



**CITY OF ROSEVILLE  
PLANNING DEPARTMENT STAFF REPORT  
PLANNING COMMISSION MEETING December 8, 2005**

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Prepared by: Wendy Hartman, Project Planner

**Cover sheet for:**

**ITEM V-A: MAJOR PROJECT PERMIT (STAGE 1) – 290 CONVENTION CENTER DRIVE (NCRSP PARCEI  
40A) – ROSEVILLE HOTEL CONFERENCE CENTER - FILE #: 2005 PL-076 (MPP-000002)**

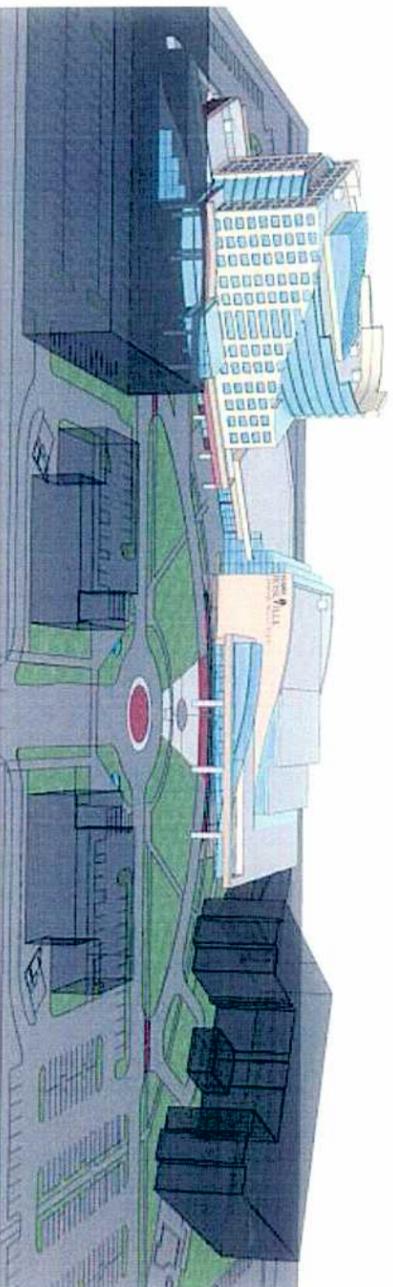
**ITEM V-A: MAJOR PROJECT PERMIT (STAGE 1) – 290 CONVENTION CENTER DRIVE (NCRSP PARCEL 40A) – ROSEVILLE HOTEL CONFERENCE CENTER - FILE #: 2005 PL-076 (MPP-000002)**

**REQUEST**

Stage 1 approval of a **Major Project Permit (MPP)** to construct a 35,000 square foot conference facility, a ten story Embassy Suite hotel with 279 rooms, a second multi-story hotel with 221 rooms, two freestanding restaurant pads (10,000 s.f. each), and a parking structure. Stage 1 of the MPP application consists of the approval of a preliminary development plan.

**Applicant:** Tom Lumbrazo, TJJ Planning  
**Property Owner:** Abe Alizadeh, Kobra Properties

**Figure 1:** Proposed Project (shaded buildings are future phases)



**SUMMARY RECOMMENDATION**

The Planning Department recommends that the Planning Commission take the following actions:

- A. Adopt the two (2) findings of fact for the Major Project Permit (Stage 1) and
- B. Approve the Major Project Permit (Stage 1) subject to 139 conditions of approval;

**SUMMARY OF OUTSTANDING ISSUES**

The applicant is in agreement with the recommended conditions of approval. An adjacent property owner (Richland Communities) has submitted a letter (Attachment 2) outlining several concerns with the proposed layout of the project. The majority of their concerns have been addressed through modifications to the project design and conditions of approval. Their concerns are discussed in the Evaluation section of this report.

## **BACKGROUND**

The project site is located at the north terminus of Conference Center Drive (not yet constructed) and is bound by Highway 65 on the north. The project site is identified as Parcel 40A of the North Central Roseville Specific Plan (NCRSP). The NCRSP was adopted July 5, 1990 by the City Council via Resolution No. 90-170. The NCRSP provided a guide for development of 2,330 acres of land between Washington Boulevard and Interstate Highway 80, and on both sides of State Highway 65.

The site has a land use designation of Business Professional/Community Commercial and a zoning designation of Community Commercial/Special Area-North Central Roseville Specific Plan (CC/SA-NC). Parcel 40A is approximately 20 acres in size.

In June 2005, a Final Parcel Map was approved to subdivide Parcel 40 into 4 parcels. A 20-acre site (Parcel 40A) was created along State Route 65 for development of a Hotel/Conference Center. Three parcels ranging in size from 6.7 to 15.4 acres were created on the balance of Parcel 40 (Parcels 40B, 40C and 40D).

On July 6, 2005, the City Council approved a Specific Plan Amendment and Development Agreement Amendment for Parcel 40 (A-D) to increase the development intensity by allowing the Floor Area Ratio (FAR) to increase from 40 to 80 percent. The amendments also allowed buildings up to 10 stories in height to be located on Parcel 40 (A-D).

Since 1991 the City of Roseville has been actively involved in efforts to attract a full service hotel and conference center to the community. On July 12, 2005 the City Council approved a Memorandum of Agreement (MOA) between the City and Kobra properties to develop a hotel conference center on Parcel 40A of the North Central Roseville Specific Plan area. The Memorandum outlines the obligations of both the City and Kobra for development of the hotel conference center, including a timeframe for completion of various components of the project.

In order to meet the time frames stipulated in the MOA as well as Kobra's contract with Richland Communities, City staff developed with Kobra Properties development team an extremely aggressive schedule to receive approval of Stage 1 & Stage 2 of a Major Project Permit as well as the review of Rough Grading Plans, Civil Improvement plans and Building Permits. Staff is meeting weekly with Kobra's project development team to ensure compliance with the project schedule. At this time we anticipate Stage 2 of the MPP to be heard by the Planning Commission on January 12, 2006. Based on Kobra's agreement with Richland Communities, project construction needs to begin by March 31, 2006.

## **ON-SITE & ADJACENT ZONING AND LAND USE**

As shown on Figure 1, surrounding land uses include an open space wetland/creek corridor along the southeast property line that separates the project site from the Galleria Mall. To the northwest is the Shea Center office complex. Highway 65 is to the north. The remainder of Parcel 40 to the south is currently vacant.

**Figure 2:** Land use designation is shown in red and zoning designation is shown in blue



## **EVALUATION**

Section 19.82.020 of the Roseville Zoning Ordinance requires that hotels with over 200 rooms and commercial projects with over 250,000 square feet of development require approval of a Major Project Permit (MPP). The intent of the Major Project Permit (MPP) process is to streamline and provide for a staged review of large and diverse projects that could be constructed over a period of several years. The MPP process allows for the resolution of site issues prior to the review of more detailed architectural and landscape issues that may not be finalized at the time the site plan is ready. In accordance with the City's MPP Ordinance, the MPP review process is segregated into three separate stages. Provided below is a summary of each Stage:

- **Stage 1:** Stage 1 of the MPP application consists of the approval of a preliminary development plan. The preliminary development plan will establish the configuration of the buildings, parking areas and ratios, landscape areas, open space, rough grading, drainage, vehicular and pedestrian circulation, and development phasing. The complete environmental review of the project is also performed at this stage. Stage 1 review and approval is performed by the Planning Commission. An analysis of Stage 1 is provided below.
- **Stage 2:** Stage 2 of the MPP application process consists of the review of the detailed architecture and landscaping for the project. Stage 2 review is also performed by the Planning Commission (anticipated hearing date of January 12, 2006).

- Stage 3: Stage 3 is an administrative review of the improvement and building plans for compliance with the conditions of the Stage 1 and 2 approvals. Stage 3 review is performed at the staff level.

**MAJOR PROJECT PERMIT - STAGE ONE ANALYSIS**

The evaluation of Stage 1 has been structured based upon the information required by the Zoning Ordinance to evaluate the Preliminary Development Plan. The areas of evaluation are identified by bolded fonts followed by a discussion relating to how the proposed Preliminary Development Plan meets the standards of the Zoning Ordinance for approval of Stage 1 for a Major Project Permit (MPP).

**Site Design**

**Site Layout:** The proposed Master Site Plan is provided in Figure 2 below and Exhibit B. As shown on these exhibits, the proposed project consists of a total of five (5) buildings and a parking structure. The hotels and conference center are clustered together along the northern portion of the site. The restaurants are proposed to be located on each side of the main entrance into the project and the parking structure will be located in the southwest corner of the site.

**Figure 3: Site Plan**



The proposed site plan has been designed to provide easy vehicular access to all of the buildings within the project, while also providing the necessary emergency access. Access into the site will be provided by a new 4-lane street (Conference Center Drive) located off of Gibson Drive.

The arrangement of the buildings and walkway system is designed to facilitate interaction between buildings. The plaza areas will include a variety of amenities including outdoor furniture (permanent and moveable), seat walls, enhanced landscaping including rose gardens and water features, and public art. The areas in front of the buildings have also been designed with large drop-off areas, widened sidewalks, and covered entries to accommodate the movements of large groups of people at one time. A bike trail will be constructed along the northern portion of the site (adjacent to the

driveway) and will connect to the existing bike trail located along the northern boundary of the Shea Center project and the shared boundary between the two sites.

**Setbacks:** While the Zoning Ordinance does not establish building setbacks for the proposed project, the NCRSP has some very specific setback requirements in order to ensure the compatibility of the proposed project with adjacent developments. Identified below are the required and proposed building setbacks, landscaping setbacks, and height restrictions for the project.

Development Standard	Required	Proposed
Building Setbacks (minimum)	None	South Side: 15' to parking structure & 65' to restaurant West Side: 25' East Side: 220' North Side (Hwy 65): 90'
Landscape Setbacks (minimum)	40' from Highway 65 20' from Open Space	40' from Highway 65 20' from Open Space
Building Height Limit	A minimum of 2 stories in height adjacent to Highway 65 with a maximum height of 10 stories	Conference Center: 45' tall (equivalent to 2-3 stories) Hotel 1: ten stories & maximum height of 150' Hotel 2: multi-story & maximum height of 90' Restaurants: 24' in height (single story) Parking Structure: 4-5 levels & 35-45' in height

The required setbacks are identified on the project Site Plan (Exhibit B). As shown on this exhibit, and as noted above, the proposed project meets the required setback and height requirements of the NCRSP.

**Circulation Design**

**Vehicular Circulation:** As shown on the Site Plan (Exhibit B), the project will be accessed by a new road (Conference Center Drive) located off of Gibson Drive. Conference Center Drive will be 60 feet wide with two travel lanes in each direction and dedicated turn lanes onto Gibson Drive. The new street will terminate at the southern boundary of the project site. Highway 65 is located along the project's northern boundary, however direct access to properties adjacent to the highway is not permitted.

Upon entering the project site the outside inbound travel lane (far eastern lane) becomes a dedicated right turn lane taking vehicles to the eastern parking lot area and one of the restaurants. The inside inbound lane leads to a roundabout which allows vehicles to go west towards another restaurant and the future parking structure or east towards additional parking or the "vehicle plaza" area in front of the hotels and conference center.

The "vehicle plaza" area is designed to function as a two-way drive aisle with dedicated drop-off areas in front of each building. During large events the traffic flow through this area may be changed to 1 way to allow for an additional drop-off lane.

The parking structure is located so that vehicles exiting the vehicle plaza area may directly enter into the parking structure. There is also an exit proposed at the southwest corner of the structure to allow

vehicles to exit the structure and turn right onto Conference Center Drive without having to circulate back through the site or the roundabout area.

There is a drive aisle that circulates through the backside of the project (north). There is additional parking located in this area including spaces to accommodate buses and other oversized vehicles. This area also includes designated service areas for each of the hotels and conference center.

An emergency vehicle access (EVA) point is provided along the western property line (north of the future parking structure) between the project site and Shea Center. Shea has submitted a letter agreeing to the EVA access through their site (Attachment 3). When the remainder of Parcel 40 is developed additional access points may be constructed.

A traffic analysis of the internal circulation of the project was prepared by Fehr & Peers (Attachment 5). The study analyzed the configuration of Conference Center Drive, operation of the roundabout, parking structure location and access, and whether a traffic signal would be needed at the intersection of Gibson Drive and Conference Center Drive. The site plan has been modified from the initial submittal to address the recommendations of the traffic analysis. The proposed project is also consistent with the long-term traffic analysis that was prepared for the Specific Plan Amendment for Parcels 40 & 44 of the NCRSP and Addendum to the NCRSP EIR that was adopted by the City Council in July of this year.

**Enhanced Driveways/Paving:** Consistent with the provisions of the Community Design Guidelines, the project is providing enhanced paving along the drop-off area within the vehicle plaza area as well as any locations where the pedestrian path of travel crosses a drive aisle.

**Pedestrian Circulation:** As shown on the project Site Plan (Exhibit B), the proposed pedestrian circulation system consists of interior and exterior pathways. A continuous sidewalk/walkway system is proposed that will provide access to each of the buildings and the parking areas. Interim pedestrian access to the public walkway from the project site to Gibson Drive will be provided along the bike trail. The bike trail is wide enough to accommodate pedestrian and bicycle traffic and meets accessibility requirements. Once the remainder of Parcel 40 is developed, sidewalks along the frontage of Conference Center Drive and the remainder of Gibson Drive will be constructed. The sidewalks throughout the project are a minimum of 6 feet wide with a minimum of an eight-foot wide walkway in front of the hotels and conference center.

**Accessibility:** Handicap access and parking will be provided in accordance with the Uniform Building Code (UBC) and Title 24 of the State of California. In order for a site to be handicap accessible, a person must have the ability to get onto the site from the adjacent street sidewalks via a clear path of travel without passing behind designated parking spaces. Additionally, the site will be graded to provide appropriate slopes for travel between buildings, from the parking lots to the buildings and to and from the street frontages. As proposed and conditioned, the project meets accessibility requirements.

**Pedestrian Plazas:** The primary plaza area is located in the center of the site between the roundabout and the vehicle plaza/drop-off area. This plaza features fountains, rose gardens, trellises, public artwork, pedestrian paths, and seating areas (benches and seat walls). The areas in front of the hotels and conference center have covered walkways, water features, and enhanced paving which provide an inviting area for people to gather. Additional gathering areas will be provided in the area between the conference center and the second hotel (far eastern hotel) as well as the backsides of the hotels. The restaurants may also include outdoor seating and gathering areas (design and location to be determined at the time applications for development are submitted).

**Bicycle Parking/Circulation:** The Zoning Ordinance requires that bike racks accommodating at least 16 bicycles be provided for the entire project. In addition the Transportation Department has required that a minimum of six (6) bike lockers be provided for the hotels and conference center. The project has been conditioned to meet these requirements (see Conditions 8 & 58).

There is an existing bike trail along the western boundary of the project site and along the northern boundary of the Shea Center site. The conference center project will construct a bike trail immediately adjacent to the northern drive aisle located along the backside of the hotels and conference center. The bike trail will connect to the existing bike trail system and will terminate along the eastern property line adjacent to the open space area. A pedestrian connection from the end of the bike trail to the hotels and conference center is provided at this location. The trail has been located in a manner that would allow for a future connection over the open space area to the Galleria Mall.

**Parking:** The project is proposing to provide a total of 1,182 spaces site wide, which includes 542 surface parking spaces and 640 spaces within a parking structure. The Zoning Ordinance has established a parking requirement of one parking space per hotel room and one parking space per 100 square feet of freestanding restaurant space. The Zoning Ordinance stipulates that parking for conference centers will be established through the Design Review Permit/Major Project Permit process. Staff has researched the parking requirements for similar types of facilities located in other jurisdictions. Based on our research we have concluded that the conference center should provide one parking space for every 100 square feet of active conference area (excludes kitchen and administrative office areas). At this time, the square footage of auxiliary areas such as kitchens and administrative office is not known. Therefore the parking requirement has been based on the overall square footage of the conference facility. The total parking requirement for the project is 1,050 spaces. As proposed, the project will exceed the minimum parking requirements. Since the project is to be constructed in phases the project has been conditioned (see Condition 29) to require that each phase of the project provide the minimum number of parking spaces required to serve the uses within that phase. Since the parking structure is not part of the first phase of the project (conference center and ten story hotel), the area where the second hotel is proposed may be needed as temporary surface parking until the parking structure is completed. Temporary surface parking may also be constructed in the area of the future parking structure.

### Grading Design

**Site Grading:** The proposed grading, drainage, and water/sewer improvements are illustrated with Exhibit C. The site will be graded to prepare the building pads, parking areas, and landscape areas. Trenching will be required to accommodate the installation of necessary facilities, public infrastructure, and improvements (e.g. storm drains, water, sewer, electric). As noted on Exhibit C, the grading volumes anticipated for the project include ± 56,291 cubic yards of excavation and 56,291 cubic yards of fill.

