvements), for the year 2020, but with vehicle emissions, Title 24, and regulatory assumptions for the year 2010. The BAU GHG emissions were estimated as presented in Table 6 below.

Table 6
BAU GHG Emissions

Emission Source	Annual GHG Emissions ($MTCO_2e$/yr)
Construction Emissions[1]	**744.64**
Operational Emissions	**14,002.46**
Area	0.06
Energy	2,763.99
Mobile	10,434.35
Solid Waste	662.15
Water	141.90
TOTAL ANNUAL GHG EMISSIONS	**14,747.10**

[1] Construction emission would be similar to the proposed project.

Source: CalEEMod, January 2015 (see Appendix A).

Consequently, the proposed project would result in approximately a 26.10 percent reduction in annual GHG emissions from the BAU level by 2020, as presented in Table 7 ([14,747.10 $MTCO_2e$ – 10,897.47 $MTCO_2e$] / 14,747.10 $MTCO_2e$ x 100% = 26.10%). The reduction in GHG emissions would be attributable to the proposed project's inherent site or design features, the advancement of vehicle and equipment efficiency, as well as more stringent standards and regulations as time progresses. It should be noted that although a reduction related to such attributes would occur for every development project, CalEEMod takes into consideration how much of each attribute is applied for each specific project

based on the size of the project and associated land uses. As shown in the table, the proposed project would meet the minimum GHG emission reduction requirement utilized by the City of 21.7 percent by 2020 compared to BAU levels.

Table 7
Unmitigated GHG Reductions

	Annual GHG Emissions ($MTCO_2e/yr$)
Total BAU	14,747.10
Total Proposed Project Year 2020	10,897.47
Total Reduction from BAU by 2020	3,849.63
PERCENT REDUCTION[1]	**26.10%**

[1] Percent reduction of project GHG emissions from BAU levels by 2020 (see calculation in text above).

Because the project would meet the City's 21.7 percent minimum reduction threshold, the project would not be expected to hinder the State's ability to reach the GHG reduction target or conflict with an applicable plan, policy, or regulation related to GHG reduction. Therefore, impacts related to GHG emissions and global climate change would be considered less than significant.

IV. Biological Resources

Would the project:

Environmental Issue	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

Setting:
The property is located in the North Central Roseville Specific Plan (NCRSP) area. The biological resources within the specific plan area were previously evaluated in the NCRSP EIR. The loss of biological resources was considered to be significant and mitigation measures were adopted. Consistent with the Roseville General Plan, which has a no net loss of wetlands policy, preserve areas were identified within the NCRSP to allow avoidance and or the opportunity for creation of additional wetlands resulting in a no net loss of wetlands. It should be noted that NCRSP final EIR Mitigation Measure 3.4-24 also allows for the securing of off-site mitigation bank credits as an alternative to ensuring on-site no net loss of wetlands.

Following adoption of the NCRSP, the property owner of 1,285 acres within the plan area (including the subject site) applied for and obtained a 404 permit to fill wetlands associated with the development of the Regional 65 Center mixed-use community development project. A detailed wetland delineation and wetland value assessment was prepared by Sugnet & Associates for the 404 permit application. No state or federally listed plant species were known to exist on the property. Measures to minimize the impacts to wetlands included the designation of 128 acres of wetland preserves and construction of vernal pool habitat within designated open space areas in the NCRSP area. These measures have been effectuated and the open space areas are monitored annually as part of the City's long-term Operations and Management Plan.

As part of a previous development proposal, approximately 0.269 acres of waters of the United States were identified on the project site. The previous property owner received authorization from the following resource agencies for the fill of the wetlands and channelization of the intermittent drainage;

- Pursuant to Section 404 of the Clean Water Act, construction activities in waters of the US are subject to approval of the US Army Corps of Engineers (Corps);
- Pursuant to Section 401 of the Clean Water Act, impacts to wetlands and waters of the state shall be certified by the Central Valley Regional Water Quality Control Board (CVRWQB);
- A Streambed Alteration Agreement (1603) is required by the California Department of Fish and Wildlife (CDFW) for impacts to water features that have a defined bed and bank; and
- Consultation with the US Fish and Wildlife Service (USFWS) is required for the potential impacts to federally listed species on the project site.

The regulated construction activities were completed in 2012.

Grading and drainage improvements may be necessary and may require drainage outfalls that are designed to discharge into the adjacent open space. Swales between outfalls and creeks are not automatically allowed in Preserves but they can be installed if they meet certain design criteria and are approved by the open space manager. During the improvement plan stage, the Development Services - Engineering Division Department and Open Space Manager will review the proposed design to ensure that the design of the drainage outfalls/swales is consistent with design details contained in Appendix 15 of the Open Space Preserve Overarching Management Plan (OSPOMP).

The site is undeveloped but disturbed by the grading activities associated with the prior construction of drainage and frontage improvements, the filling of wetlands pursuant to a Section 404 permit, and the overhead power line corridor. The site has also been disked. There are no trees present. The site is surrounded by urban development.

Discussion of Checklist Answers:
a-f) The biological resources have been evaluated on multiple occasions and the required permits have been obtained and mitigation measures were adopted. The applicant provided a summary of the previous environmental evaluations and permits for the site (Appendix B). The project was also routed to the applicable agencies mentioned above, and the City did not receive any additional comments. The potential impacts are summarized as follows;

- No sensitive or special status species are known to exist on the site.
- The grassland was identified as having a limited value to wildlife within the plan area and conservation areas for grasslands of higher value have already been preserved.
- There are no trees on the project site.
- The project site is surrounded by urbanized development; therefore there are no wildlife movement corridors on the site. Further, the limited value and paucity of the grasslands, and the lack of tree canopy, the site is not conducive to wildlife. Development of the site will not substantially reduce the number of wildlife species.
- This project would not affect existing or proposed habitat conservation plans. Preserve areas that would support wildlife have been established elsewhere in the City.
- The previous property owner secured a 404 permit through the Corps to fill on-site wetlands. Upon the expiration of this permit, the property owner received a Letter of Permission (LOP) from the Corps on January 12, 2006 to fill the intermittent drainage. On November 28, 2011, the permit was extended. The authorized work outlined in the 404 permit was completed in 2012. On July 27, 2012, a Compliance Certificate was filed with the Corps for the completed work; and
- The NCRSP identified open space areas that can accommodate wetlands, resulting in no net loss. The loss of wetlands was considered significant and unavoidable. Mitigation was the establishment of the open space preserves. Issuance and effectuation of the 404 Permit satisfies the City's General Plan policy.

As the applicant has verified all necessary permits have been obtained and no biological resources are present on the site. Therefore, the project's impacts to biological resources are less than significant.

V. Cultural Resources

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historic			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
resource as defined in Section 15064.5?				
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Discussion of Checklist Answers:
a-d) Archaeological surveys were performed for the entire NCRSP area and the findings were used to support the NCRSP EIR. The evaluation utilized field surveys of the Specific Plan area and a record search with the North Central Information Center of the California Archaeological Inventory. These surveys revealed recorded sites of archaeological significance within the NCRSP; however, no cultural resources were identified on Parcel 49. Sites within the NCRSP that were deemed valuable were incorporated into open space within the plan area as mitigation.

Although no archaeological resources are known to be present on the project site, there is a possibility that activities during construction could disturb unknown archeological or paleontological resources beneath the surface. The City of Roseville Construction Standards (Resolution 01-208) requires that "[i]n the event that previously unidentified cultural resources are present on a project site, impacts to those resources would be prevented by the requirements of the City's 2013 Design/Construction Standards. The Construction Standards require that "If signs of an archeological site, such as any unusual amounts of stone, bone, or shell are uncovered during grading or other construction activities, work shall be halted within 100 feet of the find and the City's Environmental Coordinator shall be notified immediately. A qualified archaeologist shall be consulted for an on-site evaluation. Additional mitigation may be required by the archaeologist." As discussed in the Uniformly Applied Policies and Standards section, the City's Construction Standards are uniformly applied to development projects throughout the City and consequently mitigates potential impacts to unknown buried archaeological and/or paleontological resources. Therefore, related impacts are considered less than significant and no mitigation is required.

VI. Geology and Soils

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)				
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located in a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

Discussion of Checklist Answers:

a) The project will not expose people or structures to potential substantial adverse effects involving seismic shaking, ground failure or landslides.

i-iii) The project site is located in Roseville, which is within Placer County. The California Department of Mines and Geology classifies the South Placer area as a low severity earthquake zone. No active faults are known to exist within the County. The project site is considered to have low seismic risk with respect to faulting, ground shaking, seismically related ground failure and liquefaction. Therefore, less than significant impacts would occur in association with rupture of a known earthquake fault or seismic related ground failure.

iv) Landslides typically occur where soils on steep slopes become saturated or where natural or manmade conditions have taken away supporting structures and vegetation. The existing and proposed slopes are not steep enough to present a hazard during development or upon completion of the project. In addition, during construction, measures would be incorporated to shore slopes and prevent potential earth movement. Therefore, impacts associated with landslides are considered less than significant.

b) Grading activities require approval of a grading permit from the Engineering Division of the Development Services Department. The grading plan will be reviewed for compliance with the City's Improvement Standards, including the provision of proper drainage, appropriate dust control and erosion control measures. Grading and erosion control measures will be incorporated into the required grading plans. A geotechnical study will also be required prior to building permit issuance to more fully address other erosion hazards. As conditioned, the project will be consistent with the City's Improvement Standards. Therefore, the impacts associated with disruption, displacement, and compaction of soils associated with the development is considered less than significant.

c-d) As noted above, the project site is not located in a sensitive geologic area and does not expose people to potential geologic impacts. Additionally, such impacts are considered to be less than significant since new buildings and structures are required to comply with all applicable building codes. The City of Roseville Building Department will review construction plans before a building permit is issued and the Engineering Division will review and approve all grading plans to insure that all grading and structures would withstand shrink-swell potentials and earthquake activity in this area.

e) No septic tanks are proposed as part of the project. All wastewater generated by the project will be required to be collected in a piped system and conveyed to the Pleasant Grove Wastewater Treatment Plant. Therefore, no impact to soils relative to supporting the use of septic tanks would occur.

VII. Hazards and Hazardous Materials

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such				X

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

Discussion of Checklist Answers:

a-c) The California Health and Safety Code and local City Ordinances regulate the handling, storage, and transportation of hazardous and toxic materials. The California Health and Safety Codes require a Risk Management and Prevention Program (RMPP) for those uses that handle specified quantities of toxic and/or hazardous materials. The church, commercial, and offices uses proposed for this project do not typically store and/or transport large quantities of hazard materials. Should future tenants store and/or use toxic/hazardous materials exceeding the identified thresholds, a RMPP would be required.

A Hazardous Materials Management Program (HMMP) will be required if hazardous materials quantities exceed specified thresholds. Furthermore, if a HMMP is triggered, business owners must file a site-specific business plan with the City Fire Department before a new building is occupied. All plans would specify what to do in the event of an accident, and which transportation routes would be used. It is not known at this time if any hazardous materials will be used or stored on-site that exceed specified quantities. However, any potential impacts as a result of the use or storage of hazardous materials are reduced to less than significant levels with implementation of the RMPP, HMMP and business plan requirements.

The nearest school to the project site is Vencil Brown Elementary school, which is over a half mile away. No new schools are proposed within a quarter mile of the site. Any potential impacts as a result of the use or storage of hazardous materials are reduced to less than significant levels with implementation of the RMPP, HMMP and business plan requirements.

d) The project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, and therefore would not create a significant hazard to the public or the environment. Therefore, the project would have no impact.

e-f) The project site is not located within an airport land use plan or within two miles of a public or private airport or airstrip. Therefore, the project would have no impact.

g) This project is located within an area currently receiving City emergency services. Both Fire Station 7 and Fire Station 8 are located less than one mile from the property and would be able to serve the site within the City's standard response time. The project will increase the demand for emergency services but that demand has been incorporated into the existing emergency response plans, and therefore will have a less than significant impact to the City's Emergency Response or Management Plans.

h) The project site is surrounded by existing and planned urban development and open space areas. Although the project site is adjacent to City owned open space, the properties are not considered wildlands. The City of Roseville maintains the open space and preforms annual weed abatement through the City's Open Space Operations and Maintenance Program. These weed control measures reduce the potential occurrence of wildfires in the vicinity of the project site to less than significant impact levels.

VIII. Hydrology and Water Quality

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
existing or planned stormwater drainage systems or provide substantial additional sources of polluted water?				
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X	
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?			X	
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?				X

Discussion of Checklist Answers:

a, c-f) The proposed project will result in over-covering of soils with impervious surfaces such as asphalt paving and structures. This will result in a reduced rate of absorption of surface water runoff and will increase water being directed into the City's drainage system. The City evaluated the potential impacts related to increased runoff in the General Plan EIR. The General Plan EIR assumed full build-out of the site and other properties in the City and evaluated downstream flooding impacts resulting from increased surface water runoff. The General Plan EIR found that, with the implementation of City standards and programs, the potential flooding impacts would be less than significant.

The project is subject to the Clean Water Act (CWA) with regards to the discharge of pollutants into waters of the U.S. Should it be determined the project will result in direct discharges into surface waters, the developer will be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit. As a condition of approval, all drainage will be collected through an on-site storm drain system and directed to the City's storm drain system. Prior to discharge from the site, the storm water shall be treated with appropriate storm water pollution treatment device(s) as required by the City's Stormwater Quality Design Manual.

The City's March 2003 Stormwater Management Plan (SWMP) contains a comprehensive set of priorities, activities, and strategies that comprise the City's minimum control measures and best management practices (BMPs) intended to address the State Water Resource Control Board – MS4 Permit requirements for Phase II communities. The goal is to reduce pollutants in stormwater to the maximum extent practicable. The SWMP identifies activities to implement the following six minimum control measures required under the City's MS4: public outreach, public involvement, illicit discharge detection and elimination, construction site runoff, new development and redevelopment, and municipal operations. The SWMP includes minimum required control measures for new development, such as structural and non-structural control strategies, and long-term operation and maintenance of controls. It

also includes specific guidance for volume and flow control design parameters for structural controls such as detention ponds, vegetative areas, and runoff pretreatment.
The City adopted the "Urban Stormwater Quality Management and Discharge Control Ordinance" (Stormwater Ordinance) (Ord. 4395 § 2 (part), 2006.) in order to establish a regulatory frame work to implement construction and post-construction stormwater controls. This Ordinance is a uniformly applied development policy or standard applicable to this project. In March 2007, the City adopted the Stormwater BMP Guidance Manual for Construction, and in May 2007, the City adopted the Stormwater Quality Design manual. The City has the authority during plan checks, as well as site inspections, to enforce the Storwmater Management Plan. Prior to final approval, the owner of any stormwater control structure will be required to submit an operations and maintenance manual and a proposed maintenance schedule. Additional detail on post construction controls is provided in the SWMP which is available on the City's website (www.roseville.ca.us).

The City also maintains policies and guidelines regarding grading, erosion control, inspection, and permitting. Section 16.20.040 of the Roseville Municipal Code regulates stockpiling and grading, and addresses conditions under which permits and grading plans are required. Section 16.20.070 identifies grading plan performance standards. These policies and guidelines, as set forth in the City Code, constitute uniformly applied development policies or standards applicable to this project.

Section 16.20.020 requires that all grading be performed in accordance with either City of Roseville Improvement Standards or Title 16 of the Roseville Municipal Code, whichever is more restrictive. The Development Services – Engineering Division requires that a grading permit be obtained prior to grading activities. At that time, the applicant must submit, for review and approval, Improvement and/or Grading Plans along with a site-specific Stormwater Pollution Prevention Plan (SWPPP). Slopes or banks along creek channels must be designed with proper slope protection to prevent soil erosion and channel-bank undercutting. The City has also adopted standards that would apply to projects within public right-of-way or easements.

Section 10 of the City's Improvement Standards identifies hydrologic and hydraulic methods to determine peak flow rates and criteria for identifying appropriate design and capacity for storm drainage infrastructure. Design criteria include requirements for channels and outfall design, cross culverts, inlet and outlet structures, and piping materials.

Because the site would disturb more than one acre, approval of a Storm Water Pollution Prevention Plan (SWPPP) from the Regional Water Quality Control Board is required. Implementation of the SWPPP would ensure that the project will not result in the release of materials that could affect water quality. The SWPPP, combined with grading permit best management practices (BMP's) like erosion controls with hydro-seeding and mulching, and sediment control with fiber rolls and sediment basins, would serve to mitigate storm water erosion and related water quality impacts. Residual effects would therefore be less than significant.

b) The project will rely on domestic water from the Roseville municipal system and no groundwater withdraw is proposed. The development of the site with impervious surfaces will reduce the area available for infiltration of surface water. Ground water occurs between 70 and 100 feet below the surface. As analyzed in the NCRSP EIR, due to the limited permeability of the clay soil over hardpan, surface water will have limited permeability to the ground water depth and therefore the impact from the project on groundwater recharge will be less than significant.

g-i) A The proposed project does not include any housing and the project site is not located within the regulatory floodplain or flood hazard area, as designated by the Federal Emergency Management Agency. People and structures would not be exposed to hazards resulting from a 100-year flood event and buildout of the project site would not significantly increase flood elevations beyond the existing condition.

j) The project site is not located in the vicinity of a large body of water that could generate a seiche or tsunami and is located on a site with generally flat topography that would not be expected to be subject to substantial risk of mudflow. Therefore, this is considered to have no impact on the proposed project.

IX. Land Use and Planning

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Discussion of Checklist Answers:
a) The project will not divide an existing community; therefore, no impact would occur.

b) Land use conflicts can arise when new development or land use causes impacts on persons or the physical environment in the vicinity of the project site, or conditions on or near the project site could have impacts on the persons or development introduced onto the site by the new project. Both of these circumstances are evaluated when considering land use compatibility. Depending on the nature of the impact and its severity, land use compatibility conflicts can range from minor irritations and nuisances, to significant effects on human health or safety.

Long term incompatibility can arise when adjacent land uses conflict with each other. This condition can result from the generation of excessive noise, light, dust, odor, traffic, or hazardous emissions that interfere with people's sleep or general use of their property (outdoor use such as recreation, etc.). The North Central Roseville Specific Plan (NCRSP) considered the compatibility of land uses and the land use implications of development of the project site. Consideration of adjacent land uses was also evaluated with the zoning of the subject site. With adoption of the NCRSP, the subject site was anticipated to be fully developed.

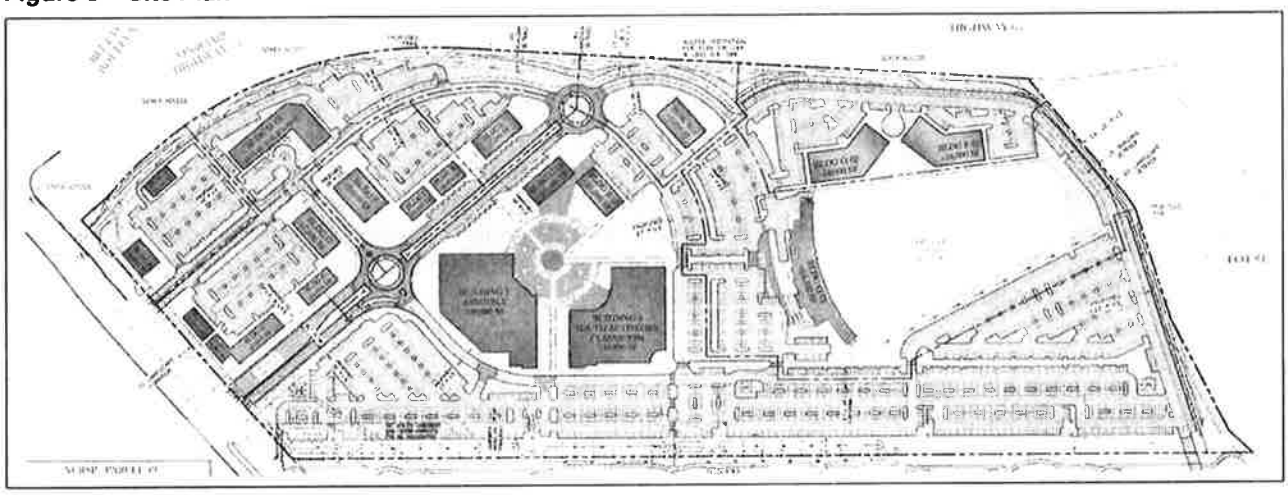
As noted in the Project Background and Location Section under Environmental Setting, the project site consists of two parcels, A and B, which total approximately 59 acres. The zoning of Parcel A is Planned Development (PD) for an array of light industrial, office and commercial uses and Parcel B is Light Industrial/Special Area-North Central Roseville Specific Plan (M1/SA-NC). Parcel B is restricted by overhead powerline easements and development under the power lines will be limited to parking areas and landscaping.

The PD zoning was established in 2000, and a complete list of the permitted uses under the PD zoning is provided as Appendix C. The proposed project includes the following, all of which are permitted under the PD zoning:

- Community Assembly (3 buildings),
- Commercial Recreation-Indoor Recreation (principally permitted) & Outdoor Recreation (conditionally permitted) (1 building),
- Office (5 buildings),
- Eating and Drinking Establishments (3 buildings),
- Retail Sales and Services (7 buildings), and
- Lodging Services (1 building).

Retail uses are permitted by right up to 20 percent of the developed area or 240,000 square feet (whichever is greater) per the PD zoning. As the project is currently proposed, 49,000 square feet of retail uses are proposed (restaurant and general retail space). The outdoor recreation component of Topgolf, which accounts for approximately 12.6% of the total square footage of the project, requires a Conditional Use Permit (CUP) as permitted by the PD zoning. The CUP will be conditioned to ensure the operating characteristics of Topgolf will be compatible with and will not adversely affect persons residing or working in the area or be detrimental or injurious to public or private property or improvements. The uses proposed in the project are consistent with the PD permitted and conditionally permitted uses list as shown in Attachment 5 and have been deemed as suitable and compatible for this project site.

Figure 3 – Site Plan



The nearest building to the adjacent residential neighborhood will be approximately 250 feet from the southern property line. The 50 foot landscape buffer on the project site and 50 foot bike/pedestrian trail/landscape area located between the project site and the residential neighborhood will provide an additional buffer between the proposed project uses and adjacent residential uses.

Construction of the project is anticipated to be phased over time. As part of the first phase of the proposed project, the applicant proposes to construct the Topgolf portion of the project in addition to frontage, access, utility connections, the landscaping within the 50' landscape buffer area along the southern property line, and the realignment of the bike trail as described under Project Description. While future phases are subject to approval of a MPP Stage 2 entitlement for architecture and landscaping plans as well as building permits, the overall site design and allowed uses are defined by the MPP Stage 1 as described above (Bayside Church, Topgolf, office, hotel, restaurant, and retail) and as shown in Figure 3 – Site Plan. A deviation from this plan that is inconsistent with the MPP Stage 1 plan would require a MPP Stage 1 Modification, which would be subject to environmental review under CEQA. The proposed project is consistent with the land use plan, NCRSP, and Zoning Ordinance, therefore the impact to land use and planning is less than significant.

c) There are no Habitat Conservation Plans or Natural Community Conservation Plans covering the project site. Therefore, no impact would occur.

X. Mineral Resources

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			X	

Discussion of Checklist Answers:
a-b) The NCRSP EIR document identifies the project site as being located within the MRZ-1 zone based on the California Department of Mines and Geology survey lists. This designation means that significant mineral resources are not likely to be located in this area and the project site is not known to include any mineral resources that would be of local, regional, or statewide importance. Impacts to mineral resources due to buildout of the NCRSP, including the project site, were found to be less than significant by the NCRSP final EIR and no mitigation was required. Mineral resource conditions of the project site have not changed since preparation of the NCRSP EIR and consequently the impact remains less than significant. No mitigation is required.

XI. Noise

Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		X		

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Setting:
The City's General Plan Noise Element includes noise policies to protect residents from excessive noise and establishes acceptable noise levels generated from fixed sources or transportation related noise sources. The overall goal of the Noise Element is to protect the health and welfare of the community by promoting community development which is compatible with noise level criteria. Consistent with the Noise Element, land use is established in part with consideration of limiting potential effects from either fixed source noise generators or transportation related noise sources. The Noise Element defines a sound level criterion that is deemed acceptable for sensitive receptors (i.e. residential, schools, hospitals) during daytime hours and nighttime hours. The Noise Element also evaluated the noise levels generated from major roadways on sensitive land uses. It acknowledged that traffic volumes along major roadways are expected to increase, therefore increasing the noise levels from transportation related sources along the roadways. Sensitive land use already located near major roadways would be exposed to increased noise levels that are normally considered unacceptable.

The City's Noise Ordinance contains regulations relating to the measurement and regulation of noise generation. Using the sound level criteria identified as acceptable in the General Plan, the Noise Ordinance includes sound level limits for uses adjacent to sensitive receptors. Per the Noise Ordinance, it is unlawful for a person/use to generate a noise that either exceeds the ambient noise level by 3 dBa or the noise or exceed the sound levels established in the Ordinance, whichever is greater, when measured at the property line of the sensitive receptor. While the Noise Ordinance could allow noise generated from the project to exceed the ambient noise level by 3 dBa, the City has chosen a more conservative standard of the ambient noise level being the threshold for this project.

The project site is located adjacent to major roadways, including SR 65, Washington Boulevard and Blue Oaks Boulevard. The site is also adjacent to single-family residential.

Discussion of Checklist Answers:
a-d) Two noise studies were prepared by Paul Bollard of Bollard Acoustical Consultants (BAC) for this project and are provided as Appendices D and E to this Initial Study. A noise study, dated December 8, 2014, was prepared to evaluate the noise generated from the Topgolf facility and is referred to as the Topgolf noise study (Appendix D). The second noise study, dated December 19, 2014, was prepared to evaluate the potential long-term impacts from noise generated from activities occurring on the project site

and the potential short-term impacts from construction related noise activities from development of the site to the nearest sensitive receptors (residential) and is referred to as the Parcel 49 Project noise study (Appendix E). The Parcel 49 Project noise study incorporated the noise data from the Topgolf noise study.

The Parcel 49 noise study measured the existing ambient noise levels at the nearest residential properties to project site. The study found that the existing ambient noise levels at the residential properties exceed the maximum acceptable sound levels established in the City's General Plan-Noise Element and the Noise Ordinance. The increase in noise levels is due to the close proximity of those properties to SR 65 and other major roadways. Consistent with the Noise Ordinance, the analysis addresses noise level standards equal to the existing ambient noise level.

With exception to the Topgolf facility, the primary long-term activities that would generate noise are from the on-site truck circulation and unloading, mechanical equipment, and parking lot activities. The Topgolf noise analysis is discussed in further detail below. Based on the proposed uses and the proposed site plan, the Parcel 49 Project study concludes that noise produced from the on-going operation of the project will not generate noise that exceeds the Noise Ordinance regulations or result in a substantial permanent increase in existing ambient noise conditions.

During the construction phase of the project, noise from construction activities would add to the noise environment in the immediate vicinity. Typically, construction noise levels are higher than on-going project operation noise levels. The Noise Study did consider the impacts from construction noise to the nearest residential property approximately 250 feet away and the regulations within the Noise Ordinance, which allows for private construction to be between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and between the hours of 8:00 a.m. and 8:00 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. With adherence to the Noise Ordinance, which is a uniformly applied development policy or standard within the meaning of CEQA Guidelines section 15183, impacts from construction noise were found to be less than significant.

A separate noise study was prepared for Topgolf due to their unique operating characteristics; the building is three stories tall and open on one side to allow patrons to hit golf balls onto the outfield targets, is open until 2 am, and includes an outdoor terrace for live music. Bollard used noise data from a comparable Topgolf facility in Texas to prepare the noise study for this project. The study found that Topgolf would generate noise levels at the nearest residential property in excess of the ambient noise levels after 8 pm. Mitigation is required to ensure at no time Topgolf generates noise levels that exceed the ambient noise levels. The Topgolf noise study includes a list of mitigation measure that address building design and operational restrictions. The MPP and Conditional Use Permit entitlements allow for conditions to be applied to the project to ensure the noise levels are not exceeded. With implementation of the following mitigation measures the project impacts from noise will be reduced to less than significant.

MM-1: The Topgolf 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.**
- **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 northwestern 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 be 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.

MM-2: 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 – L_{eq}, dBA	Maximum Level – L_{max}, 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

e-f) The project site is not located within two miles of an airport, or within an airport land use plan and therefore is considered no impact.

XII. Population and Housing

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
indirectly (for example, through extension of roads or other infrastructure)?				
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Discussion of Checklist Answers:
a) The project does not include housing and therefore will not substantially increase the residential population in the area. Development of the site will introduce new population to the area either through jobs or visitors to the site. The introduction of population to the area is not a significant impact by itself, but can have an impact on other factors such as traffic, air, water, and land. These impacts have been analyzed in the respective portions of this study.

The project will generate short-term construction jobs and long term permanent jobs. The General Plan and NCRSP land use designation of Light Industrial assumes the site as a job creation site. The General Plan Land Use Element and the Housing Element include goals and policies to address the City's jobs/housing balance. The General Plan assumed Roseville to be a regional importer of jobs and that there are more jobs than housing. The Housing Element addresses the need for housing and measures to add housing units in the City. Since the Light Industrial land use was allocated, the Housing Element was updated to increase the amount of housing units available in the City. The Housing Element is current, has been deemed to comply with State housing regulations by the California Department of Housing and Community Development, and has been adopted by the Roseville City Council. Since the site was already planned for development with adoption of the General Plan and the amount of housing available has since increased, the project itself will have a less than significant impact on housing.

b-c) The project site is currently undeveloped and therefore will not cause displacement of any existing housing or people. Therefore, there will be no impact.

XIII. Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) Parks?			X	
e) Other public facilities?			X	

Discussion of Checklist Answers:

a) Tenants or customers of the development may require the services of the Roseville Fire Department (RFD) in the event of an emergency. The RFD operates eight fire stations within the City of Roseville, with additional fire stations planned within the new specific plan areas. The closest fire station to the project site is Station 7 at 911 Highland Pointe Drive which is less than one mile from the project site. RFD has reviewed the project and determined that there is adequate service available to meet the anticipated demand.

The development of this project would require adequate water pressure in the water lines and must comply with the Uniform Fire and Building Codes used by the City of Roseville to ensure fire protection measures are in place and lessen the demand on Fire service. Additionally, the applicant is required to pay a fire service construction tax, which is used for purchasing capital facilities for the Fire Department. Adherence to the uniformly applied fees and construction standards are adequate to mitigate potential impacts to fire services.

b) Tenants of the project may also require the services of the Roseville Police Department in the event of an emergency. The site is within an area of the City that is currently receiving police services. As part of the MPP evaluation the project will be required to incorporate the City identified Crime Prevention through Environmental Design (CPTED) elements identified in the uniformly applied Community Design Guidelines, which will assist in reducing the need for police services. With adherence to these guidelines, any potential impacts to police services will be reduced to less than significant.

c) The construction of commercial buildings can generate secondary impacts to local schools by inducing growth. The applicant for this project is required to pay school impact fees ("Sterling Fees") at a rate determined by the local school districts. The "Sterling Fees" presently pay 25% of the cost of new facilities for new students. School fees will be collected prior to the issuance of building permits. Pursuant to state law, the payment of these fees is deemed to mitigate the school-related impacts of the project to a less than significant level.

d) The City's General Plan Parks and Recreation policies calculate the need for parks facilities based on the residential population. Since the project does not include residential development, the project will not require the need for additional parks facilities. The project will provide a connection to the existing Summerhill neighborhood park. With the introduction of population to the project area and the new park connection, it is possible that the project will result in an increase of use the park. This increase in demand is evaluated in the Recreation section of this study. Because the project will not require new facilities, the potential impact to parks is considered less than significant.

e) The project site has had land use designations and zoning since 1990 and development potential of the site, including from increased development of the site pursuant to City approvals starting in 2000, has been incorporated into the City's service delivery models. Since the project is consistent with the land use and zoning the project will not have a significant effect upon, or create any additional need for, public services (i.e. fire protection, police services, schools, parks). The impacts associated with this project upon public services are considered less than significant.

XIV. Recreation

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Discussion of Checklist Answers:
a) As previously mentioned the project is located adjacent to and provides a connection to the existing Summerhill neighborhood park and a City bike trail. With the introduction of population to the project area and the new park and bike trail connection, it is possible that the project will result in an increase of use to park and bike trail. The park connection was planned in the City's Parks Master Plan. Increase usage of the facility was also anticipated and the Parks and Recreation Department has an approved budget for on-going maintenance of the park. Connection to the bike trail is encouraged in General Plan-Circulation Element and recommend in the Community Design Guidelines and NCRSP. Active use of bikeway system is anticipated and incorporated into the funding sources for trail systems. Therefore impacts to recreation facilities are considered less than significant.

b) The City has a park dedication standard for residential development of 9 acres per every 1,000 residents. Because the site does not include residential development, the project will not be required to dedicate land or contribute to new parkland. The project site has, however, been designated as a Corporate Center site. As such, the office component of the project will be required to include on-site exercise facilities, showers and lockers. The facilities will be reviewed with the Major Project Permit Stage 3 to ensure they comply with City standards. Impacts are considered less than significant.

XV. Transportation/Traffic

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?		X		

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads and highways?		X		
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Result in inadequate parking capacity?			X	
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X	

Setting:
The City's General Plan established the land use for the project site. With the General Plan EIR, a traffic model was prepared that took into account the anticipated land use within the City. The traffic model is continuously updated as parcels are developed and or land uses are modified. The City's Development Services - Engineering Division maintains the traffic model. Based on the traffic model, a City wide Capital Improvement Projects (CIP) program was prepared to identify roadway improvements necessary to ensure an adequate transportation system is in place. The current CIP was updated with the Creekview Specific Plan and identifies projects to 2025. Funding for the recommended CIP improvements has already been accounted for through grants and/or traffic mitigation fees.

Roadway operating conditions are described in terms of Level of Service (LOS). LOS is a qualitative measure of the effect of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs. LOS are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. LOS A through E generally represent traffic volumes at less than roadway capacity, while LOS F represents over capacity and/or forced conditions. The General Plan-Circulation Element contains a roadway service level policy to maintain a LOS C or better at a minimum 70% signalized intersections in the City during weekday PM peak hours. The City does not have a LOS policy for weekday AM peak hour or weekend trips. The General Plan was updated in 2012 to acknowledge and accept that 40 intersections within the City would operate at worse than LOS C under 2025 PM peak conditions.

The *State Route (SR) 65 Corridor System Management Plan* (CSMP) (Caltrans, 2009) identifies a concept LOS F for the segment of SR 65 between I-80 and Blue Oaks Boulevard. According to this

document, this designation refers to the minimum acceptable LOS over the next twenty years. Page 9 of the CSMP states, "Some heavily congested route segments now have a concept LOS F because the improvements required to achieve LOS E are not feasible due to environmental, right-of-way, financial, and other factors". According to the CSMP, for existing LOS F operations, no further exacerbation is permitted, as indicated by delay or other performance measurement. The CSMP establishes a concept LOS E for SR 65 from north of Blue Oaks Boulevard into and through the City of Lincoln.

It is standard City practice to evaluate the traffic model when a development project is proposed and ensure that the project is consistent with the General Plan policies. As mentioned, typically only the potential impacts from a project's weekday PM peak hour trips are evaluated because there are no policies for weekday AM peak hour or weekend trips. Evaluation of the traffic model during non weekday PM peak hour times is for informational purposes. At its discretion, the City can consider impacts during non weekday PM peak times as significant impacts. The current traffic model reflects the 1990 adoption of the North Central Roseville Specific Plan (NCRSP), the 2000 and 2007 rezones of NCRSP Parcel 49, approval of the Sierra Vista Specific Plan in 2010, and approval of Creekview Specific Plan in 2012.

SR 65 (aka. HWY 65) is a major transportation corridor running through the City that is maintained by Caltrans. As of October 15, 1990, the City of Roseville, the City of Rocklin, and Placer County entered into an agreement to form the HWY 65 JPA, to address development impacts to the HWY 65 corridor interchanges between Galleria Boulevard/Stanford Ranch Road and Sunset Boulevard. The agreement outlines impact fees and infrastructure improvements necessary to maintain service levels. The HWY 65 JPA has determined that fees in lieu of improvements are acceptable mitigation for interchange impacts to the Highway 65 corridor. The City also has an agreement with the South Placer Regional Transportation Authority (SPRTA) that is structured to fund improvements along Sierra College Boulevard from Highway 193 to the Sacramento County line, portions of Auburn/Folsom Road, Douglas/I80 Interchange, Placer Parkway, and $67 million for the widening of Highway 65 based on 2025 development levels. Per the respective Highway 65 JPA and SPRTA Memorandums of Understanding (MOA's), development impact fees are collected by participating agencies at building permit issuance. These fees are uniformly applied to development projects and are identified as acceptable mitigation for any impacts.

A transportation impact study was prepared by Fehr & Peers to analyze the transportation impacts associated with development of the Parcel 49 project (Appendix C). The study considered existing and cumulative conditions and previous traffic studies, including the City's 2025 Capital Improvement Program (CIP) Travel Demand Model (TDM), the previous 2000 and 2007 rezones of the site and the State Route 65 Corridor System Management Plan. The study analyzed weekday AM peak and PM peak hour trips, as well as Saturday evening and Sunday (after service) 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. Comments from responsible agencies in the project vicinity and potential impacts to the adjacent City of Rocklin roadways were considered in the study. The Fehr & Peers study also analyzed the parking demand that would be generated from the project based on the proposed uses. Following release of the Traffic Study and comments received from the public, Fehr & Peers prepared a memorandum (attached to the Traffic Study) to analyze the recommended time interval between Sunday morning services and the parking demand for full occupancy of the church assembly/worship building.

Discussion of Checklist Answers:
a-b) The Fehr & Peers study determined that the proposed buildout of the project would result in 592 new weekday AM trips and 843 new PM peak hour trips. Compared to the current zoning of the site and the anticipated development potential, the proposed project would result in a 65 percent decrease in new weekday AM peak trips and a 55 percent decrease in new PM peak hour trips. Compared to the previous Cinemark project proposed for the project site, the proposed project would result in a 57 percent decrease in new AM peak hour trips and a 41 percent decrease in PM peak hour trips.

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 also 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 of 250 feet 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. The following mitigation measure is added to ensure the improvements to Washington Boulevard are implemented and the transportation impacts to the City's LOS standards are reduced to less than significant.

MM-3: With construction of Phase 2 of the project, a northbound right-turn pocket of 250 feet shall be constructed on northbound Washington Boulevard at the Washington Boulevard/Blue Oaks Boulevard intersection. The improvement shall be shown on the Phase 2 improvement plans submitted to the City's Development Services - Engineering Division. Construction of the turn pocket shall be completed with construction of any portion of Road B.

Using state-of-practice traffic simulations, Fehr & Peers made recommendations for design improvements to the project to improve traffic conditions on and off the project site. The improvements, such as the design of the roundabouts and the right-in-only driveway on Washington Boulevard, were incorporated into the project design. The City's Development Services – Engineering Division reviewed the plans and deemed them consistent with City standards. Conditions of approval will be placed on the project to ensure the improvements shown on the project plans are incorporated into construction permit plans.

Due to high traffic level expected during weekend church services, the City requested that the traffic study also analyze potential transportation impacts from a Saturday evening church service and a Sunday morning service. The study estimated the amount of traffic that would be generated at project buildout, in 15-minute increments, within the one-hour before and after weekend church services. 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. The memorandum to the traffic study also recommended a 60 minute interval between services. Therefore with the following mitigation measures, the project at buildout will not cause a substantial increase to traffic or exceed acceptable levels of service.

MM-4: A Traffic Management Plan will be required with submittal of the Bayside Church MPP Stage 2 application. The traffic management plan shall incorporate the following:

- **The right-in only driveway on Washington Boulevard south of Road A shall be open for church traffic one hour before each service and remain open until the start of service. This driveway would be closed at all other times.**
- **Prior to church services, the internal roadway connecting to the south leg of the west roundabout shall be converted to one-way inbound operation with two lanes. Traffic exiting the parking area south and west of the church shall circulate through the parking area between the church and Topgolf.**
- **Church traffic entering the project site via Road A shall be divided between the right-turn bypass lane and the roundabout.**

MM-5: The Bayside Church MPP Stage 2 application shall include an Operations Plan and shall include service times for the church. The services shall be planned during the times assumed with the NCRSP Parcel 49 traffic study. There shall be a minimum of 60 minutes between teach service on the weekends, unless additional traffic analysis prepared with the MPP Stage 2 application support modification to the spacing of the services.

The project at buildout will not result in an impact to HWY 65 operations during weekend travel. Additionally the project will be required to pay the agreed upon HWY 65 JPA and SPRTA fees. The fees represent a fair share funding contribution towards future improvements to HWY 65. The Highway 65 JPA and SPRTA fee technical memorandums describing the fee programs and what they pay for and what the fees are is available at the City of Roseville, Permit Center, and are listed as uniformly applied and acceptable mitigation per CEQA Guidelines section 15183.

With the above mitigation, impacts to roadways are less than significant.

c) No airports are located in proximity to the project site. The project will not result in a change to air traffic patterns. No impact would occur.

d) The design of on-site circulation is reviewed as part of the MPP application. The City has adopted standards for roadway design, parking lot designs, and vehicular queuing. Development Services-Engineering Division and the Fehr & Peers traffic study evaluated the project design to ensure City standards were met and no hazardous conditions were present. Any modifications required from their review were either already incorporated into the project design or will be incorporated into the conditions of approval. The impact is therefore less than significant.

e) The City's Fire Department reviewed the project and determined that the design will provide adequate emergency access and meets their design criteria code requirements. With adherence to the City of Roseville Design and Construction Standards, the project will have a less than significant impact to emergency access.

f) The City's Zoning Ordinance outlines the parking requirements for projects based on the proposed square footages and use types. Per the Zoning Ordinance standards, 2,230 parking spaces are required. The project will provide 2,789 parking spaces.

Due to the unique operating characteristics of Topgolf and Bayside Church, the City requested that Fehr & Peers prepare a parking demand study to ensure that the City's parking standards are adequate. The parking study utilized the Zoning Ordinance standards for the retail, restaurant and hotel uses parking demand assumptions. Parking demand for Topgolf was based on parking utilization studies competed at

the Topgolf Scottsdale facility. Parking demand for the church is based on trip generation information contained within the traffic study and vehicle occupancy data collected at the Bayside Granite Bay location and Adventure Church in Rocklin. It also assumes the office space would have little parking demand on the weekend. The study found that the ratio of parking demand to supply is estimated to be 71 percent on Saturday evening and 73 percent on Sunday morning. The study also determined that parking is placed appropriately throughout the site.

The City requested that Fehr & Peers also determine the parking assuming maximum attendance at both the Saturday evening and Sunday morning church services. The Fehr & Peers Memorandum found that even with full occupancy (worst case scenario) of the church, the parking lot would still have 241 parking spaces available during Saturday evening and 404 parking spaces available during Sunday morning services.

Additionally, the project will be incorporating 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. The on-site parking will be reviewed and evaluated with the MPP but, as described, is anticipated to be adequate for the project, and therefore is a less than significant impact.

g) The project is considered to be a job center. Consistent with City policy, the project will provide a 25 space park and ride lot to encourage ride sharing. As mentioned, the project is conditioned to provide a Transportation Systems Management (TSM) plan to reduce vehicle trips and reduce peak hour traffic generated from the project. There is not an adopted standard for reduction that shall be met, but the applicant must show alternative commute options are encouraged as part of the TSM plan. The City's Alternative Transportation Division will review and approve the plan prior to building permit approval of the project.

The project will provide bike parking consistent with the requirements in the Green Building Code. The installation of sidewalks, continuation of bicycle lanes anticipated in the City's Bicycle Master Plan, installation of bus shelters along the existing bus route, and improvements to the existing bike path will encourage alternative transportation methods, which have the potential to further reduce the amount of vehicle trips generated from the project. The Alternative Transportation division has reviewed the project to ensure that it will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. As such, the project is anticipated to have a less than significant impact on alternative transportation.

XVI. Utilities and Service Systems

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves the project that it has adequate capacity to serve the project's projected demand in addition of the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

Discussion of Checklist Answers:
a-g) Development of the project site has been anticipated since the 1990 adoption of the North Central Roseville Specific Plan (NCRSP). As part of the NCRSP EIR, impacts to utility and service systems were evaluated. The City's service demand model addresses the NCRSP anticipated impact. The service demand model was updated to not only reflect the NCRSP Parcel 49 2000 and 2007 rezones, but also current conditions and City wide anticipated future demands.

Water and sewer services will be provided by the City of Roseville. A Water Supply Assessment (WSA) as required by Senate Bill 610, was prepared for the previous Cinemark project proposed on the site. The Cinemark WSA was approved by the City Council on June 1, 2011, and indicated that the City will have sufficient water to meet projected water demands for the project in addition to meeting the existing service area's planned future demands for the next 20 years during average, single-dry, and multiple dry-year scenarios. The Cinemark project consisted of 770,000 square feet of development. The proposed project includes 50% less square footage than the Cinemark project. This proposed project does not meet the criteria for which a WSA would be required. Regardless, the City has determined that adequate water and sewer capacity is available for the proposed project.

The developer will be responsible for extending new lines onto the site in order to serve the project. Storm water will be collected on-site and transferred via pipe into an off-site storm drain system. Solid waste will be collected by the City of Roseville's Refuse Department. The City of Roseville will provide electric service to the site, while natural gas will be provided by PG&E. Comcast will provide cable. All agencies have been informed of this project. It has been determined that adequate services are available to the project, therefore, impacts to utilities are considered to be less than significant.

XVII. Mandatory Findings of Significance

Environmental Issue	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, threatened or rare species, or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Discussion of Checklist Answers:
All of the noise and transportation/traffic issues raised in question (a) above are described and evaluated under the Biological Resources and Cultural Resources sections of this report and include mitigation measures to reduce impacts to less than significant. The cumulative impacts, the focus of question (b), have been addressed in each section throughout this document where applicable.

Potentially substantial adverse effects on human beings, the concern of question (c), are dealt with in chapters addressing potential health-related impacts (e.g., Air Quality, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, and Transportation/Traffic). With implementation of the proposed mitigation measures the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of any wildlife species or create substantial adverse effects on human beings.

ENVIRONMENTAL DETERMINATION:

As shown in the checklist prepared as part of this Initial Study, City staff has not identified any impacts that are not peculiar to the parcel that cannot be mitigated to less than significant levels, whether offsite or cumulative in nature, and the City's Mitigating Policies and Standards, have been undertaken.

On the basis of this initial evaluation:

[**X**] I find that the proposed project COULD, but with mitigation agreed to by the applicant clearly will not, have a significant effect on the environment and a MITIGATED NEGATIVE DECLARATION will be prepared.

Initial Study Prepared by:

_____

Gina McColl, Associate Planner
City of Roseville, Development Services - Planning Division

Attachments:

1. Project Plans

Appendices:

A. Air Quality Impact and Greenhouse Gas Analysis, Raney Planning & Management, Inc., January 2015.

B. Parcel 49 Regulatory Permitting Documents, September 5, 2014.

C. Roseville Ordinance 4643 – PD Ordinance for Parcel 49, 2008.

D. Environmental Noise Assessment for Topgolf, Bollard Acoustical Consultants, December 8, 2014.

E. Environmental Noise Assessment for Parcel 49, Bollard Acoustical Consultants, December 8, 2014.

F. Transportation Impact Study for Parcel 49, Fehr & Peers Associates, November 14, 2014. Memo from Alan Telford of Fehr & Peers Associates to Marc Stout at City of Roseville re: NCRSP Parcel 49 Traffic Impacts, January 8, 2015.

NCRSP PCL 49 Bayside Church/Topgolf

Initial Study – January 23, 2015

Attachments & Appendices:

Available online at
http://www.roseville.ca.us/gov/development_services/_planning/current_projects/ncrsp_parcel_49.asp

EXHIBIT B

MODIFIED - PRELIMINARY SITE PLAN

NCRSP - PARCEL 49

MAJOR PROJECT PERMIT - STAGE 1

ROSEVILLE, CA

NCRSP - PARCEL 49
PRELIMINARY DEVELOPMENT SUMMARY

APN:	363-020-087, 088, 089, 090, 091, 092, 093, 094, & 095	
SITE AREA:	±58.883 ACRES (GROSS)	
EXISTING		
PERVIOUS AREA:	58.883 ACRES	100%
IMPERVIOUS SURFACE (PARKING LOT):	0 ACRES	0%
IMPERVIOUS SURFACE (HARDSCAPE):	0 ACRES	0%
IMPERVIOUS SURFACE (BUILDINGS):	0 ACRES	0%
TOTAL AREA :	58.883 ACRES	100%
PROPOSED		
PERVIOUS AREA (LANDSCAPE):	21.470 ACRES	36.5%
IMPERVIOUS SURFACE (PARKING LOT):	23.500 ACRES	45.3%
IMPERVIOUS SURFACE (HARDSCAPE):	5.908 ACRES	10.0%
IMPERVIOUS SURFACE (BUILDINGS):	6.005 ACRES	10.2%
TOTAL AREA :	58.883 ACRES	100%

PARCEL 49 PROJECT SUMMARY

PROPERTY OWNER
BSO LLC
8205 SIERRA COLLEGE BLVD
ROSEVILLE, CA 95661
ATTN: JOHN STEWART
johns@baysideonline.com

DEVELOPER
BSO LLC
8205 SIERRA COLLEGE BLVD
ROSEVILLE, CA 95661
ATTN: JOHN STEWART
johns@baysideonline.com

ENGINEER
TSD ENGINEERING, INC
31 NATOMA ST #160
FOLSOM, CA 95630
ATTN: CASEY FEICKERT
cfeickert@tsdeng.com

ASSESSORS PARCEL NO & LOT AREA
TOTAL (GROSS) - ±58.883 AC

	APN	EXISTING	PROPOSED
PARCEL 1	336-020-087	±2.507 AC	±1.560 AC
PARCEL 2	336-020-088	±3.453 AC	
PARCEL 3	336-020-089	±3.972 AC	±3.664 AC
PARCEL 4	336-020-090	±2.510 AC	±4.012 AC
PARCEL 5	336-020-091	±1.400 AC	±1.153 AC
PARCEL 6	336-020-092	±2.233 AC	
PARCEL 7	336-020-093	±4.725 AC	
PARCEL 8	336-020-094	±11.522 AC	
PARCEL 9	336-020-095	±25.920 AC	

PUBLIC ROAD
RIGHT-OF-WAY - ±0.641

NUMBER OF PARCELS
9 EXISTING PARCELS

USE
MIXED USE COMMERCIAL CENTER

ZONING
PD/SA-NC & MI/SA-NC

LAND USE
GENERAL PLAN DESIGNATION
I.1 (LIGHT INDUSTRIAL)
NCRSP SPECIFIC PLAN
I.1 (LIGHT INDUSTRIAL)

N E W S
scale: 1"=100'
100 0 50 100 200

PARCEL 49 PARKING SUMMARY

Space	Use	Stories	Approx. SQ. FT.	Parking Ratio	PARKING Total Required	Total Provided	Standard	Compact
A	Restaurant/Fast Food	1	3,200	1/50	64			
B	Restaurant	1	4,800	1/100	48			
C	Restaurant	1	3,200	1/100	32			
D	Retail	1	4,000	1/300	13			
E	Retail	1	5,000	1/300	17			
F	Retail	1	4,000	1/300	13			
G	Retail	1	7,200	1/300	24			
H	Hotel (107 rooms)	4	65,278	1 per room	107			
I	Hotel (104 rooms)	4	83,512	1 per room	104			
M	Office	2	16,000	1/250 (90% R-ready SF)	58			
O	Office	2	34,000	1/250 (90% R-ready SF)	122			
P	Office	2	34,000	1/250 (90% R-ready SF)	122			
Q	Outdoor Recreation (Top Golf)	3	64,232		439			
R	Office	2	25,000	1/250 (90% R-ready SF)	90			
S	Church (Children Activity/Classrooms) (25 classrooms)	1	50,000	1 per class room	25			
T	Church (Assembly) (2,800 seats)	1	60,000	1 per 3 Seats	933			
U	Church (Youth Space - Activity/Classrooms) (20 classrooms)	2	20,000	1 per class room	20			
				Unassigned			2215	563
	SITE TOTALS:		483,422		2231	2778	2215	563

NCRSP - PARCEL 49
FLOOR AREA SUMMARY

Space	Use	Stories	Approximate SQ. FT.
A	Restaurant/Fast Food	1	3,200
B	Restaurant	1	4,800
C	Restaurant	1	3,200
	RESTURANT TOTAL:		11,200
M	Office	2	16,000
O	Office	2	34,000
P	Office	2	34,000
R	Office	2	25,000
	OFFICE TOTAL:		109,000
D	Retail	1	4,000
E	Retail	1	5,000
F	Retail	1	4,000
G	Retail	1	7,200
	GENERAL RETAIL TOTAL:		20,200
H	Hotel (107 rooms)	4	65,278
I	Hotel (104 rooms)	4	83,512
	HOTEL TOTAL:		148,790
Q	Outdoor Recreation (Top Golf)	3	64,232
	RECREATION TOTAL:		64,232
S	Church (Children Activity/Classrooms) (25 classrooms)	1	50,000
T	Church (Assembly) (2,800 seats)	1	60,000
U	Church (Youth Space - Activity/Classrooms) (20 classrooms)	2	20,000
	USERS TOTAL:		130,000
	SITE TOTALS:		483,422

MAJOR PROJECT PERMIT - STAGE 1
MODIFIED SEPTEMBER 01, 2016

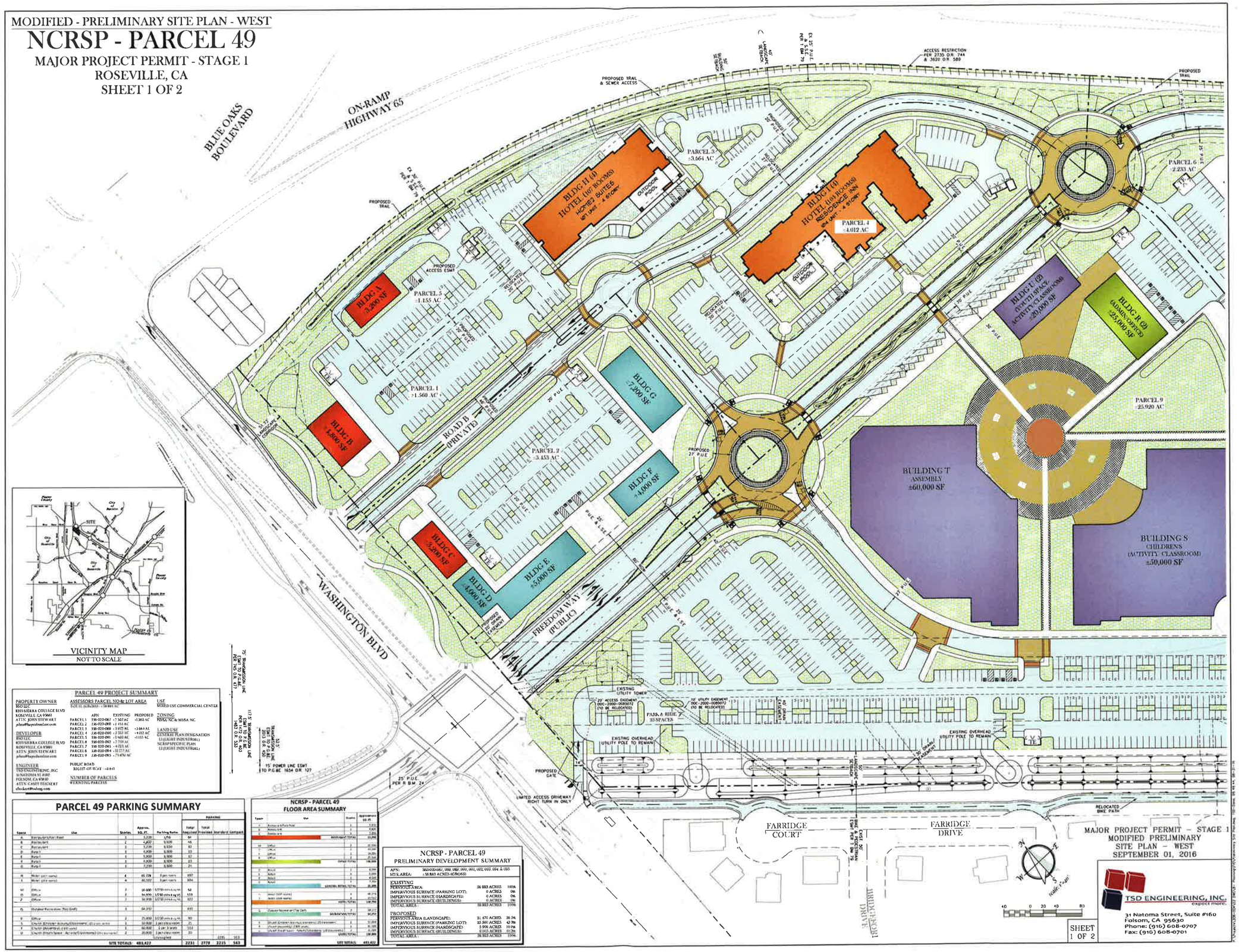
TSD ENGINEERING, INC.
expect more.
31 Natoma Street, Suite #160
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

B:\Projects\3208-004\02 CIVIL\B- Planning\02\Preliminary Site Plan.dwg, TSD-Basic, 10/14/43, 10-12-16

MODIFIED - PRELIMINARY SITE PLAN - WEST

NCRSP - PARCEL 49

MAJOR PROJECT PERMIT - STAGE 1
ROSEVILLE, CA
SHEET 1 OF 2



PARCEL 49 PROJECT SUMMARY

PROPERTY OWNER
BSO LLC
8205 SIERRA COLLEGE BLVD
ROSEVILLE, CA 95661
ATTN: JOHN STEWART
johnsf@appianlaw.com

DEVELOPER
BSO LLC
8205 SIERRA COLLEGE BLVD
ROSEVILLE, CA 95661
ATTN: JOHN STEWART
johnsf@appianlaw.com

ENGINEER
TSD ENGINEERING, INC
31 NATOMA ST #160
FOLSOM, CA 95630
ATTN: CARST TESCHERT
ctescherT@tsdeng.com

ASSESSORS PARCEL NO & LOT AREA
TOTAL ±49.883 - 38.883 AC

APN	EXISTING	PROPOSED
PARCEL 1 338-020-087	±7.927 AC	±1.560 AC
PARCEL 2 338-020-088	±1.951 AC	
PARCEL 3 338-020-089	±3.872 AC	±3.664 AC
PARCEL 4 338-020-090	±2.010 AC	±4.012 AC
PARCEL 5 338-020-091	±1.960 AC	±1.155 AC
PARCEL 6 338-020-092	±2.710 AC	
PARCEL 7 338-020-093	±4.015 AC	
PARCEL 8 338-020-094	±10.277 AC	
PARCEL 9 338-020-095	±14.876 AC	

PUBLIC ROAD
RIGHT-OF-WAY - ±0.841

NUMBER OF PARCELS
EXISTING PARCELS

USE
MIXED USE COMMERCIAL CENTER

ZONING
PDSA-NC & MISA-NC

LAND USE
GENERAL PLAN DESIGNATION
LI (LIGHT INDUSTRIAL)
SCRSP SPECIFIC PLAN
LI (LIGHT INDUSTRIAL)

PARCEL 49 PARKING SUMMARY

Space	Use	Stories	Approx. SQ. FT.	Parking Ratio	Parking: Total Required	Parking: Total Provided	Parking: Standard	Parking: Compact
A	Restaurant	1	3,200	1/50	64			
B	Restaurant	2	4,800	1/100	48			
C	Restaurant	1	3,200	1/100	32			
D	Retail	1	4,000	1/300	13			
E	Retail	1	5,000	1/300	17			
F	Retail	1	4,000	1/300	13			
G	Retail	1	7,200	1/300	24			
H	Hotel (107 rooms)	4	65,178	1 per room	107			
I	Hotel (109 rooms)	4	66,517	1 per room	109			
M	Office	2	16,000	1/250 (20% of sq ft)	64			
O	Office	2	34,000	1/250 (20% of sq ft)	136			
P	Office	2	34,000	1/250 (20% of sq ft)	136			
Q	Outdoor Recreation (Tot Lot)	1	64,757		135			
R	Office	2	25,000	1/250 (20% of sq ft)	50			
S	Church (Children Activity/Classrooms) (2 per unit)	1	50,000	1 per classroom	25			
T	Church (Assembly) (400 seat)	1	60,000	1 per 3 seats	134			
U	Church (Youth Space - Activity/Classrooms) (2 per unit)	2	20,000	1 per classroom	20			
				Overnight		2231	2778	2215	563
	SITE TOTALS:		483,423					

NCRSP - PARCEL 49 FLOOR AREA SUMMARY

Type	Use	Stories	Approximate SQ. FT.
F	Restaurant/Retail Food	1	3,200
F	Retail/Shop	1	4,000
F	Retail/Shop	1	5,000
	RESTAURANT TOTAL		12,200
M	Office	2	16,000
O	Office	2	34,000
P	Office	2	34,000
R	Office	2	25,000
	OFFICE TOTAL		109,000
F	Retail	1	4,000
F	Retail	1	5,000
F	Retail	1	4,000
F	Retail	1	7,200
	GENERAL RETAIL TOTAL		20,200
I	Hotel (107 rooms)	4	65,178
I	Hotel (109 rooms)	4	66,517
	HOTEL TOTAL		131,695
Q	Outdoor Recreation (Tot Lot)	1	64,757
	RECREATION TOTAL		64,757
S	Church (Children Activity/Classrooms) (2 classrooms)	1	50,000
T	Church (Assembly) (400 seats)	1	60,000
U	Church (Youth Space - Activity/Classrooms) (2 classrooms)	2	20,000
	CHURCH TOTAL		130,000
	SITE TOTALS:		483,423

NCRSP - PARCEL 49 PRELIMINARY DEVELOPMENT SUMMARY

APN: 338-020-087, 088, 089, 090, 091, 092, 093, 094 & 095
SITE AREA: ±38.883 ACRES (GROSS)

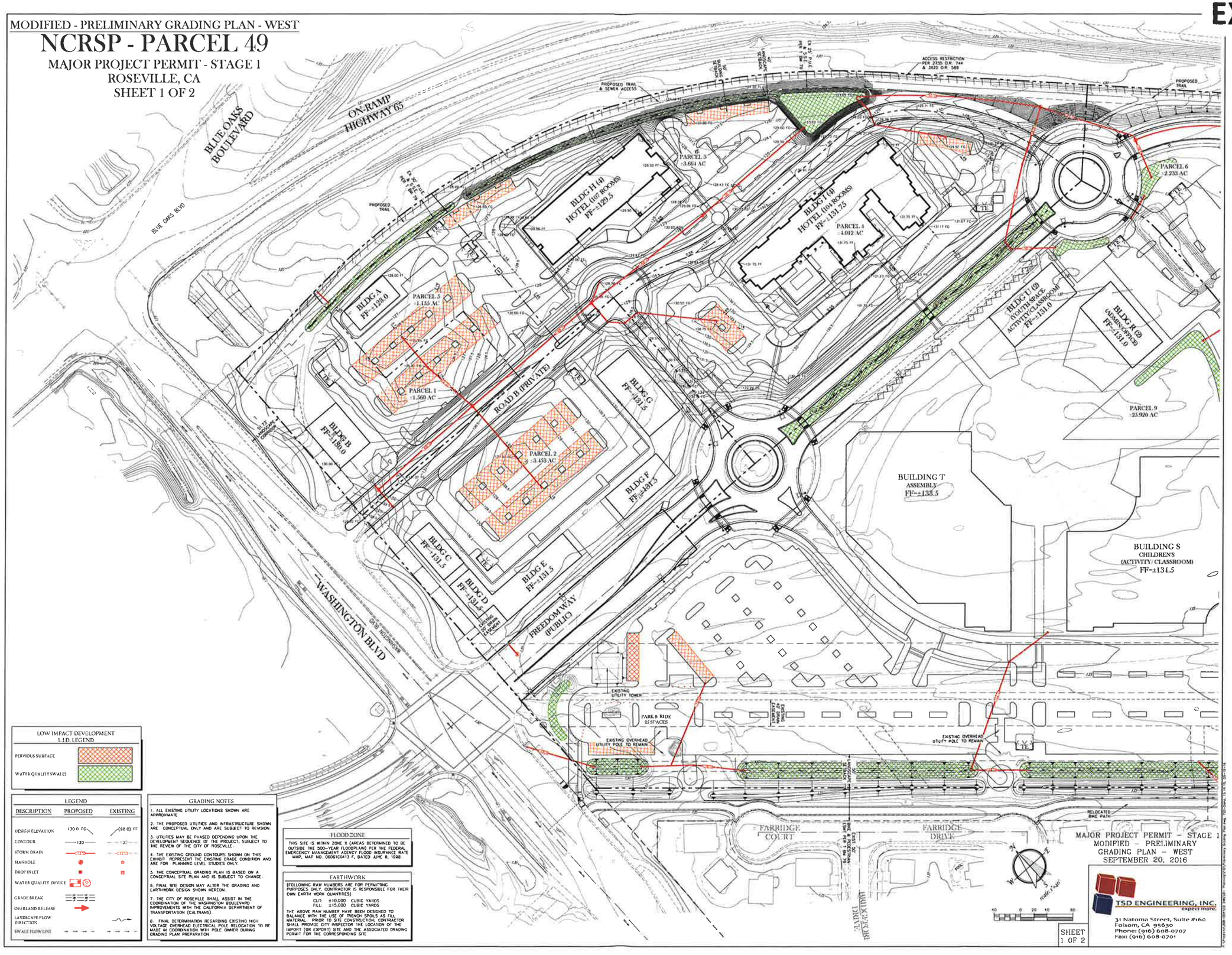
EXISTING		
PERVIOUS AREA:	38.883 ACRES	100%
IMPERVIOUS SURFACE (PARKING LOT):	0 ACRES	0%
IMPERVIOUS SURFACE (HARDSCAPE):	0 ACRES	0%
IMPERVIOUS SURFACE (BUILDINGS):	0 ACRES	0%
TOTAL AREA:	38.883 ACRES	100%
PROPOSED		
PERVIOUS AREA (LANDSCAPE):	21.970 ACRES	56.5%
IMPERVIOUS SURFACE (PARKING LOT):	10.990 ACRES	42.7%
IMPERVIOUS SURFACE (HARDSCAPE):	5.908 ACRES	10.0%
IMPERVIOUS SURFACE (BUILDINGS):	0.015 ACRES	0.1%
TOTAL AREA:	38.883 ACRES	100%