Significant topographic variability exists on the site, with an elevation difference of almost 33 feet between the low point (186' – southeast corner) and the high point (214.8' in the northwest corner adjacent to Highway 65). In some areas, the applicant's proposed grading is close to the natural grade. In other areas, significant cut and fill areas with 3:1 slopes and retaining walls are proposed in order to provide accessible walkways and useable parking spaces.

Along the eastern boundary of the site, between the parking lot and open space preserve, a retaining wall is proposed. The retaining wall varies from zero to a maximum of 10 feet in height. The retaining wall is needed to accommodate accessibility requirements for the bike trail, pedestrian walkways, and parking spaces located along the eastern portion of the project. The wall has been located in a

manner that will allow for a formal landscape treatment to be constructed between the wall and the parking lot. On the eastern side of the wall, which is adjacent to the preserve, non-irrigated native vegetation will be planted.

As proposed, the grading plan is consistent with the design requirements and policies of the NCRSP and City Improvement Standards.

#### **Public Infrastructure Improvements**

**Street Improvements:** As previously noted, a new street (Conference Center Drive) will be constructed from Gibson Drive through Parcels 40 B through D and will terminate at the southern boundary of Parcel 40A. A right turn lane shall be constructed on Gibson Drive for access onto Conference Center Drive and a traffic signal at the intersection of Gibson and Conference Center Drives shall also be constructed with Phase 1 of the project. A standard bus turnout and shelter shall be constructed to the south of the restaurant located on the east side of the project.

**Utility Improvements:** The project will be required to extend two mainline circuits from the substation located on NCRSP Parcel 62 to the project site. The remainder of the utilities necessary to serve the site (water, sewer, cable, telephone, and storm drain improvements) have been installed in the public right-of-way along Gibson Drive. In order to service the subject proposal, the project will be required to construct on-site improvements that will connect with the main lines in the right-of-way. According to the different City utility departments, the proposed on-site utility plan is generally acceptable. Standard and site specific conditions of approval regarding the final design of the utility improvements have been included to ensure that the on-site utilities comply with the City's Improvement Standards.

#### **Phasing Plan**

The hotel conference center is proposed to be constructed in phases. A Phasing Plan has been provided as Exhibit C, which shows which buildings will be constructed as Phase 1 or as a future phase. Phase 1 of the project includes the conference center and ten-story hotel as well as all of the surface parking areas, drive aisles, and associated lighting and landscaping. The second hotel, parking structure, and two freestanding restaurants are proposed to be constructed in the future. The applicant has indicated that they would proceed with Phase 1 as soon as the project has been approved with an anticipated construction date of March 31, 2006. A time frame for the construction of the remaining portions of the project has not been established. Staff does not have an issue with the phasing of the building construction as proposed. The project has been conditioned to ensure that each phase of the project will provide the parking, pedestrian and vehicular circulation, and utilities required to service that phase.

The Community Design Guidelines require that future phases be hydroseeded at the time of initial grading and that future phases be fenced sufficiently to protect public safety and avoid conflicts between employees and customers of an occupied phase and construction phases. A standard condition (Condition 28) has been added to address this issue. As previously discussed, temporary parking areas may be constructed in the area of the future parking structure and second hotel. These areas will not be required to be landscaped, but shall be paved, striped, and lighted per City standards.

#### **Conceptual Architectural Plan**

The applicant has submitted elevation plans for the first phase of the project (ten story hotel and conference center). As shown in Exhibit D and Figure 3 below, the exterior of the conference center and first floor of the hotel will primarily consist of granite tiles in four (4) complimentary colors. The

hotel tower will be cream colored stucco with large expanses of glass curtain walls. Glass skylights, and metal columns are used on the entry features of both buildings.

**Figure 4:** Conceptual Architectural Plan for Phase 1

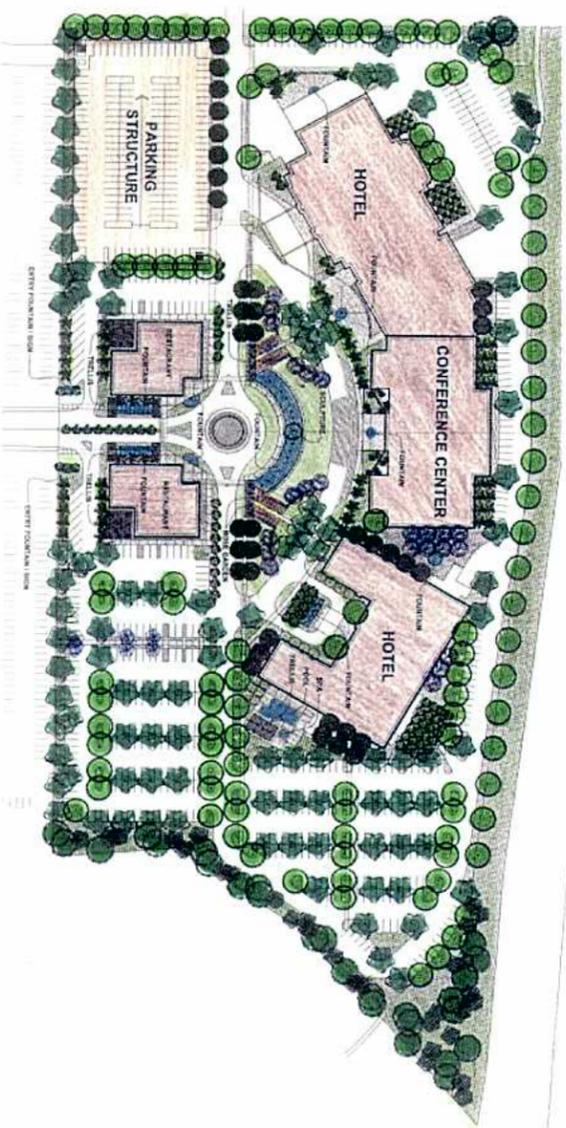


A detailed review of the elevations and proposed materials and colors for the project will be evaluated with Stage 2 of the project.

**Conceptual Landscape Plan**

The conceptual landscape plan, as shown in the figure below, includes a formal entry into the project site that includes palm trees and water features on both sides of the entrance into the site as well as in the center of the site. Smaller water fountains are also dispersed throughout the site. The eastern portion of the site will be landscaped with native oak trees to provide a buffer for the adjacent open space preserve. The northern and eastern boundaries of the site will be landscaped consistent with the existing landscape treatment on the Shea Center site.

**Figure 5:** Conceptual Landscape Plan



Staff anticipates that Stage 2 which focuses on the architectural and landscaping details of the project will be presented to the Planning Commission in January 2006.

**Public Comment**

The project is located in the Harding Neighborhood Association which is currently inactive. However, the adjacent neighborhood, Highland Reserve Neighborhood Association, requested a presentation at one of their monthly meetings. The meeting was held on May 24, 2005. Approximately fifteen (15) residents and Board members attended the meeting. The neighbors' primary concern regarding Parcel 40 was whether there would be adequate parking.

The City has received a letter from Richland Communities, the owner of the remainder of Parcel 40. Their letter included as Attachment 2 voiced the following concerns regarding the project design:

- Object to having a secondary or emergency access point along the western boundary of the site (through the lower portion of Parcel 40D and connecting to the driveway on Shea Center);
- Prefer the parking structure to be located adjacent to the second hotel adjacent to Highway 65 or on the far western side of the project;
- If the parking structure is to be located on the southwestern portion of the site a minimum of a 30 foot wide landscape setback should be required and no entrance/exits should be allowed on the north westerly side of the parking structure;
- Eliminate the drive aisle on the southern side of the restaurant adjacent to the parking structure and replace with landscaping,
- The landscaping plan does not provide enough detail. It should include berming and other treatments scaled appropriately to screen the parking structure and trash enclosures; and,
- Any access to the mall over the open space preserve should be restricted to pedestrian access only.

In addition to the weekly project meetings that representatives of Richland Communities have attended, staff has met individually with representatives of Richland Communities to discuss their concerns. In several instances, modifications and improvements have been made to the site to address their concerns and to improve on-site circulation. The traffic analysis indicated that the most efficient location for the parking structure is at the southwest corner where it is currently proposed. The location of the structure prevents secondary access through Parcel 40D and no entrance/exits are proposed along the western side of the structure. The proposed landscape setbacks and plantings are consistent with the City's Community Design Guidelines; therefore staff has not required any changes. The first phase of the conference center project will not include any access to the mall. However, City staff has met with the applicant and representatives from the mall and all parties are interested in pursuing some sort of connection in the future. Any future connections will require approval from the Planning Commission. In conclusion, where appropriate, changes have been made to the project design to address the adjacent property owner's concerns. The only outstanding item as it relates to the concerns raised by Richland Communities is the proposed setback of the parking structure to the southern property line.

The applicant is proposing a 15-foot setback between the parking structure and the shared property line with Richland Communities. The proposed setback meets building code requirements pertaining to proximity of buildings to property lines. The Zoning Ordinance, Community Design Guidelines, and North Central Roseville Specific Plan do not have minimum setback requirements for commercial structures adjacent to other commercial land uses. However, most commercial projects provide between a 5 and 15-foot wide landscape planter along their side and rear property lines (width of landscape buffer/setback is based on type of use and adjacent uses). Based on this information, staff

finds the proposed setback for the parking structure to be commensurate with other approved projects as well as the conceptual development plan for the remainder of Parcel 40 and therefore is not recommending any changes. In addition, any setback requirements established for Parcel 40A will set a precedent for future development on the remainder of Parcel 40. As such, a 15 setback for future buildings would be expected of the adjacent project resulting in a 30 foot landscaped separation from buildings.

City staff also met with representatives from Westfield (Galleria Mall) to discuss the possibility of a future connection between the two projects. Although the connection is not part of this entitlement, Kobra and Westfield have indicated that they are interested in working with the City to provide a future connection between the two projects. Westfield has also submitted a letter (see Attachment 4) indicating that they are excited about the prospect of having a hotel conference center adjacent to the Galleria Mall and do not have any issues with the proposed site design.

#### **Conclusion for Major Project Permit - Stage One**

Section 19.78.060.J of the City of Roseville Zoning Ordinance requires that the following two findings be made in order to approve a Major Project Permit:

1. The Preliminary Development Plan is consistent with the General Plan, applicable Specific Plan, and adopted City design guidelines; and
2. The design and installation of the Preliminary Development Plan shall not be detrimental to the public health and safety, or be materially detrimental to the public welfare.

As discussed in the evaluation section of this report, the preliminary development plan for the Roseville Hotel Conference Center is found to be consistent with the Stage 1 requirements in that the project provides a logical building configuration, adequate access, circulation and parking, landscaping and open space areas, appropriate site grading, vehicle and pedestrian circulation and development phasing. As proposed and conditioned, the project is consistent with the City's General Plan, the North Central Roseville Specific Plan, and Community Guidelines.

#### **ENVIRONMENTAL DETERMINATION**

An Addendum to the Environmental Impact Report (EIR) for the North Central Roseville Specific Plan (certified May 1990) was adopted by the City Council on July 6, 2005. The Addendum evaluated the impacts of a 50,000 square foot conference center, two hotels (500 rooms), 5,000 s.f. of freestanding restaurant space, and a parking structure. The Addendum concluded that no new significant environmental effects or any substantial increase of any previously identified significant impacts in the NCRSP EIR would result.

The current project consists of a smaller conference facility (35,000 s.f. instead of 50,000 s.f.) and an increase in restaurant uses from 5,000 square feet to 20,000 square feet. Although the overall square footage of the project will remain the same, staff evaluated whether the change in use would have any additional impacts to traffic, utility services, or other environmental impacts. The traffic and service demands of restaurant uses were found to be comparable to a conference center. Therefore, the project is consistent with the assumptions evaluated in the Addendum to the NCRSP EIR and is exempt from further environmental review per the City of Roseville CEQA Implementing Procedures Section 15305.

**RECOMMENDATION**

The Planning Department recommends that the Planning Commission take the following actions:

- A. Adopt the two (2) findings of fact as stated in the staff report for the MAJOR PROJECT PERMIT (STAGE 1) – 290 CONFERENCE CENTER DRIVE (ROSEVILLE HOTEL CONFERENCE CENTER) - FILE # MPP-000002:
- B. Approve the MAJOR PROJECT PERMIT (STAGE 1) – 290 CONFERENCE CENTER DRIVE (ROSEVILLE HOTEL CONFERENCE CENTER) - FILE # MPP-000002 as shown in Exhibits A through E and subject to the 139 conditions of approval listed below;

**CONDITIONS OF APPROVAL FOR MAJOR PROJECT PERMIT: MPP-000002**

1. This major Project Permit approval shall be effectuated within a period of two (2) years from this date and if not effectuated shall expire on **December 8, 2007**. Prior to said expiration date, the applicant may apply for an extension of time, provided, however, this approval shall be extended for no more than a total of one year from **December 8, 2007**.
2. The project is approved as shown in Exhibits A - E and as conditioned or modified below.
  - a. The site plan shall match the Grading Plan;
  - b. The sidewalk in front of the hotels and conference center shall be a minimum of eight (8) feet wide (unobstructed); and, (Planning)
3. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. A deposit in the amount of two and one half (2-1/2) percent of the value of the public improvements, or \$1,000, which ever is greater, shall be provided at the time plans are submitted to the City for review. Prior to plan approval, the applicant shall provide an additional deposit of two and one half (2-1/2) percent of the value of the public improvements, or \$1,000, whichever is greater. City costs will be billed against the deposited amount on a monthly basis. All funds remaining in the deposit account will be refunded upon completion of the project. (Engineering, Environmental Utilities, Finance)
4. The design and construction of all improvements shall conform to the Improvement Standards and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
5. The applicant shall not commence with any on-site improvements until such time as grading and/or improvement plans are approved and grading and/or encroachment permits are issued by the Department of Public Works (Engineering)
6. The approval of this project does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)

**PRIOR TO ISSUANCE OF ANY PERMITS (ROUGH GRADE OR IMPROVEMENT PLANS):**

7. A pedestrian and vehicular circulation and parking plan (text & exhibit) shall be prepared to the satisfaction of the Planning and Public Works Directors. The plan should include: loading areas, transit facilities, and any on & off-site traffic control devices or improvements necessary for public safety (including the use of valet parking). The plan should provide a detailed description of how the "vehicle plaza" area in front of the hotels and conference center is going to function (one or two-way traffic, number of vehicles that can be accommodated in the recessed drop-off areas, is the area adjacent to the drop off in front of the conference center flush or curbed, etc...). The plan shall identify pedestrian features on-site and to adjacent uses with the goal of creating an attractive and safe pedestrian environment that reduces the need for short vehicular trips. Walkways connecting buildings internal to the site and the walkway to the transit stop shall be a minimum of 6 feet wide. The sidewalk in front of the hotels and conference center shall be a minimum of 8 feet wide. The plan shall include speed tables (as allowed by the Fire Department), street medians that act as a street crossing protection areas, and other pedestrian friendly amenities that enhance its use. (Planning, Transportation, Engineering)
8. Bicycle racks shall be provided in compliance with the City's Zoning Ordinance: 5 bicycle spaces for the first one hundred required parking spaces and one additional bicycle space for each additional 100 required parking spaces or portion thereof.
9. Parking spaces 9-18 and 26-29 shall be reduced in length by two feet and converted to compact size to provide an increased setback from the bike trail. (Planning, Transportation, Engineering)
10. Parking stalls shall meet, or exceed, the following minimum standards:
  - a. All parking stalls shall be double-striped. Parking stalls adjacent to sidewalks, landscaped areas, or light fixtures, and all Accessible stalls shall about a 6" raised curb or concrete bumper. (Planning)
  - b. Standard -- 9 feet x 18 feet; Compact--8 feet x 16 feet; Accessible--14 feet x 18 feet (a 9 foot wide parking area plus a 5 foot wide loading area) and a minimum of one (1) parking space shall be Accessible van accessible--17 feet x 18 feet (9 foot wide parking area plus an 8 foot wide loading area). (Planning)
  - c. An 'exterior routes of travel' site accessibility plan incorporating slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signages, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to City for review, prior to building plan check approvals. This site accessibility plan shall also include:
    - i) Handicapped parking stalls shall be dispersed and located closest to accessible entrances. The total number of accessible parking spaces shall be established by Table 11-B-6 of the CBC.
    - ii) Accessible Parking spaces and crosswalks shall be signed, marked, and maintained as required by Chapter 11 of the CBC.
    - iii) Accessible parking and exterior route of travel shall comply with CBC, Sections 1127B and 1129B. (Building)

11. Signs and/or striping shall be provided on-site as required by the Planning Department to control on-site traffic movements. (Planning)