EXHIBIT C

MODIFIED - PRELIMINARY GRADING PLAN - WEST

NCRSP - PARCEL 49

MAJOR PROJECT PERMIT - STAGE 1
ROSEVILLE, CA
SHEET 1 OF 2



MODIFIED - PRELIMINARY GRADING PLAN - EAST

NCRSP - PARCEL 49

MAJOR PROJECT PERMIT - STAGE 1
ROSEVILLE, CA
SHEET 2 OF 2

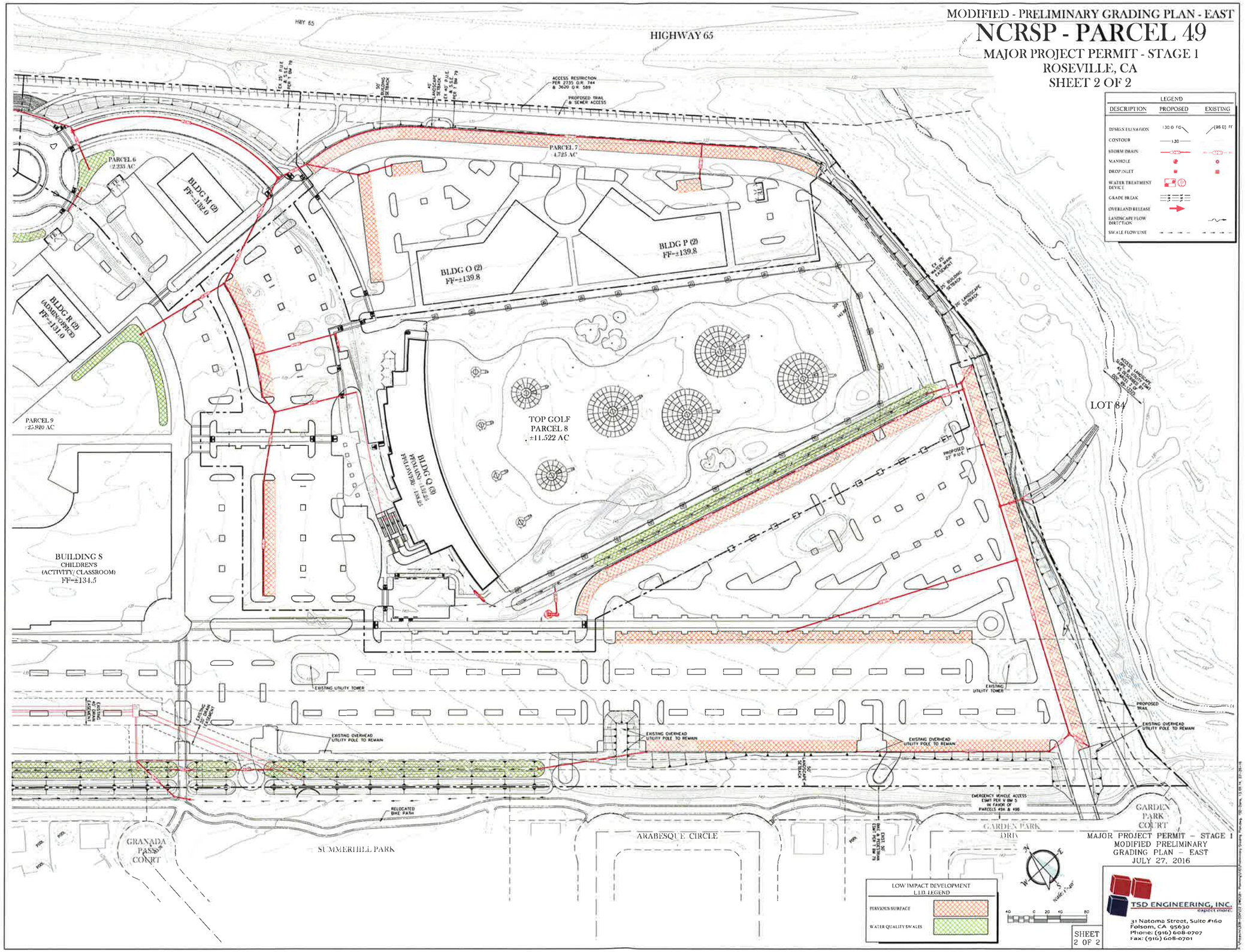
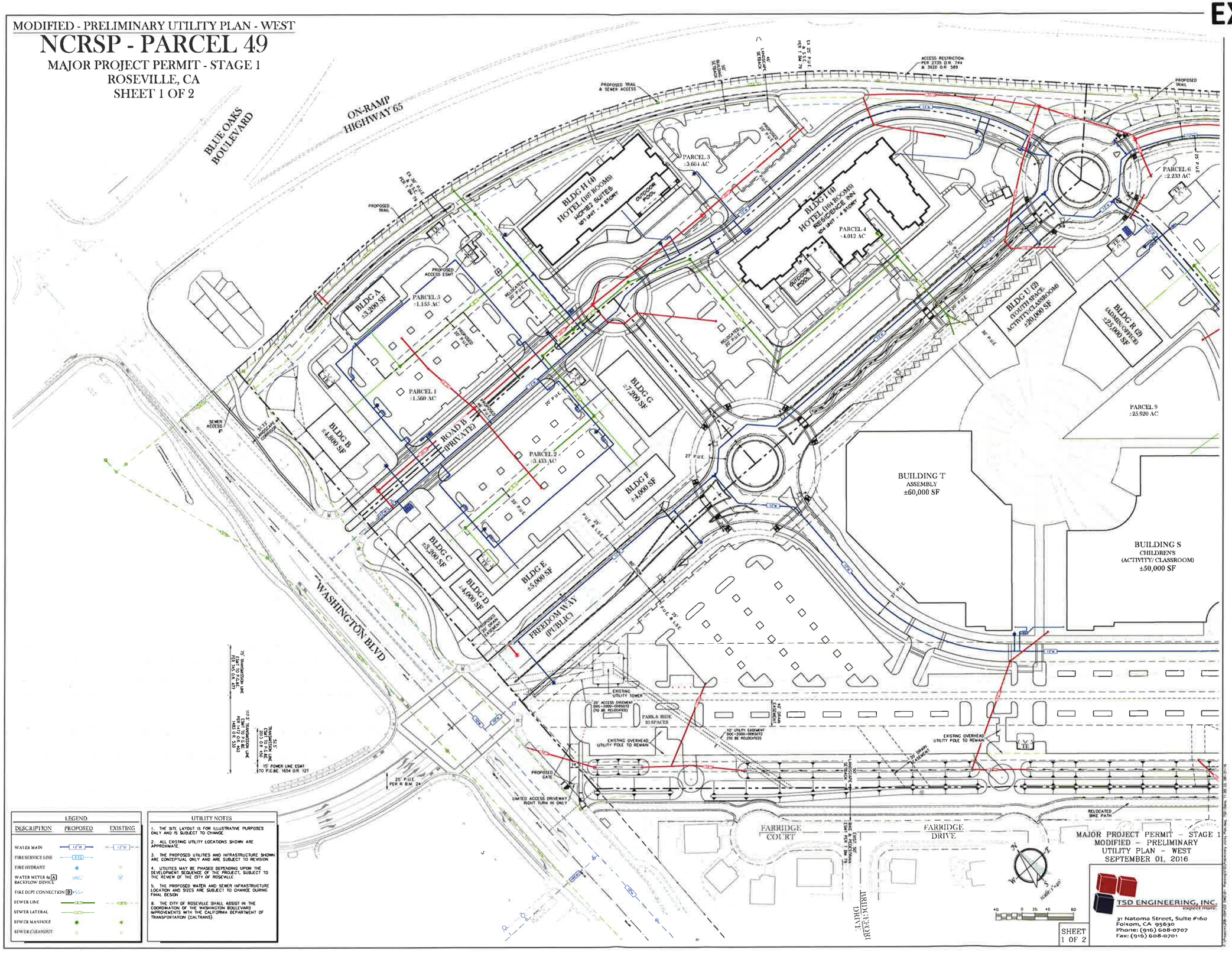


EXHIBIT D

MODIFIED - PRELIMINARY UTILITY PLAN - WEST

NCRSP - PARCEL 49

MAJOR PROJECT PERMIT - STAGE 1
ROSEVILLE, CA
SHEET 1 OF 2



LEGEND		
DESCRIPTION	PROPOSED	EXISTING
WATER MAIN	12"W	12"W
FIRE SERVICE LINE	6"FS	
FIRE HYDRANT		
WATER METER & BACKFLOW DEVICE	A	
FIRE DEPT CONNECTION	B	
SEWER LINE	8"S	8"S
SEWER LATERAL	4"S	
SEWER MANHOLE		
SEWER CLEANOUT	C	C

UTILITY NOTES

1. THE SITE LAYOUT IS FOR ILLUSTRATIVE PURPOSES ONLY AND IS SUBJECT TO CHANGE.
2. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE.
3. THE PROPOSED UTILITIES AND INFRASTRUCTURE SHOWN ARE CONCEPTUAL ONLY AND ARE SUBJECT TO REVISION.
4. UTILITIES MAY BE PHASED DEPENDING UPON THE DEVELOPMENT SEQUENCE OF THE PROJECT, SUBJECT TO THE REVIEW OF THE CITY OF ROSEVILLE.
5. THE PROPOSED WATER AND SEWER INFRASTRUCTURE LOCATION AND SIZES ARE SUBJECT TO CHANGE DURING FINAL DESIGN.
6. THE CITY OF ROSEVILLE SHALL ASSIST IN THE COORDINATION OF THE WASHINGTON BOULEVARD IMPROVEMENTS WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS).

MODIFIED - PRELIMINARY UTILITY PLAN - EAST

NCRSP - PARCEL 49

MAJOR PROJECT PERMIT - STAGE 1
ROSEVILLE, CA
SHEET 2 OF 2

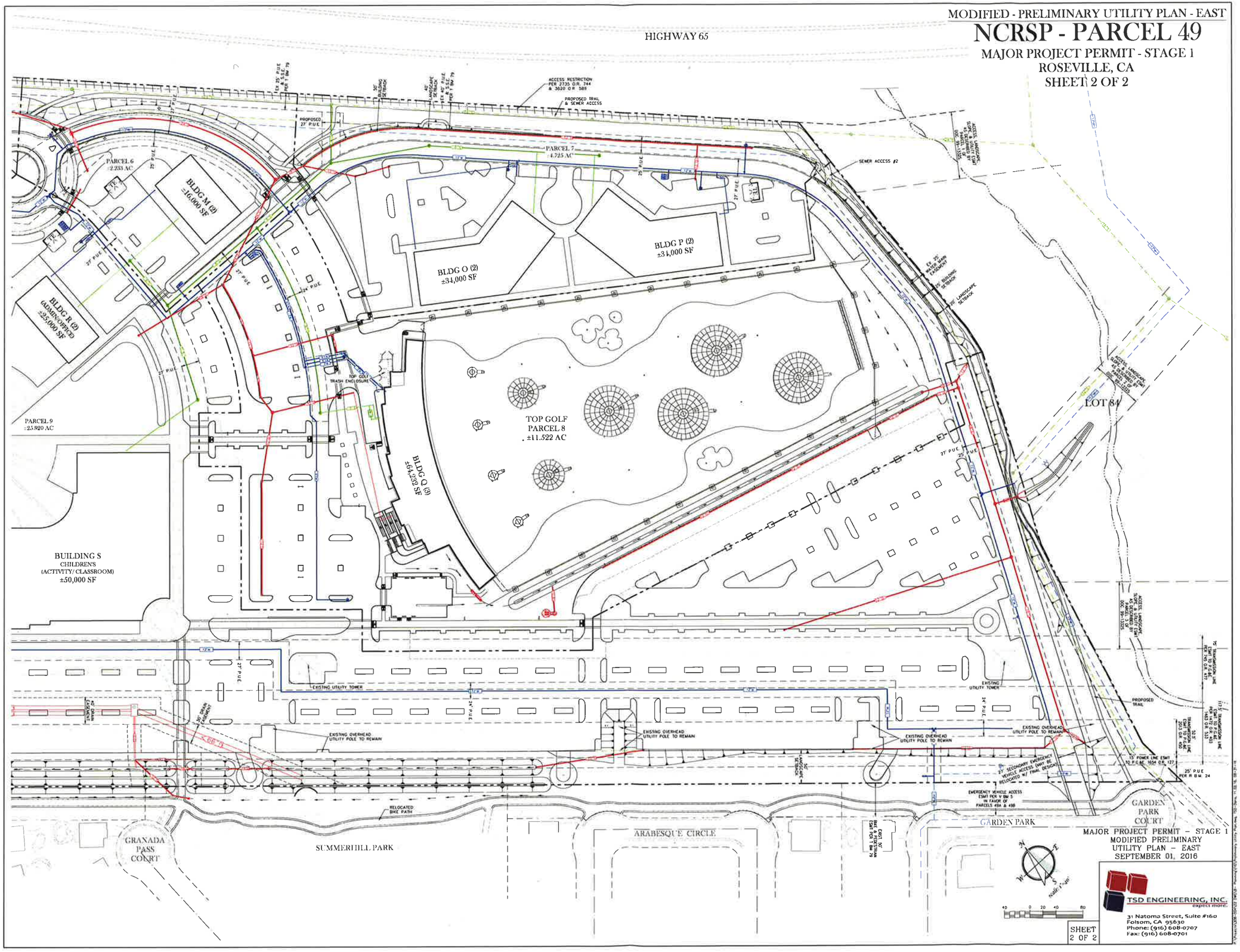
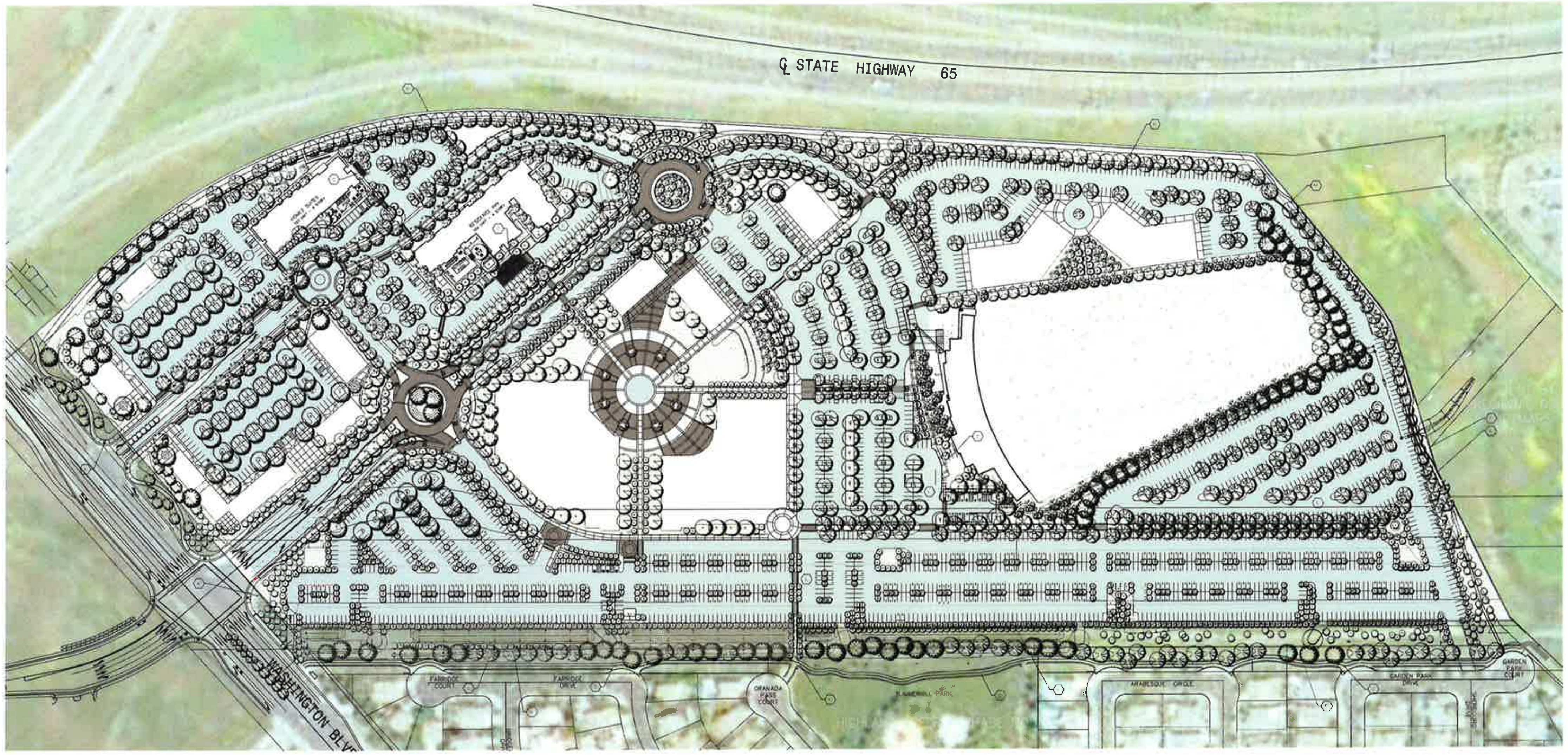


EXHIBIT E



PLANT LIST AND LEGEND STAGE 1 PERMIT

USE TYPE / SYMBOL / BOTANICAL NAME, COMMON NAME / SIZE, SPACING / HGT, SPREAD / REMARKS / WATER USE

STREET FRONTAGES — NOTE: LANDSCAPE ARCHITECT RESERVES THE RIGHT, UPON CITY APPROVAL, TO SUBSTITUTE PLANT MATERIAL DUE TO INHERENT AVAILABILITY SHORTAGES OR ENVIRONMENTAL RESTRICTIONS

Use type	Botanical name / Common name	Size	Hgt/Spread	Remarks	Water use
WASHINGTON BLVD STREET TREE	ACER RUBRUM 'RED SUNSET' RED MAPLE	24 BOX	40'/20'	MATCHED	MED
SUBORDINATE TREE	PYRUS CALLERYANA 'REDSPIRE' FLOWERING PEAR	24 BOX	35'/25'	MATCHED	MED
STREET 'A' STREET TREE	ULMUS PARVIFOLIA 'TRUE GREEN' EVERGREEN ELM	15 G./VARIES	35'/40'	DOUBLE ROW	MED
STREET 'B' STREET TREE	PODOCARPUS GRACILIOR FERN PINE	24 BOX	50'/30'	DOUBLE ROW	LOW

PARKING LOTS AND PERIMETER

Use type	Botanical name / Common name	Size	Hgt/Spread	Remarks	Water use
SHADE TREE	ACER NIGRUM 'GREENCOLUMN' BLACK MAPLE	15 G./VARIES	60'/25'	MATCHED	MED
	QUERCUS VIRGINIANA SOUTHERN LIVE OAK	15 G./VARIES	60'/40'	MATCHED	MED
	PISTACIA CHINENSIS CHINESE PISTACHE	15 G./VARIES	40'/40'	MATCHED	LOW
	PLATANUS ACERIFOLIA 'BLOODGOOD' LONDON PLANE TREE	24 BOX	60'/40'	MATCHED	MED
	QUERCUS X ROBUR CRIMSON SPIRE OAK	15 G./VARIES	50'/20'	MATCHED	MED
SUBORDINATE TREE	PINUS HALEPENSIS ALLEPO PINE	15 G./VARIES	40'/40'	MATCHED	LOW
	QUERCUS LOBATA * VALLEY OAK	15 G./VARIES	60'/50'	MATCHED	LOW
	CEDRUS DEODORA DEODAR CEDAR	24 BOX	70'/35'	MATCHED	LOW
	QUERCUS WISLIZENII INTERIOR LIVE OAK	15 G./VARIES	40'/40'	NATURAL	LOW
ACCENT TREE	COTINUS COGGYGRIA 'ROYAL PURPLE' * SMOKE TREE	15 G./VARIES	15'/15'	MATCHED	LOW
	FRAXINUS PENNSYLVANICA 'OCONEE' GREEN GEM ASH	15 G./VARIES	50'/25'	MATCHED	MED
	POPULUS ALBA PYRAMIDALIS BOLLEANA POPLAR	24 BOX	80'/15'	MATCHED	HIGH

UTILITY EASEMENT TREES

Use type	Botanical name / Common name	Size	Hgt/Spread	Remarks	Water use
SHADE TREE	LAURUS NOBILIS GRECIAN LAUREL	15 G./VARIES	10'/15'	MATCHED	LOW
	CHILOPSIS LINEARIS 'MONHEW' TIMELESS BEAUTY DESERT WILLOW	15 G./VARIES	15'/15'	MATCHED	LOW
	RHAPHIOLEPIS I. 'MAJESTIC BEAUTY' INDIAN HAWTHORN	15 G./VARIES	10'/10'	MATCHED	LOW
ACCENT TREE	CERCIS CANADENSIS 'MERLOT' EASTERN REDBUD	24 BOX	12'/15'	MATCHED	MED

BUILDING ENVELOPE TREES

Use type	Botanical name / Common name	Size	Hgt/Spread	Remarks	Water use
TREES	PYRUS CALLERYANA 'REDSPIRE' FLOWERING PEAR	24 BOX	35'/25'	MATCHED	MED
	LAGERSTROEMIA X 'ARAPAHO' CRAPE MYRTLE	24 BOX	20'/15'	MATCHED	LOW

SHRUB AND GROUNDCOVERS

BACKGROUND OR FOUNDATION SHRUB MATERIAL — EVERGREEN, LARGE SHRUBS TO 6'-0" USED FOR REDUCING BUILDING MASS OR SCREENING UNDESIRABLE VIEWS

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
ARCHTOSTAPHYLOS H. MCMINN	1/5 GAL		LOW
ARBUTUS U. COMPACTA	1/5 GAL		LOW
GREVILLEA CANBERRA	1/5 GAL		LOW
NERIUM OLEANDER 'MRS. ROEDING'	1/5 GAL		LOW
FRANGULA CALIFORNICA	1/5 GAL		LOW
RHAPHIOLEPIS 'JACK EVANS'	5 GAL		MOD
XYLOSMA C. 'COMPACTA'	5 GAL		LOW

FACER SHRUB MATERIAL — EVERGREEN OR DECIDUOUS SHRUBS TO 4'-0". USED FOR 'TERRACING' OF PLANT MATERIAL, SEASONAL COLOR AND SOFTENING OF BUILDING EDGES AND FOUNDATION SHRUBS.

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
CEANOTHUS SPP.	1/5 GAL	3' o.c.	LOW
PRUNUS 'SAN BRUNO'	5 GAL	4' o.c.	LOW
CISTUS SP.	1/5 GAL	5' o.c.	LOW
CALLISTEMON 'LITTLE JOHN'	1 GAL	3' o.c.	LOW
PITTOSPORUM SPP.	1/5 GAL	4' o.c.	MOD
RHAPHIOLEPIS SPP.	1/5 GAL	4' o.c.	MOD
ROSMARINUS O. 'TUSCAN BLUE'	1 GAL	3' o.c.	LOW

ACCENT SHRUB MATERIAL — EVERGREEN OR PERENNIAL SHRUBS TO 3'-0", SOMETIMES LARGER. USED FOR AESTHETIC VALUE IN LANDSCAPE THROUGH BLOOM, LEAF COLOR, OR OVERALL CHARACTER

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
HESPERALOE SPP.	1 GAL		
DIETES SP.	1 GAL	3' o.c.	LOW
HEMEROCALLIS HYBRIDS	1 GAL		
LAVANDULA SP.	1 GAL		LOW
MAHONIA A. 'COMPACTA'	1/5 GAL	3' o.c.	LOW
CALLISTEMON 'LITTLE JOHN'	1 GAL	3' o.c.	LOW
NANDINA 'HARBOUR DWARF'	1 GAL	3' o.c.	MED
PENNISETUM SP.	1 GAL	2' o.c.	LOW

GROUND COVER MATERIAL — EVERGREEN OR PERENNIAL SHRUBS TO 30" HIGH. USED TO BLANKET LARGER AREAS AND AS A FILLER BETWEEN SITE WORK EDGES AND FACER SHRUBS

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
ARCTOSTAPHYLOS SP.	1 GAL	36" o.c.	LOW
BACCHARIS PILULARIS	1 GAL	24" o.c.	LOW
COPROSMA X KIRKII	1 GAL	36" o.c.	MED
NANDINA H. DWARF	1 GAL	24" o.c.	LOW
ROSMARINUS O. 'PROSTRATUS'	1 GAL	36" o.c.	LOW
ROSA 'FLOWER CARPET' SP.	1 GAL	36" o.c.	MED
TRACHELOSPERMUM JASMINOIDES	1 GAL	24" o.c.	MED
LONICERA INTERRUPTA	1 GAL	24" o.c.	MED
ROSA SPP.	1 GAL	3' o.c.	HIGH
TURF SODDED - 'BOLERO' TURF TYPE DWARF FESCUE	--	--	MED
TURF SODDED - 'NO MOW' FESCUE			

WATER QUALITY AREAS — EVERGREEN OR PERENNIAL SHRUBS TO 30" HIGH. USED TO BLANKET LARGER AREAS AND AS A FILLER BETWEEN SITE WORK EDGES AND FACER SHRUBS

INDICATES PROPOSED SHRUB AND GROUNDCOVER AREAS

Botanical Name	Size (Min.)	Water Use
CORNUS SERICEA	1 GAL	MED
FESTUCA RUBRA	1 GAL	LOW
FESTUCA IDAHOENSIS	1 GAL	LOW
JUNCUS BALTICUS	1 GAL	LOW
PRUNUS CISTENA	1 GAL	LOW
ELYMUS SPP.	1 GAL	LOW
SALIX PURPUREA	1 GAL	MOD
SPIREA SPP.	1 GAL	LOW
ARCTOSTAPHYLOS UVA URSI	1 GAL	LOW
MAHONIA COMPACTA	1 GAL	LOW

EASTERN AND SOUTHERN BOUNDARY EDGE PLANTING — EVERGREEN, DROUGHT TOLERANT. USED TO BLANKET LARGER AREAS AND AS A TRANSITION BUFFER BETWEEN DEVELOPMENT AND OPEN SPACE PARCEL 84. BUFFER TO OPEN SPACE PARCEL USING COMPATIBLE MATERIAL.

* INDICATES TREE SPECIES TO BE USED IN EASTERN BOUNDARY

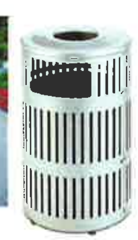
LUMEC LUMILOK DECORATIVE LAMP*

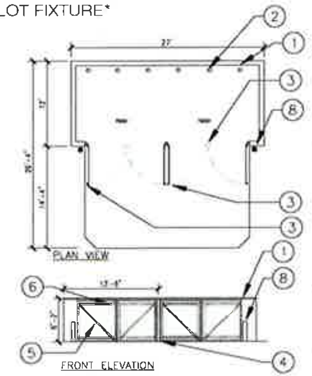
BENCH

BIKE*

GARDCO PUREFORM PARKING LOT FIXTURE*

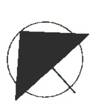
GARDCO FULL CUTOFF BOLLARD*


TRASH



A TRASH ENCLOSURE
SCALE: 1/8" = 1' - 0"

1. 8"X8"X16" SPLIT FACE – COLOR TO MATCH BUILDING.
2. 6" PIPE BOLLARDS, TYP.
3. 5/8" I.D. PIPE RECEIVERS FOR CANE BOLTS TYP.
4. 1/2" DIA. STL. ROD CANE BOLTS, EACH LEAF. FIELD VERIFY LENGTH. PROVIDE STL. SLEEVE EMBEDDED IN CONC. TO RECEIVE ROD.
5. 16 GAUGE MTL. DECKING TACK WELD EACH FLUTE @ FRAME. ASC MINI V BEAM PROFILE OR EQUAL. PAINT TO MATCH THE BUILDING.
6. 1" X 1/8" DIAG. MTL. STRAPS FROM TOP AND MIDPOINTS OF BUTT SIDE TO STRIKE SIDE @ MIDPOINTS AND BOTTOM.
7. 6" THICK CONCRETE APRON
8. 8" STEEL BOLLARD. FILL WITH CONCRETE


NORTH

SITE KEYNOTES

A. STREETSCAPE DESIGN INTENT – Streetscape will be consistent with other projects within the area. Washington Blvd. will incorporate double Row of trees per the Specific Plan requirements. The Acer rubrum was substituted for the Coast Live Oak as it is smaller and more compatible with the storm drain structures to the east. Street A will incorporate the use of Double Row of Ulmus parvifolia trees along with massed planted under story of shrubs for interest, color, and accenting pedestrian paths. Street A terminates in a roundabout with signage and accent planting. Shrub masses will utilize drought tolerant species where appropriate.

B. ENTRY TREATMENT – Entry will be highlighted by grove of Cercis canadensis 'Merlot' and Acer in a double row and a turf area with low background planting. Monument signage will flank entry and at Street A and Street B intersections. Under story will be low and conforming to an undulated ground contour, while maintaining sight lines. Use of colorful plant materials will further enhance and define the entries, along with drought tolerant species where appropriate.

C. BUILDING ZONE – Focus is on connectivity for pedestrians. A variety of columnar and small scale trees with low contrasting shrub forms will be used to add interest, color, and texture. Several outdoor plaza spaces with tree wells will be incorporated between Buildings.

D. SCREENING INTENT – Primary planting along the south property lines are restricted in height due to overhead power line easement. However, a berm will be used to further mitigate views into project. Primary planting will consist of evergreen trees, Laurus nobilis and Rhapiolepis Majestic Beauty for year round buffering of power lines and towers, and medium height shrubs to screen adjacent properties. Planting of the City owned 50' corridor will be provided where trail must be reconstructed to incorporate drainage swales and large evergreen screen trees will used, along with a barrier type ground planting at the Park Site. All plant material shall be drought tolerant. A 42" open metal fence will be placed adjacent to parking lot where it abuts existing park site.

E. Protected Preserve boundary area. Prior to construction of any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve. All construction activity must be per City requirements.

F. Proposed Post and cable fencing

G. Minimum 36" high berm along south property line. See Grading Plans for maximum height.

H. Park access from project.

I. 42" high open metal fence adjacent to parking lot.

J. EXISTING TRAIL – Existing trail will require removal and reconstruction to allow for proposed berming, overland drainage release, drainage pipe coverage, and to place portions of the trail back on City property. Bollards placed adjacent to Summerhill Park for security purposes.

K. HIGHWAY 65 DESIGN INTENT – The Highway 65 Corridor will be consistent with other projects in the area. Platanus acerfolia Bloodgood staggered aprox. 30' O.C., with Cedrus deodora as well. A 5'0" wide D.G. trail is proposed within the 40' landscape setback along Hwy 65. Trees shall not be planted min of 15' from ex. 24" sewer line. Mixed species and low forms of shrubs for interest, color, and buffering of the project from the highway. Shrub masses will utilize drought tolerant species where appropriate. Eastern boundary shall be limited to plant material as identified in the plant legend due to existing proximity of adjacent Parcel 84 Open Space. It is desired to integrate 5'0" d.g. trail within the 40' landscape setback.

L. PARKING LOT INTENT – Designated trees will provide a canopy of shade. Under story plantings within the parking lot will consist of low shrubbery and/or ground covers. Pedestrian access is provided from Parking lot to adjacent existing bike trail along the south property line.

M. Proposed Decomposed Granite walking path adjacent to north project boundary.

SHADE STUDY CALCULATIONS

PROJECT:	BAYSIDE HR PARCEL 49	6.29.16
OVERALL STAGE 1 SITE		
STANDARD STALLS	2,173	586,710
COMPACT STALLS	569	143,388
HANDICAP STALLS	51	12,852
TOTAL PAVED PARKING AREA:		742,950
TOTAL SHADE REQUIRED:	50%	371,475
TOTAL SHADE PROVIDED:		**348,048**
TOTAL SHADE PERCENTAGE		**46.8%**

SYMBOL	PATTERN	QTY.		UNIT IN S.F.	TOTAL S.F.
30 TO 35' TREES					
ULMUS P., PINUS P.,	35-I	114	X	961	109,554
MAGNOLIA G., PLATANUS A.,	35-P	255	X	481	122,655
CEDRUS D., PISTACIA C.,	35-N	110	X	240	26,400
QUERCUS L.,					
25' TO 30' TREES					
QUERCUS R., PINUS H.,	30-I	5	X	707	3,535
FRAXINUS P.,	30-P	26	X	354	9,204
	30-N	7	X	177	1,239
20' TO 25' TREES					
PYRUS C., ACER N.,	25-I	0	X	491	0
	25-P	34	X	246	8,364
	25-N	0	X	123	0
15' TO 20' TREES					
	20-I	0	X	314	0
	20-P	0	X	157	0
	20-N	0	X	79	0
10' TO 15' TREES					
COTINUS C., LAURUS N.,	15-I	173	X	177	30,621
CHILOPSIS L., RAPHIOLEPIS I.,	15-P	406	X	88	35,728
PHOENIX, MALUS,	15-N	17	X	44	748
LAGERSTROIMIA I.					
TOTAL					**348,048**

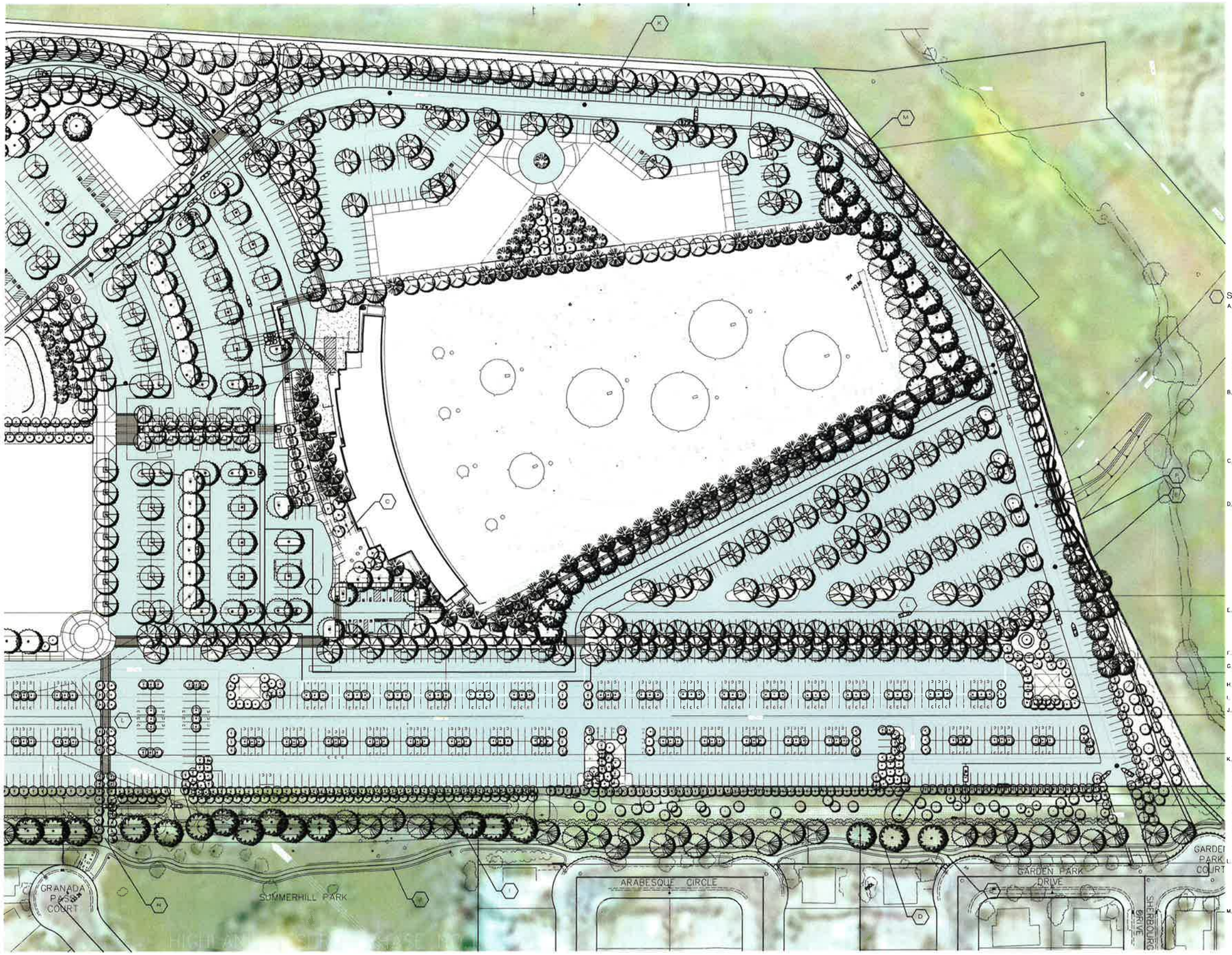
NCRSP - PARCEL 49 - Major Project Permit Stage 1
ROSEVILLE, CA

PRELIMINARY SHADE CALCULATIONS

SCALE: 1" = 80'0" 0 80' 160'

PL1.0

FUHRMAN LEAMY LAND GROUP
DATE: 07.28.16
PROJECT: BAY.16041



SITE KEYNOTES

A. STREETSCAPE DESIGN INTENT – Streetscape will be consistent with other projects within the area. Washington Blvd. will incorporate double Row of trees per the Specific Plan requirements. The Acer rubrum was substituted for the Coast Live Oak as it is smaller and more compatible with the storm drain structures to the east. Street A will incorporate the use of Double Row of Ulmus parvifolia trees along with massed planted under story of shrubs for interest, color, and accenting pedestrian paths. Street A terminates in a roundabout with signage and accent planting. Shrub masses will utilize drought tolerant species where appropriate.

B. ENTRY TREATMENT – Entry will be highlighted by grove of Cercis canadensis 'Merlot' and Acer in a double row and a turf area with low background planting. Monument signage will flank entry and at Street A and Street B intersections. Under story will be low and conforming to an undulated ground contour, while maintaining sight lines. Use of colorful plant materials will further enhance and define the entries, along with drought tolerant species where appropriate.

C. BUILDING ZONE – Focus is on connectivity for pedestrians. A variety of columnar and small scale trees with low contrasting shrub forms will be used to add interest, color, and texture. Several outdoor plaza spaces with tree wells will be incorporated between Buildings.

D. SCREENING INTENT – Primary planting along the south property lines are restricted in height due to overhead power line easement. However, a berm will be used to further mitigate views into project. Primary planting will consist of evergreen trees, Laurus nobilis and Rhaphiolepis Majestic Beauty for year round buffering of power lines and towers, and medium height shrubs to screen adjacent properties. Planting of the City owned 50' corridor will be provided where trail must be reconstructed to incorporate drainage swales and large evergreen screen trees will used, along with a barrier type ground planting at the Park Site. All plant material shall be drought tolerant. A 42" open metal fence will be placed adjacent to parking lot where it abuts existing park site.

E. Protected Preserve boundary area. Prior to construction of any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve. All construction activity must be per City requirements.

F. Post and cable fencing.

G. Minimum 36" high berm along south property line. See Grading Plans for maximum height.

H. Park access from project.

I. 42" high open metal fence along parking lot.

J. EXISTING TRAIL –
Existing trail will require removal and reconstruction to allow for proposed berming, overland drainage release, drainage pipe coverage, and to place portions of the trail back on City property. Bollards placed adjacent to Summerhill Park for security purposes.

K. HIGHWAY 65 DESIGN INTENT –
The Highway 65 Corridor will be consistent with other projects in the area. Platanus acerifolia Bloodgood staggered aprox. 30' O.C., with Cedrus deodora as well. A 5'0" wide D.G. trail is proposed within the 40' landscape setback along Hwy. 65. Trees shall not be planted min of 15' from ex. 24" sewer line. Mixed species and low forms of shrubs for interest, color, and buffering of the project from the highway. Shrub masses will utilize drought tolerant species where appropriate. Eastern boundary shall be limited to plant material as identified in the plant legend due to existing proximity of adjacent Parcel 84 Open Space. It is desired to integrate 5'0" d.g. trail within the 40' landscape setback.

L. PARKING LOT INTENT –
Designated trees will provide a canopy of shade. Under story plantings within the parking lot will consist of low shrubbery and/or ground covers. Pedestrian access is provided from Parking lot to adjacent existing bike trail along the south property line.

M. Proposed Decomposed Granite walking path along perimeter of project north boundary.

NCRSP - PARCEL 49 - Major Project Permit Stage 1

ROSEVILLE, CA

PRELIMINARY LANDSCAPE PLAN

SCALE: 1" = 40'-0"

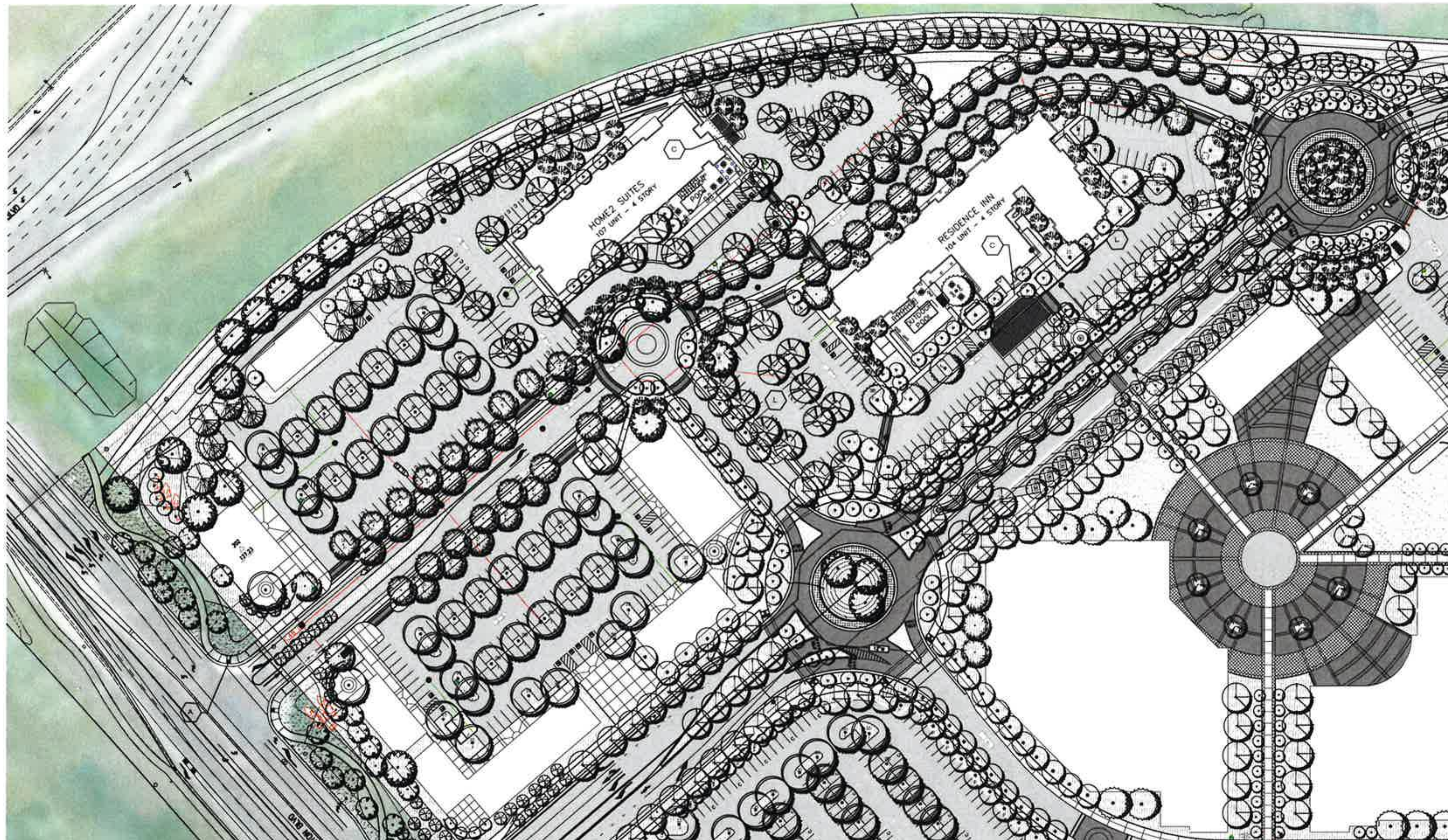
0 40' 80

PL1.2

FUHRMAN LEAMY LAND GROUP

DATE: 6.29.16

PROJECT: BAY.1604-1



SITE KEYNOTES

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B. ENTRY TREATMENT – Entry will be highlighted by grove of Cercis canadensis 'Merlot' and Acer in a double row and a turf area with low background planting. Monument signage will flank entry and at Street A and Street B intersections. Under story will be low and conforming to an undulated ground contour, while maintaining sight lines. Use of colorful plant materials will further enhance and define the entries, along with drought tolerant species where appropriate.

C. BUILDING ZONE – Focus is on connectivity for pedestrians. A variety of columnar and [illegible] trees with low contrasting shrub forms [illegible] to add interest, color, and texture. Several outdoor plaza spaces with tree [illegible] will be incorporated between Buildings.

D. SCREENING INTENT – Primary planting along the south property lines are restricted in height due to overhead power line easement. However, a berm will be used to further mitigate views into project. Primary planting will consist of evergreen trees, Laurus nobilis and Rhaphiolepis Majestic Beauty for year round buffering of power lines and towers, and medium height shrubs to screen adjacent properties. Planting of the City owned 50' corridor will be provided where trail must be reconstructed to incorporate drainage swales and large evergreen screen trees will used, along with a barrier type ground planting at the Park Site. All plant material shall be drought tolerant. A 42" open metal fence will be placed adjacent to parking lot where it abuts existing park site.

E. Protected Preserve boundary area. Prior to construction of any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve. All construction activity must be per City requirements.

F. Proposed Post and cable fencing.

G. Minimum 36" high berm along south property line. See Grading Plans for maximum height.

H. Park access from project.

I. 42" high open metal fence adjacent to parking lot.

J. EXISTING TRAIL – Existing trail will require removal and [illegible] to allow for proposed [illegible] release, drainage [illegible] portions of the trail back [illegible] placed adjacent to Summerhill Park [illegible] purposes.

K. HIGHWAY 65 DESIGN INTENT – The Highway 65 Corridor [illegible] consistent with other projects in the area [illegible] acerfolia Bloodgood staggered [illegible] O.C. with Cedrus deodora as well. A 5'0" [illegible] D.G. trail is proposed within the 40' landscape [illegible] Hwy 65. Trees shall not [illegible] min. of [illegible] 24" sewer line [illegible] and [illegible] shrubs for interest [illegible] and buffering [illegible] from the [illegible] masses [illegible] species where appropriate [illegible] limited to [illegible] legend due to existing [illegible] Parcel 84 Open Space. It is desired to [illegible] 5'0" d.g. [illegible] within the 40' landscape [illegible]

L. PARKING LOT INTENT – Designated trees will provide a canopy of shade. Under story plantings within the parking lot will consist of low shrubs and/or ground covers. Pedestrian access is provided from Parking lot to adjacent existing bike trail along the south property.

M. Proposed Decomposed Granite walking path adjacent to north project boundary.

PLANT LIST AND LEGEND: STAGE 1 PERMIT

NOTE: LANDSCAPE ARCHITECT RESERVES THE RIGHT, UPON CITY APPROVAL, TO SUBSTITUTE PLANT MATERIAL DUE TO INHERENT AVAILABILITY SHORTAGES OR ENVIRONMENTAL RESTRICTIONS.

LSE TYPE	BOTANICAL NAME / COMMON NAME	SIZE/ SPACING	HEIGHT/ SPREAD	REMARKS	WATER USE
STREET FRONTAGES					
WASHINGTON BLVD. STREET TREE	ACER RUBRUM 'RED SUNSET' RED MAPLE	24 BOX	40'/20'	MATCHED	MED
SUBORDINATE TREE	PYRUS CALLERYANA 'REDSPIRE' FLOWERING PEAR	24 BOX	35'/25'	MATCHED	MED
STREET A STREET TREE	ULMUS PARVIFOLIA TRUE GREEN EVERGREEN ELM	15 G /VARIES	35'/40'	DOUBLE ROW	MED
STREET B STREET TREE	PODOCARPUS GRACILIOR YEW PINE	24 BOX	50'/30'	DOUBLE ROW	LOW
PARKING LOTS AND PERIMETER					
SHADE TREE	ACER NIGRUM GREENCOLUMN BLACK MAPLE	15 G /VARIES	60'/25'	MATCHED	MED
	QUERCUS VIRGINIANA SOUTHERN LIVE OAK	15 G /VARIES	60'/40'	MATCHED	MED
	PISTACIA CHINENSIS CHINESE PISTACHE	15 G /VARIES	40'/40'	MATCHED	LOW
	PLATANUS ACERFOLIA BLOODGOOD LONDON PLANE TREE	24 BOX	60'/40'	MATCHED	MED
	QUERCUS x ROBUR CRIMSON SPIRE OAK	15 G /VARIES	50'/20'	MATCHED	MED
SUBORDINATE TREE	PINUS HALEPENSIS ALLEPO PINE	15 G /VARIES	40'/40'	MATCHED	LOW
	QUERCUS LOBATA * VALLEY OAK	15 G /VARIES	60'/50'	MATCHED	LOW
	CEDRUS DEODORA DEODAR CEDAR	24 BOX	70'/35'	MATCHED	LOW
	QUERCUS WISLIZNEII INTERIROR LIVE OAK	15 G /VARIES	40'/40'	NATURAL	LOW
ACCENT TREE	COTINUS COGGRAYIA 'ROYAL PURPLE' SMOKE TREE *	15 G /VARIES	15'/15'	MATCHED	LOW
	FRAXINUS PENNSYLVANICA 'OCONEE' GREEN GEM ASH	15 G /VARIES	50'/25'	MATCHED	MED
	POPULUS ALBA PYRAMIDALIS BOLLEANA POPLAR	24 BOX	80'/15'	MATCHED	HIGH
UTILITY EASEMENT TREES					
SHADE TREE	LAURUS NOBILIS GRECIAN LAUREL	15 G /VARIES	10'/15'	MATCHED	LOW
	CHILOPSIS LINEARIS MONHEW TIMELESS BEAUTY DESERT WILLOW	15 G /VARIES	15'/15'	MATCHED	LOW
	RHAPIOLEPIS I. MAJESTIC BEAUTY INDIAN HAWTHORN	15 G /VARIES	10'/10'	MATCHED	LOW
ACCENT TREE	CERCIS CANADENSIS 'MERLOT' EASTERN REDBUD	24 BOX	12'/15'	MATCHED	MED
BUILDING ENVELOPE					
TREES	PYRUS CALLERYANA 'REDSPIRE' FLOWERING PEAR	24 BOX	35'/25'	MATCHED	MED
	LAGERSTROEMIA X ARAPAHO CRAPE MYRTLE	24 BOX	20'/15'	MATCHED	LOW

SHRUB AND GROUNDCOVERS

BACKGROUND OR FOUNDATION SHRUB MATERIAL

EVERGREEN, LARGE SHRUBS TO 6'-0" USED FOR REDUCING BUILDING MASS OR SCREENING UNDESIRABLE VIEWS

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
ARCHTOSTAPHYLOS H. MCMINN	1/5 GAL	5' o.c.	LOW
ARBUTUS U. COMPACTA	1/5 GAL	3' o.c.	LOW
GREVILLEA CANBERRA	1/5 GAL	6' o.c.	LOW
NERIUM OLEANDER 'MRS. ROEDING'	1/5 GAL	6' o.c.	LOW
FRANGULA CALIFORNICA	1/5 GAL	6' o.c.	LOW
RHAPHIOLEPIS JACK EVANS	5 GAL	6' o.c.	MOD
XYLOSMA C. 'COMPACTA'	5 GAL	3' o.c.	LOW

FACER SHRUB MATERIAL

EVERGREEN OR DECIDUOUS SHRUBS TO 4'-0". USED FOR "TERRACING" OF PLANT MATERIAL. SEASONAL COLOR AND SOFTENING OF BUILDING EDGES AND FOUNDATION SHRUBS

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
CEANOTHUS SPP.	1/5 GAL	3' o.c.	LOW
RHAMNUS 'SAN BRUNO'	5 GAL	4' o.c.	LOW
CISTUS SP.	1/5 GAL	5' o.c.	LOW
CALLISTEMON LITTLE JOHN	1 GAL	3' o.c.	LOW
LEPSTOSPERMUM SPP.	1/5 GAL	4' o.c.	MOD
RHAPHIOLEPIS SPP.	1/5 GAL	4' o.c.	MOD
ROSMARINUS O. TUSCAN BLUE	1 GAL	3' o.c.	LOW

ACCENT SHRUB MATERIAL

EVERGREEN OR PERENNIAL SHRUBS TO 3'-0", SOMETIMES LARGER. USED FOR AESTHETIC VALUE IN LANDSCAPE THROUGH BLOOM, LEAF COLOR, OR OVERALL CHARACTER.

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
HESPERALOE SPP.	1 GAL	18" o.c.	MED
DIETES SP.	1 GAL	3' o.c.	LOW
HEMEROCALLIS HYBRIDS	1 GAL	2' o.c.	MED
LAVANDULA SP.	1 GAL	2' o.c.	LOW
MAHONIA A. 'COMPACTA'	1/5 GAL	3' o.c.	LOW
CALLISTEMON LITTLE JOHN	1 GAL	3' o.c.	LOW
NANDINA 'HARBOUR DWARF'	1 GAL	2' o.c.	MED
PENNISETUM SP.	1 GAL		LOW

GROUND COVER MATERIAL

EVERGREEN OR PERENNIAL SHRUBS TO 30" HIGH. USED TO BLANKET LARGER AREAS AND AS A FILLER BETWEEN SITE WORK EDGES AND FACER SHRUBS.

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
ARCTOSTAPHYLOS SP.	1 GAL	36" o.c.	LOW
BACCHARIS PILULARIS	1 GAL	24" o.c.	LOW
COPROSMA X KIRKII	1 GAL	36" o.c.	MED
NANDINA H. DWARF	1 GAL	24" o.c.	LOW
ROSMARINUS O. 'PROSTRATUS'	1 GAL	36" o.c.	LOW
ROSA 'FLOWER CARPET' SP.	1 GAL	36" o.c.	MED
TRACHELOSPERMUM JASMINOIDES	1 GAL	24" o.c.	MED
LONICERA INTERRUPTA	1 GAL	24" o.c.	MED
ROSA SPP.	1 GAL	3'-o.c.	MED
	--		HIGH
TURF SODDED – 'BOLERO' TURF TYPE DWARF FESCUE	--	--	MED
TURF SODDED – 'NO MOW FESCUE			

WATER QUALITY AREAS

EVERGREEN OR PERENNIAL SHRUBS TO 30" HIGH. USED TO BLANKET LARGER AREAS AND AS A FILLER BETWEEN SITE WORK EDGES AND FACER SHRUBS.

INDICATES PROPOSED SHRUB AND GROUNDCOVER AREAS

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
CORNUS SERICEA	1 GAL	4' o.c.	MOD
FESTUCA RUBRA	1 GAL	18" o.c.	LOW
FESTUCA IDAHOENSIS	1 GAL	18" o.c.	LOW
JUNCUS BALTICUS	1 GAL	18" o.c.	LOW
PRUNUS CISTENA	1 GAL	5' o.c.	LOW
ELYMUS SPP.	1 GAL	18" o.c.	LOW
SALIX PURPUREA	1 GAL	3' o.c.	MOD
SPIREA SPP.	1 GAL	36" o.c.	LOW
ARCTOSTAPHYLOS UVI URIS	1 GAL	3' o.c.	LOW
MAHONIA COMPACTA	1 GAL		LOW

EASTERN and SOUTHERN BOUNDARY EDGE PLANTING (EXISTING)

EVERGREEN DROUGHT TOLERANT. USED TO BLANKET LARGER AREAS AND AS A TRANSITION BUFFER BETWEEN DEVELOPMENT AND OPEN SPACE PARCEL 84. BUFFER TO OPEN SPACE PARCEL USING COMPATIBLE MATERIAL.

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
NON-IRRIGATED 'GREEN/GOLD BLEND'	SEED	NA	V LOW
PYRACANTHA COCCINEA 'LOWBOY'	1 GAL	3' o.c.	LOW
BIO FILTRATION SOD	SOD	SOD	MOD
TEUCRIUM X PROSTRATUM	1 GAL	24" o.c.	LOW
ROSA SPP.	1 GAL	3' o.c.	LOW
CORNUS SPP.	1 GAL.	2' o.c.	LOW
CEANOTHUS SPP.	1 GAL.	3' o.c.	MOD
	1 GAL		LOW

*DENOTES TREE SPECIES TO BE USED IN EASTERN BOUNDARY

NCRSP - PARCEL 49 - Major Project Permit Stage 1

ROSEVILLE, CA

PRELIMINARY LANDSCAPE PLAN

SCALE: 1" = 40'0"   0   40'   80'

PL1.1

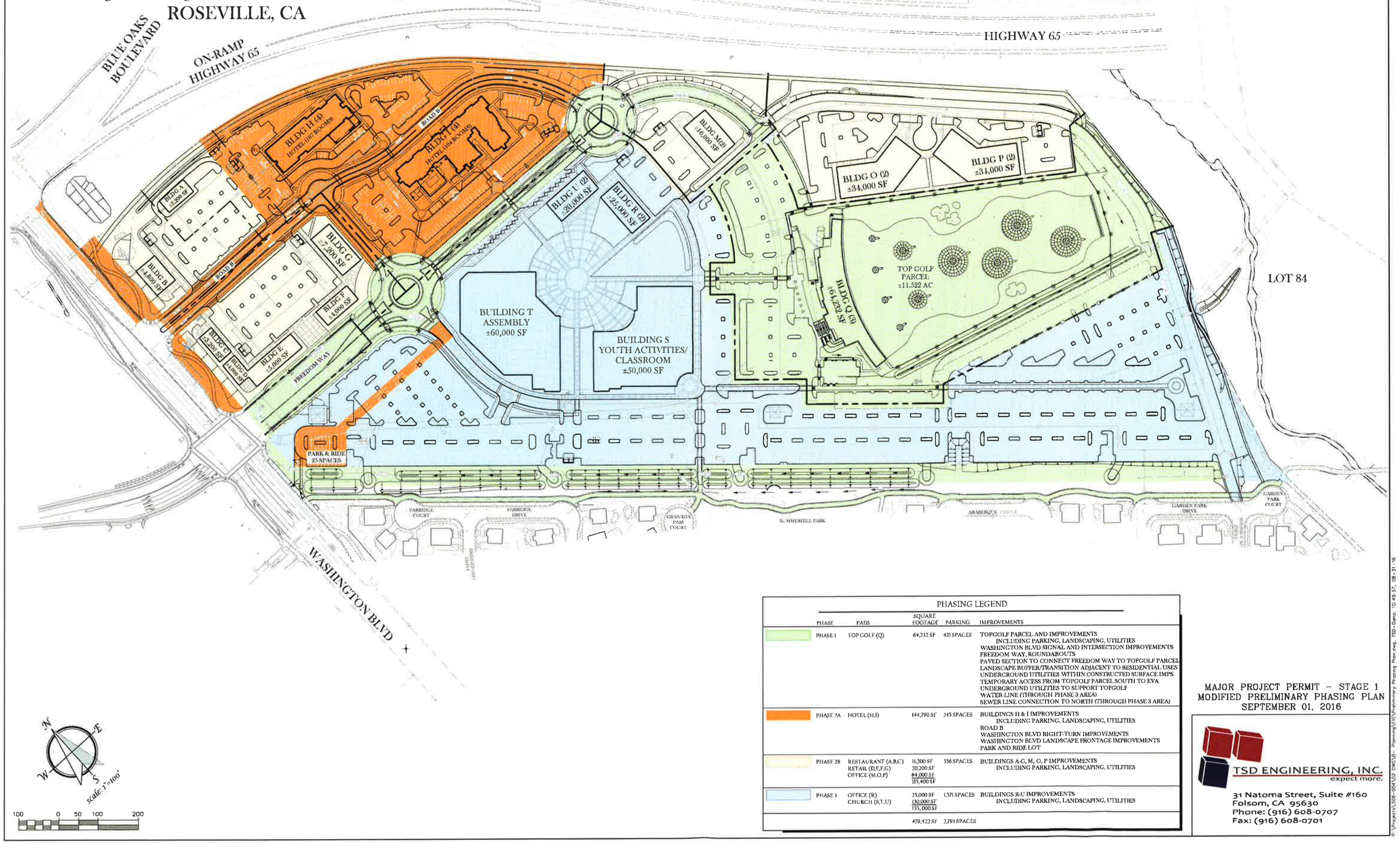
FUHRMAN LEAMY LAND GROUP

DATE: 07.28.16

PROJECT: BAY.16041

EXHIBIT F

MODIFIED - PRELIMINARY PHASING PLAN
NCRSP - PARCEL 49
MAJOR PROJECT PERMIT - STAGE 1
ROSEVILLE, CA



PHASING LEGEND

PHASE	PADS	SQUARE FOOTAGE	PARKING	IMPROVEMENTS
PHASE 1	TOP GOLF (Q)	64,232 SF	421 SPACES	TOPGOLF PARCEL AND IMPROVEMENTS INCLUDING PARKING, LANDSCAPING, UTILITIES WASHINGTON BLVD SIGNAL AND INTERSECTION IMPROVEMENTS FREEDOM WAY, ROUNDABOUTS PAVED SECTION TO CONNECT FREEDOM WAY TO TOPGOLF PARCEL LANDSCAPE BUFFER/TRANSITION ADJACENT TO RESIDENTIAL USES UNDERGROUND UTILITIES WITHIN CONSTRUCTED SURFACE IMPS TEMPORARY ACCESS FROM TOPGOLF PARCEL SOUTH TO EVA UNDERGROUND UTILITIES TO SUPPORT TOPGOLF WATER LINE (THROUGH PHASE 3 AREA) SEWER LINE CONNECTION TO NORTH (THROUGH PHASE 3 AREA)
PHASE 2A	HOTEL (H,I)	144,790 SF	245 SPACES	BUILDINGS H & I IMPROVEMENTS INCLUDING PARKING, LANDSCAPING, UTILITIES ROAD B WASHINGTON BLVD RIGHT-TURN IMPROVEMENTS WASHINGTON BLVD LANDSCAPE FRONTAGE IMPROVEMENTS PARK AND RIDE LOT
PHASE 2B	RESTAURANT (A,B,C) RETAIL (D,E,F,G) OFFICE (M,O,P)	11,200 SF 20,200 SF 84,000 SF 115,400 SF	556 SPACES	BUILDINGS A-G, M, O, P IMPROVEMENTS INCLUDING PARKING, LANDSCAPING, UTILITIES
PHASE 3	OFFICE (R) CHURCH (S,T,U)	25,000 SF 130,000 SF 155,000 SF	1,571 SPACES	BUILDINGS R-U IMPROVEMENTS INCLUDING PARKING, LANDSCAPING, UTILITIES
		479,422 SF	2,793 SPACES	

MAJOR PROJECT PERMIT – STAGE 1
MODIFIED PRELIMINARY PHASING PLAN
SEPTEMBER 01, 2016

TSD ENGINEERING, INC.
expect more.
31 Natoma Street, Suite #160
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

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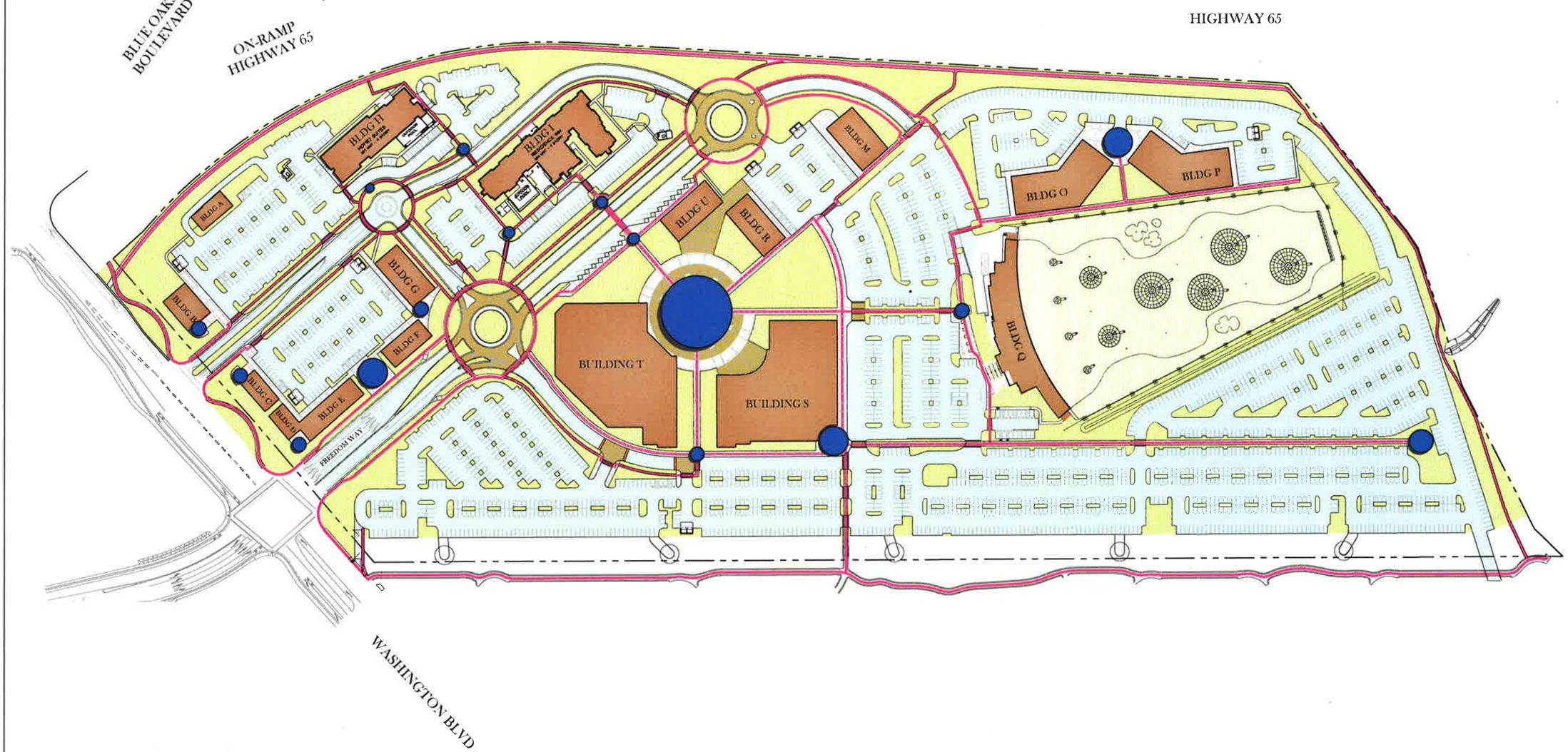
EXHIBIT G

MODIFIED - PRELIMINARY PEDESTRIAN PLAN

NCRSP - PARCEL 49

MAJOR PROJECT PERMIT - STAGE 1

ROSEVILLE, CA



MAJOR PROJECT PERMIT – STAGE 1
PRELIMINARY PEDESTRIAN PLAN
JULY 27, 2016

NCRSP - PARCEL 49
PEDESTRIAN LEGEND

- PEDESTRIAN GATHERING SPACES
- PEDESTRIAN PATHWAYS
- LANDSCAPE AREAS

N E S W

scale: 1"=100'

100 0 50 100 200

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Phone: (916) 608-0707
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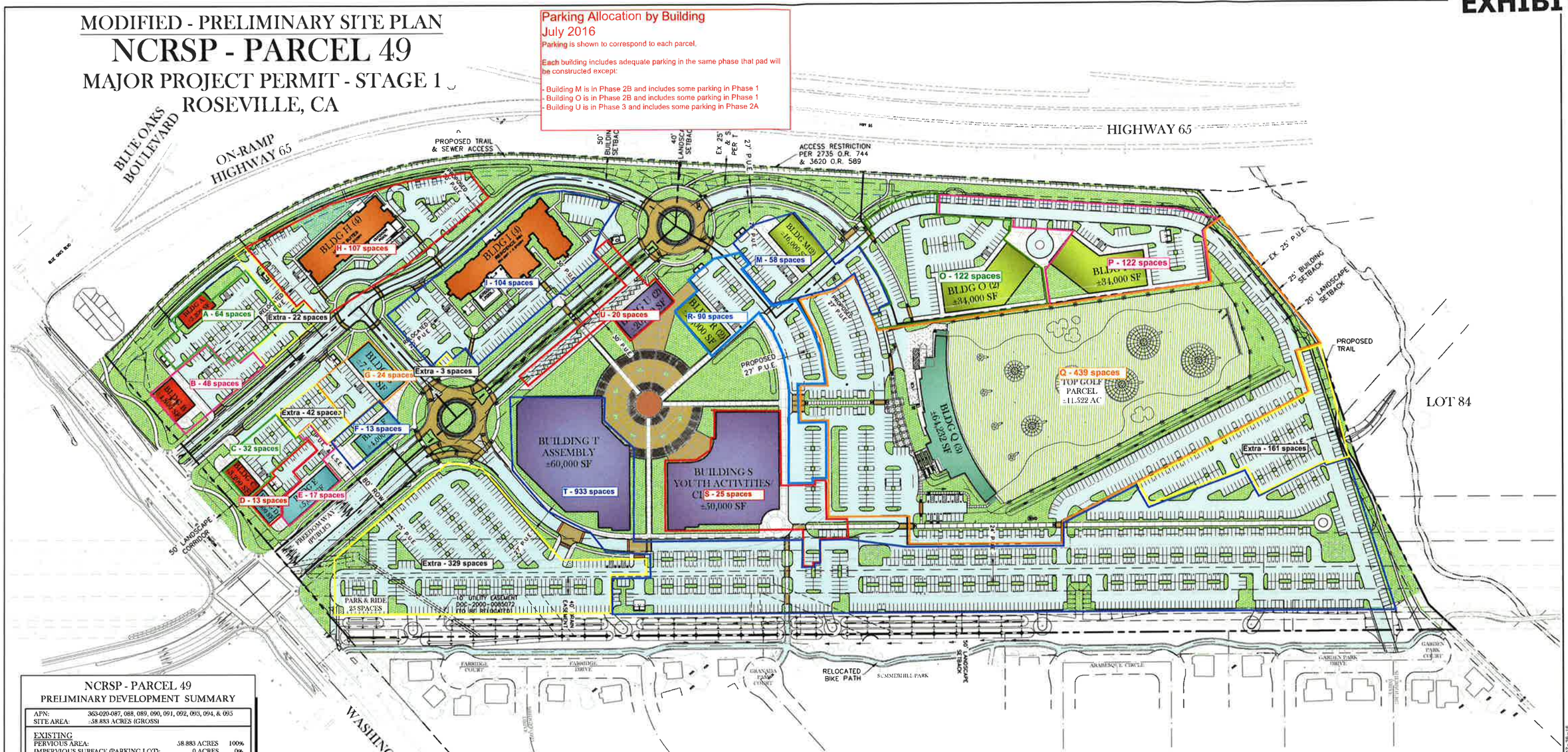
EXHIBIT H

MODIFIED - PRELIMINARY SITE PLAN
NCRSP - PARCEL 49
MAJOR PROJECT PERMIT - STAGE 1
ROSEVILLE, CA

Parking Allocation by Building
July 2016
Parking is shown to correspond to each parcel.