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

12. All five buildings are subject to Stage 2 review. Prior to issuance of a Building Permit, Stage 2 and 3 approvals shall be obtained for each respective building. (Planning)
13. The plans submitted to the Building Department for permits shall indicate all approved revisions/alterations as approved by the Commission including all conditions of approval. (Planning)
14. The Landscape plan shall comply with the North Central Roseville Specific Plan and the City of Roseville Water Efficient Landscape Requirements Resolution No. 93-55. (Planning)
15. The tree plantings in the parking lot shall be designed to provide a minimum of 50% shade coverage after 15 years. (Planning)
16. At a minimum, landscaped areas not covered with live material shall be covered with a rock, (2") bark (no shredded bark) or (2") mulch covering. (Planning)
17. Any roof-mounted equipment and satellite dishes proposed shall be shown on the building plans. The equipment shall be fully screened from public streets and the surrounding properties. (Planning)
17. At the time of building permit application and plan submittal, the project applicant shall submit a proposed plan which shows the suite addressing plan for individual tenant spaces within the building. The Chief Building Official, or the designator, shall approve said plan prior to building permit approval. (Building)
18. A separate **Site Accessibility Plan** which details the project's site accessibility information as required by California Title 24, Part 2 shall be submitted as part of the project Building Permit Plans. (Building)
19. **Multiple Building Complexes.** As part of the required **Site Accessibility Plan**, the developer shall delineate the extent of the site accessibility improvements being installed as part of the initial improvements for the project, and those that are planned to be developed as part of subsequent phases (i.e. around future pad buildings). (Building)
20. Building permit plans shall comply with all applicable code requirements (California Building Code - CBC, California Mechanical Code - CMC, California Plumbing Code - CPC, California Fire Code with the city of Roseville Amendments - RFC and California Electrical Code - CEC), California Title 24 and the American with Disabilities Act - ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Department for applicable Code editions). (Building)
21. **Restaurants or other food services.** The developer shall obtain all required approvals and permits from the Placer County Health Department. (Building)
22. Maintenance of copy of building plans. Health and Safety Code section 19850 requires the building department of every city or county to maintain an official copy of the building plans for the life of the

- building. As such, each individual building shall be submitted as a separate submittal package. Building plan review, permit issuance and archiving is based on each individual building address.
23. The Code Analysis for each proposed building shall define the location(s) of any assumed property lines to be located between adjacent buildings for the purpose of determining exterior wall and opening protection requirements as well as number of yards available for floor area increases.
24. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Engineering prior to approval of any plans. (Engineering)
25. The grading and improvement plans shall be designed in accordance with the City's Improvement Standards and Construction Standards and shall reflect the following:
- a. Street improvements including, but not limited to, curb, gutter, sidewalk, pavement, drainage systems, traffic striping, signing, medians and markings, etc. along all existing and proposed City streets, as required by Engineering.
  - b. Grading shall comply with the City grading ordinance. Erosion control devices (sediment traps, ditches, straw bales, etc.) shall be shown on the grading plans. All erosion control shall be installed prior to the onset of wet weather. Erosion control is installed to minimize silt discharge from the project site. It is incumbent upon the applicant to ensure that necessary measures are taken to minimize **silt** discharge from the site. Therefore modification of the erosion control plan may be warranted during wet weather conditions.
  - c. A rough grading permit may be approved by Engineering prior to approval of the improvement plans.
  - d. Access to the floodplain as required by Engineering and the Streets Department.
  - e. Standard Handicap ramps shall be installed at all curb returns per City Standards. (Engineering)
26. The applicant shall apply for and obtain an encroachment permit from the Engineering Department prior to any work conducted within the City right-of-way. (Engineering)
27. Phase 1 shall consist of the following:
- The rough grading necessary to accommodate Phase 1 improvements;
  - Construction of Conference Center Drive;
  - Traffic Signal at the intersection of Gibson & Conference Center Drives;
  - Right turn lane from Gibson Dr. to Conference Center Drive;
  - ADA Pedestrian access from the existing pedestrian path adjacent to the northern side of the project;
  - Secondary access road for emergency vehicle use;
  - Permanent storm drainage extending to the creek; and
  - Positive overland drainage release. (Engineering)
28. All buildings, landscaping, and site improvements not identified as "future" shall be constructed and completed with Phase 1. All future phases shall be hydroseeded with a wildflower mixture following

the initial grading. Subsequent phases shall be separated by either a 6 inch raised curb or shall require installation of a six-foot high chain link fence, or acceptable alternative, to separate the construction phases from occupied phase(s) and to limit potential conflicts between occupied phases and phases under construction. (Planning)

29. Each phase shall function independently. Actual phased construction shall meet parking and access requirements and all City utilities for each. The Phasing Plan (Exhibit C) may be modified to allow for temporary parking areas within the area proposed for the parking structure or second hotel. Temporary parking areas do not need to meet the City's shade requirements, but shall be paved & striped per City standards and shall meet the City's minimum lighting requirement of 1 foot candle. Additional modifications to the phasing of the project may be approved by the Planning & Redevelopment Director. (Planning)

30. Conference Center Drive shall be built to a width of 60 feet from back of curb and shall have the following cross section: a 10-foot wide through lane, an 11-foot wide through lane, a 12-foot wide two-way left turn lane, an 11-foot wide through lane and a 10-foot wide through lane. Standard curb and gutter shall be constructed along each side of the street. (Engineering)

31. The applicant shall dedicate the Right-of-Way for Conference Center Drive to the City of Roseville. A separate document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorders Office. (Engineering)

32. A traffic signal and standard curb ramps shall be installed at the intersection of Conference Center Drive and Gibson Drive. Interconnect cable shall be installed along the frontage of Gibson Drive to provide coordination with the signal on Roseville Parkway. **PRIOR TO THE APPROVAL OF IMPROVEMENT PLANS**, and subject to City Council approval, the project proponent shall enter into a reimbursement agreement with the City for the above referenced improvements. All work performed as part of the reimbursement agreement shall be paid for with prevailing wages (Engineering)

33. A standard right turn lane shall be constructed on Gibson Drive for access to Conference Center Drive. Gibson Drive shall be re-stripped to provide a left turn lane into Conference Center Drive. (Engineering)

34. In the location where underground utilities to service the project will be extended from Conference Center Drive into Gibson Drive, the entire width of pavement on Gibson Drive, from the northerly curb return to the southerly curb return of Conference Center Drive, shall be grinded a minimum of 1-1/2" and repaved. (Engineering)

35. Electric crossings across Gibson Drive shall be made with Jack and Bore techniques, unless the crossing occurs within the vicinity of the area to be grinded and overlaid for the utility connections at Conference Center Drive. (Engineering)

36. Prior to any onsite construction, the location of Conference Center Drive shall be flagged in the field. A Stabilized Construction Entrance shall be constructed where Conference Center Drive meets with Gibson Drive. (Engineering)

37. The traffic circle shall be constructed per the City's Standard Design or as approved by the Public Works Director. No driveways shall be constructed within 140 feet of the traffic circle. (Engineering)

38. The driveways on Conference Center Drive, adjacent to the restaurants, shall be located per the design by Fehr and Peers and shall be restricted to right turns only. (Engineering)
39. A temporary ADA pedestrian path of travel shall be provided to the site from the existing pedestrian path adjacent to the northern side of the project. An ADA pedestrian access shall be stubbed to the southerly property line for the future connection to Gibson Drive along Conference Center Drive. (Engineering)
40. The 14' Bike Path Easement (B.P.E.) shown near the southern boundary of the project has been abandoned with the Parcel Map of Lot 40 and shall be removed from the plans. (Engineering)
41. Storm drain improvements shall be constructed within Conference Center Drive and shall be sized for all tributary areas. Adequate stubs shall be extended to the adjacent parcels. (Engineering)
42. The 100-year flood elevation of the south branch of Pleasant Grove Creek shall be verified and shown on the improvement plans. No grading shall occur within the 100-year floodplain. (Engineering)
43. The applicant shall demonstrate how they will access the outfall for maintenance purposes. (Engineering)
44. All storm drainage, including roof drains, shall be collected on site and shall be routed to the nearest natural drainage facility. Care shall be taken to avoid discharge of the storm drain system in any area upstream of existing vernal pools. All vernal pools shall be shown on the improvement plans. Stormwater BMPs shall be implemented at all discharge points. Proper velocity attenuation and dissipation of storm flows prior to introduction into natural drainage course shall be designed and constructed to the specifications of the City. The storm drain system shall be a private system and shall be maintained by the property owner. All efforts shall be made to incorporate the overlaid release points into the drainage outlet channels. (Engineering)
45. A note shall be added to the grading plans that states:  
  
"Prior to the commencement of grading operations, the contractor shall identify the site where the (excess/import) earthen material shall be (deposited/borrowed). If the (deposit/borrow) site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the (exported/imported) materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified." (Engineering)
46. The grading plans shall be accompanied with engineered structural calculations for all retaining walls greater than 4 feet in height. All retaining walls shall be of masonry or keystone type construction. (Engineering)
47. To ensure that the design for any necessary widening, construction, or modifications of Public Streets does not conflict with existing dry utilities generally located behind the curb and gutter, and prior to the submittal of design drawings for those frontage improvements, the project proponent shall have the existing dry utilities pot holed for verification of location and depth. (Engineering)
48. Sight distances for all driveways and turn lanes shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to

- provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
49. The applicant shall construct and maintain a separated Class I bike path along the north side of the project that connects the existing Class I facility in the Shea Center to the future bridge crossing to the Galleria. The design of the Class I bike lane shall be 10' wide with a 2' shoulder on one side unless otherwise approved by the Public Works Director. (Engineering, Transportation)
50. A standard v-ditch shall be constructed along the northern edge of the bike path that is adjacent to Hwy 65 to prevent storm runoff from flowing over the bike path. (Engineering)
51. The project may include a single crossing of the existing Class 1 bike path on the west side of the parcel adjacent to the Shea Center. The crossing shall include the following design features:
- The crossing shall be at a 90-degree angle to the bike path;
  - Unless otherwise approved by the Public Works Director, the crossing shall be for emergency vehicles only;
  - If for use by emergency vehicles only, bollards or a gate shall be provided restricting auto access across the bike trail; and
  - If approved for use by auto traffic, the auto crossing shall be stop-controlled and shall include a raised pavement section, high visibility pavement markings, and signage so that motorists are fully aware they are crossing a bike trail. (Engineering, Transportation)
52. The applicant shall construct a bus turnout and install a bus shelter south of the restaurant on the east side of Conference Center Drive as approved by the Public Works Director. Parking shall be eliminated on one side of the second driveway east of Conference Center Drive and that driveway shall be increased in width to 30 feet, to provide an exit route for transit vehicles. It will be the applicant's responsibility to maintain the bus pad and shelter. The bus shelter shall be approved by the City Engineer. (Engineering, Transportation)
53. Prior to the approval of the improvement plans, it will be the project proponents responsible to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
54. **Prior to the approval of the Improvement Plans**, the project proponent shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City, as defined by the Regional Water Quality Control Board. The SWPPP shall be submitted in a single three ring binder. Upon approval, the SWPPP will be returned to the project proponent during the pre-construction meeting. (Engineering)
55. "Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water, and sewer utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan view and in profile view where grading activities will modify existing site elevations over top of or within 15 feet of the utility. Any utilities that could potentially be impacted by the project shall be clearly identified along with the proposed protection measures. The developer shall be responsible for taking measures and incurring costs associated with protecting the existing water and sewer utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)"
56. The applicant shall pay for all applicable water and sewer fees. (Environmental Utilities)

57. Water and sewer infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards and shall include:
  - a. Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12' unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.
  - b. Water and sewer mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions of approval.
  - c. All sewer manholes shall have all weather 10-ton vehicle access unless authorized by these conditions of approval. (Environmental Utilities)
  - d. The location of future landscape plantings and hardscape features adjacent to existing and proposed water and sewer facilities shall be approved by EUD on a case by case basis. (Environmental Utilities)
58. Water and sewer stubs for the adjacent parcel(s) shall be provided for ultimate build-out. (Environmental Utilities)
59. The applicant/developer shall prepare a Transportation Systems Management (TSM) Plan for the Roseville Conference Center to be reviewed and approved by the Transportation Commission. The project shall include a minimum of six (6) employee bicycle lockers, two (2) each for the conference center and each hotel, and a shower area accessible for employees who walk or bike to work. (Transportation)
60. Trash enclosures, recycling areas, and enclosure approaches shall be designed to current Refuse Division specifications, the materials and colors shall match the building, and the location of such facilities shall be reviewed and approved by the Refuse Division, Planning and the Fire Department. The enclosure must have inside dimensions of 12 feet wide and 9 feet deep and be built to the specifications of the Solid Waste Department's Enclosure Description. (Refuse, Planning, Fire)
61. Access to trash enclosures shall have an inside turning radius of 25 feet and an outside turning radius of 45 feet must be maintained to allow the refuse truck access to and from the enclosure. Enclosures must have a clear approach of 65 feet in front of the enclosure to allow servicing bins. (Refuse)
62. A trash enclosure and recycling enclosure is required for each building and each tenant, otherwise, the building owner is responsible for the trash service. (Refuse)
63. Fire apparatus access roads shall be provided to within 150 feet of all structures and combustible storage piles. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and an unobstructed vertical clearance of not less than 13 feet 6 inches. (Fire)
64. Vertical clearances or widths shall be increased when, in the opinion of the Fire Chief, vertical clearances or widths are not adequate to provide fire apparatus access. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus (34 tons) and shall be provided with a surface so as to provide all-weather driving capabilities. Said access shall be provided prior to any construction or storage of combustible materials on site. (Fire)

64. Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved provision for the turning around of fire apparatus. A minimum back of curb radii of not less than 48 feet shall be provided. (Fire)
65. The required fire flow for the protection of the proposed project is 4,000 gallons per minute with 20 pounds residual water pressure. This flow is based on the premise that the structure will be of Type 1-FR rated construction with the installation of a full coverage automatic fire sprinkler system, and is reflective of the proposed square footage amounts. A change in any of the conditions may increase the required fire flow. (Fire)
66. The applicant shall provide the Fire Department with a hydraulic analysis (prepared by a State licensed fire protection, civil, or mechanical engineer) that evaluates the private fire service water main serving the complex. The analysis shall demonstrate that an approved water supply is available and that it is capable of supporting the combined demands for the required fire flow 4,000 gpm. (Fire)
67. Applicant shall provide a minimum of eight (8) fire hydrants within the complex in accordance with the Roseville Fire Code. The average spacing between fire hydrants within the complex shall not exceed 200 feet-on-center along proposed roadways. A fire hydrant shall be located within 40-feet of all fire department connections to fire sprinkler systems. The location, number and type of fire hydrants connected to the water supply shall be provided as required and approved by the Fire Department. (Fire)
68. Fire hydrants shall be operable and accessible to Fire Department apparatus by roads meeting the requirements of the Roseville Fire Code prior to bringing combustible materials onto the project site. (Fire)
69. A minimum clearance of 3-feet shall be provided between trees, shrubs and other landscape materials and all fire protection equipment (hydrants, fire sprinkler system connections, valves). Fire protection equipment shall not be located behind parking stalls or other obstructions to access. (Fire)
70. If the proposed project is to be provided with perimeter security fencing, fire apparatus access and occupant exiting shall be considered. All vehicular access gates shall comply with the Uniform Fire Code requirements and shall be equipped with approved Knox and Opticom emergency vehicle access devices. If pedestrian gates are designed as part of the overall exiting system, they shall comply with the exiting provisions of the California Building Code. Plans shall be submitted to the Fire Department for review and approval prior to installation. (Fire)
71. An approved access walkway shall be provided to all exterior doors and openings required by either the California Fire Code or the California Building Code. A concrete sidewalk or other approved hard surface will meet the intent of the access walkway requirement. Adequate space adjacent to the access walkway, vertically and horizontally, shall be provided to allow firefighters to access required building openings in order to effectively perform rescue operations, to allow for equipment maneuverability, and to safely raise ground ladders. Any landscaping adjacent to the access walkway shall be such that it does not obstruct the functional purpose of the walkway upon maturity. (Fire)

72. The Electric Department requires the submittal of the following information in order to complete the final electric design for the project:
- one (1) set of improvement plans
  - load calculations
  - electrical panel one-line drawings
73. All on-site external lighting shall be installed and directed to have no off-site glare. All exterior light fixtures shall be vandal resistant. Lighting in surface parking areas shall provide a maintained minimum of 1 foot candle of light. Plaza areas or pedestrian walkways shall provide a maintained minimum of 1/2-foot candle of light. The specified average light levels for the parking structure shall be as follows:
- General Parking and Pedestrian Areas - 5 foot-candles
  - Ramps and Corners - 10 foot-candles
  - Entrance and Exit Areas - 50 foot-candles (Planning & Redevelopment, & Police)
74. The parking lot shall have properly posted signs that state the use of the parking area is for the exclusive use of employees and customers of this project. (See California Vehicle Code Sections 22507.8, 22511.5, 22511.8, 22658(a), and the City of Roseville Municipal Code Section 11.20.110). The location of the signs shall be shown on the approved site plan. (Planning & Police)
75. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