Each building includes adequate parking in the same phase that pad will be constructed except:

- Building M is in Phase 2B and includes some parking in Phase 1
- Building O is in Phase 2B and includes some parking in Phase 1
- Building U is in Phase 3 and includes some parking in Phase 2A



NCRSP - PARCEL 49
PRELIMINARY DEVELOPMENT SUMMARY

APN:	363-020-087, 088, 089, 090, 091, 092, 093, 094, & 095	
SITE AREA:	±58.883 ACRES (GROSS)	
EXISTING		
PERVIOUS AREA:	58.883 ACRES	100%
IMPERVIOUS SURFACE (PARKING LOT):	0 ACRES	0%
IMPERVIOUS SURFACE (HARDSCAPE):	0 ACRES	0%
IMPERVIOUS SURFACE (BUILDINGS):	0 ACRES	0%
TOTAL AREA :	58.883 ACRES	100%
PROPOSED		
PERVIOUS AREA (LANDSCAPE):	21.470 ACRES	36.5%
IMPERVIOUS SURFACE (PARKING LOT):	25.500 ACRES	43.3%
IMPERVIOUS SURFACE (HARDSCAPE):	5.908 ACRES	10.0%
IMPERVIOUS SURFACE (BUILDINGS):	6.005 ACRES	10.2%
TOTAL AREA :	58.883 ACRES	100%

PARCEL 49 PROJECT SUMMARY

PROPERTY OWNER
BSO LLC
8205 SIERRA COLLEGE BLVD
ROSEVILLE, CA 95661
ATTN: JOHN STEWART
johns@baysideonline.com

DEVELOPER
BSO LLC
8205 SIERRA COLLEGE BLVD
ROSEVILLE, CA 95661
ATTN: JOHN STEWART
johns@baysideonline.com

ENGINEER
TSD ENGINEERING, INC
31 NATOMA ST #160
FOLSOM, CA 95630
ATTN: CASEY FEICKERT
cfeickert@tsdeng.com

ASSESSORS PARCEL NO & LOT AREA
TOTAL (GROSS) - ±58.883 AC

	APN	EXISTING	PROPOSED
PARCEL 1	336-020-087	±2.507 AC	±1.560 AC
PARCEL 2	336-020-088	±3.453 AC	
PARCEL 3	336-020-089	±3.972 AC	±3.664 AC
PARCEL 4	336-020-090	±2.510 AC	±4.012 AC
PARCEL 5	336-020-091	±1.400 AC	±1.153 AC
PARCEL 6	336-020-092	±2.233 AC	
PARCEL 7	336-020-093	±4.725 AC	
PARCEL 8	336-020-094	±11.522 AC	
PARCEL 9	336-020-095	±25.920 AC	

PUBLIC ROAD
RIGHT-OF-WAY : ±0.641

NUMBER OF PARCELS
9 EXISTING PARCELS

USE
MIXED USE COMMERCIAL CENTER

ZONING
PD/SA-NC & MI/SA-NC

LAND USE
GENERAL PLAN DESIGNATION
I1 (LIGHT INDUSTRIAL)
NCRSP SPECIFIC PLAN
L1 (LIGHT INDUSTRIAL)

PARCEL 49 PARKING SUMMARY

Space	Use	Stories	Approx. SQ. FT.	Parking Ratio	PARKING Total Required	Total Provided	Standard	Compact
A	Restaurant/Fast Food	1	3,200	1/50	64			
B	Restaurant	1	4,800	1/100	48			
C	Restaurant	1	3,200	1/100	32			
D	Retail	1	4,000	1/300	13			
E	Retail	1	5,000	1/300	17			
F	Retail	1	4,000	1/300	13			
G	Retail	1	7,200	1/300	24			
H	Hotel (107 rooms)	4	63,278	1 per room	107			
I	Hotel (104 rooms)	4	81,512	1 per room	104			
M	Office	2	16,000	1/250 (90% R dy SF)	58			
O	Office	2	34,000	1/250 (90% R dy SF)	122			
P	Office	2	34,000	1/250 (90% R dy SF)	122			
Q	Outdoor Recreation (Top Golf)	3	64,232		439			
R	Office	2	25,000	1/250 (90% R dy SF)	90			
S	Church (Children Activity/Classrooms) (25 classroom)	1	50,000	1 per class room	25			
T	Church (Assembly) (2,800 seats)	1	60,000	1 per 3 Seats	933			
U	Church (Youth Space - Activity/Classrooms) (20 classroom)	2	20,000	1 per class room	20			
				Unassigned			2215	563
	SITE TOTALS:		479,422		2231	2778	2215	563

NCRSP - PARCEL 49
FLOOR AREA SUMMARY

Space	Use	Stories	Approximate SQ. FT.
A	Restaurant/Fast Food	1	3,200
B	Restaurant	1	4,800
C	Restaurant	1	3,200
	RESTURANT TOTAL:		11,200
M	Office	2	16,000
O	Office	2	34,000
P	Office	2	34,000
R	Office	2	25,000
	OFFICE TOTAL:		109,000
D	Retail	1	4,000
E	Retail	1	5,000
F	Retail	1	4,000
G	Retail	1	7,200
	GENERAL RETAIL TOTAL:		20,200
H	Hotel (107 rooms)	4	63,278
I	Hotel (104 rooms)	4	81,512
	HOTEL TOTAL:		144,790
Q	Outdoor Recreation (Top Golf)	3	64,232
	RECREATION TOTAL:		64,232
S	Church (Children Activity/Classrooms) (25 classrooms)	1	50,000
T	Church (Assembly) (2,800 seats)	1	60,000
U	Church (Youth Space - Activity/Classrooms) (20 classrooms)	2	20,000
	USERS TOTAL:		130,000
	SITE TOTALS:		479,422

MAJOR PROJECT PERMIT – STAGE 1
MODIFIED JULY 27, 2016

TSD ENGINEERING, INC.
expect more.
31 Natoma Street, Suite #160
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Fax: (916) 608-0701

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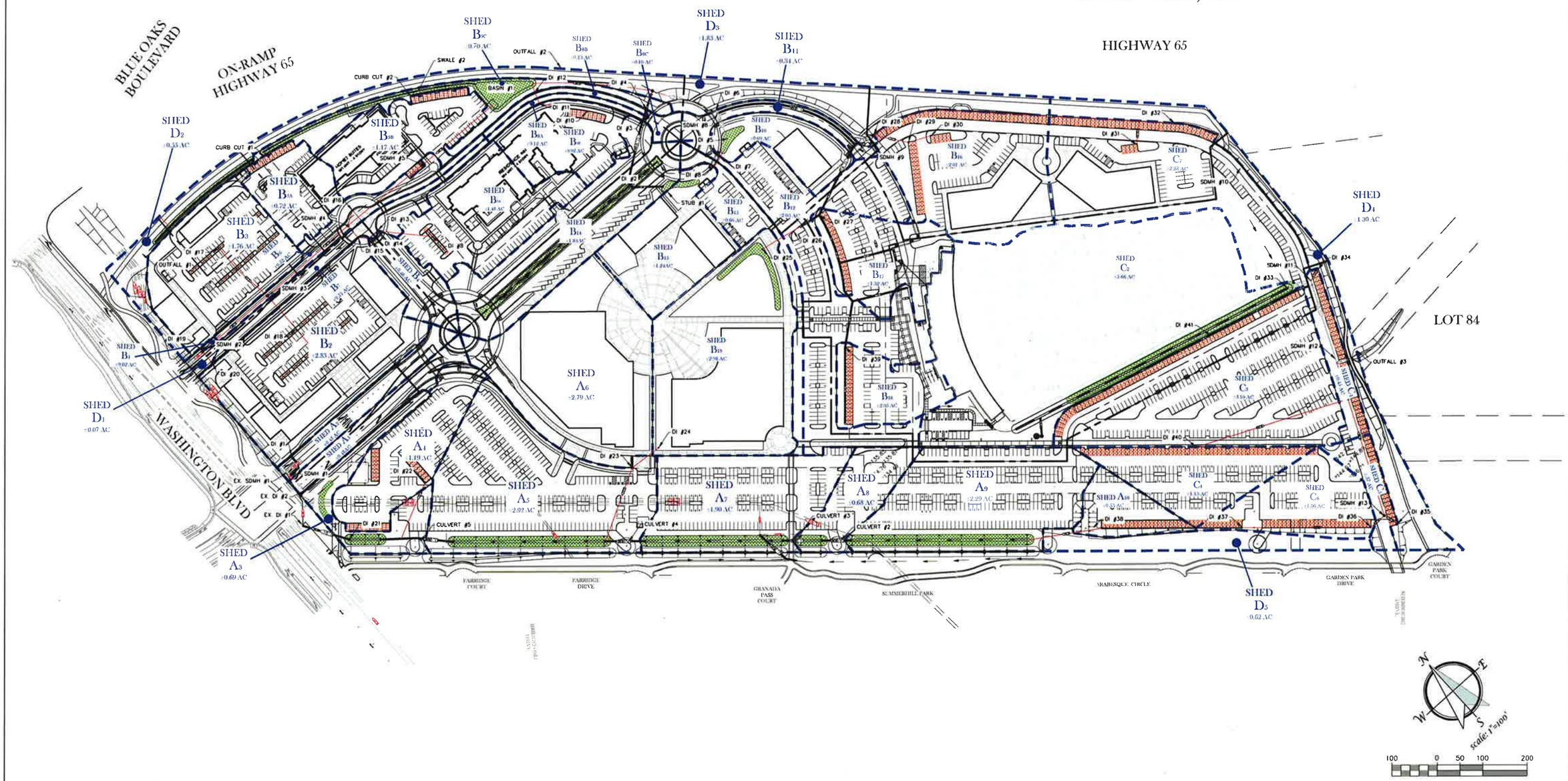
EXHIBIT I

MASTER DEVELOPED SHED MAP EXHIBIT

NCRSP - PARCEL 49

ROSEVILLE, CA



MASTER DEVELOPED SHED MAP
August 31, 2016

LOW IMPACT DEVELOPMENT L.I.D. LEGEND	
PERVIOUS SURFACE	
WATER QUALITY SWALES	

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NCRSP Parcel 49
Statement of Design Intent

July 28, 2016

1. Planning Principles

The following principles were considered in the development of the site plan and architecture:

- Create a place that supports a variety of programmatic functions, such as commercial, hospitality (hotel), civic (church), office, recreation (Topgolf), and retail uses;
- Consider both aesthetic and functional characteristics of the design. Promote architectural diversity through the use of dynamic and varying forms, massing, materials, details, and colors;
- Create a site plan that promotes functional and reciprocal relationships among uses;
- Respect the residential neighborhood along the southwest and create an aesthetically-pleasing landscaped transition along the property line to provide screening and reduced project impacts; and
- Utilize landscape and pedestrian features (walkways, seating areas) as unifying elements throughout the site.

The overarching design intent is that every design feature, whether functional or aesthetic, be considered so that the Project will bring value to the surrounding community and the City of Roseville. Architectural design aesthetic considerations, program development, and planning are all considered collectively, resulting in a project that is both functional and visually attractive. The intent is to create a unique location with high-quality building design that is consistent with the design standards in the NCRSP and the Community Design Guidelines.

2. Unique Attributes

The following are unique attributes of the Project site that influence design:

Visibility from State Route 65. The Project site is the largest remaining undeveloped parcel adjacent to State Route 65 (SR 65) in the City of Roseville. As such, the site is suitable for large-scale tenants that benefit from freeway visibility, proximity to major roadways and a location that is not entirely surrounded by residential uses. The location serves as a community gateway and architecture should be of highest design quality, consistent with the City's Community Design Guidelines. The location of the site, proximate to SR 65, is attractive to Topgolf, Bayside Church, hotel and retail uses that benefit from visibility.

Relationship to Open Space. An open space preserve (Parcel 84) is located east of the site that contains a tributary to Pleasant Grove Creek. Consistent with the NCRSP, the Project includes a landscape planter along the east side of the site (ranging from 20 to 60 feet in width) as a transition to the open space area. The landscape area includes a decomposed gravel pathway that connects to the City's existing trail system and a post and cable fencing adjacent to the open space. The pedestrian path will wrap around the site from the southeast corner (where it will connect to the City's existing path system), along the edge of the open space

(Parcel 84) and freeway frontage to connect to the path in the landscape corridor on Washington Boulevard. Land uses have been designed to transition from active to passive as they near the open space, consisting of the Topgolf outfield and parking areas.

Powerline Easement. The southern 12.35-acre portion of the site is traversed by overhead powerlines and encumbered by easements for 230 kV and 60 kV powerlines. Several powerline towers are located in this area and only parking and limited landscaping is permitted within the 220-foot wide easement. The restriction on vertical uses in this portion of the site makes this a logical area for parking and landscaping. This area also includes a 50-foot wide landscape buffer/transition area.

Interface with Residential Area. The Project site is uniquely situated between SR 65 and the existing Summerhill single-family residential (small lot residential) neighborhood. A 2.8-acre neighborhood park is located immediately south of the Project site within the neighborhood.

There is an opportunity for the Project to provide a transition between the freeway and adjacent residential uses. Along the southwest edge of the site, facing the Summerhill neighborhood, a landscaped 50-foot wide transition area will be created to provide a buffer/transition between the Project and adjacent residential uses. The transition area will include a mounded landform to create visual interest and will be landscaped with trees, shrubs and groundcover to create some screening. Pedestrian access will be facilitated through the transition area via a pedestrian pathway connection west of the park site. No wall is proposed at this location.

Non-residential uses on the Project site are separated from existing residential uses south of the site by a minimum of 268 feet. This distance consists of approximately 220 feet of a powerline corridor/easement in which parking and landscaping are planned. South of the powerline easement, there is 48 feet from the landscaped transition area to the adjacent residential lots.

Unusual Mix of Uses. A diverse group of uses are planned on the site (outdoor recreation, church, hotels, retail, and restaurants). This unique combination of uses will create a vibrant place that provides with a destination for many purposes. Given the types of uses, architecture and design elements must be the unifying element to create cohesiveness.

Site Configuration. The site is generally oval shaped and there are views into the site from surrounding adjacent uses (SR 65, open space, residential area, Washington Boulevard). The visibility of the site creates a need for architectural treatments on building elevations facing public areas.

Since roadway access is only available from the Washington Boulevard side of the site, the on-site circulation system must connect to that street to provide access. Consequently, Freedom Way and Road B provide primary circulation through the site to serve tenants.

3. Site Design

The site is oval shaped with the longest frontage and visibility from SR 65 along the north side of the site. Washington Boulevard provides access on the west side of the site. Freedom Way and Road B create spines into the site and converge into a traffic circle feature on the northeast side of the site. This traffic circle, and its adjacent landscape design, will provide a focal point that is visible from the freeway.

Freedom Way (also known as Road A) is the primary access point and, after a traffic circle near the main entry, will narrow to create a more intimate streetscape featuring fronting commercial and office buildings. Parking will be located behind the uses adjacent to Freedom Way. Hotel and commercial uses, including restaurants and retail will be located across Freedom Way from the church site, connected by a pedestrian crossing at the narrowest portion of Freedom Way. Prominent architectural features and landscaping will mark the Freedom Way/Washington Boulevard entry.

The primary uses in the Project are Topgolf and the church site. The church site is located near the center of the site and a pedestrian plaza in the center of the church buildings is a radiating feature visible from SR 65. This large plaza space is the focal point of the design and radiating pedestrian connections link it to all the other destinations within the Project. Along the southern edge of the site the southern elevations of the church buildings face the adjacent neighborhood.

Topgolf is located on the east side of the site such that the artificial turf outfield of Topgolf will provide a visual transition to the open space east of the site. Two office buildings are planned immediately north of Topgolf with views into the Topgolf outfield.

Office, commercial, restaurants and hotel uses are planned north of Freedom Way, closest to the freeway, with the exception of one two-story office building adjacent to the church. One and two-story office buildings are arranged at an angle for visual interest and to create landscape and pedestrian spaces between them. The hotels are planned adjacent to the freeway for visibility and are proximate to commercial and restaurant uses. Restaurants and retail uses are planned in the pads adjacent to Washington Boulevard.

All uses on the site are linked by pedestrian pathways (marked by stamped/colored concrete or pavers). A pedestrian pathway (decomposed granite) is planned to extend from the southeast corner of the site, north along the edge of the open space, immediately south of SR 65 and west to connect to the pathway in the Washington Boulevard landscape corridor. Pedestrian plazas and seating areas are located throughout the site.

In developing the site plan, the challenge has been to arrange the uses in such a way to create cohesiveness and synergy and to allow for adequate parking without parking becoming the most predominant feature of the site.

4. Architectural Concept

The architectural theme of the Project is inspired by elements of buildings in Roseville and natural features. The goal of the building design is to create a high quality, cohesive design for the Project. The overall architectural style is a contemporary modern design with large geometric forms and multiple overlapping rectilinear lines. Design continuity among uses will be achieved through the use of geometric forms, massing, materials, color, lighting and landscape features.

The architecture will combine modern design with natural building materials and natural color palette. Building material accents will include synthetic stucco, EIFS, stainless steel architectural metal mesh, metal panels and shade screens, awnings and trellises. The overall esthetic is modern with intersecting planes of building elements and accentuating linear forms. Buildings vary in their massing with altering building heights of one, two, three and four stories. Rooflines will be flat, some with cornices and others with unenclosed eves.

Exterior building materials will consist of concrete, stucco, synthetic stucco and/or EIFS, and stone broken up with panels and siding of other building materials (veneer stacked stone, wood slats, scored wood and stone and board-formed concrete) and trellises. The color palette will consist of a contrast of light and dark natural colors in warm tones (stone, dark brown, umber). Contrasting colors will be used to highlight

architectural features like trim and panels. Dark stained wood accents are used throughout the building exteriors and give a modern, tailored feeling to the buildings.

In retail buildings along streetscapes (Freedom Way and Road B), glazing will be multi-paned, grouped together and cased in wide trim. Building materials will be of high quality and commercial grade. Natural landscape will soften the modern building edges and complement the natural color palette of the buildings.

Buildings will feature architectural treatments (i.e. color, materials, etc.) on all elevations of buildings facing public areas.

Corner Architecture and Features. Project entrances, at the corners of Freedom Way/Washington Boulevard and Road B/Washington Boulevard will have a high quality of design and landscape to mark them as entries.

Buildings at the corners (Buildings B, C, D, E) will be located at the back of the landscape corridor to provide massing and visual interest to the intersection. The corner will be defined with prominent architectural treatments and landscaping. Service areas associated with the buildings shall be located away from the corner.

Building Height. Topgolf and the hotel will be three stories in height. Although Topgolf is planned to be three stories, from most vantages it will appear to be two stories because the lower level is at a lower elevation than the entrance into the main level. The height at the front of the building is 54 feet to the parapet. One of the church activity buildings (Building U) will be two stories and the church assembly building (Building T) will be a single level and the height of a two story building. Some of the office buildings will be two stories.

Site Amenities. Building materials and the overall color scheme will be applied to site furniture, pavement treatments at pedestrian crossings (pavers, colored concrete) and details.

Topgolf Architectural Treatments. In the Topgolf building, the focus is on the building entry. Entry glazing on the Topgolf building is a front-glazed system where the mullions are hidden behind the glass to create a simplistic plane. The cantilevered metal entrance canopy marks the entrance and helps tie the sign and the branded shield element together.

The stainless steel architectural mesh is versatile and serves a dual function, 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 and reduces interior glare to the building. The natural wood features of the building offset colors.

Church Site Design and Architecture. Church uses will consist of four buildings arranged around a plaza area: an office building (Pad R), two children and youth buildings (Pads S and U) and the assembly space (Pad T).

The church buildings will feature non-traditional church architecture. Rather than traditional church architecture (steeple, significant glazing, monument features, ornate details), the church site will feature simpler architecture focused on functions of the spaces and relationship to the overall Project. The architecture of the church buildings will be compatible with the architectural concepts developed for the Parcel 49 site. The architectural style and site design of Bayside Church's Granite Bay campus are non-traditional in that the facility was designed to be compatible with office uses along Sierra College Boulevard and Douglas Boulevard.

Exterior building materials will consist of concrete, stucco, synthetic stucco and/or EIFS, and stone broken up with panels and siding of other building materials (veneer stacked stone, wood slats, scored wood and stone and board-formed concrete) and trellises.

The color palette will consist of a contrast of light and dark natural colors in warm tones (stone, dark brown, umber). Contrasting colors will be used to highlight architectural features like trim and panels. Dark stained wood accents are used throughout the building exteriors and give a modern, tailored feeling to the buildings. All buildings will include architectural treatments (i.e. color, materials, etc.) on all elevations of buildings facing public areas.

Buildings R and U will be two-story buildings and Building T will be a single story with the height of a two-story building. The church assembly building (Building T) will feature exterior architectural treatments (i.e. faux glazing, panels) to decrease the mass of building and create compatibility with scale of the commercial and restaurant buildings.

Courtyard/Plaza Feature. A courtyard/plaza area is planned in the area between the church buildings and main entries to the buildings will be located internal to the plaza. The courtyard area is a gathering space for informal meetings before and after church events. The plaza will be marked by stamped concrete/pavers and will include seating areas with outdoor furniture and fireplace features.

Pedestrian paths will radiate from the plaza outward to adjacent uses including restaurants and retail areas, Topgolf, parking areas and south to the park and residential area. A pedestrian path leading to the parking area will extend from the southeast corner of Building S toward Parcel 84 in an easterly direction through the large parking area south of Topgolf.

Images of Bayside Church Granite Bay Campus

Bayside Church's Granite Bay campus features a non-traditional architectural style for a church. It is designed to appear as an office building, compatible with the Sierra College and Douglas Boulevard corridors. The building appears as a two story office building and includes an assembly space, meeting rooms, offices, spaces for children and youth meetings and activities and a café/bookstore. The assembly area is located near the center of the building. Similarly, architecture of the church uses on Parcel 49 will be compatible with the overall architectural style of office and commercial uses in the Project.

Images of Bayside Church Granite Bay Campus – Interior Plaza

Bayside Church's Granite Bay campus features an interior courtyard plaza where attendees socialize informally before and after church events. Similarly, Bayside at Parcel 49 will feature an interior plaza in the center of the church site, located among Buildings R, S, T and U. The plaza will include gathering spaces with seating areas, outdoor furniture, fireplaces and other features.

Hotel Design and Architectural Treatments. Two hotels are planned (Buildings H and I) on the north side of the site. Both hotels are four stories and will add height and intensity to the site which will complement and add context to the height of the Topgolf facility.

Home2 Suites by Hilton (Building H) is a four story, 63,278 square foot, 107-room hotel planned on the north side of the site adjacent to State Route 65. The rear of the building faces State Route 65 and the guest outdoor spaces, including the swimming pool and active area, are located south and interior to the Parcel 49 site. The front entrance on the east side of the building is marked by strong vertical architectural features as well as a landscaped island, porte cochere and looped drive aisle. An internally-illuminated lantern feature is located on the top of the building as part of the vertical architecture marking the front entrance. The lantern is consistent with the light display included in Topgolf's front elevation.

Home2 Suites features a contemporary design and natural colors (umber, black, gray) that relate to the overall site as well as a signature green accent color. The building features vertical and horizontal architectural detailing with color blocking and popouts to create visual interest. Stone banding and accents are planned along the ground level of the building.

Residence Inn by Marriott (Building I) is a four story, 81,512 square foot, 104-room planned south of the Home2Suites hotel and north of Freedom Way. The building is L shaped with a gatehouse entry at the center of the building to mark the entry. Residence Inn faces Freedom Way and the front entry is easily accessible from an enhanced pedestrian extending north from Freedom Way.

Residence Inn features a contemporary design and natural colors (natural cream, tan, umber rust, black, bronze) that relate to the overall site and are similar to the color palette of the Home2 Suites hotel and Topgolf. Residence Inn features stone accents on the ground level of the building similar to the Home2 Suites hotel building. The Residence Inn building features variations of material, color and planes to create architectural interest. Pop outs and shed roofs create overall massing.

5. Consistency with the North Central Roseville Specific Plan

The Project is located within the North Central Roseville Specific Plan (NCRSP). The NCRSP considered the compatibility of land uses and the land use implications of development of the site. Consideration of adjacent land uses was also evaluated with zoning of the site.

The Project is consistent with the goals and policies of the NCRSP (1990, as amended through 2013).

Policy from NCRSP	Project Consistency
3.2.3 General Architectural Guidelines	
1. The architecture of buildings visible from Highway 65, Interstate 80, Roseville Parkway, Pleasant Grove Boulevard, and Harding Boulevard shall be distinctive in form, lighting, and detailing to establish a strong identify for these primary entries and regional routes into the City.	Most of the uses on the site will be visible from SR 65. All buildings, including Topgolf, Bayside and the hotels and will have distinctive and consistent architecture visible from the freeway. Architectural treatment (i.e. color, materials, etc.) will be applied to all elevations of a building facing public areas.
2. Building height shall relate to the building location within the Specific Plan Area: - Buildings adjacent to major arterial streets and highways, or part of a corporate park, may be of any height acceptable to the City pursuant to design review. The intent is to provide buildings of notable architectural scale and quality that will be landmarks for the community. - Neighborhood commercial, professional, and other non-residential buildings adjacent to single family neighborhoods shall not exceed more than two (2) stories in height or 35 feet. Such structures may be limited to one story per the City design review process.	Topgolf is a three-story building with a maximum height of 54' 4" to parapet. Several office buildings are two stories (35 feet) and retail commercial buildings will be single-story. The two hotels, located adjacent to State Route 65, are four stories each. The Building I hotel is approximately 48'5' to parapet and Building H hotel is 48'7" to parapet and 59'6" to height of lantern architectural feature. The southern portion of the site is adjacent to existing residential uses and includes a powerline corridor. Only parking and landscaping is planned in the powerline corridor. No buildings are planned permitted.
3.2.6 Screening and Fencing Guidelines	
6. Walls may be utilized between single family residential uses and non-residential uses as a buffer. Such wall shall allow pedestrian cross access as specified within the use specific guidelines. Alternatives to walls are encouraged. Such alternatives may include building orientation, setbacks, mounding and landscaping.	The southern portion of the site is adjacent to existing residential uses in the Summerhill Neighborhood. Non-residential uses on the Project site are separated from existing residential uses south of the site by a minimum of 268 feet. This distance consists of approximately 220 feet of a powerline corridor/easement in which parking and landscaping are planned. Within the southern portion of the easement, a 50-foot wide landscaped transition area consisting of landscaping and mounding is planned to create a buffer to adjacent residential uses. South of the powerline easement, it is 48 feet from the landscaped transition area to adjacent residential lots. Pedestrian access will be facilitated through the landscaped transition area via a pedestrian pathway connections west of the park.

3.7A Highway Oriented Commercial	
▪ Commercial buildings are to be set back a minimum of 50 feet from SR 65 right of way. Commercial parking areas, including driveways and delivery bay areas, are to be set back a minimum of 40 feet from SR 65 right of way. Any dumpster enclosures, service entries and/or loading dock shall be fully screened from view with a combination of block walls and landscaping.	Commercial buildings are set back a minimum of 50 feet from SR 65 right of way and commercial parking areas are setback a minimum of 40 feet. Trash dumpsters and service areas will be screened.
▪ Setback and open space areas between future buildings or parking and the freeway right-of-way are to be landscaped with a mix of trees, shrubs and ground covers. The landscape planter shall have a width of 40 feet.	The landscape planter along SR 65 is a minimum of 40 feet in width. The landscape planter widens in locations among buildings and adjacent to internal roadways. The landscape will consist of a mix of trees, shrubs and groundcover.
▪ The primary tree along the SR 65 frontage shall be the Bloodgood London Plane tree planted in a staggered pattern at 30 feet on center.	The primary tree along the SR 65 frontage in the landscape plans is Bloodgood London Plane tree in a staggered pattern.
▪ Where permitted by individual site development plans, tree planting pockets abutting the setback area should be developed between adjoining buildings or clusters of buildings or at "dead spaces" occurring within individual site development plans. The tree planting pockets are intended to introduce a rhythm of intermittent tree groves along the freeway edges.	The site plan includes tree planting pockets among buildings and clusters of buildings. Along SR 65, the intensity of landscaping will be increased to create interest.
▪ Approximately one third of the trees planted in the setback and pocket areas should be conifer trees for vertical scale and screening.	The trees planned in the setback and pocket areas consist of Bloodgood London Plane tree and Deodar cedar, which are conifer trees that will provide vertical scale and screening.
▪ All building elevations visible from the freeway should be designed to incorporate architectural detail that is sensitive to such visibility and that avoids the featureless design typically associated with "backside" facades.	Most of the uses on the site will be visible from SR 65. All buildings, including Topgolf and Bayside and will have distinctive and consistent architecture visible from the freeway. Architectural treatment (i.e. color, materials, etc.) will be applied to all elevations of a building facing public areas.
▪ Where a commercial parcel lies adjacent to watershed open space parcels, a landscape is to be installed along the abutting edge of the non-open space parcel. The minimum buffer width is 20 feet for parking and 25 feet for buildings.	Parcel 84 (Open Space) is located east of the site. A landscape planter varying from 20 to 65 feet in width is planned on the east side of the site adjacent to Parcel 84. A post and cable fence will be installed along the property line as a barrier for access to Parcel 84. Parking areas are located a minimum of 20 feet from the property line with Parcel 84 and buildings are located outside the 25 foot building setback.
▪ Although highway commercial parcels are not required to be master planned, considerations of internal function shall be addressed in the context of a conceptual site plan at the time a development proposal is initiated for any portion of the individual site. Where a mix of uses is anticipated for the site, particular attention shall be given to site circulation, access and parking. A clearly defined pedestrian link running parallel to the freeway is encouraged.	A Major Project Permit (MPP) is required for development on Parcel 49. The MPP requires a master site plan for the entire parcel to address site circulation, access and parking. The Project includes a pedestrian pathway (decomposed granite) adjacent to Parcel 84 and SR 65 that will connect pathway along the south side of the site to the paths in the landscape corridor on Washington Boulevard.
3.12 Light Industrial	
8. A secondary street system shall be provided within the light industrial areas (Parcels 48 and 49) to provide access to individual parcels. The street cross section shall include twenty-five (25') landscape corridors as specified for non-residential collectors in the Circulation Element. Common access driveways shall be utilized to the maximum extent possible in order to reduce circulation conflicts and maintain the continuity of frontage landscaping.	A secondary street system is planned within the Project site. Freedom Way extends from Two roadways, Freedom Way (Road A) and Road B, will extend from Washington Boulevard and provide common access, internal circulation and provide access to individual parcels. Landscape corridors will be provided adjacent to the roadways. A 25-foot landscape corridor will not be carried through the entire site on the sides of the roadway. Due to the compact nature of the site and the site intensity, a 25-foot landscape corridor will be provided on the south side of Freedom Way at the Project entry

	and will vary in width through the remaining segments of roadway.
14. Light industrial uses adjacent to lower watershed areas (Parcel 84) should incorporate, to the extent feasible, the visual amenity provided by the adjacent open space areas. A minimum twenty foot (20') landscape setback shall be provided from the edge of the watershed. Such setback shall be landscaped and shall include berms and swales to create a boundary and to control drainage. Trees shall be planted to provide shading for the adjacent pathway systems. Fencing between light industrial and wetland areas is discouraged. When determined necessary, such fencing should an open type which allows a continuous view to the open space area. Regular pedestrian connections to the wetland area and pathway system shall be made by the developer in accordance with pedestrian connection Policy 11, with exact locations to be considered during the design review stage for the adjacent projects. Figure 3-26, Lower Watershed-Light Industrial Interface, illustrates the connection between uses. In general, architectural treatment and materials for those frontages visible from adjacent open space areas shall be the same as those utilized on the main frontages of the buildings. All delivery and storage areas shall be screened.	Parcel 84 (Open Space) is located east of the site. A landscape planter varying from 20 to 65 feet in width is planned on the east side of the site adjacent to Parcel 84. Landscaping in this area will include berms and water quality A post and cable fence will be installed along the property line as a barrier for access to Parcel 84. Pedestrian connections will be created via the multi-use path located near the southeast corner of the site. The open space (Parcel 84) will create a visual amenity to the site. Architectural treatment (i.e. color, materials, etc.) will be applied to all elevations of a building facing public areas. From Parcel 84, the primary view into the site will be toward the outfield of Topgolf.
15. The on-site landscaping on Parcels 48A and 49A adjacent to Highway 65 shall provide a minimum forty foot (40') landscape easement from the edge of state right of way.	The landscape planter along SR 65 is a minimum of 40 feet in width. The landscape planter widens in locations among buildings and adjacent to internal roadways. The landscape will consist of a mix of trees, shrubs and groundcover.
5.8.7 Park and Ride Lots	
1. Park and ride lots with fifty (50) spaces shall be located on Parcel 35, 36, and 56. Park and ride lots with twenty-five spaces shall be located on Parcels 31, 32, 38 and 49b. Parcel 34 shall provide a park and ride lot with 35 spaces. In all cases the park and ride spaces are to be clearly marked through pavement markings and directional signage. Spaces are reserved exclusively for park and ride Monday-Friday from 6:30 am to 6:30 pm.	A 25-space park and ride area is planned on the west side of the site near the Washington Boulevard frontage. The park ride lot is likely to be utilized during peak hours for office (weekdays, 9-5) do not coincide with peak hours for Topgolf and Bayside.
2. A portion of the park and ride spaces may be included in the normal parking required for the planned business or commercial use if the peak use of the park and ride does not coincide with peak use of the business and commercial uses if approved by the City.	A 25-space park and ride area is planned on the west side of the site near the Washington Boulevard frontage. The park ride lot is likely to be utilized during peak hours for office (weekdays, 9-5) do not coincide with peak hours for Topgolf and Bayside.

6. Consistency with Community Design Guidelines

The Project will be designed consistent with the goals of the City's Community Design Guidelines (CDG), with special attention to the following guidelines:

CC-1. Buildings should be arranged to define, connect, and activate pedestrian edges and public spaces.

CC-3. The relationship and orientation of buildings to arterial and other prominent roadways shall be considered to enhance street frontage.

CC-5. The Project is located at a community gateway and buildings at the corners will be of the highest design quality.

CC-6. Buildings will be placed on the site to create a transition to surrounding uses (i.e. residential) and enhance community character.

CC-23. Vehicular access to the site, internal circulation and on-site parking will be adequately designed.

CC-27. Paving material for driveways, drive aisles and walkways will be consistent with the architectural style of buildings and will incorporate similar accents elements.

CC-39. Overall character of the development will be defined through the use of consistent design concept.

CC-41. Variation of wall planes, rooflines and building form will be considered to create visually engaging designs.

CC-46. Variation in color and materials will be considered to create visually engaging designs.

CC-47. Architectural treatment will be applied to all elevations on building facing public areas. Options include elements such as color, materials or form drawn from the primary frontage.

CC-51. The Project will address bicycle and pedestrian needs in the design by including pedestrian and bicycle pathways and amenities for pedestrian and bicyclists.

CC-57. Landscaping will be used extensively throughout the Project to achieve multiple objectives.

CC-58. Layered landscaping and a mix of deciduous and evergreen trees shall be incorporated in the landscape design.

CC-77. Where multiple buildings are proposed, buildings will be arranged to create pedestrian plazas and gathering spaces.

EXHIBIT K

PRELIMINARY SITE PLAN
NCRSP - PARCEL 49
MAJOR PROJECT PERMIT
STAGE 2 - PARCEL 3
HOME2 SUITES
ROSEVILLE, CA

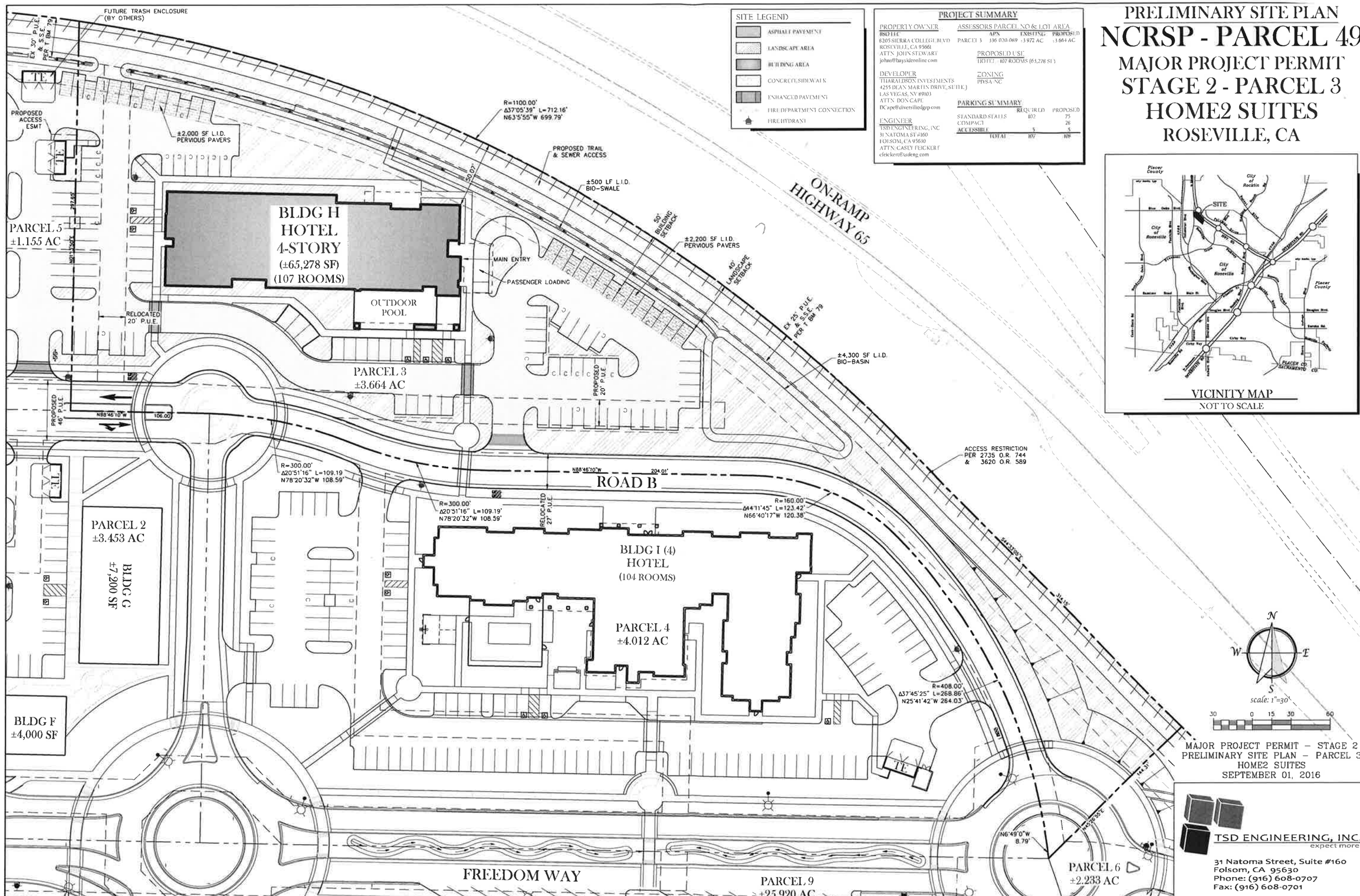
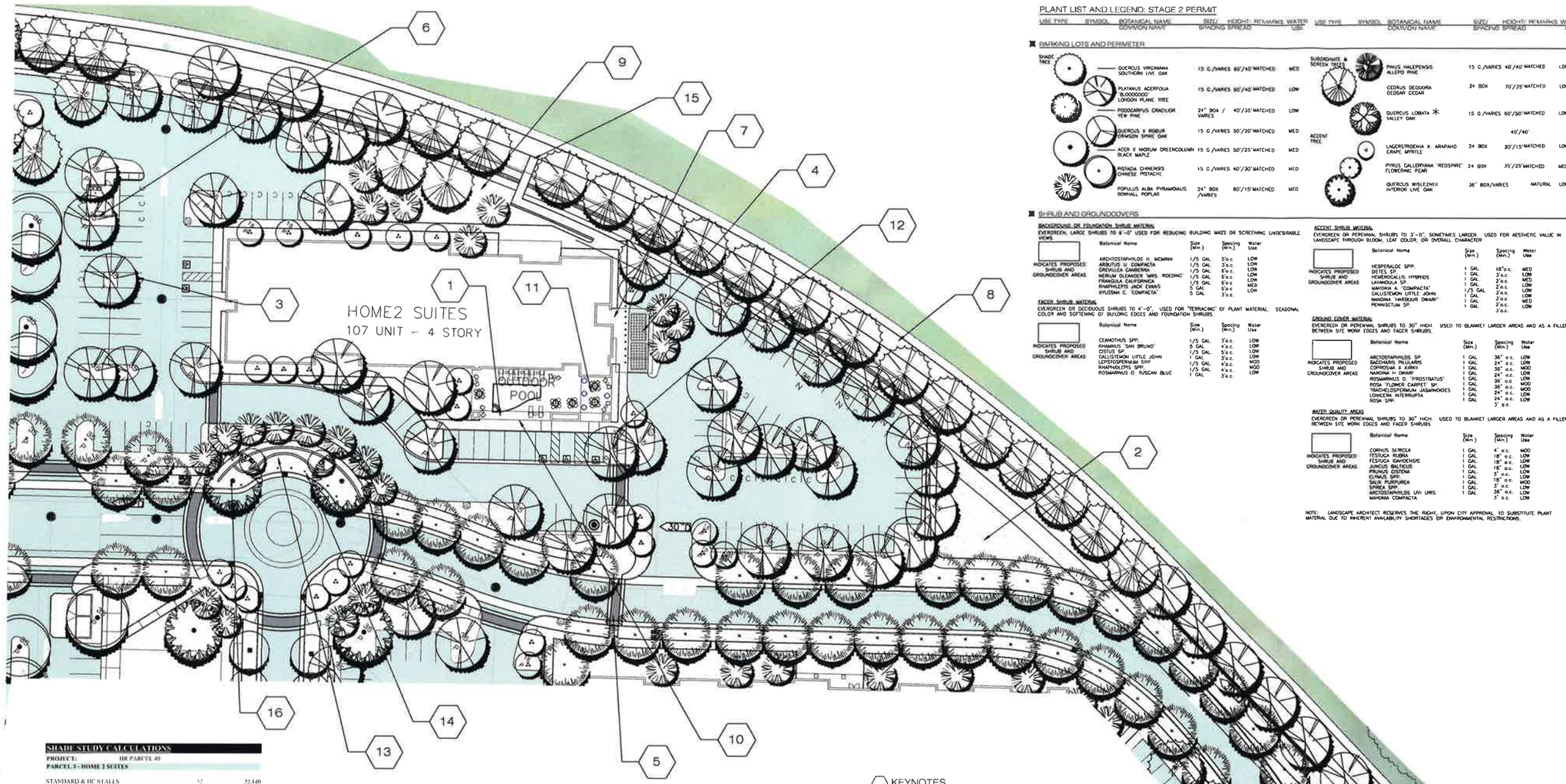


EXHIBIT L



PLANT LIST AND LEGEND: STAGE 2 PERMIT

PARKING LOTS AND PERIMETER

USE TYPE	SYMBOL	BOTANICAL NAME / COMMON NAME	SIZE / SPACING	HEIGHT / SPREAD	REMARKS	WATER USE
SHADE TREE		QUERCUS VIRGINIANA SOUTHERN LIVE OAK	15 G /VARIES	60'/40'	MATCHED	MED
		PLATANUS ACERFOLIA 'BLOODGOOD' LONDON PLANE TREE	15 G /VARIES	60'/40'	MATCHED	LOW
		PODOCARPUS GRACILIOR YEW PINE	24" BOX / VARIES	40'/35'	MATCHED	LOW
		QUERCUS x ROBUR CRIMSON SPIRE OAK	15 G /VARIES	50'/20'	MATCHED	MED
		ACER X NIGRUM GREENCOLUMN BLACK MAPLE	15 G /VARIES	50'/25'	MATCHED	MED
		PISTACIA CHINENSIS CHINESE PISTACHE	15 G /VARIES	40'/30'	MATCHED	MED
		POPULUS ALBA PYRAMIDALIS BOWHALL POPLAR	24" BOX /VARIES	80'/15'	MATCHED	MED
SUBORDINATE & SCREEN TREE		PINUS HALEPENSIS ALLEPO PINE	15 G /VARIES	40'/40'	MATCHED	LOW
		CEDRUS DEODORA DEODAR CEDAR	24 BOX	70'/35'	MATCHED	LOW
		QUERCUS LOBATA * VALLEY OAK	15 G /VARIES	60'/50'	MATCHED	LOW
ACCENT TREE				40'/40'		
		LAGERSTROEMIA X. ARAPAHO CRAPE MYRTLE	24 BOX	20'/15'	MATCHED	LOW
		PYRUS CALLERYANA 'REDSPIRE' FLOWERING PEAR	24 BOX	35'/25'	MATCHED	MED
		QUERCUS WISLIZENII INTERIOR LIVE OAK	36" BOX/VARIES		NATURAL	LOW

SHRUB AND GROUNDCOVERS

BACKGROUND OR FOUNDATION SHRUB MATERIAL

EVERGREEN, LARGE SHRUBS TO 8'-0" USED FOR REDUCING BUILDING MASS OR SCREENING UNDESIRABLE VIEWS.

INDICATES PROPOSED SHRUB AND GROUNDCOVER AREAS

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
ARCHTOSTAPHYLOS H. MOMINN	1/5 GAL	5'o.c.	LOW
ARBUTUS U. COMPACTA	1/5 GAL	3'o.c.	LOW
GREVILLEA CANBERRA	1/5 GAL	6'o.c.	LOW
NERIUM OLEANDER MRS. ROEDING	1/5 GAL	8'o.c.	LOW
FRANGULA CALIFORNICA	1/5 GAL	6'o.c.	LOW
RHAPHIOLEPIS JACK EVANS	5 GAL	6'o.c.	MED
XYLOSMA C. 'COMPACTA'	5 GAL	3'o.c.	LOW

FACER SHRUB MATERIAL

EVERGREEN OR DECIDUOUS SHRUBS TO 4'-0". USED FOR 'TERRACING' OF PLANT MATERIAL, SEASONAL COLOR AND SOFTENING OF BUILDING EDGES AND FOUNDATION SHRUBS.

INDICATES PROPOSED SHRUB AND GROUNDCOVER AREAS

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
CEANOTHUS SPP.	1/5 GAL.	3'o.c.	LOW
RHAMNUS 'SAN BRUNO'	5 GAL.	4'o.c.	LOW
CISTUS SP.	1/5 GAL.	5'o.c.	LOW
CALLISTEMON LITTLE JOHN	1 GAL.	3'o.c.	LOW
LEPTOSPERMUM SPP	1/5 GAL.	4'o.c.	MOD
RHAPHIOLEPIS SPP.	1/5 GAL.	4'o.c.	MOD
ROSMARINUS O. 'TUSCAN BLUE'	1 GAL	3'o.c.	LOW

ACCENT SHRUB MATERIAL

EVERGREEN OR PERENNIAL SHRUBS TO 3'-0". SOMETIMES LARGER. USED FOR AESTHETIC VALUE IN LANDSCAPE THROUGH BLOOM, LEAF COLOR, OR OVERALL CHARACTER.

INDICATES PROPOSED SHRUB AND GROUNDCOVER AREAS

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
HESPERALOE SPP.	1 GAL	18"o.c.	MED
DIETES SP.	1 GAL	3'o.c.	LOW
HEMEROCALLIS HYBRIDS	1 GAL	2'o.c.	MED
LAVANDULA SP.	1 GAL	2'o.c.	LOW
MAHONIA A. 'COMPACTA'	1/5 GAL	2'o.c.	LOW
CALLISTEMON LITTLE JOHN	1 GAL	3'o.c.	LOW
NANDINA 'HARBOUR DWARF'	1 GAL	3'o.c	MED
PENNISETUM SP.	1 GAL	2'o.c.	LOW
		3'o.c.	

GROUND COVER MATERIAL

EVERGREEN OR PERENNIAL SHRUBS TO 30" HIGH. USED TO BLANKET LARGER AREAS AND AS A FILLER BETWEEN SITE WORK EDGES AND FACER SHRUBS.

INDICATES PROPOSED SHRUB AND GROUNDCOVER AREAS

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
ARCTOSTAPHYLOS SP.	1 GAL	36" o.c.	LOW
BACCHARIS PILULARIS	1 GAL	24" o.c.	LOW
COPROSMA X KIRKII	1 GAL	36" o.c.	MOD
NANDINA H. DWARF	1 GAL	24" o.c.	LOW
ROSMARINUS O. 'PROSTRATUS'	1 GAL	36" o.c.	LOW
ROSA 'FLOWER CARPET' SP.	1 GAL	36" o.c.	MOD
TRACHELOSPERMUM JASMINOIDES	1 GAL	36" o.c.	MOD
LONICERA INTERRUPTA	1 GAL	24" o.c.	LOW
ROSA SPP.	1 GAL	24" o.c.	LOW
		3' o.c.	

WATER QUALITY AREAS

EVERGREEN OR PERENNIAL SHRUBS TO 30" HIGH. USED TO BLANKET LARGER AREAS AND AS A FILLER BETWEEN SITE WORK EDGES AND FACER SHRUBS.

INDICATES PROPOSED SHRUB AND GROUNDCOVER AREAS

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
CORNUS SERICEA	1 GAL	4' o.c.	MOD
FESTUCA RUBRA	1 GAL	18" o.c.	LOW
FESTUCA IDAHOENSIS	1 GAL	18" o.c.	LOW
JUNCUS BALTICUS	1 GAL	18" o.c.	LOW
PRUNUS CISTENA	1 GAL	3' o.c.	LOW
ELYMUS SPP.	1 GAL	18" o.c.	MOD
SALIX PURPUREA	1 GAL	3' o.c.	LOW
SPIREA SPP.	1 GAL	36" o.c.	LOW
ARCTOSTAPHYLOS UVI URIS	1 GAL	3' o.c.	LOW
MAHONIA COMPACTA			

NOTE: LANDSCAPE ARCHITECT RESERVES THE RIGHT, UPON CITY APPROVAL, TO SUBSTITUTE PLANT MATERIAL DUE TO INHERENT AVAILABILITY SHORTAGES OR ENVIRONMENTAL RESTRICTIONS.

SHADE STUDY CALCULATIONS

PROJECT: HR PARCEL 49
PARCEL 3 - HOME 2 SUITES

STANDARD & HC STALLS	52	22,140
COMPACT STALLS	21	6,522
TOTAL PAVED PARKING AREA:		28,662
TOTAL SHADE REQUIRED	50%	14,346
TOTAL SHADE PROVIDED:		25,241
TOTAL SHADE PERCENTAGE		88%

SYMBOL	PATTERN	QTY.		UNITS S.F.	TOTAL S.F.
30 TO 35' TREES					
	35-I	11	X	961	10,571
	35-P	24	X	451	11,544
	35-N	12	X	240	2,880
25' TO 30' TREES					
	30-I	0	X	707	0
	30-P	0	X	354	0
	30-N	0	X	177	0
20' TO 25' TREES					
	25-I	0	X	491	0
	25-P	1	X	246	246
	25-N	0	X	123	0
15' TO 20' TREES					
	20-I	0	X	314	0
	20-P		X	157	0
	20-N	0	X	79	0
10' TO 15' TREES					
	15-I	0	X	177	0
	15-P	5	X	88	440
	15-N	0	X	44	0
TOTAL					25,241

KEYNOTES

DESCRIPTION	SYMBOL
1. PROPOSED POOL AREA.	
2. PROPOSED WATER QUALITY BASIN	☐
3. PARKING LOT TREES.	
4. ENHANCED VEHICULAR PAVING	
5. ENHANCED PEDESTRIAN LINKAGE	
6. PROPOSED TRASH ENCLOSURE	
7. PROPOSED HOTEL ENTRY	
8. PROPOSED PERIMETER TRAIL	
9. DENOTES LANDSCAPED AREA.	☐
10. PROPOSED POOL FENCE	
11. PROPOSED OUTDOOR AMENITY/SEATING AREA	
12. PROPOSED BIKE LOCKERS	
13. PROPOSED DECORATIVE PLANTER WALLS	
14. PROPOSED LIGHTED BOLLARDS	
15. PROPOSED PEDESTRIAN LINK TO PERIMETER TRAIL	
16. PROPOSED SPECIMEN ACCENT TREES	

* NOTE FURNISHINGS TO BE FINISHED IN BRONZE COLOR.

HR PARCEL 49 - Parcel 3 Homes 2 Suites - STAGE 2
ROSEVILLE, CA

PRELIMINARY LANDSCAPE PLAN

SCALE: 1" = 20'-0" 0 20' 40'

PL1.0

FUHRMAN LEAMY LAND GROUP
DATE: 07.28.16
PROJECT: 750.16038

EXHIBIT M

BUILDING AREAS

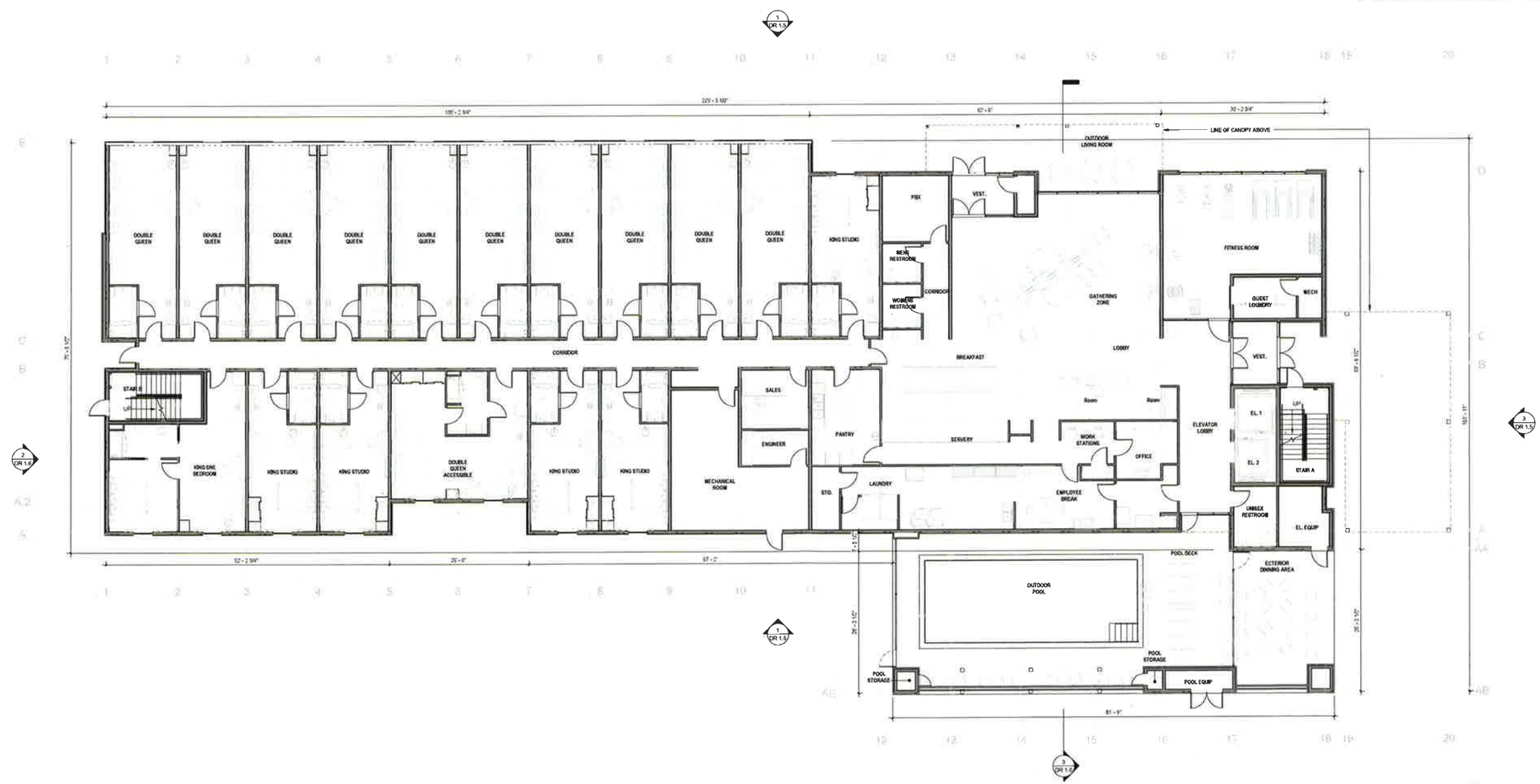
HOME 2 SUITES BY HILTON		(107 GUESTROOMS)
	LEVEL 1	16 103 SF
	LEVEL 2	16 390 SF
	LEVEL 3	16 390 SF
	LEVEL 4	16 390 SF
	TOTAL	65 273 SF

GUESTROOM TYPES

GUESTROOM UNIT TYPE	BED TYPE	# OF UNITS
DOUBLE QUEEN	DBL QUEEN	10
DOUBLE QUEEN ACCESSIBLE	DBL QUEEN	1
KING ONE BEDROOM	KING ONE BEDROOM	1
KING STUDIO	KING STUDIO	3
LEVEL 1		17
DOUBLE QUEEN	DBL QUEEN	10
DOUBLE QUEEN ACCESSIBLE	DBL QUEEN	1
KING ONE BEDROOM	KING ONE BEDROOM	1
KING STUDIO	KING STUDIO	17
KING STUDIO ACCESSIBLE	KING STUDIO	1
LEVEL 2		30
DOUBLE QUEEN	DBL QUEEN	10
DOUBLE QUEEN ACCESSIBLE	KING STUDIO	1
KING ONE BEDROOM	KING ONE BEDROOM	1
KING STUDIO	KING STUDIO	17
KING STUDIO ACCESSIBLE	KING STUDIO	1
LEVEL 3		30
DOUBLE QUEEN	DBL QUEEN	10
DOUBLE QUEEN ACCESSIBLE	DBL QUEEN	1
KING ONE BEDROOM	KING ONE BEDROOM	1
KING STUDIO	KING STUDIO	17
KING STUDIO ACCESSIBLE	KING STUDIO	1
LEVEL 4		30
TOTAL GUESTROOMS		107

BED TYPE SUMMARY

BT	QTY
DBL QUEEN	43
KING ONE BEDROOM	4
KING STUDIO	60
TOTAL GUESTROOMS 107	



1 **FIRST FLOOR**
1/8" = 1'-0"

N

tharaldson hospitality

designcell ARCHITECTURE
1725 Village Center Circle #110 Las Vegas, NV 89134
T. 702 900 5373
www.designcell.com

NOT FOR CONSTRUCTION

HOME2 SUITES by HILTON

NCRSP PARCEL 49 ROSEVILLE, CALIFORNIA

Revisions

Date 07/25/2016

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These drawings are not to be scaled. Contractor shall check and verify all dimensions and report all errors and omissions to this office prior to commencing work.

Project Number 15-026

HOME2 SUITES
FIRST FLOOR
PLAN

DR 1.1

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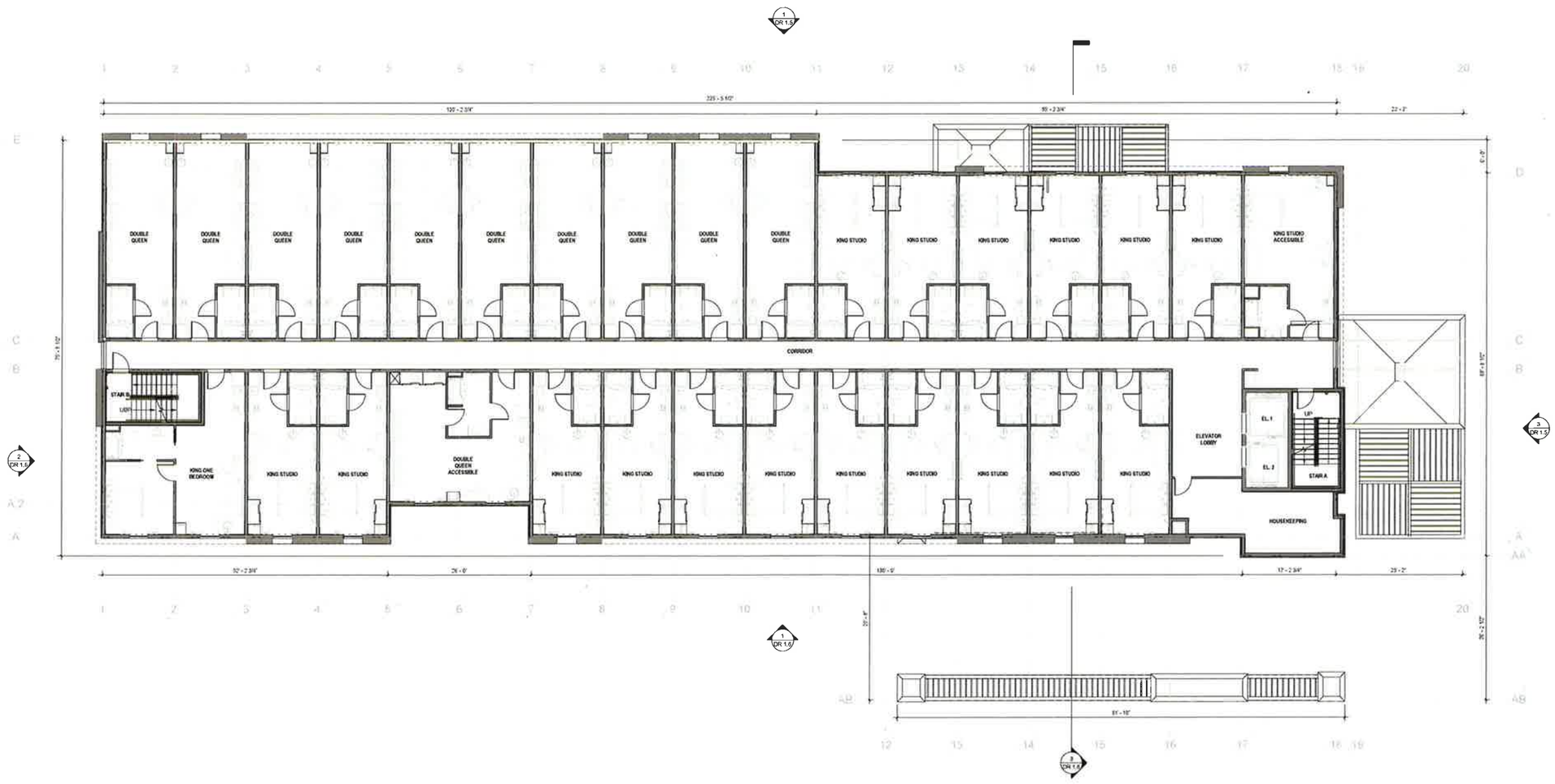