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

76. Any backflow preventors visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventors shall be screened with landscaping and shall comply with the following criteria:
- There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventor to the landscaping.
  - For maintenance purposes, the landscaping shall only be installed on three sides and the plant material shall not have thorns.
  - The control valves and the water meter shall be physically unobstructed.
  - The backflow preventor shall be covered with a green cover that will provide insulation. (Planning, Environmental Utilities)
77. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:
- A 12.5 foot wide public utilities easement along all road frontages.
  - Water, sewer, and reclaimed water easements.
  - Public access easement over existing and proposed bike trails. (Electric, Engineering, Environmental Utilities)

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

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

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

82. The project shall be addressed as follows:

Restaurant (East)	280 Conference Center Drive
Multi-Story Hotel (East)	290 Conference Center Drive
Conference Center	300 Conference Center Drive
10-Story Hotel (West)	310 Conference Center Drive
Parking Garage	314 Conference Center Drive
Restaurant (West)	320 Conference Center Drive

All projects with multi-tenants or buildings must submit a plot plan with building footprint(s) to the Engineering Division for building/suite addressing. (Engineering)

83. This project falls within the Commercial category of the Pleasant Grove Watershed Flood Control Plan as determined by the Placer County Flood Control District and adopted by the City of Roseville. The project is therefore subject to a fee based on gross developed acres. (Engineering)

84. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During plan check of the improvement plans and/or during inspection, Engineering will designate the exact areas to be reconstructed. (Engineering)

85. Existing public facilities damaged during the course of construction shall be repaired by the applicant, at the applicant's expense, to the satisfaction of the City. (Engineering)

86. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)

87. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Engineering)

88. Improvement plans shall show the Preserve boundary and label it as a protected area. The Pre-Construction meeting shall address the presence of the Preserve, the sensitive habitats present and minimization of disturbance to the Preserve. During grading and construction the preserve area shall be avoided and shall not be used for parking, storage, or project staging. The contractor shall remove all trash blown into the preserve from adjacent construction on a daily basis. After construction is complete, the temporary fencing shall be removed from the preserve, along with all temporary erosion control measures (e.g., straw bales, straw waddles and stakes, silt fencing). (Engineering, CDD, Planning)

89. Prior to construction within any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve. Fencing shall be maintained daily until permanent fencing is installed, at which time the temporary fencing shall be removed from the project site. (Engineering, CDD, Planning)

90. With the exception of access required for maintenance and/or emergency vehicles, the project shall be designed to prevent vehicle access into the Preserve. Post and cable fencing or other improvements shall be utilized to meet this requirement. (Engineering, CDD, Planning)

91. Landscaping adjacent to the Preserve shall be as follows:

- a. The area within 10 feet of the preserve (preserve buffer) shall consist of un-irrigated California native, drought-tolerant groundcover, shrubs, plants and trees; and,

- b. The formal landscape area between the far eastern drive aisle/parking area and 10 foot wide preserve buffer shall be drip irrigated and consist of California native, drought-tolerant groundcover, shrubs, plants and trees. (CDD, Planning)
93. The applicant/developer shall prepare a Transportation Systems Management (TSM) Agreement for the (Roseville Conference Center to be reviewed and approved by the City Manager. (Transportation)
94. Water and sewer shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)
95. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
96. Restaurants **or other food services**. The developer shall install exterior grease interceptor if the proposed business could potentially discharge any grease type product. (Environmental Utilities)
97. An **approved** automatic fire extinguishing system shall be provided for all buildings where the total fire area is **3,600** square feet or greater, as required by Roseville Fire Code Section 1003.2.2. Fire extinguishing systems installed shall conform to the minimum design standards of the Roseville Fire Code Standard 10-3. Plans and specifications shall be submitted to the Fire Department prior to system installation. Plan review and field inspection fees associated with the installation of said systems shall be paid prior to plan submittal. (Fire)
98. Fire extinguishing systems installed as required by Section 1003.1.1 of the City Fire Code shall have control valves and activation switches electrically supervised and monitored by an approved central alarm monitoring company. Digital alarm communicator system panels shall be installed and maintained in accordance with National Fire Protection Association Standard # 72 (Fire Alarm Code). Plan review and field inspection fees associated with the installation of said systems shall be paid prior to plan submittal. (Fire)
99. Fire extinguishing systems installed as required by Section 1003.1.1 of the City Fire Code shall be provided with an approved audible and visual alarm notification signal within the interior of the building to alert building occupants. Said alarm notification signal shall be provided throughout the building and shall be installed and maintained in accordance with National Fire Protection Association Standard #72 (Fire Alarm Code). Plan review and field inspection fees associated with the installation of said systems shall be paid prior to plan submittal. (Fire)
100. Every building three stories or more in height shall be provided with a Class 1 standpipe system in accordance with Roseville Fire Code Section 1004. Said system installation shall conform to the minimum standards of UBC Standard 9-2 and Roseville Fire Code Standard 10-3. Plan review and field inspection fees associated with the installation of said systems shall be paid prior to plan submittal. (Fire)
101. Every building three stories or more in height shall be provided with not less than one standpipe for use during construction as required by Roseville Fire Code Section 8704.4.3.1. Such standpipes shall be installed when the progress of construction is not more than 25-feet in height above the lowest level of fire department access. Such standpipes shall be provided with fire department hose connections at accessible locations adjacent to usable stairs, and the standpipe outlets shall be located adjacent to such usable stairs. Such standpipe systems shall be extended as construction

progresses to within one floor of the highest point of construction having secure decking or flooring. On each floor there shall be provided a 2 ½-inch valve outlet for fire department use. (Fire)

102. All buildings and structures with one or more passenger service elevators shall be provided with not less than one elevator meeting the requirements of California Building Code Section 3003.5a for emergency medical service. (Fire)

103. An approved project sign shall be placed at vehicle access points into the project during construction to assist emergency responders. The sign shall identify the project name and address, as approved by the City of Roseville. Such signs shall be clearly visible and legible from the street fronting the project. (Fire)

104. Dumpsters and trash containers with an individual capacity of 1.5 cubic yards [40.5 cubic feet] or more shall not be stored in buildings or placed within 5-feet of combustible walls, openings or combustible roof eave lines unless said areas are protected by an approved automatic fire sprinkler system in accordance with the Roseville Fire Code. (Fire)

105. All shrubbery, trees and signs located within center medians adjacent to site access points shall be seven feet (7') in height or lower to allow access to the site by fire apparatus. (Fire)

106. The approved address numbers shall be placed on each building by the applicant in such a position as to be plainly visible and legible from the street fronting the property and shall be placed as to be seen from all entrances. Proposed address numbers shall be indicated on the elevation drawings contained within the building plan submittal. The address numbers shall be contrasting in color with their background and shall be illuminated. (Fire)

107. The applicant shall properly identify all required fire lanes in accordance with the Fire Department Fire Lane Standard. (Fire)

108. Barricades shall be provided to protect any natural gas meter, fire hydrant, or other fire department control device, which may be subject to vehicular damage. Approved signs may be required to identify the location of fire protection devices. (Fire)

109. Automatic fire extinguishing system risers, fire alarm system panels and digital alarm communicator system panels shall be located within an approved fire control room and shall be accessible from an adjacent fire apparatus roadway. Said fire control room shall be a minimum size of 150 square feet in size and shall be operable from the exterior via an approved door opening. (Fire)

110. A Knox Company Model # 4400 key box shall be located adjacent to the door opening into the fire control room for each structure to provide access to fire protection system equipment. Said box shall be mounted at 5-feet above finished grade adjacent to the door opening. Contact the Knox Company directly at 866.623.4563 for customer service and cost. (Fire)

111. A digitized copy of the approved of the approved drawings for the project shall be submitted to the Fire Department for pre-fire purposes. Said copy shall be submitted in an approved format. (Fire)

112. Adequate radio coverage shall be provided within buildings for public safety agencies, as required by Roseville Municipal Code Section 16.16.210. A field test shall be provided by a person in possession of a current FCC License, or a current technician certification issued by the Associated Public-Safety Communications Officials International (APCO), or the National Association of Business and Educational Radio (NABER). The building owner shall retain all test records on the

inspected premises and a copy shall be submitted to the Fire Department officials. Adequate radio coverage shall include all of the following:

- a. A minimum signal strength of 95 dBm available in 90% of the area of each floor of the building when transmitted from the closest City of Roseville Radio Communication site.
- b. A minimum signal strength of 95 dBm received at the closest City of Roseville Communication site when transmitted from 90% of the area of each floor of the building.
- c. The frequency range that must be supported shall be 821-824 MHz and 866-869 MHz.
- d. A 100 % reliability factor. (Fire, Police)

113. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)

114. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)

115. The City of Roseville Electric Department has electrical construction charges which are to be paid by the developer and which are explained in the City of Roseville "Specification for Commercial Construction." These charges will be determined upon completion of the final electrical design. (Electric)

116. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)

117. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)

118. All landscaping in areas containing electrical service equipment shall conform with the Electric Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Departments "Specification for Commercial Construction." (Electric)

119. All electric metering shall be directly outside accessible. This can be accomplished in any of the following ways:

- a. Locate the metered service panel on the outside of the building.
- b. Locate the metered service panel in a service room with a door that opens directly to the outside. The developer will be required to provide a key to the door for placement in a lock box to be installed on the outside of the door. Any doors leading from the service room to other areas of the building shall be secured to prohibit unauthorized entry.

120. One ¾" conduit with a 2-pair phone line shall be installed from the buildings telephone service panel to the meter section of the customer's electrical switchgear or panel. (Electric)

121. It is the responsibility of the developer to insure that all existing electric facilities remain free and clear of any obstruction during construction and when the project is complete. (Electric)

122. The developer will be responsible for the extension of two mainline circuits from the Park Substation expansion located on NCRP Parcel 62 to the project site. All costs associated with the extension of these circuits will be the responsibility of the developer.

**OTHER CONDITIONS OF APPROVAL:**

123. Prior to approval of the Stage 2 Major Project Permit, the applicant shall enter into a bike trail maintenance agreement with the City. The Landowner shall maintain or finance the maintenance of the entirety of the bike trail on their site, including the existing bike trail on the west property line adjacent to Shea Center and the proposed bike trail on the north side of the site. Maintenance activities shall include regular weed control and sweeping, as well as asphalt management (crack seal, slurry seal, striping, etc) and sign maintenance. (Transportation)

124. All existing public utility, electric, water, sewer and reclaimed water easements shall be maintained unless otherwise authorized by these conditions of approval. (Electric, Engineering, Environmental Utilities)

125. The project shall comply with all required environmental mitigation identified in the Addendum to the North Central Roseville Specific Plan EIR. (Planning)

126. Signs shown on the elevations are not approved as part of the Design Review Permit. A Sign Permit is required for all project signs. (Planning)

127. The parking lot striping and signing shall be maintained in a visual and legible manner. (Planning)

128. Following the installation of the landscaping, all landscape material shall be maintained in a healthy and weed free condition; dead plant material shall be replaced immediately. All trees shall be maintained and pruned in accordance with the accepted practices of the International Society of Arboriculture (ISA). (Planning)

129. Pursuant to the Zoning Ordinance, subsequent Modifications to the Major Project Permit consistent with this approval may be reviewed and approved with an Administrative Permit. If it is determined by the Planning Director that the subsequent modification is not clearly consistent with the original approval or if other issues arise, the Planning Director may refer the item for a public hearing at the Design Committee or Planning Commission. (Planning)

130. The City reserves the right to restrict vehicle turning movements within the public right-of-way in the future if deemed necessary by the City Engineer. (Engineering)

131. The required width of fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Minimum required widths and vertical clearances established by the Fire Code shall be maintained at all times during construction. Closure of accesses for fire apparatus by gates, barricades and other devices shall be prohibited unless approved by the Fire Chief. (Fire)

132. Temporary aboveground storage tanks may be used at construction sites for diesel fuel only and shall not exceed 1,000 gallon capacity. Tanks shall comply with all provisions found within the Fire Code. A Fire Department Permit shall be obtained prior to tank installation. The permit shall expire after 90 days from the date of issuance, unless extended by the Fire Chief. (Fire)

133. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor or person responsible for the building permit must notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. (Fire)
134. The location and design of the gas service shall be determined by PG&E. The design of the gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)
135. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday. Provided, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order. (Building)
136. The developer (or designated consultant) shall certify that the building foundation location has been placed according to all approved setback requirements shown on the approved site plan. The developer shall prepare a written statement confirming building placement and provide an original copy to the City Building Department Field Inspector at the time of or prior to the foundation inspection. (Building)
137. Prior to Certificate of Occupancy, the applicant may apply for a Temporary Occupancy (TO) of the building. If a TO is desired, the applicant must submit a written request to the Building Division a minimum of thirty (30) days prior to the expected temporary occupancy date and shall include a schedule for occupancy and a description of the purpose for the Temporary Occupancy. (Building)
138. A site improvement building permit shall be required to specifically cover site accessibility and site lighting for plan review and inspection for compliance with the California Building Code and the California Electrical Code. This permit shall be coordinated with other building permits for the overall project such that the site building permit shall obtain final inspection approval no later than occupancy approval for the first building structure, such as the hotel, etc. (Building)
139. Concurrent with submittal for plan check and prior to a request for final building inspection, the applicant may request City approval of an occupancy phasing plan to allow individual or multiple building occupancies. This request shall be made in writing to the Building Department and shall include 10 copies of the following:
  - a. A description of measures that will be undertaken to minimize conflict between residents/building occupants and construction traffic (e.g. fencing, etc.);
  - b. A phasing plan showing the proposed buildings, internal roads and access routes, landscaping, trash enclosure locations, and any other improvements planned for each phase; and
  - c. Estimated time frame for each phase and a specific date for the first phase. (Planning, Building)

**ATTACHMENTS:**

1. Vicinity Map
2. Letter from Richland Communities
3. EVA agreement with SHEA
4. Letter from Westfield (Galleria Mall)
5. Traffic Analysis

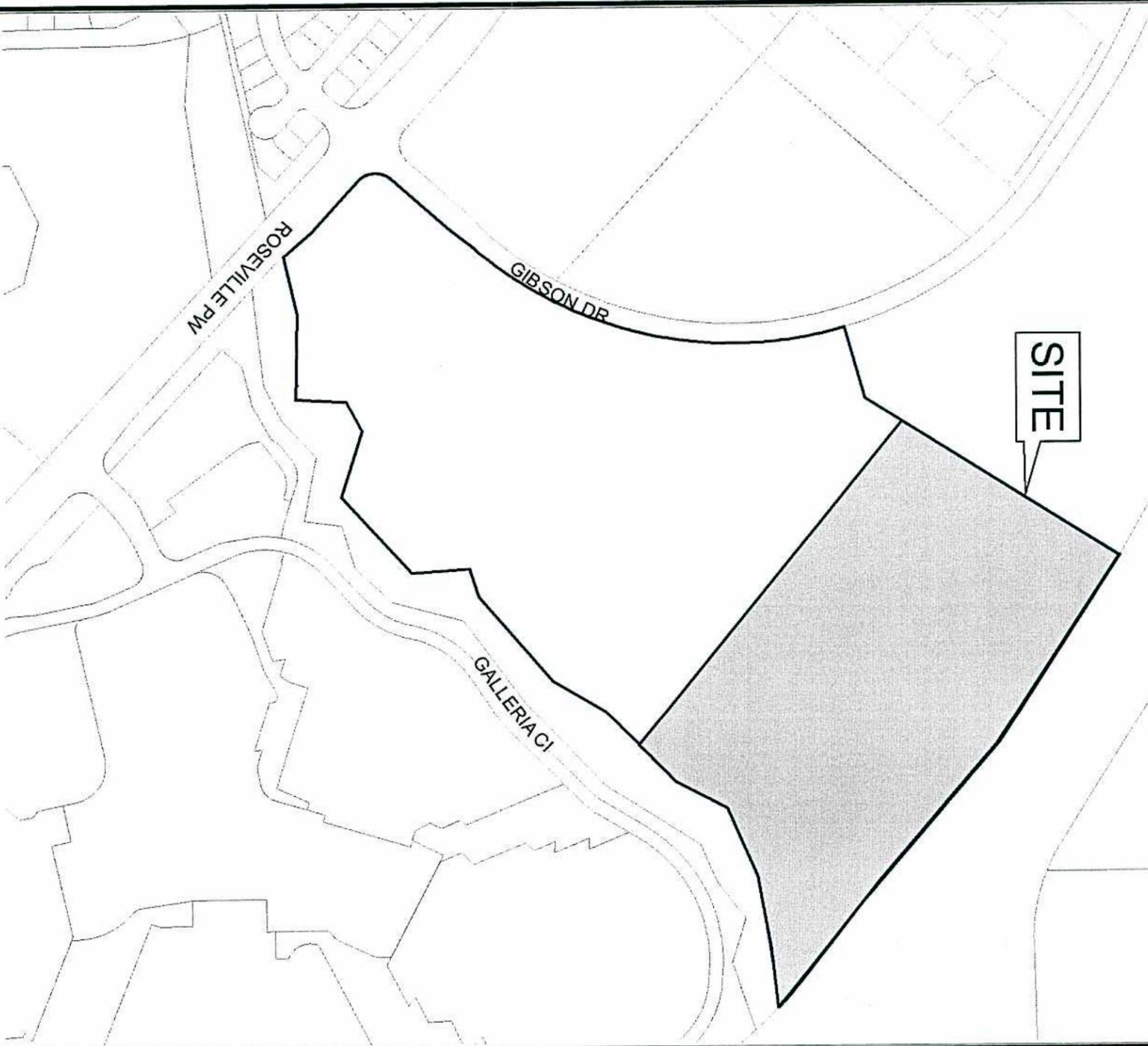
**EXHIBITS:**

- A. Site Plan
- B. Grading Plan
- C. Phasing Plan
- D. Conceptual Elevation Plans
- E. Conceptual Landscape Plan
- F. Geometric & Striping Plan for Gibson Drive & Conference Center Drive

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

# Project Vicinity Map

ATTACHMENT 1



SITE

**Project Name:** NCRSP 40A CONFERENCE CENTER STAGE 1  
**Project Location:** 290 CONFERENCE CENTER DR  
**Project File Number:** MPP-000002





September 28, 2005

Kobra Properties  
Attn: Abe Alizadeh  
62251 Douglas Boulevard, Suite 120  
Roseville, CA 95661

Re: HRS Parcel 40A, Highland Reserve  
Site Plan, Major Project Permit Application  
Roseville Conference Center

Dear Abe:

On September 22, 2005 the Law Office of Mike Rainville sent you a letter notifying you that Kobra is in default under both the Reinstatement and the CC&Rs because Kobra failed to obtain Richland's prior written approval before submitting an application to the City of Roseville Planning Department for the above project. In that same letter we also notified you that Richland has disapproved your application based on significant and material problems with circulation, location of the proposed parking structure, and the proposed building orientation, due to the material and adverse impact on Richland's properties and the properties of the other owners in Highland Reserve.