1 SECOND FLOOR PLAN
1/8" = 1'-0"

tharaldson hospitality

designcell ARCHITECTURE

1725 Village Center Circle #110 Las Vegas, NV 89134
T. 702 403-1575
www.design-cell.com

NOT FOR CONSTRUCTION

HOME2 SUITES by HILTON

NCRSP PARCEL 49 ROSEVILLE, CALIFORNIA

Revisions

Date 07/25/2016

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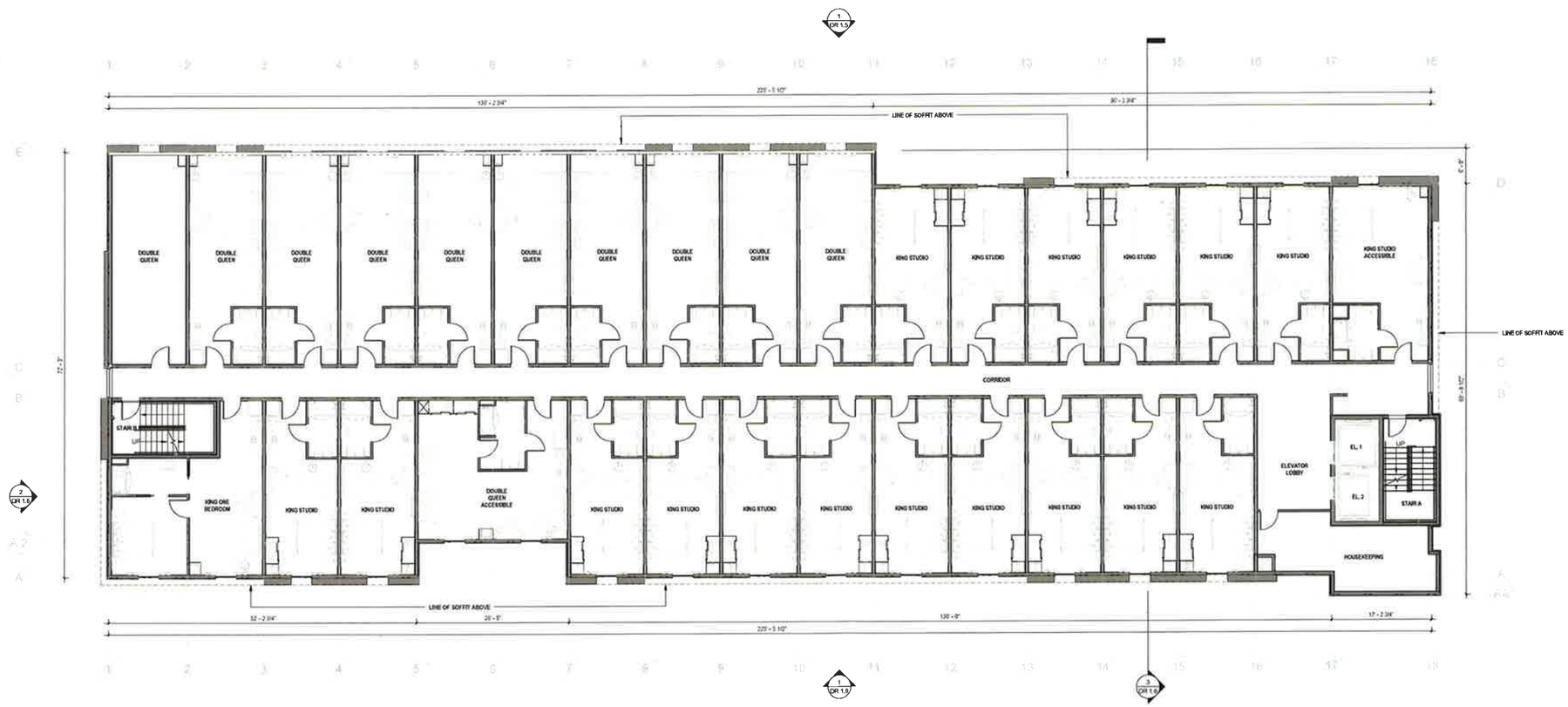
Project Number 15-026

HOME2 SUITES
SECOND FLOOR
PLAN

DR 1.2

7/25/2016 2:22:26 PM A360 015 025 THD RI - Roseville CA15 026-THD-Home2 Suites_Central_outdoor pool.rvt



1 THIRD-FORTH FLOOR PLAN
1/8" = 1'-0"

N

tharaldson hospitality

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NOT FOR CONSTRUCTION

HOME2 SUITES by HILTON

NCRSP PARCEL 49 ROSEVILLE, CALIFORNIA

Revisions

Date 07/25/2016

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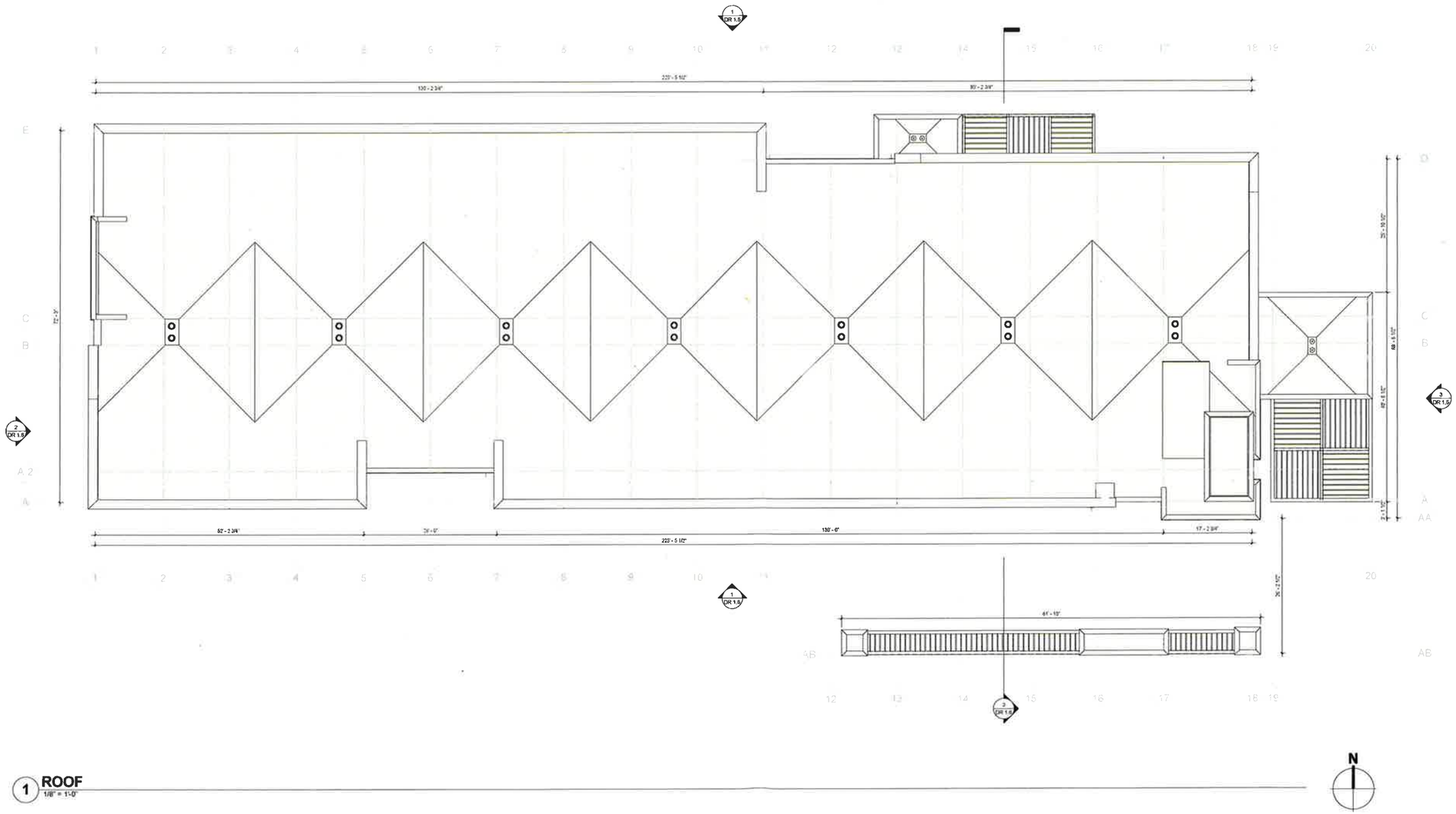
Project Number 15-026

HOME2 SUITES
THIRD - FORTH
FLOOR PLANS

DR 1.3

7/25/2016 2:22:32 PM A360 /I15 025 THD RI - Roseville CA/15 026-THD-Home2 Suites_Central_outdoor pool.rvt



1 ROOF
1/8" = 1'-0"

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HOME2 SUITES
ROOF PLAN

DR 1.4

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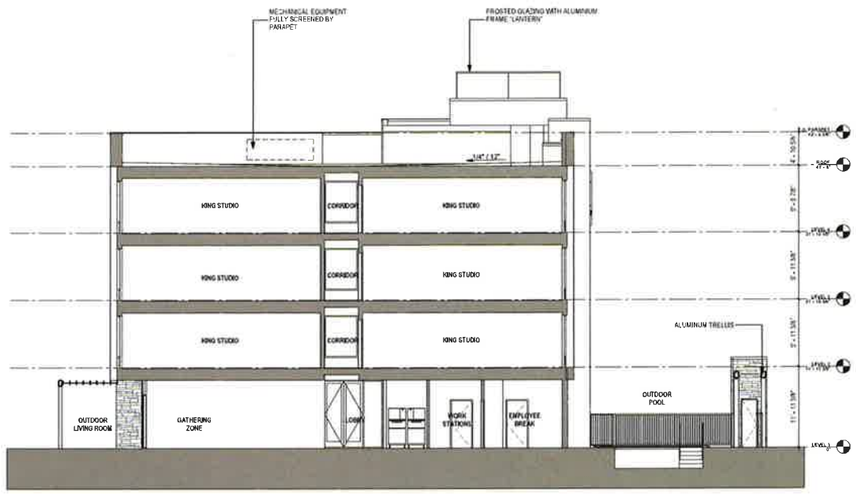
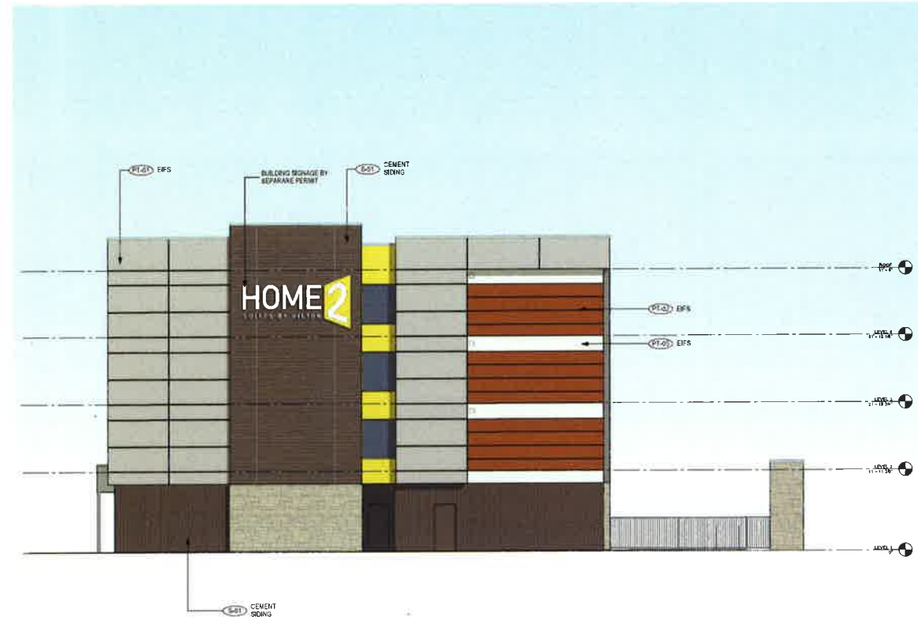
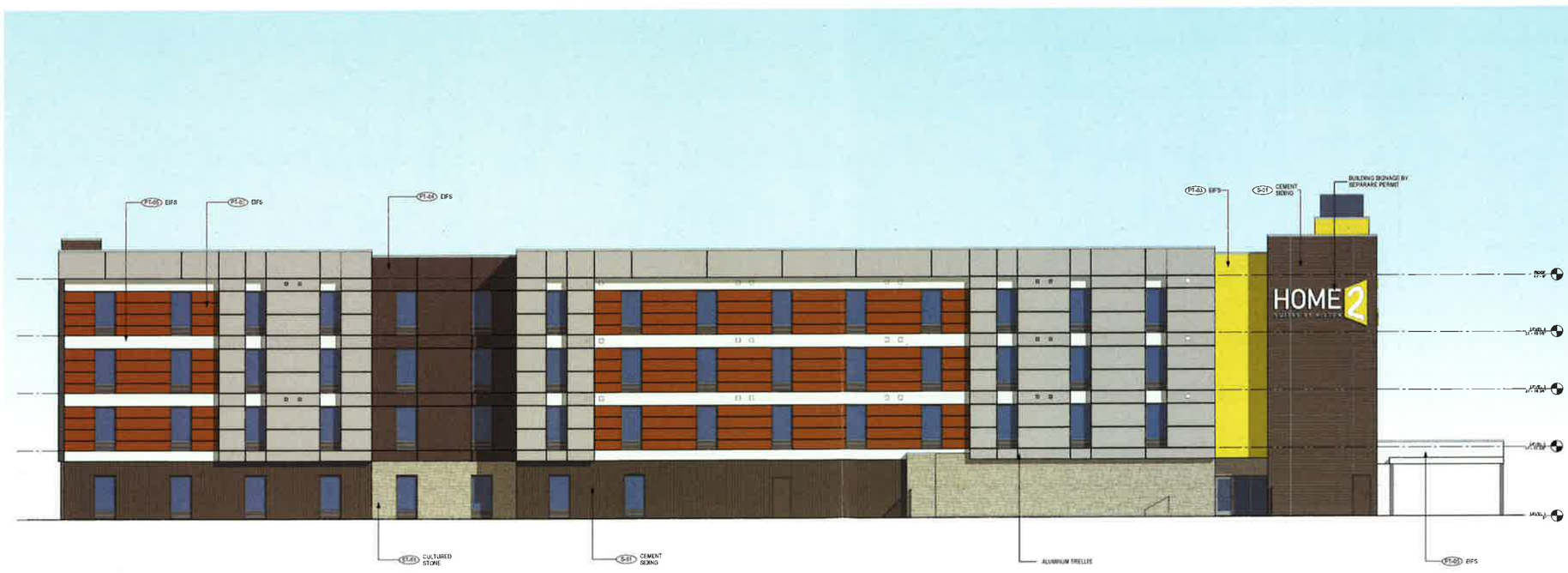
EXHIBIT N



3 **BUILDING SECTION A-A**
1/8" = 1'-0"



2 **WEST ELEVATION**
1/8" = 1'-0"



1 **SOUTH ELEVATION**
1/8" = 1'-0"

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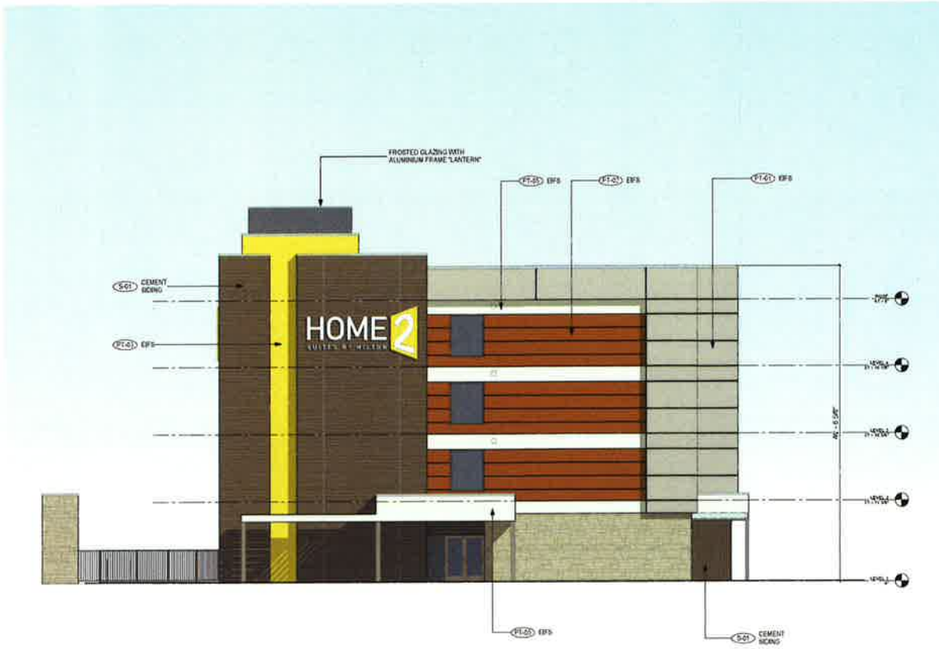
Project Number 15 026

ELEVATIONS

DR 1.6

EXTERIOR FINISH LEGEND		
MATERIAL	KEY	DESCRIPTION
	PT-01	EIFS
	PT-02	EIFS
	PT-03	EIFS
	PT-04	EIFS
	PT-05	EIFS
	ST-01	CULTURED STONE
	S-01	FIBER CEMENT SIDING



3 **EAST ELEVATION**
1/8" = 1'-0"

1 **NORT ELEVATION**
1/8" = 1'-0"

9/12/2016 6:54:36 PM A360 #15.025 THD RI - Roseville CA/15.026_THD H2S LV_ARCH.rvt

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Project Number 15.026

ELEVATIONS

DR 1.5

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DEVELOPMENT

Home2 Suites

Roseville, California

designcell
ARCHITECTURE

tharaldsonhospitality
DEVELOPMENT

Home2 Suites

Roseville, California

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ARCHITECTURE

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DEVELOPMENT

Home2 Suites

Roseville, California

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ARCHITECTURE

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Project Number 15.026

3D VIEWS

DR 1.7

EXHIBIT O

PT-02: SHERWIN WILLIAMS, UMBER RUST SW9100

PT-03: BENJAMIN MOORE, FLOWER POWER 386

PT-04: SHERWIN WILLIAMS, BLACK FOX SW7020

PT-05: BENJAMIN MOORE, NATURAL CREAM OC-14

WILLIAMS, BLACK FOX SW7020

PT-01: DRYVIT, TIN MAN PEARLESCENT

DR0.1 **HOME2 SUITES by HILTON - ROSEVILLE, CA**

Project: 15-526

FINISH MATERIALS

07 | 14 | 16

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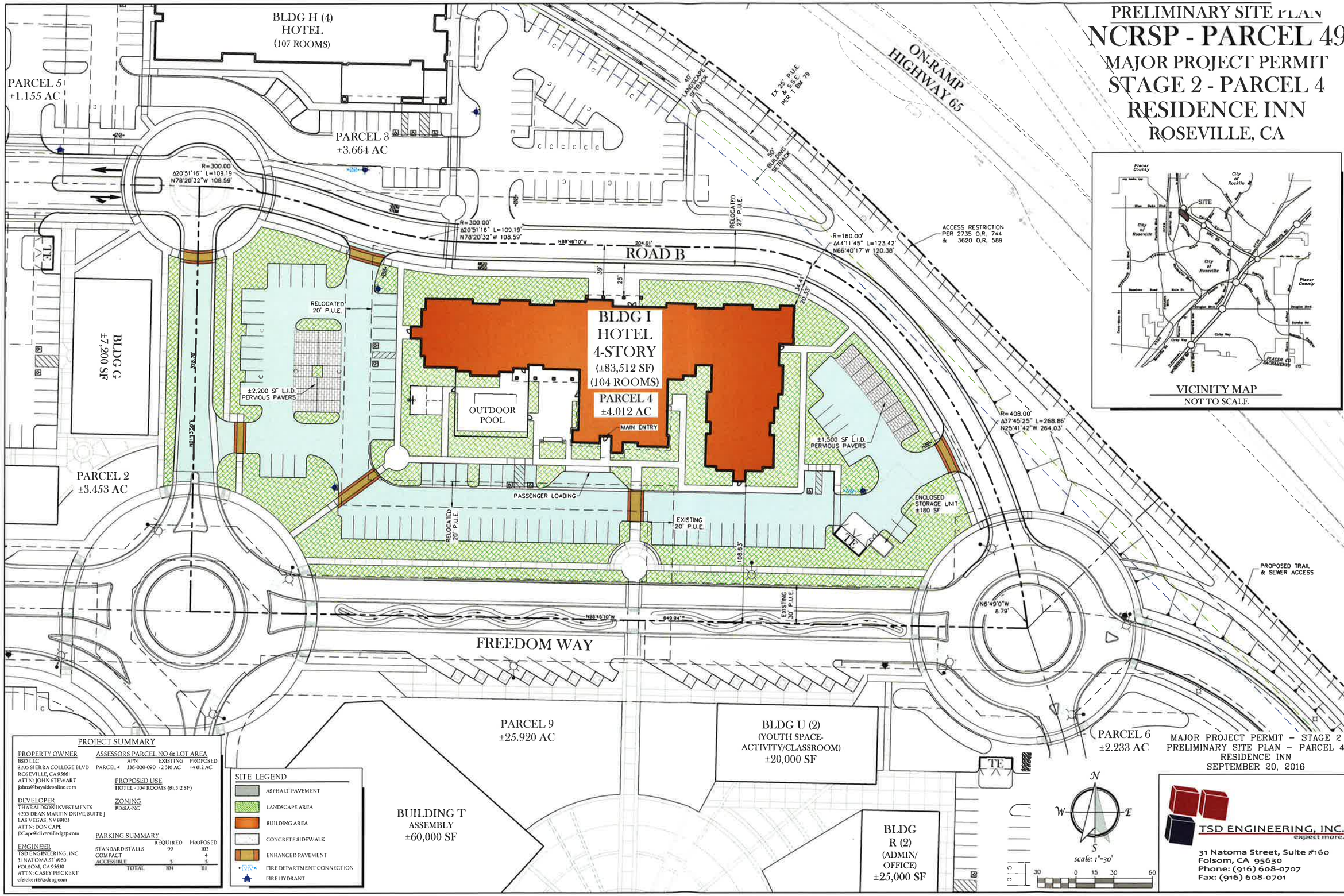
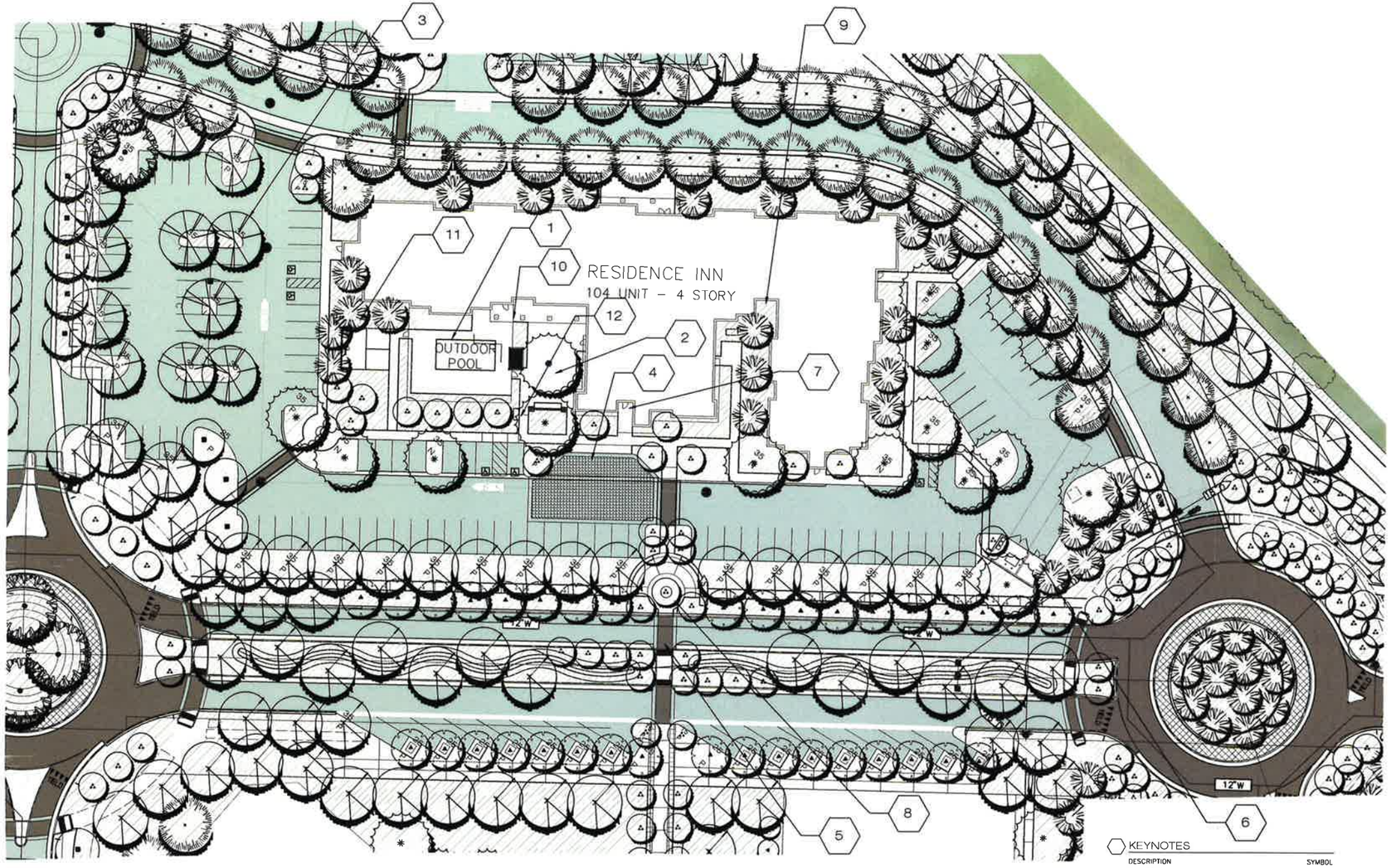
Home2Suites Nichihi Panel System – Wood Texture Examples

EXHIBIT P



PRELIMINARY SITE PLAN
NCRSP - PARCEL 49
MAJOR PROJECT PERMIT
STAGE 2 - PARCEL 4
RESIDENCE INN
ROSEVILLE, CA
VICINITY MAP
NOT TO SCALE
BLDG H (4)
HOTEL
(107 ROOMS)
PARCEL 5
±1.155 AC
PARCEL 3
±3.664 AC
ON-RAMP
HIGHWAY 65
ROAD B
BLDG I
HOTEL
4-STORY
(±83,512 SF)
(104 ROOMS)
PARCEL 4
±4.012 AC
MAIN ENTRY
OUTDOOR
POOL
BLDG G
±7,200 SF
PARCEL 2
±3.453 AC
±2,200 SF L.I.D.
PERVIOUS PAVERS
±1,500 SF L.I.D.
PERVIOUS PAVERS
PASSENGER LOADING
ENCLOSED
STORAGE UNIT
±180 SF
PROPOSED TRAIL
& SEWER ACCESS
FREEDOM WAY
PARCEL 9
±25.920 AC
BLDG U (2)
(YOUTH SPACE-
ACTIVITY/CLASSROOM)
±20,000 SF
PARCEL 6
±2.233 AC
BUILDING T
ASSEMBLY
±60,000 SF
BLDG
R (2)
(ADMIN/
OFFICE)
±25,000 SF
MAJOR PROJECT PERMIT - STAGE 2
PRELIMINARY SITE PLAN - PARCEL 4
RESIDENCE INN
SEPTEMBER 20, 2016
PROJECT SUMMARY
PROPERTY OWNER
BSO LLC
8205 SIERRA COLLEGE BLVD
ROSEVILLE, CA 95661
ATTN: JOHN STEWART
johns@baysideonline.com
ASSESSORS PARCEL NO & LOT AREA
APN EXISTING PROPOSED
PARCEL 4 336-020-090 ±2.510 AC ±4.012 AC
PROPOSED USE
HOTEL - 104 ROOMS (81,512 SF)
DEVELOPER
THARALDSON INVESTMENTS
4255 DEAN MARTIN DRIVE, SUITE J
LAS VEGAS, NV 89103
ATTN: DON CAPE
DCape@diversifiedgrp.com
ZONING
PD/SA-NC
ENGINEER
TSD ENGINEERING, INC
31 NATOMA ST #160
FOLSOM, CA 95630
ATTN: CASEY FEICKERT
cfeickert@tsdeng.com
PARKING SUMMARY
REQUIRED PROPOSED
STANDARD STALLS 99 102
COMPACT 4
ACCESSIBLE 5 5
TOTAL 104 111
SITE LEGEND
ASPHALT PAVEMENT
LANDSCAPE AREA
BUILDING AREA
CONCRETE SIDEWALK
ENHANCED PAVEMENT
FIRE DEPARTMENT CONNECTION
FIRE HYDRANT
scale: 1"=30'
TSD ENGINEERING, INC.
expect more.
31 Natoma Street, Suite #160
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

EXHIBIT Q



PLANT LIST AND LEGEND: STAGE 2 PERMIT

USE TYPE	SYMBOL	BOTANICAL NAME / COMMON NAME	SIZE / SPACING	HEIGHT/ SPREAD	REMARKS	WATER USE
PARKING LOTS AND PERIMETER						
SHADE TREE		QUERCUS VIRGINIANA SOUTHERN LIVE OAK	15 G	VARIES	60'/40'	MATCHED MED
		PLATANUS ACERFOLIA 'BLOODGOOD' LONDON PLANE TREE	15 G	VARIES	60'/40'	MATCHED LOW
		PODOCARPUS GRACILIOR YEW PINE	24" BOX / VARIES	40'	35'	MATCHED LOW
		QUERCUS X ROBUR CRIMSON SPIRE OAK	15 G	VARIES	50'	20' MATCHED MED
		ACER X NIGRUM GREENCOLUMN BLACK MAPLE	15 G	VARIES	50'	25' MATCHED MED
		PISTACIA CHINENSIS CHINESE PISTACHE	15 G	VARIES	40'	30' MATCHED MED
		POPULUS ALBA PYRAMIDALIS BOLLWALL POPLAR	24" BOX /VARIES	80'	15'	MATCHED MED
SUBORDINATE & SCREEN TREE		PINUS HALEPENSIS ALLEPO PINE	15 G	VARIES	40'	40' MATCHED LOW
		CEDRUS DEODORA DEODAR CEDAR	24 BOX	70'	35'	MATCHED LOW
		QUERCUS LOBATA VALLEY OAK	15 G	VARIES	60'	50' MATCHED LOW
		QUERCUS WISLIZENII INTERIOR LIVE OAK	15 G	VARIES	40'	40' NATURAL LOW
ACCENT TREE		LAGERSTROEMIA X ARAPAHO CRAPE MYRTLE	24 BOX	20'	15'	MATCHED LOW
		PYRUS CALLERYANA 'REDSPIRE' FLOWERING PEAR	24 BOX	35'	25'	MATCHED MED

SHRUB AND GROUNDCOVERS

BACKGROUND OR FOUNDATION SHRUB MATERIAL

EVERGREEN, LARGE SHRUBS TO 6'-0" USED FOR REDUCING BUILDING MASS OR SCREENING UNDESIRABLE VIEWS.

INDICATES PROPOSED SHRUB AND GROUNDCOVER AREAS

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
ARCHTOSTAPHYLOS H. MCNAIN	1/3 GAL.	5' o.c.	LOW
ARBUTUS U. COMPACTA	1/3 GAL.	3' o.c.	LOW
GREVILLEA CANBERRA	1/3 GAL.	6' o.c.	LOW
NERIUM OLEANDER 'WRS. ROEDING'	1/3 GAL.	6' o.c.	LOW
FRANGULA CALIFORNICA	1/3 GAL.	5' o.c.	LOW
RHAPHILEPIS JACK EVANS	5 GAL.	6' o.c.	MED
XYLOSMA C. 'COMPACTA'	5 GAL.	3' o.c.	LOW

FACER SHRUB MATERIAL

EVERGREEN OR DECIDUOUS SHRUBS TO 4'-0". USED FOR "TERRACING" OF PLANT MATERIAL SEASONAL COLOR AND SOFTENING OF BUILDING EDGES AND FOUNDATION SHRUBS

INDICATES PROPOSED SHRUB AND GROUNDCOVER AREAS

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
CEANOTHUS SPP.	1/3 GAL.	3' o.c.	LOW
RHAMNUS 'SAN BRUNO'	5 GAL.	4' o.c.	LOW
COTUS SP.	1/3 GAL.	5' o.c.	LOW
CALLISTEMON LITTLE JOHN	1 GAL.	3' o.c.	LOW
LEPSTOSPERMUM SPP.	1/3 GAL.	4' o.c.	MOD
RHAPHIOLEPIS SPP.	1/3 GAL.	4' o.c.	MOD
ROSMARINUS O. TUSCAN BLUE	1 GAL.	3' o.c.	LOW

ACCENT SHRUB MATERIAL

EVERGREEN OR PERENNIAL SHRUBS TO 3'-0", SOMETIMES LARGER USED FOR AESTHETIC VALUE IN LANDSCAPE THROUGH BLOOM, LEAF COLOR, OR OVERALL CHARACTER.

INDICATES PROPOSED SHRUB AND GROUNDCOVER AREAS

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
HESPERALOE SPP.	1 GAL.	18" o.c.	MED
DIETES SP.	1 GAL.	3' o.c.	LOW
HEMEROCALLIS HYBRIDS	1 GAL.	3' o.c.	MED
LAVANDULA SP.	1 GAL.	2' o.c.	LOW
MAHONIA A. 'COMPACTA'	1/3 GAL.	3' o.c.	LOW
CALLISTEMON LITTLE JOHN	1 GAL.	3' o.c.	LOW
MAHONIA 'HARBOUR DWARF'	1 GAL.	3' o.c.	MED
PENNISETUM SP.	1 GAL.	2' o.c.	LOW
		3' o.c.	LOW

GROUND COVER MATERIAL

EVERGREEN OR PERENNIAL SHRUBS TO 30" HIGH USED TO BLANKET LARGER AREAS AND AS A FILLER BETWEEN SITE WORK EDGES AND FACER SHRUBS

INDICATES PROPOSED SHRUB AND GROUNDCOVER AREAS

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
ARCTOSTAPHYLOS SP.	1 GAL.	36" o.c.	LOW
BACCHARIS PILULARIS	1 GAL.	24" o.c.	LOW
COPROSMA X KIRKII	1 GAL.	36" o.c.	MOD
MAHONIA H. DWARF	1 GAL.	24" o.c.	LOW
ROSMARINUS O. 'PROSTRATUS'	1 GAL.	36" o.c.	LOW
ROSA 'FLOWER CARPET' SP.	1 GAL.	36" o.c.	MOD
TRACHELOSPERMUM JASMINOIDES	1 GAL.	24" o.c.	MOD
LONICERA INTERRUPTA	1 GAL.	24" o.c.	LOW
ROSA SPP.	1 GAL.	24" o.c.	LOW
		3' o.c.	