Following is a more detailed response, specifically identifying Richland's concerns:

1. Circulation:

a. Access to the Westfield Galleria Mall (Mall)

There appears to be some discrepancy in the site plans we have received to date thus far. One site plan clearly identifies a secondary access to the Mall and another site plan labels the access as "emergency". Which is it? Is this access shown in the correct location over Watershed Parcel 82, through the existing recorded easement? Richland has significant concerns regarding the impacts to not only on-site circulation within Parcels 40 B, C, and D but also impacts to the following: Gibson Drive, Roseville Parkway, Pleasant Grove Blvd./Highway 65 interchange, and all related existing signals in the area including but not limited to Gibson Drive with Street "A", Gibson Drive/Roseville Parkway, and Roseville Parkway/Pleasant Grove Blvd.

If in fact the access is "emergency" only, how will the vehicular access be controlled and still allow pedestrian access?

The Addendum to the EIR prepared and approved by the City Council in July, 2005 along with the approval of a Rezone, Specific Plan Amendment, and Development Agreement Amendment for Parcel 40 A, B, C, and D did not include a traffic impact analysis of either a secondary nor emergency access from Parcel 40A to the Mall.

Such a proposal will require another Addendum to the EIR with a complete impact analysis for both the on-site and off-site impacts of not just the Parcel 40A proposed project but also Parcels 40B, C, and D as well as additional off-site analysis.

Preliminary traffic analysis prepared previously, indicated that vehicular access to the Mall from Parcel 40A could have significant traffic impacts at several nearby intersections, thus triggering the need for a Supplemental or Subsequent EIR.

b. Parcel 40A has no legal rights to secondary access to Gibson Drive through Parcel 40D nor does Parcel 40A have legal access to the adjoining property to the west. Again, there is a discrepancy between the site plans we received from Kobra. One site plan shows a parking garage with no access through Parcel 40D at the northwesterly boundary. Another site plan shows a direct access route through Parcel 40D along this boundary connecting with Gibson Drive. Given the proximity of the "multi-level parking garage" and the traffic flow arrows shown on the plan, traffic volumes on the proposed secondary access are very significant (see comments under Item 2 Parking Structure).

c. The resulting issues would then be access pavement width, possible separation of parking lot driveways for traffic safety, access geometry and improvements along this northwesterly property line, Gibson Drive intersection design, centerline placement at Gibson Drive, traffic control measures at Gibson Drive, and financial responsibility for constructing said improvements.

The proposed driveway would create a "back-up" situation where traffic would back up past the entrance/exit of the parking garage proposed on Parcel 40D which is unacceptable (see comments under Item 2 Parking Structure). Traffic would then back up in the garage itself, on the driveway, and through the parking lot. In addition, this driveway was proposed as a left in/left out with no signalization. Again, the Addendum to the EIR did not include traffic impacts associated with the volumes of traffic that would occur if this driveway became the secondary access for the conference center.

- d. We have concerns as well, with the Parcel 40A interior circulation plan, as proposed on both site plans submitted to us. Due to the close proximity of the driveways to each of the restaurants and the proposal to only have one access past the conference center and hotels, there are concerns that congestion would occur at the "entry circle feature" and that traffic would back up on "Street A" causing on-site circulation problems for Parcel 40 B and 40D. Such circulation congestion problems would not only create ingress/egress dilemmas for employees, shoppers, and business owners of Parcels 40B and D, but safety issues are also a concern. Public safety response times would be impeded as well as evacuation times and the ability of medical emergency response vehicles to enter and exit the sites in a safe and timely manner.
- e. Within the parking lots, there are a number of places where rows of parking spaces back up onto the drive aisles of what appear to be main driveways. This design leads to on-site congestion, increased parking lot "accidents" due to speed of on-coming cars and limited site distance; and the overall poor movement of vehicular traffic through the project.
- f. The approved Highland Reserve bike trail lies along the northwesterly edge of Parcel 40A, an existing improvement shared with the adjoining Parcel 42A (Shea Center). The secondary driveway mentioned above may conflict with the bike trail route near the adjacent property and may have an impact on trail design (alignment, crossings, safety concerns, access's limitations for Parcel 40D, etc.)

2. Parking Structure:

- a. The location of the parking structure is unacceptable. Because of the concerns noted in (2b) and (2c) below, the proposed parking structure should be moved to the boundary of Parcel 40A adjacent to the open space corridor, the Mall and Highway 65 (see diagram attached).
- b. The proposed parking structure is located along the common property with Parcel 40D. Depending on which site plan is being viewed, the main access for ingress/egress to this parking facility appears to be the northwesterly driveway which intersects with Gibson Drive an un-signalized intersection. Please note the above concerns regarding traffic impacts, as addressed in the Addendum to the EIR which did not include the traffic volumes that would occur from such a proposal, and the negative impacts to on-site circulation for Parcel 40D.

c. The proposed parking structure in such close proximity to Parcel 40D has the potential to significantly impact the future development potential of Parcel 40D. Building separations, safety, aesthetics, and shadowing impacts are just some of the issues that need to be addressed.

3. Building Orientation:

a. One of the hotels is identified as being ten (10) stories. However, there is no such identification for the second hotel, other than "multi-story +/- 90' - 0". Without knowing exactly what is being proposed as "multi-story" with an estimate at approximately 90' high, we cannot accurately determine the impacts of building orientation or potential traffic load.

b. Proposed use for the tops of the buildings is not identified. On one site plan we saw a "heli-pad" proposal. This appears to have been deleted. However, none of the buildings show what the use will be at the top. Will there be a heli-pad proposed in the future, pools, tennis courts, observation patios, restaurants? All of these uses could have adverse impacts upon the development of Parcels 40 B, C, and D. Depending upon the uses proposed, the orientation of the buildings, the hours of operation, lighting, etc. these impacts could severely limit the ability to develop Parcels 40 B, C, and D.

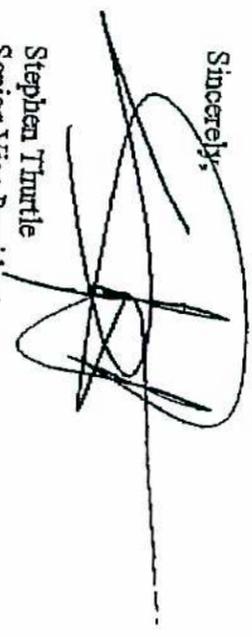
c. Additional concerns include the sizes of the restaurants, the orientation of the restaurant buildings, and the corresponding location of the trash enclosures.

4. Additional Comments/Impacts

a. Due to Kobra's default in submitting detailed plans to Richland in a timely manner and receiving our approval prior to submitting said plans to the City of Roseville, Richland continues to have concerns with drainage impacts, water and sewer infrastructure proposals, architectural integrity of the buildings, compliance with the existing jurisdictional wetlands permits for Parcel 82, and additional impacts which could not be determined based on the plans submitted to our offices.

As stated in our September 22, 2005 letter, Richland reserves all rights and remedies it has, including the right to take action to set aside any permit or agreement based on Kobra's application that was made to the City in violation of Section 9 of the Reinstatement and Section 2.06B(1) of the CC&Rs.

Sincerely,

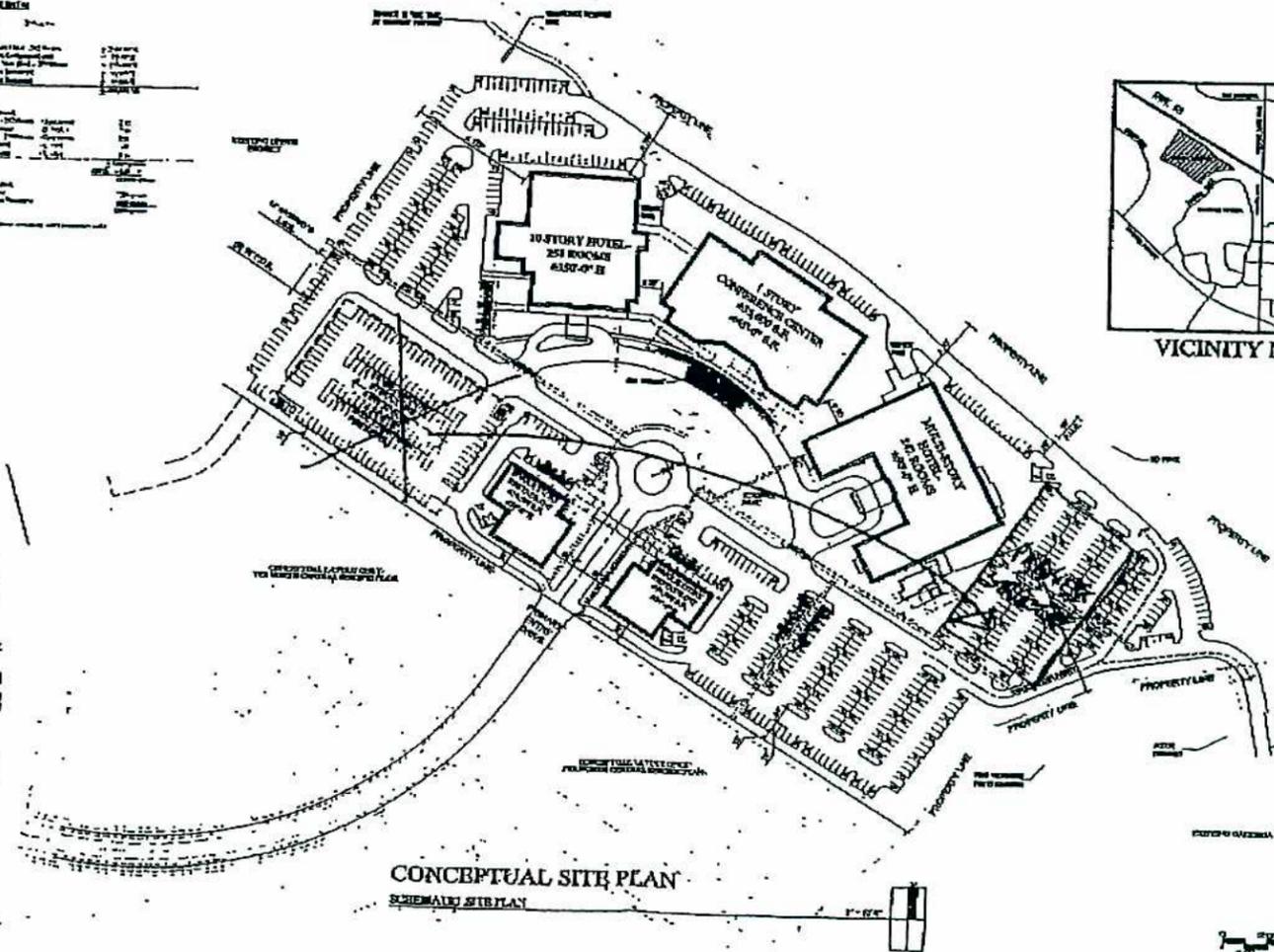
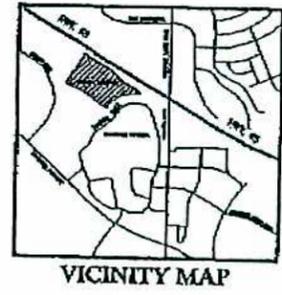


Stephen Thurtle  
Senior Vice President

csc/E/mrs/kobra/letter kobra 9.27.05

- cc: Jack Bray
- Mike Rainville
- Brita McNay, City Attorney
- Craig Robinson, City Manager
- John Sprague, Assistant City Manager
- Paul Richardson, Planning Director

Symbol	Description
[Symbol]	10 STORY HOTEL
[Symbol]	1 STORY CONFERENCE CENTER
[Symbol]	1 STORY RESTAURANT
[Symbol]	1 STORY OFFICE BUILDING
[Symbol]	1 STORY GARAGE
[Symbol]	1 STORY RETAIL
[Symbol]	1 STORY COMMERCIAL
[Symbol]	1 STORY INDUSTRIAL
[Symbol]	1 STORY PUBLIC WORKS
[Symbol]	1 STORY EDUCATIONAL
[Symbol]	1 STORY HEALTH CARE
[Symbol]	1 STORY CULTURAL
[Symbol]	1 STORY RECREATION
[Symbol]	1 STORY OTHER



WILLIAMS + PARTNER  
Architects + Planners Inc.

# ROSEVILLE CONFERENCE CENTER

ROSEVILLE, CALIFORNIA



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# Shea Properties

---

November 21, 2005

City of Roseville - Planning Department  
311 Vernon Street  
Roseville, CA 95678

Att: Wendy Hartman - Project Planner

Re: Shea Center Roseville  
Parcel 42 - NCRSP - Roseville Conference Center

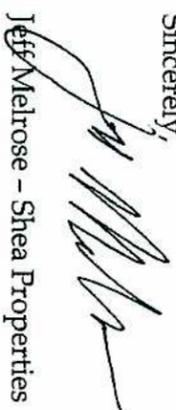
Dear Wendy:

This letter is intended to memorialize our discussion earlier today expressing Shea Properties interest in accommodating an emergency vehicle access through Shea Center Roseville in support of the Roseville Conference Center project. We have been in discussion with Mr. Abe Alizadeh of Kobra Properties regarding this issue and are confident that details for this access configuration can be worked out in the near term.

We understand that it is staff's intent to work with Shea to minimize any losses in parking on the Shea site and to not reduce the amount of building square footage that Shea is currently entitled to construct (currently 601,917 SF, including the existing Shea buildings and the Kaiser facility).

Should you have any questions or concerns regarding this issue, please call at your earliest convenience.

Sincerely,



Jeff Melrose - Shea Properties

cc: Mr. Abe Alizadeh - Kobra Properties (via faximile)

2580 Shea Center Drive, Livermore, CA 94551-7547 925-245-3660 Fax 925-245-8838  
Mailing Address: P.O. Box 5064, Livermore, CA 94551-5064 [www.sheaproperities.com](http://www.sheaproperities.com)

RECEIVED

NOV 30 2005

ATTACHMENT 4

Planning & Redevelopment  
Department



Westfield Corporation, Inc.  
11601 Wilshire Boulevard  
11th Floor  
Los Angeles, CA 90025-1748  
Telephone (310) 478-4456  
Facsimile (310) 478-1267

November 28, 2005

Ms. Wendy W. Hartman  
Project Planner  
City Planning & Redevelopment Department  
City of Roseville  
311 Vernon Street  
Roseville, CA 95678

RE: Major Project Permit – Stage 1 – File #S: MPP-00002 (2005 PL-076)

Dear Wendy:

Westfield Corp. is pleased and excited at the prospect of the new conference center and hotel project contiguous to the Westfield Galleria at Roseville. We believe the presence of the conference center will have a beneficial impact on the surrounding commercial property and further enhance Roseville's standing in the region.

Westfield has no objection to the site plan as it has been developed and looks forward to working with the applicant to determine a logical and beneficial connection between the Galleria and the conference center project. We therefore support the project enthusiastically and urge the Planning Commission to approve the preliminary development plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard Dreher", written over a horizontal line.

Richard Dreher  
Director of Development



FEHR & PEERS  
TRANSPORTATION CONSULTANTS

November 11, 2005

Mr. Rob Jensen  
Public Works Director  
City of Roseville  
311 Vernon Street  
Roseville, CA 95678

**Re: Evaluation of Internal Circulation for Roseville Hotel/Conference Center**

RS05-2179

Dear Mr. Jensen:

Fehr & Peers has completed an evaluation of internal circulation for the Roseville Hotel/Conference Center, which would be located on Parcel 40 between Gibson Drive and the Roseville Galleria. This letter-report summarizes our findings, many of which have already been forwarded to the project's architect and have been incorporated into the project site plan.

Figure 1 illustrates the most recent project site plan. It includes two hotels with 500 total rooms, a 35,000 square-foot conference center, and two 10,000 square-foot sit-down restaurants. The remainder of this report is focused around the following key elements of the site plan:

- Configuration of Street A
- Roundabout Operations
- Parking Garage Location and Access
- Timing/Need for Traffic Signal on Gibson Drive and Street A

#### **Configuration of Street A**

The site plan on Figure 1 incorporates several previous recommendations from Fehr & Peers including:

- The driveways on Street A (adjacent to the restaurants) have been relocated further from the property line to reduce potential conflicts with the proposed full-access driveways located on the adjacent property.
- The driveways on Street A adjacent to the restaurants would permit right-turn in and out movements to maximize flexibility for entering and exiting the center. A narrow raised median would physically prohibit left-turn movements.

The outside inbound travel lane on Street A would terminate at the right-turn only driveway with the inside lane continuing to the roundabout. The site plan shows the second outbound lane on Street A beginning at the right-turn only driveway. We recommend that this lane begin beyond the property line (at the first driveway serving the adjacent property).



## Roundabout Operations

We developed estimates of the project's trip generation for weekday AM and PM peak hour conditions assuming an "above-average" conference center event.<sup>1</sup> Trip generation estimates for the 500 hotel rooms and 20,000 square feet of restaurant space were based on trip rates from *Trip Generation* (Institute of Transportation Engineers, 2003). Based on these assumptions, the project would generate 1,140 external trips during each peak hour.<sup>2</sup> Figure 2 displays the expected traffic volumes at the roundabout, on Street A, and at the project driveways on Street A.

*Roundabouts: An Informational Guide* (FHWA, 2000) offers the following "rules-of-thumb" regarding single-lane roundabout capacity:

- Circulating flow should not exceed 1,800 vehicles per hour at any point within the roundabout.
- Exit flows exceeding 1,200 vehicles per hour may indicate the need for a double-lane exit.

According to the forecasts on Figure 2, the roundabout would have a maximum circulating flow of 520 vehicles during the AM peak hour and 270 vehicles during the PM peak hour. Exit flows would be less than 600 vehicles per hour on any given approach. Thus, a single-lane roundabout will provide adequate capacity to accommodate the projected traffic flows.

The roundabout shown on Figure 1 incorporates several previous recommendations from Fehr & Peers including:

- Splitter islands are provided on all approaches to deter wrong-way travel, provide pedestrian refuge, and physically separate inbound and outbound traffic.
- Driveways (into the adjacent restaurants) are no longer situated within close proximity to the roundabout.

The roundabout should be designed to accommodate delivery trucks. The crosswalks within the splitter islands should be situated approximately one car length from the yield bar to reduce the likelihood of the crosswalk being blocked by a queued vehicle.

<sup>1</sup> The conference center was assumed to have an event with 800 attendees, 75 percent of which arrive during the AM peak hour and depart during the PM peak hour. In addition, an average vehicle occupancy of 1.2 persons was assumed and 10 percent of external trips were assumed to be pick-ups/drop-offs.

<sup>2</sup> A greater level of trip generation was assumed (as compared to previous studies) to ensure that the proposed roundabout can accommodate "above average" events.



### **Parking Garage Location and Access**

Figure 1 shows the proposed location of the 600-space parking garage. We evaluated the circulation-related benefits and drawbacks associated with the proposed location versus two alternative locations adjacent to the Roseville Galleria. Alternative Site A (in the front of the site adjacent to the Roseville Galleria) is a viable location for a garage. Alternative Site B (in the rear of the site near the Highway 65 Southbound Off-ramp) would result in a very imbalanced parking supply and should be dismissed from further consideration.

We compared roundabout operations with the proposed location of the parking garage and with Alternative Site A. Circulating flows through the roundabout are similar, but occur in different directions during different peak hours. Adequate vehicular ingress/egress is available to the garage at either location. The distribution of parking throughout the site is also similar for each location.

*In conclusion, it is our opinion that there are no significant circulation-related advantages to placing the garage in the proposed location versus Alternative Site A. One potential disadvantage of Alternative Site A may exist if a vehicular bridge was constructed in the future (through separate environmental review and permitting) to connect the Roseville Galleria and Hotel/Conference Center. Such a vehicular bridge would likely attract some outbound traffic from the Galleria during afternoon/evening peak hours on major shopping days. With Alternative Site A, motorists exiting the Roseville Galleria would use the same travel path as motorists exiting the garage. While this would result in increases in delays/queuing at the roundabout, the proposed roundabout design would provide acceptable operations nevertheless.*

Adequate access is provided to the proposed parking garage. A direct connection to the right-turn only driveway onto Street A is provided along with two accesses onto the main internal drive aisle.

### **Timing/Need for Traffic Signal on Gibson Drive at Street A**

An analysis conducted by Fehr & Peers in early 2005 indicated the need to construct a traffic signal at the Gibson Drive/Street A intersection to accommodate buildout of Parcels 40a-d with their proposed land uses. In this study, we evaluated the timing for constructing this traffic signal based on the projected traffic volumes generated by the Hotel/Conference Center and through traffic on Gibson Drive.

Figure 2 indicates that the Hotel/Conference Center will generate approximately 770 outbound trips during the PM peak hour. The majority of this traffic is expected to turn left onto Gibson Drive. During Fall 2004, Gibson Drive carried approximately 160 PM peak hour vehicles (both directions) at the future Street A intersection. However, that volume is expected to substantially

Increase as other projects along Gibson Drive (e.g., Shea Office Park) are constructed. Under cumulative conditions, through traffic on Gibson Drive at Street A is expected to exceed 1,000 vehicles in both directions during the PM peak hour.

We developed PM peak hour trip generation estimates for the Gibson Drive/Street A intersection for the following scenarios:

- Existing Plus Initial Phase<sup>3</sup>
- Existing Plus Project Buildout
- Near-Term Plus Interim Phase (assumes 25% of background traffic growth on Gibson Drive)
- Near-Term Plus Interim Phase (assumes 50% of background traffic growth on Gibson Drive)

We analyzed the Gibson Drive/Street A intersection assuming it operates under all-way stop-control with exclusive left- and right-turn lanes on all approaches<sup>4</sup>. Table 1 summarizes the average delay and level of service (LOS) for each of the above scenarios (refer to Appendix A for technical calculations).

Table 1

PM Peak Hour Operations at Gibson Drive/Street A Intersection with All-Way Stop Control			
Scenario	Left-Turn Volume from Street A to Gibson Drive	Average Delay	Level of Service
Existing + Initial Phase (500-person conference event)	390 veh	15 sec/veh	B
Existing + Initial Phase (800-person conference event)	520 veh	23 sec/veh	C
Existing + Project Buildout <sup>2</sup>	690 veh	101 sec/veh	F
Near-Term (25% of background traffic growth on Gibson Drive) + Initial Phase (800-person conference event)	390 veh	37 sec/veh	E
Near-Term (50% of background traffic growth on Gibson Drive) + Initial Phase (800-person conference event)	390 veh	51 sec/veh	F

Note: Assumes all-way stop-control with exclusive left- and right-turn lanes on all approaches.

<sup>3</sup> The Interim phase consists of one hotel and the conference center.

<sup>4</sup> Some form of Intersection stop control would occur prior to installation of a traffic signal. We assumed all-way stop-control because the heavy outbound left-turn movement from Street A would not operate acceptably with side-street stop-control.

Mr. Rob Jensen  
City of Roseville  
November 11, 2005



Page 5

Based strictly on the technical results from Table 1, installation of a traffic signal is not necessary under "existing plus interim phase" conditions to achieve acceptable operations. However, operations will deteriorate to unacceptable levels with full buildout of the project or with any significant increases in background traffic growth on Gibson Drive. Thus, we recommend that a traffic signal be installed at the Gibson Drive/Street A intersection with the initial phase of the Hotel/Conference Center.

We understand that the Burrell Consulting Group (civil engineer for the Hotel/Conference Center) will be coordinating with City of Roseville staff, Fehr & Peers, and Mackay & Somps (the civil engineer for the remainder of Parcel 40) on the intersection improvements. At issue is whether the improvements will be phased or constructed initially to its ultimate.

#### **Other Considerations**

We recommend that the drive aisle in front of the hotels and conference center be designed to permit two-way travel. This design would reduce driver confusion, eliminate circuitous or wrong-way travel, and decrease traffic flows through the roundabout.

City of Roseville staff has expressed an interest to provide a bus turnout in the outbound direction of Street A between the roundabout and the right-turn only driveway. The bus turnout lane would also serve as a deceleration lane into the adjacent driveway.

We appreciate the opportunity to assist the City on this important project. Please call if you have any questions regarding this report.

Sincerely,

FEHR & PEERS ASSOCIATES, INC.



John Gard, P.E.  
Principal

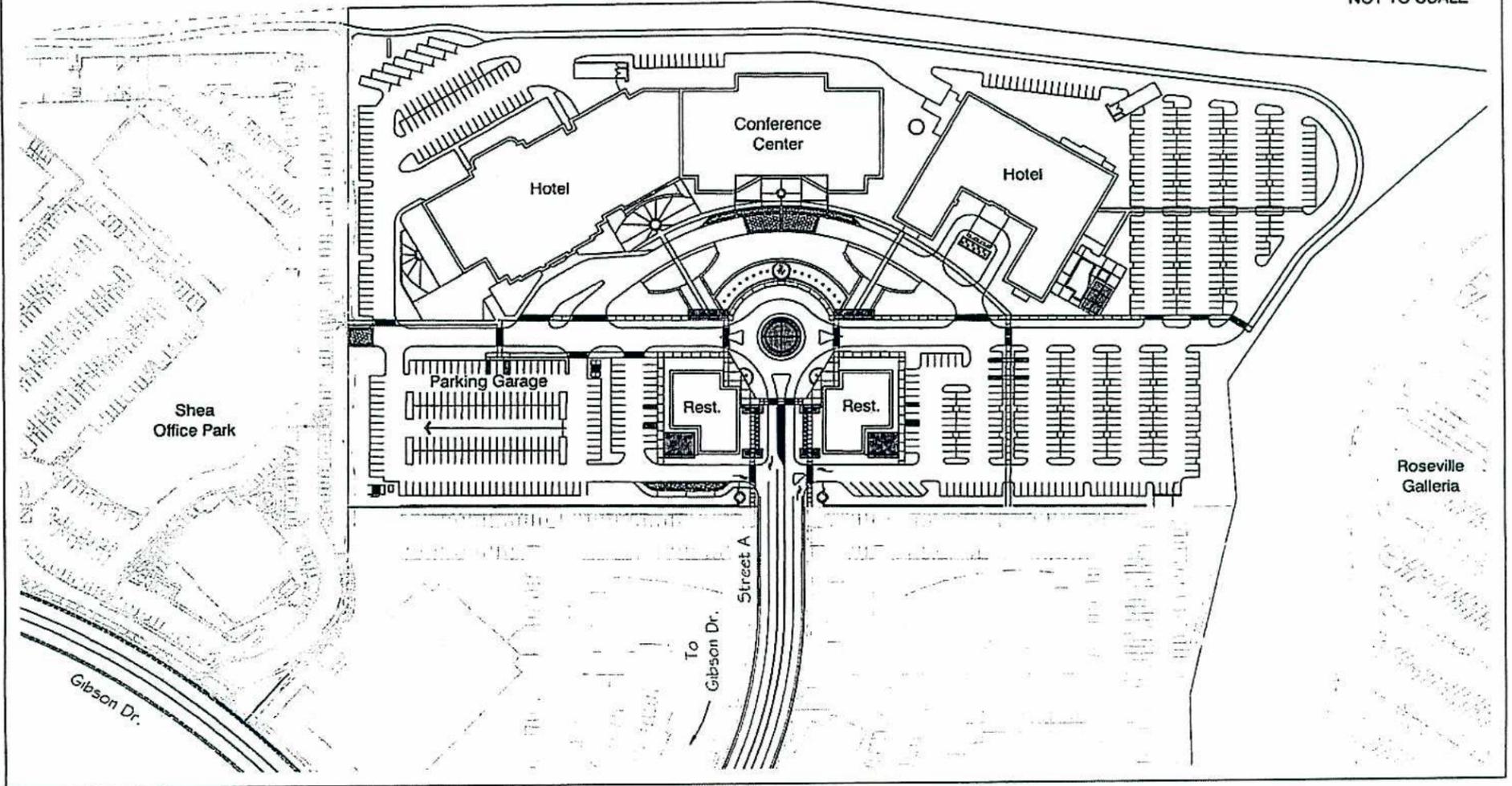
Attachments

State Route 65



N

NOT TO SCALE



**FEHR & PEERS**

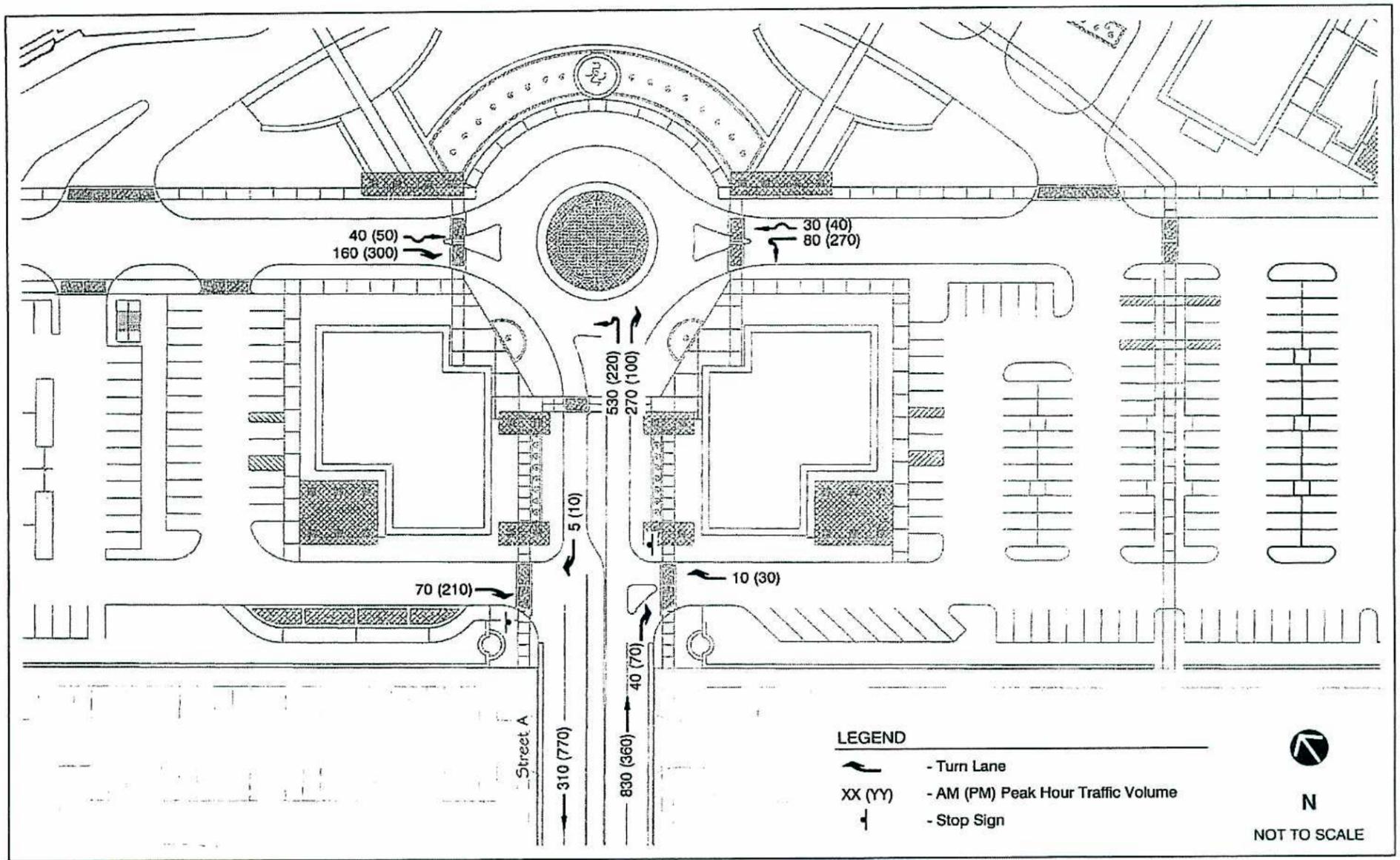
TRANSPORTATION CONSULTANTS

Nov 10, 2005 MJC

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**PROJECT SITE PLAN**

**FIGURE 1**



**FEHR & PEERS**  
TRANSPORTATION CONSULTANTS

Nov 11, 2005 MJC  
N:\Projects\RS05\2179\_Placer\_County\_NTMP\Graphics\draft\fig02\_phtv.dwg