WATER QUALITY AREAS

EVERGREEN OR PERENNIAL SHRUBS TO 30" HIGH USED TO BLANKET LARGER AREAS AND AS A FILLER BETWEEN SITE WORK EDGES AND FACER SHRUBS

INDICATES PROPOSED SHRUB AND GROUNDCOVER AREAS

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
CORNUS SERICEA	1 GAL.	4' o.c.	MOD
FESTUCA RUBRA	1 GAL.	18" o.c.	LOW
FESTUCA IDAHOENSIS	1 GAL.	18" o.c.	LOW
JUNCUS BALTICUS	1 GAL.	18" o.c.	LOW
PRUNUS CISTENA	1 GAL.	5' o.c.	LOW
ELYMUS SPP.	1 GAL.	18" o.c.	LOW
SALIX PURPUREA	1 GAL.	3' o.c.	MOD
SPIREA SPP.	1 GAL.	36" o.c.	LOW
ARCTOSTAPHYLOS UVA URIS	1 GAL.	36" o.c.	LOW
MAHONIA COMPACTA		3' o.c.	LOW

NOTE: LANDSCAPE ARCHITECT RESERVES THE RIGHT, UPON CITY APPROVAL, TO SUBSTITUTE PLANT MATERIAL DUE TO INHERENT AVAILABILITY SHORTAGES OR ENVIRONMENTAL RESTRICTIONS.

KEYNOTES

DESCRIPTION	SYMBOL
1. PROPOSED POOL AREA	
2. PROPOSED OUTDOOR LOUNGE	
3. PARKING LOT TREES.	
4. ENHANCED VEHICULAR PAVING	
5. ENHANCED PEDESTRIAN LINKAGE	
6. PROPOSED TRASH ENCLOSURE	
7. ENTRY	
8. FLOWERING ACCENT TREE IN TREE WELL	
9. DENOTES LANDSCAPED AREA.	
10. PROPOSED POOL FENCE	
11. PROPOSED AMENITY AREA (BASKETBALL COURT)	
12. BIKE LOCKERS	
* NOTE FURNISHINGS TO BE FINISHED IN BRONZE COLOR.	

SHADE STUDY CALCULATIONS

PROJECT: HR PARCEL 49
PARCEL 5 - RESIDENCE INN

STANDARD & HC STALLS	98	26,460
COMPACT STALLS	12	3,024
TOTAL PAVED PARKING AREA		29,484
TOTAL SHADE REQUIRED	50%	14,742
TOTAL SHADE PROVIDED:		21,337
TOTAL SHADE PERCENTAGE		72%

SYMBOL	PATTERN	QTY.		UNIT IN S.F.	TOTAL S.F.
50 TO 35' TREES					
	35-I	5	X	961	4,805
	35-P	30	X	483	14,490
	35-N	7	X	240	1,680
25' TO 30' TREES					
	30-I	0	X	707	0
	30-P		X	354	0
	30-N	0	X	177	0
20' TO 25' TREES					
	25-I	0	X	491	0
	25-P	1	X	246	246
	25-N	0	X	123	0
15' TO 20' TREES					
	20-I	0	X	314	0
	20-P	0	X	157	0
	20-N	0	X	79	0
10' TO 15' TREES					
	15-I	0	X	177	0
	15-P	2	X	89	178
	15-N	0	X	44	0
TOTAL					21,337

HR PARCEL 49 - Parcel 4 and 5 - Residence Inn - STAGE 2
ROSEVILLE, CA

PRELIMINARY LANDSCAPE PLAN

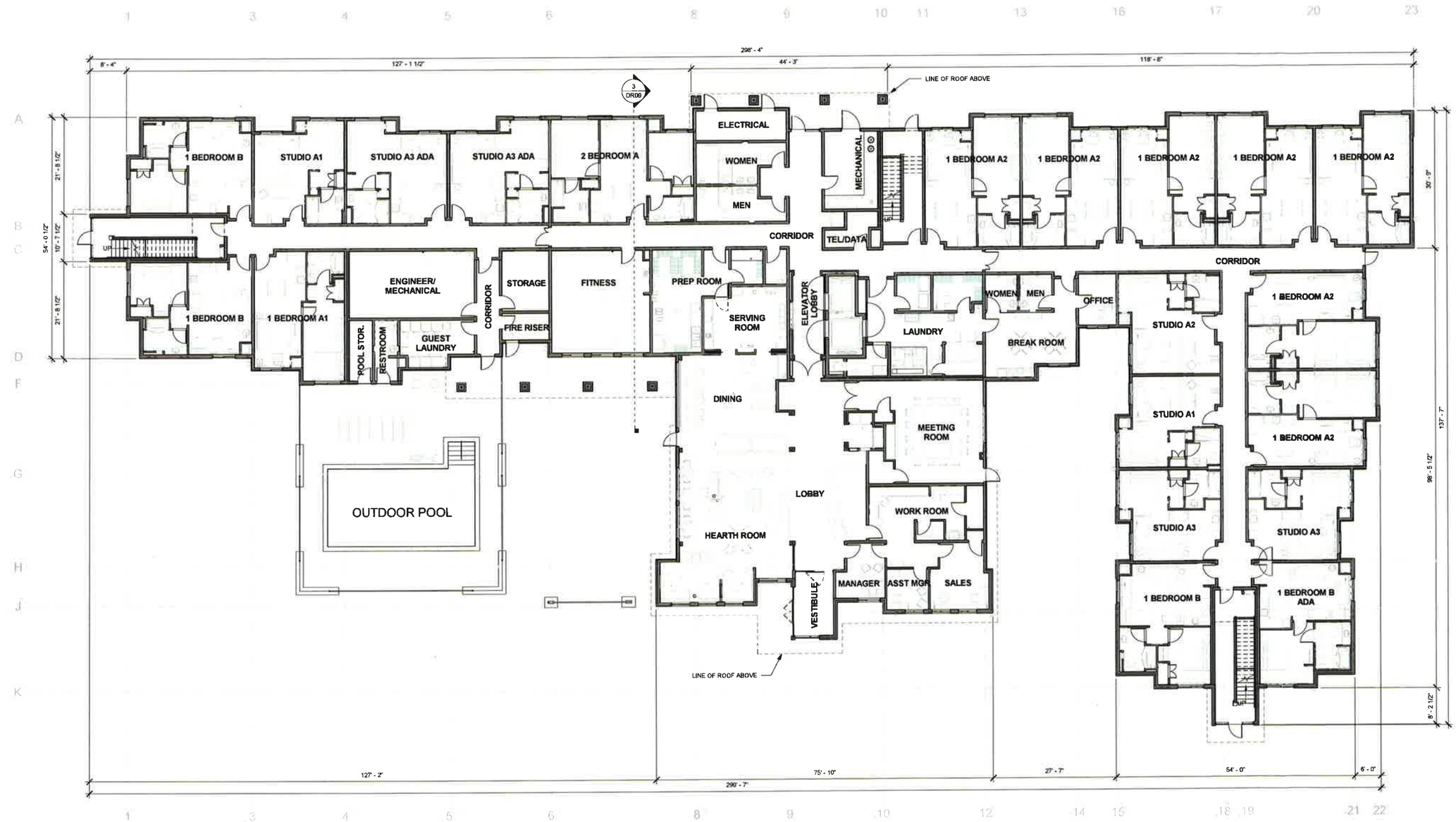
SCALE: 1" = 20' 0" 0 20' 40

PL1.0

FUHRMAN LEAMY LAND GROUP

DATE: 5.9.16
PROJECT: C.BAY.16039

EXHIBIT R



1 LEVEL 1

3/32" = 1'-0"

N

BUILDING AREAS

RESIDENCE INN BY MARRIOTT:	(104 GUESTROOMS)
LEVEL 1	23,911 SF.
LEVEL 2	19,867 SF.
LEVEL 3	19,867 SF.
LEVEL 4	19,867 SF.
TOTAL	83,512 SF.

ROOM TYPE MATRIX

ROOM NAME	ROOM COUNT	TOTAL AREA (SF)	UNIT %
1 BEDROOM A1	1	557 SF	1%
1 BEDROOM A2	33	19354 SF	35%
1 BEDROOM A2 ACCESSIBLE	1	587 SF	1%
1 BEDROOM B	14	7630 SF	14%
1 BEDROOM B ACCESSIBLE	2	1089 SF	2%
2 BEDROOM A	6	4265 SF	6%
2 BEDROOM A ACCESSIBLE	1	708 SF	1%
STUDIO A	31	13628 SF	25%
STUDIO A2	12	5718 SF	10%
STUDIO A2 ACCESSIBLE	3	1434 SF	3%
GRAND TOTAL:	104	54969 SF	100%

BED TYPE SUMMARY

ET	QTY
DBL QUEEN	35
KING & QUEEN TWO BEDROOM	7
KING ONE BEDROOM	16
KING STUDIO	46
TOTAL GUESTROOMS: 104	

tharaldson hospitality DEVELOPMENT

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702 403-1575
www.design-cell.com

5/ 9 / 16

ZONING SUBMISSION

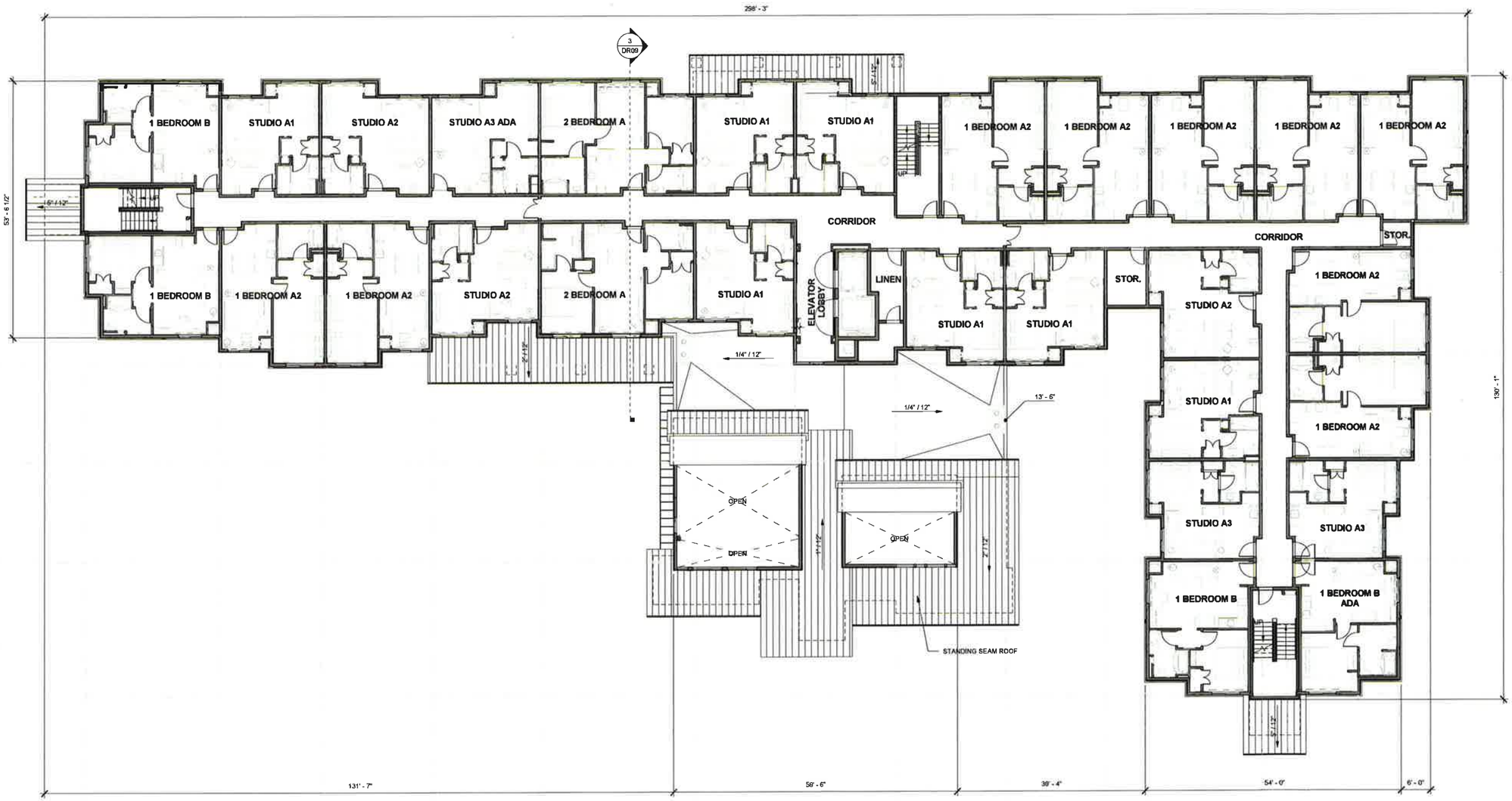
RESIDENCE INN BY MARRIOTT

NCRSP PARCEL 49 ROSEVILLE, CA

Project Number 15 025

LEVEL 1 FLOOR PLAN

DR02



1 **LEVEL 2**
3/32" = 1'-0"

N

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DEVELOPMENT

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ZONING SUBMISSION

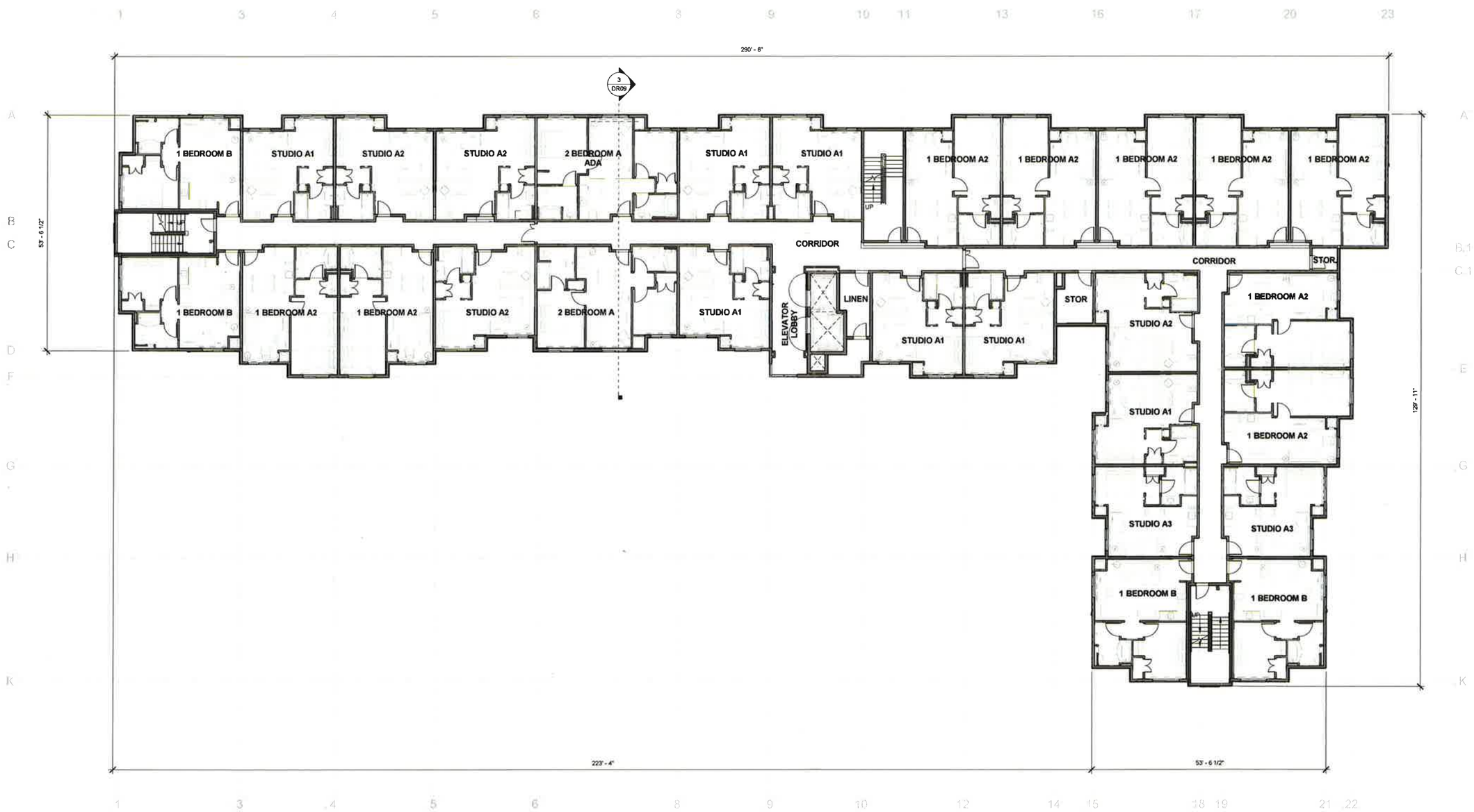
RESIDENCE INN BY MARRIOTT

NCRSP PARCEL 49 ROSEVILLE, CA

Project Number 15 025

LEVEL 2
FLOOR PLAN

DR03



1 **LEVEL 3**
3/32" = 1'-0"

N

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DEVELOPMENT

designcell ARCHITECTURE
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702 403-1575
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ZONING SUBMISSION

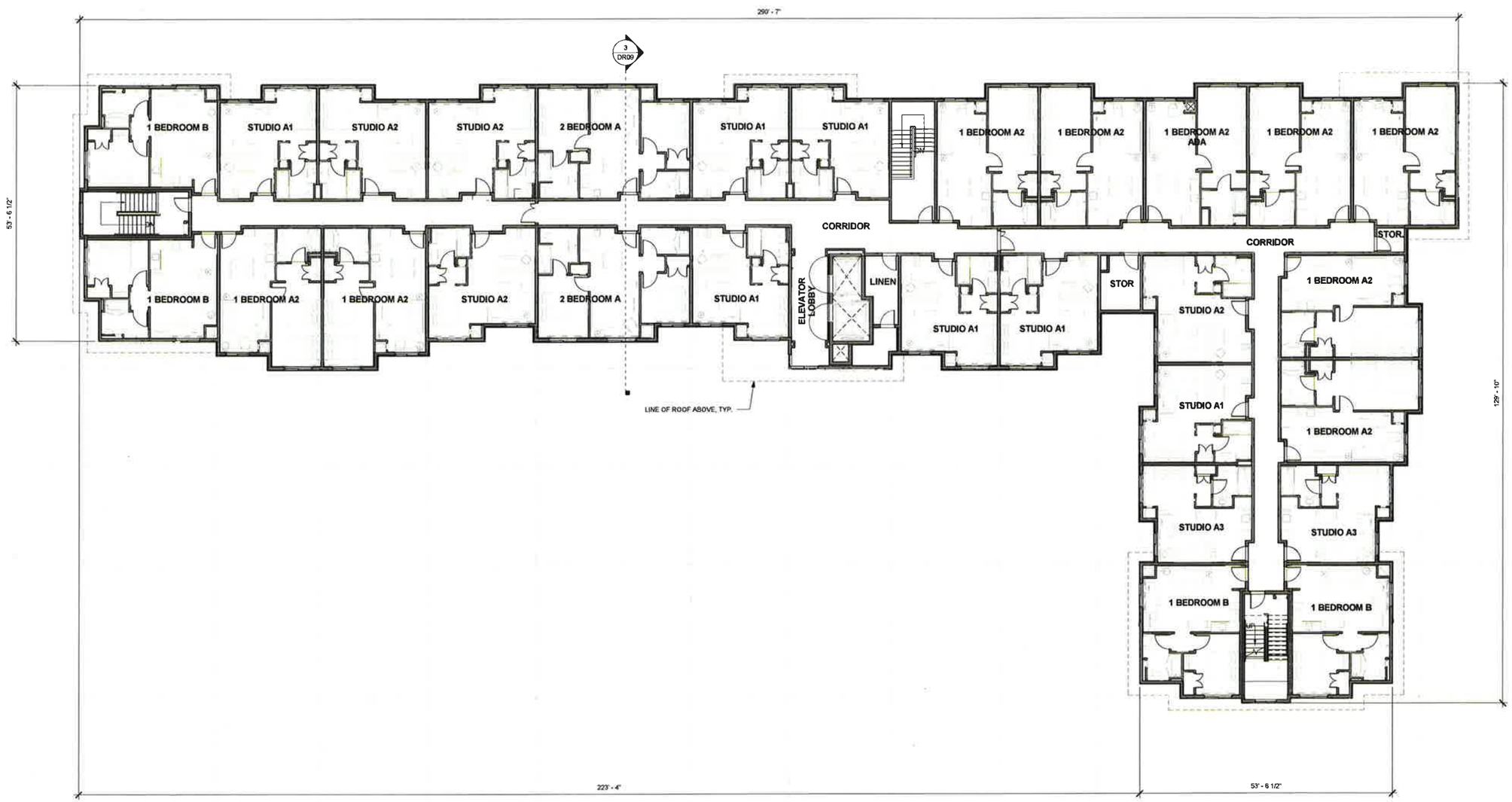
RESIDENCE INN BY MARRIOTT

NCRSP PARCEL 49 ROSEVILLE, CA

Project Number 15 025

LEVEL 3
FLOOR PLAN

DR04



1 LEVEL 4
3/32" = 1'-0"

N

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T: 702 403-1575
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Revisions:

Date: 04/19/2016

Project Number 15 025

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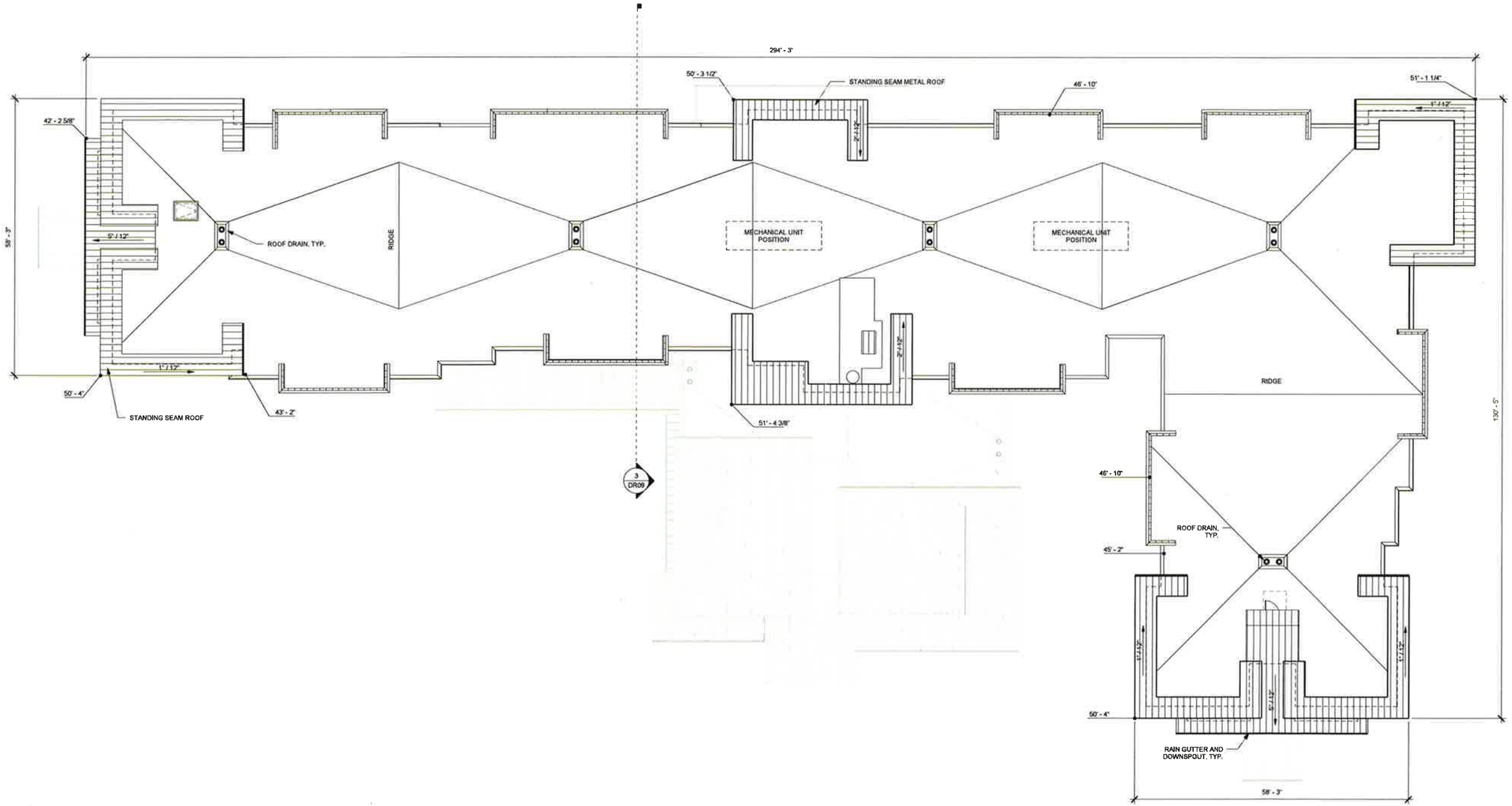
LEVEL 4
FLOOR PLAN

DR05



1 **ROOF**
3/32" = 1'-0"

N

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6/9/16
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RESIDENCE INN BY MARRIOTT

NCRSP PARCEL 49 ROSEVILLE, CA

Project Number 15 025

ROOF PLAN

DR06

EXHIBIT S

1 EXTERIOR WEST ELEVATION

3/32" = 1'-0"

EXTERIOR FINISH LEGEND

MATERIAL	KEY	DESCRIPTION
	PT-1	EIFS
	PT-2	EIFS
	PT-3	EIFS
	PT-5	EIFS
	PT-6	EIFS
	S-01	FIBER CEMENT SIDING
	ST-1	STONE VENEER
	MR-1	STANDING SEAM METAL ROOF

2 EXTERIOR NORTH ELEVATION

3/32" = 1'-0"

tharaldson hospitality DEVELOPMENT

designcell ARCHITECTURE

10777 W. Twain Avenue, Suite 125 Las Vegas, NV 89135
702 403-1575
www.design-cell.com

5/ 9 / 16

ZONING SUBMISSION

RESIDENCE INN BY MARRIOTT

NCRSP PARCEL 49 ROSEVILLE, CA

Project Number 15 025

EXTERIOR ELEVATIONS

DR07

Residence Inn

Roseville, California

hospitality
OPMENT

designc
ARCHIT

Residence Inn

Roseville, California

hospitality
OPMENT

designc
ARCHIT

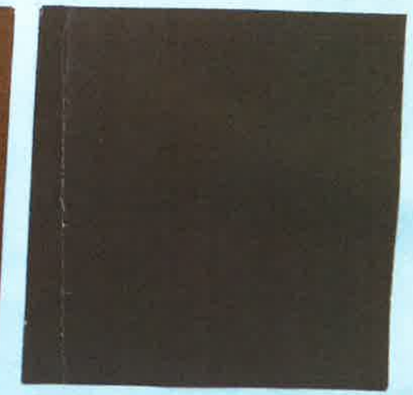
EXHIBIT T

PT-1: BENJAMIN MOORE, NATURAL CREAM OC-14

PT-2: SHERWIN WILLIAMS, QUIVER TAN SW6151

PT-3: SHERWIN WILLIAMS, TAMARIND SW7538

PT-4: SHERWIN WILLIAMS, UMBER RUST SW9100



PT-5: SHERWIN WILLIAMS, BLACK FOX SW7020

ST-1: ELDORADO STONE, EUROPEAN LEDGE - SIDEWALK

WILLIAMS, BLACK FOX SW7020

MR-1: PAC-CLAD STANDING SEAM ROOF - DARK BRONZE

DR0.1 **RESIDENCE INN by MARRIOTT - ROSEVILLE, CA**
Project: 15 025

FINISH MATERIALS
07 | 14 | 16

tharaldson hospitality

designcell ARCHITECTURE

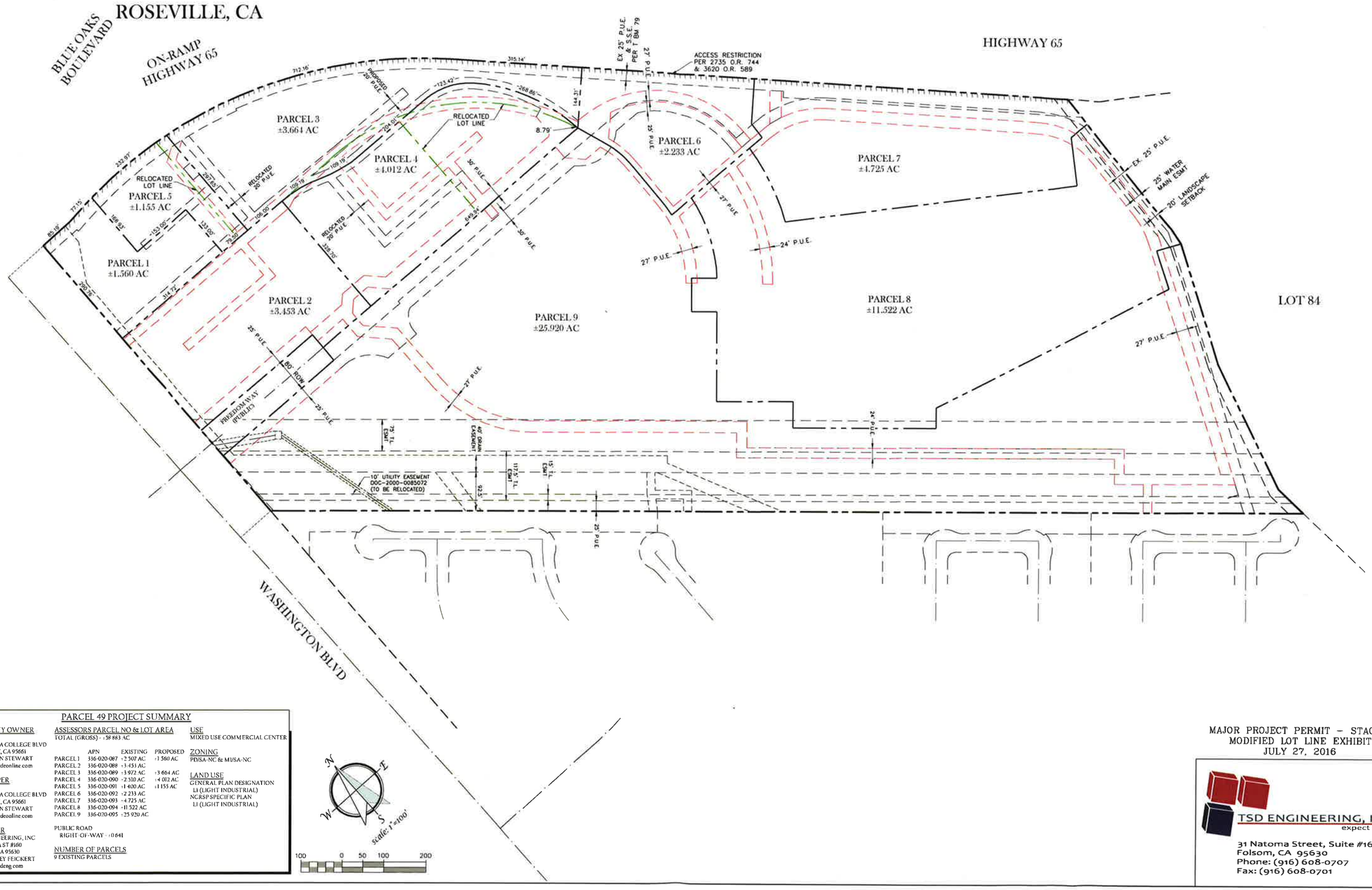
EXHIBIT U

MODIFIED - PRELIMINARY LOT LINE EXHIBIT

NCRSP - PARCEL 49

MAJOR PROJECT PERMIT - STAGE 1

ROSEVILLE, CA



PARCEL 49 PROJECT SUMMARY

PROPERTY OWNER
BSO LLC
8205 SIERRA COLLEGE BLVD
ROSEVILLE, CA 95661
ATTN: JOHN STEWART
johns@baysideonline.com

DEVELOPER
BSO LLC
8205 SIERRA COLLEGE BLVD
ROSEVILLE, CA 95661
ATTN: JOHN STEWART
johns@baysideonline.com

ENGINEER
TSD ENGINEERING, INC
31 NATOMA ST #160
FOLSOM, CA 95630
ATTN: CASEY FEICKERT
cfeickert@tsdeng.com

ASSESSORS PARCEL NO & LOT AREA
TOTAL (GROSS) - ±58.883 AC

	APN	EXISTING	PROPOSED
PARCEL 1	336-020-087	±2.507 AC	±1.560 AC
PARCEL 2	336-020-088	±3.453 AC	
PARCEL 3	336-020-089	±3.972 AC	±3.664 AC
PARCEL 4	336-020-090	±2.510 AC	±4.012 AC
PARCEL 5	336-020-091	±1.400 AC	±1.155 AC
PARCEL 6	336-020-092	±2.233 AC	
PARCEL 7	336-020-093	±4.725 AC	
PARCEL 8	336-020-094	±11.522 AC	
PARCEL 9	336-020-095	±25.920 AC	

PUBLIC ROAD
RIGHT-OF-WAY - ±0.641

NUMBER OF PARCELS
9 EXISTING PARCELS

USE
MIXED USE COMMERCIAL CENTER

ZONING
PD/SA-NC & MI/SA-NC

LAND USE
GENERAL PLAN DESIGNATION
LI (LIGHT INDUSTRIAL)
NCRSP SPECIFIC PLAN
LI (LIGHT INDUSTRIAL)

MAJOR PROJECT PERMIT – STAGE 1
MODIFIED LOT LINE EXHIBIT
JULY 27, 2016

TSD ENGINEERING, INC.
expect more.
31 Natoma Street, Suite #160
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701