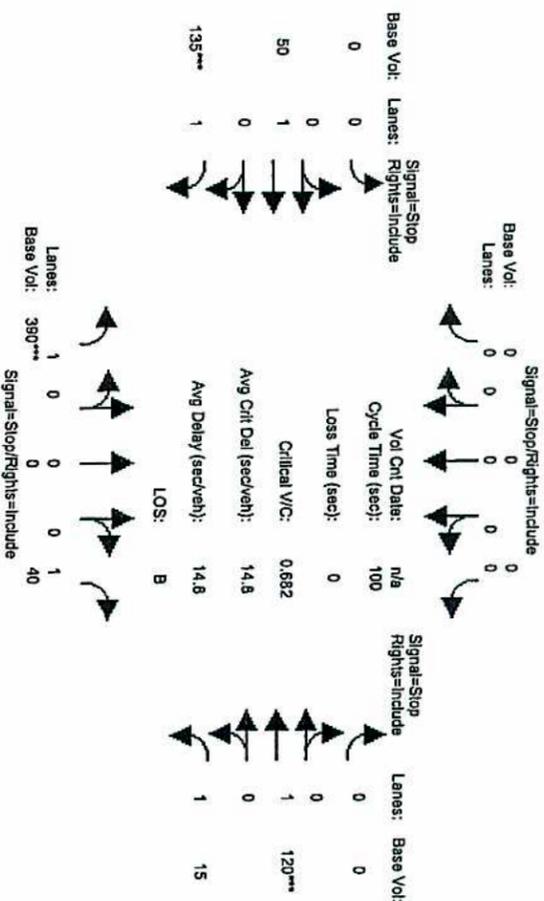
**PEAK HOUR TRAFFIC VOLUMES AND  
LANE CONFIGURATIONS**

**FIGURE 2**

## **Appendix A – Technical Calculations**

Level Of Service Compilation Report  
 2000 HCM 4-Way Stop (Base Volume Alternative)  
 Existing Plus Interim Phase (DKS Trip Gen)

Intersection #1: Gibson Drive/Road A



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol:	390	0	40	0	0	0	50	135	15	120	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	0	40	0	0	0	50	135	15	120	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	411	0	42	0	0	0	53	142	16	126	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	411	0	42	0	0	0	53	142	16	126	0
PCR Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	411	0	42	0	0	0	53	142	16	126	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	602	0	743	0	0	0	567	639	520	563	0

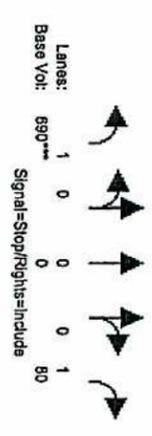
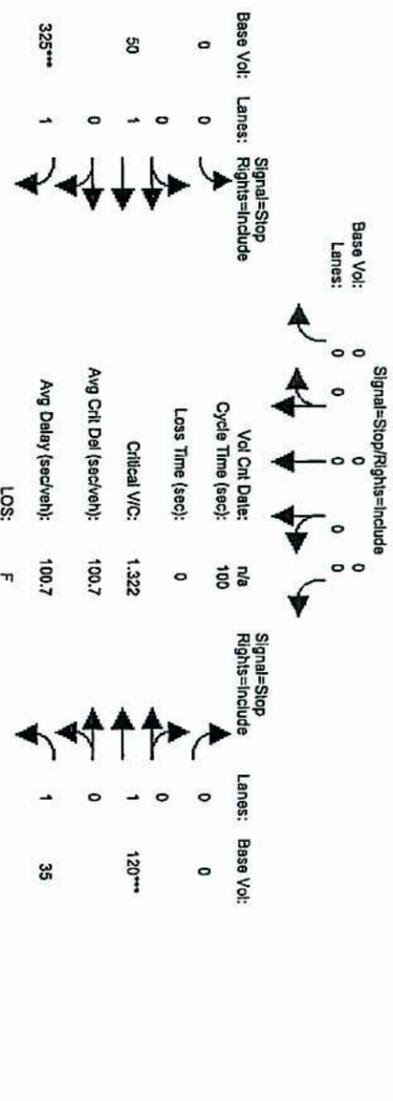
Capacity Analysis Module:

Vol/Sat:	0.66	xxxx	0.06	xxxx	xxxx	xxxx	0.09	0.22	0.03	0.22	xxxx
Crit Moves:	****						****		****		****
Delay/Veh:	19.7	0.0	7.7	0.0	0.0	0.0	9.3	9.4	9.5	10.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	0.0	7.7	0.0	0.0	0.0	9.3	9.4	9.5	10.4	0.0
LOS by Move:	C	*	A	*	*	*	A	A	A	B	*
ApproachDel:	18.6						9.4			10.3	
Delay Adj:	1.00						1.00			1.00	
ApproachDel:	18.6						9.4			10.3	
LOS by Appr:	C						A			B	



Level Of Service Computation Report  
2000 HCM 4-Way Stop (Base Volume Alternative)  
Existing Plus Build-Out

Intersection #1: Gibson Drive/Road A



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol:	690	0	80	0	0	0	50	325	35	120	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	690	0	80	0	0	0	50	325	35	120	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	726	0	84	0	0	0	53	342	37	126	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	726	0	84	0	0	0	53	342	37	126	0
PCB Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	726	0	84	0	0	0	53	342	37	126	0

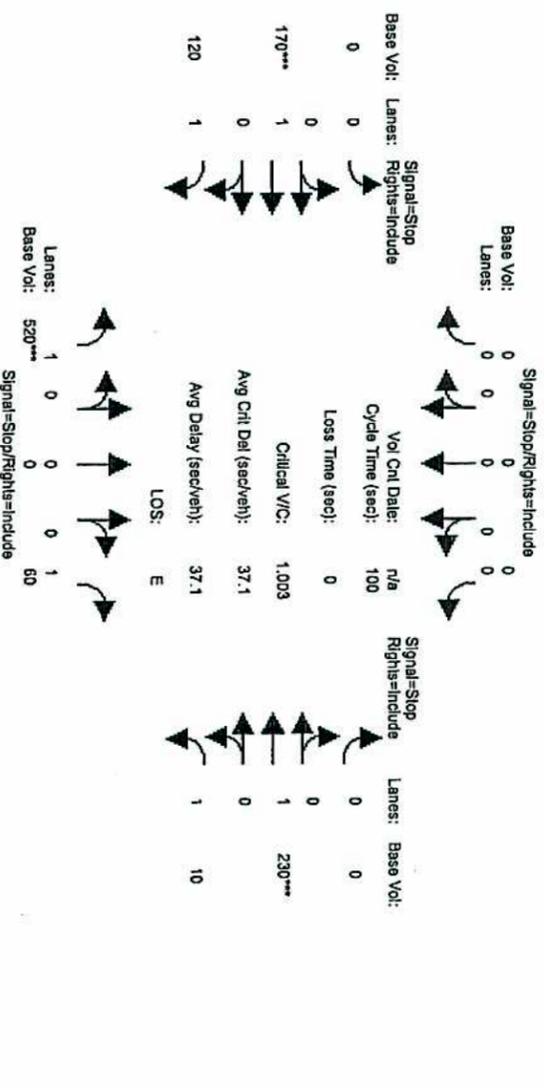
Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	549	0	657	0	0	0	529	591	469	502	0

Capacity Analysis Module:

Vol/Sat:	1.32	xxxx	0.13	xxxx	xxxx	xxxx	0.10	0.58	0.08	0.25	xxxx
Crit Moves:	****										
Delay/Veh:	177.5	0.0	8.8	0.0	0.0	0.0	10.2	16.7	10.9	12.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	177.5	0.0	8.8	0.0	0.0	0.0	10.2	16.7	10.9	12.1	0.0
LOS by Move:	F	*	A	*	*	*	B	C	B	B	*
ApproachDel:	159.9			xxxxxx			15.8			11.9	
Delay Adj:	1.00			xxxxxx			1.00			1.00	
AppradjDel:	159.9			xxxxxx			15.8			11.9	
LOS by Appr:	F			*			C			B	

Intersection #1: Gibson Drive/Road A



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol:	520	0	60	0	0	0	170	120	10	230	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	0	60	0	0	0	170	120	10	230	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	547	0	63	0	0	0	179	126	11	242	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	547	0	63	0	0	0	179	126	11	242	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	547	0	63	0	0	0	179	126	11	242	0

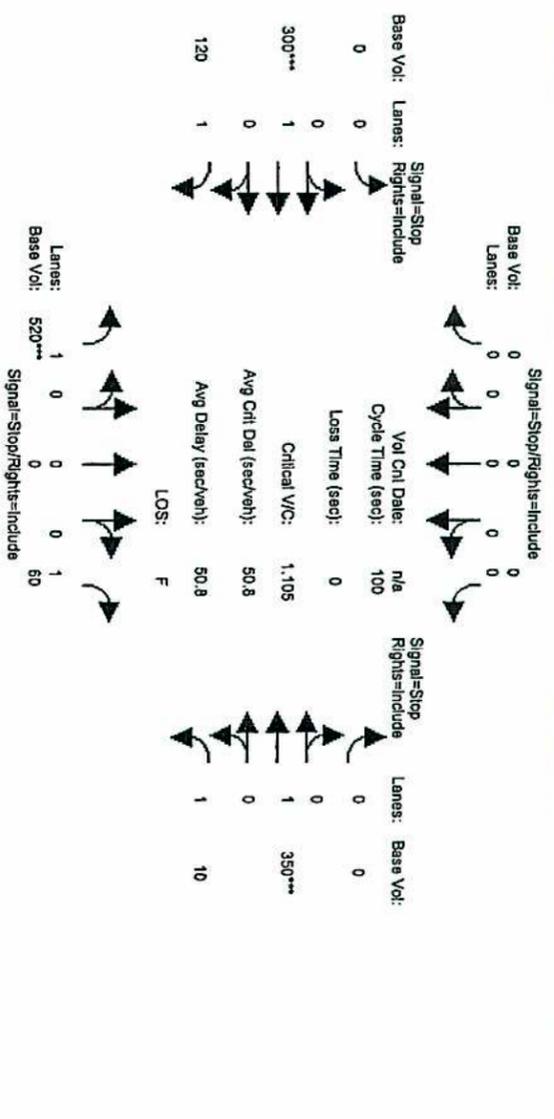
Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	546	0	654	0	0	0	516	573	480	515	0

Capacity Analysis Module:

Vol/Sat:	1.00	xxxx	0.10	xxxx	xxxx	xxxx	0.35	0.22	0.02	0.47	xxxx
Crit Moves:	****						****				****
Delay/Veh:	64.4	0.0	8.7	0.0	0.0	0.0	13.2	10.6	10.3	15.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	0.0	8.7	0.0	0.0	0.0	13.2	10.6	10.3	15.6	0.0
IOS by Move:	F	*	A	*	*	*	B	B	B	C	*
ApproachDel:	58.6			xxxxxx			12.1			15.4	
Delay Adj:	1.00			xxxxxx			1.00			1.00	
ApprAdjDel:	58.6			xxxxxx			12.1			15.4	
IOS by Appr:	F			*			B			C	

Intersection #1: Gibson Drive/Road A



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Volume Module:

Base Vol:	520	0	60	0	0	0	300	120	10	350	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	0	60	0	0	0	300	120	10	350	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	547	0	63	0	0	0	316	126	11	368	0
Reduced Vol:	547	0	63	0	0	0	316	126	11	368	0
PCB Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	547	0	63	0	0	0	316	126	11	368	0

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 1.00 1.00 1.00 1.00 0.00  
 Final Sat.: 496 0 583 0 0 0 0 497 550 463 497 0

Capacity Analysis Module:

Vol/Sat:	1.10	xxxx	0.11	xxxx	xxxx	xxxx	0.64	0.23	0.02	0.74	xxxx
Crit Moves:	****		****				****		****		
Delay/Veh:	98.1	0.0	9.5	0.0	0.0	0.0	21.4	11.1	10.6	27.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.1	0.0	9.5	0.0	0.0	0.0	21.4	11.1	10.6	27.6	0.0
LOS by Move:	F	*	A	*	*	*	C	B	B	D	*
ApproachDel:	88.9		xxxxxx				18.5		27.1		
Delay Adj:	1.00		xxxxxx				1.00		1.00		
ApprAdjDel:	88.9		xxxxxx				18.5		27.1		
LOS by Appr:	F		*				C		B		D

**PROJECT DATA:**  
11-9-05

Site Area 20.0 ac +/-

**Buildings:**

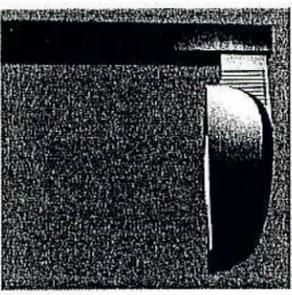
A. 10 Story Hotel - 278 Rooms	± 175,000 SF
B. 1 Story Conference Center	± 35,000 SF
C. Multi Story Hotel - 258 Rooms	± 165,000 SF
D. 1 Story Restaurant	± 10,000 SF
E. 1 Story Restaurant	± 10,000 SF
<b>Total:</b>	<b>± 395,000 SF</b>

**Parking Required:**

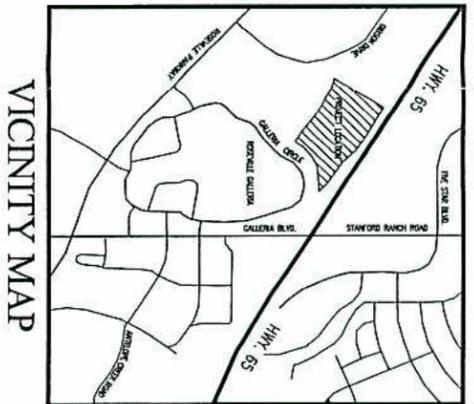
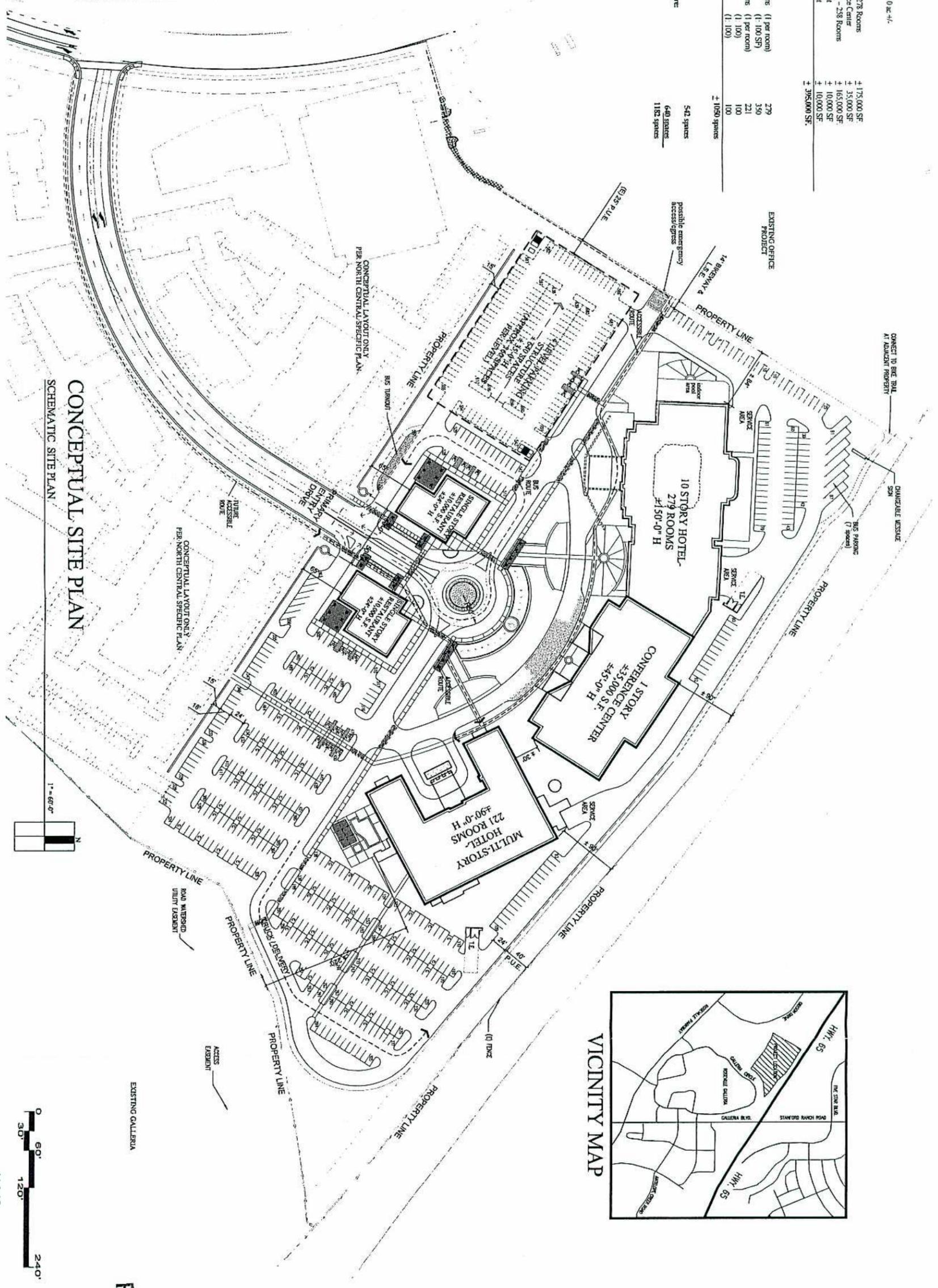
A. Hotel - 278 Rooms (1 per room)	279
B. Conference (1:100 SF)	350
C. Hotel - 221 Rooms (1 per room)	221
D. Restaurant (1:100)	100
E. Restaurant (1:100)	100
<b>Total:</b>	<b>± 1050 spaces</b>

**Parking Provided:**

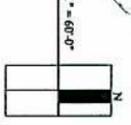
Surface	542 spaces
Parking Structure	640 spaces
<b>Total</b>	<b>1182 spaces</b>



Parking Lot Light  
150 watt HPS  
on 25 ft. poles



**CONCEPTUAL SITE PLAN**  
SCHEMATIC SITE PLAN



11-9-05

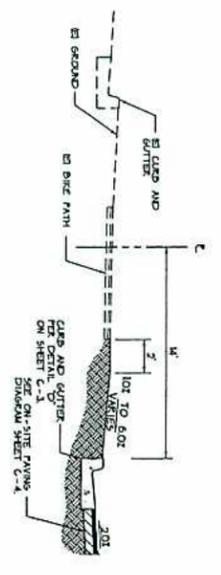
**RECEIVED**  
NOV 09 2005  
**PERMIT CENTER**

**KOBRA CENTRE**  
ROSEVILLE, CALIFORNIA

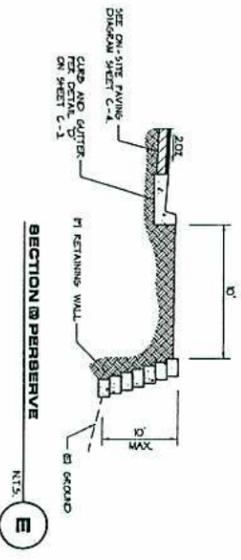


WILLIAMS & PADDON  
Architects + Planners Inc.

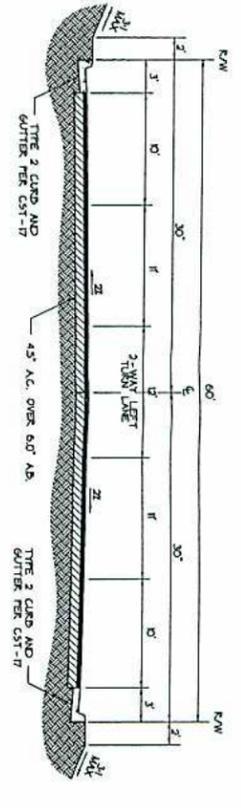




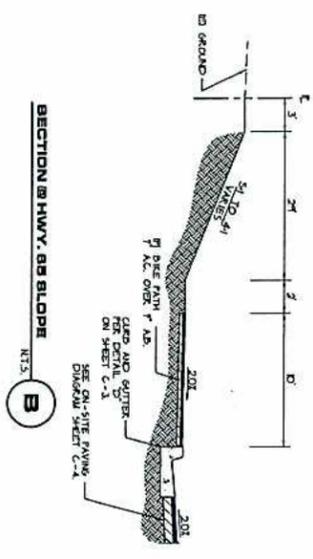
**SECTION @ BHEA CENTER**  
NTS. **(A)**



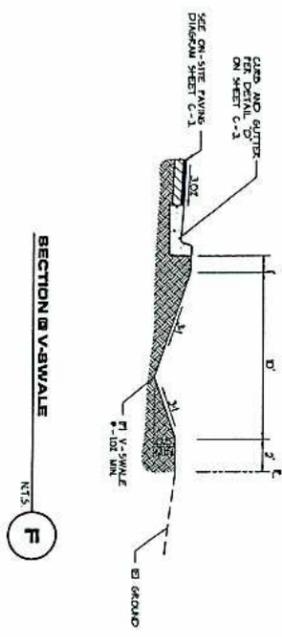
**SECTION @ PRESERVE**  
NTS. **(E)**



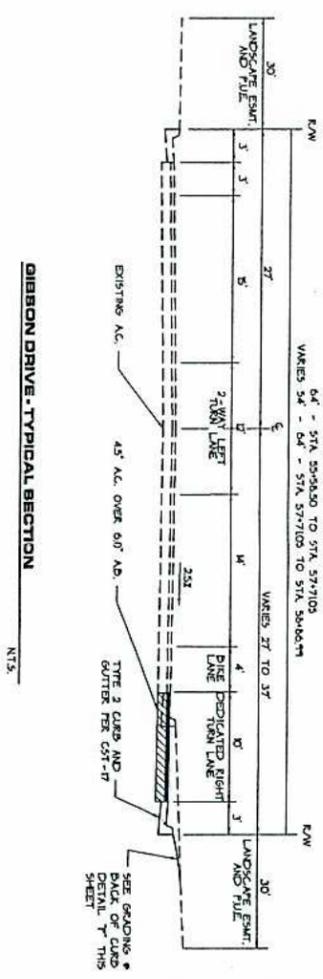
**CONFERENCE CENTER ROAD - TYPICAL SECTION**  
NTS.



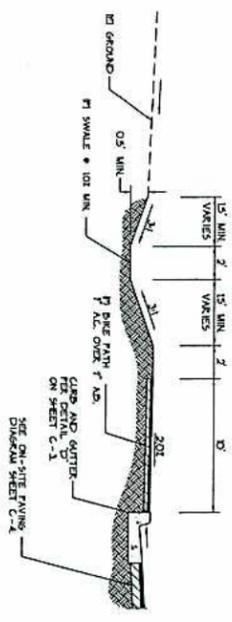
**SECTION @ HWY. 88 SLOPE**  
NTS. **(B)**



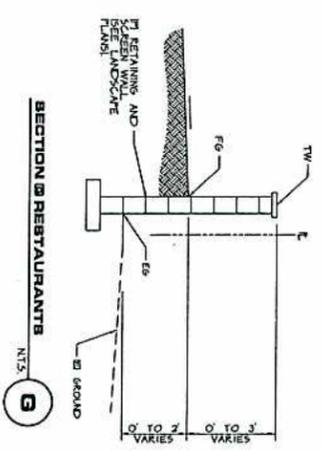
**SECTION @ V-SWALE**  
NTS. **(F)**



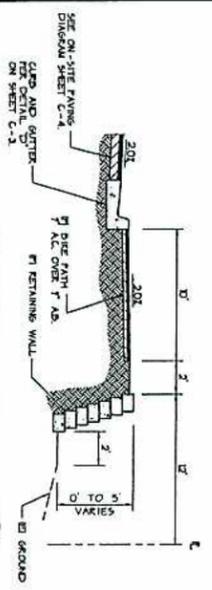
**GIBSON DRIVE - TYPICAL SECTION**  
NTS.



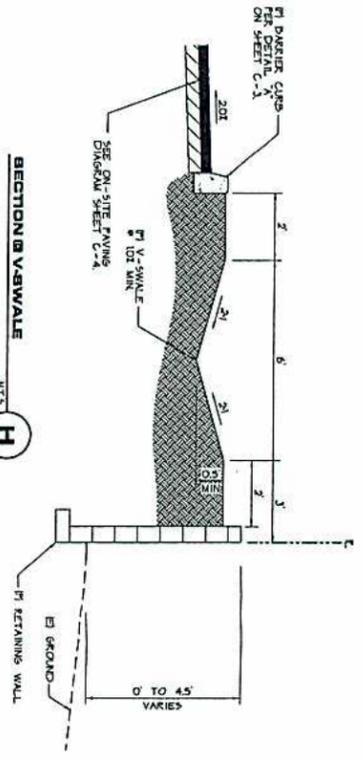
**SECTION @ HWY. 88 SWALE**  
NTS. **(C)**



**SECTION @ RESTAURANTS**  
NTS. **(G)**



**SECTION @ RETAINING WALL**  
NTS. **(D)**



**SECTION @ V-SWALE**  
NTS. **(H)**

DESIGNED	BY	DATE
DRAWN	BY	DATE
CHECKED	BY	DATE
SCALE	HORIZ. 1"=40'	
VERT.	1/4"=1'	

NO.	REVISIONS

ELEVATION	DATE

**BURRELL CONSULTING GROUP INC.**  
1001 Broadway, Suite 400, San Francisco, CA 94133  
TEL: 415.774.4400  
FAX: 415.774.4401  
WWW.BURRELLCG.COM

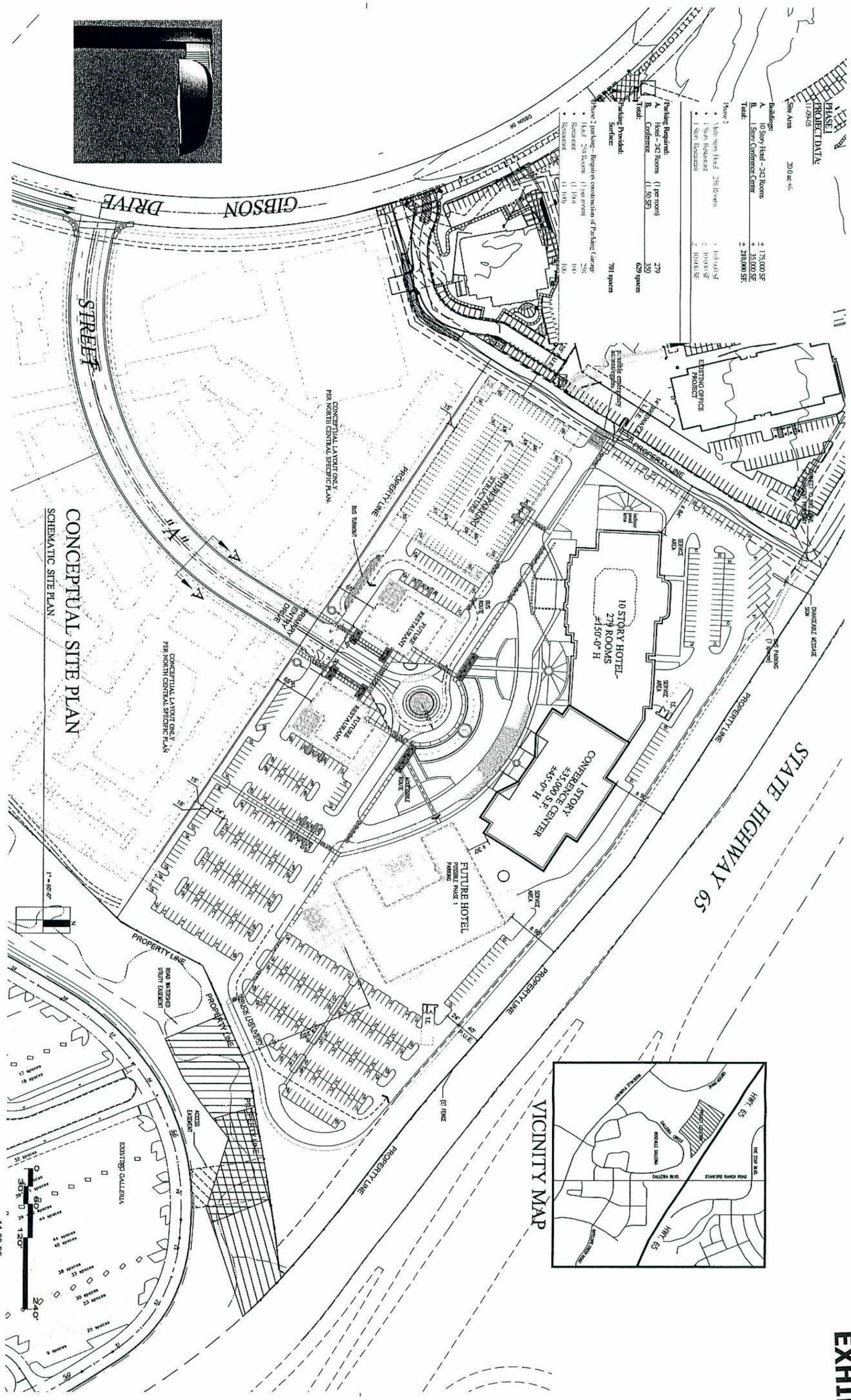
**PRELIMINARY GRADING AND UTILITY PLAN FOR:**  
**KOBRA CENTRE**  
200 GIBSON DRIVE  
**SECTIONS AND DETAILS**  
CITY OF ROSELVILLE CALIFORNIA



PREPARED UNDER THE DIRECTION OF:  
GREGORY J. BURRELL  
REGISTERED PROFESSIONAL ENGINEER  
NO. 44333  
EXPIRES 09-30-06  
STATE OF CALIFORNIA

NOV 23 2005

Planning & Redevelopment Department



**PHASE I PROJECT DATA**

Site Area 30.0 ac +/-

Buildings:		
A. 10 Story Hotel - 242 Rooms	+ 1,175,000 SF	
B. 1 Story Conference Center	+ 33,000 SF	
<b>Total:</b>	<b>+ 1,208,000 SF</b>	

Phase 2:

- Main stem Hotel 238 Rooms
- 1 Story Restaurant
- 1 Story Restaurant

	+ 1,650,000 SF	
	+ 1,000,000 SF	
	+ 1,000,000 SF	
<b>Total:</b>	<b>+ 3,650,000 SF</b>	

**Parking Required:**

A. Hotel - 242 Rooms (1 per room)	279
B. Conference (1,30 SF)	350
<b>Total:</b>	<b>629 spaces</b>

**Parking Provided:**

Surface	701 spaces
---------	------------

Phase 2 parking - Requires construction of Parking Garage

- Hotel 238 Rooms (1 per room) 238
- Restaurant (1,100) 100
- Restaurant (1,100) 100

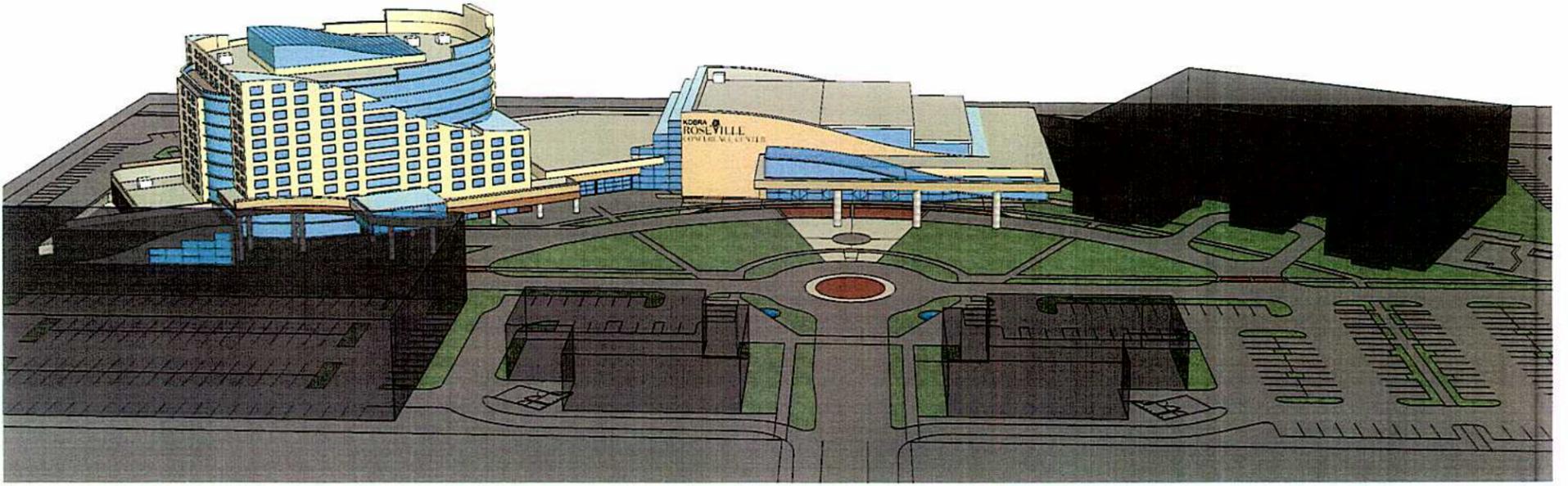
**VICINITY MAP**



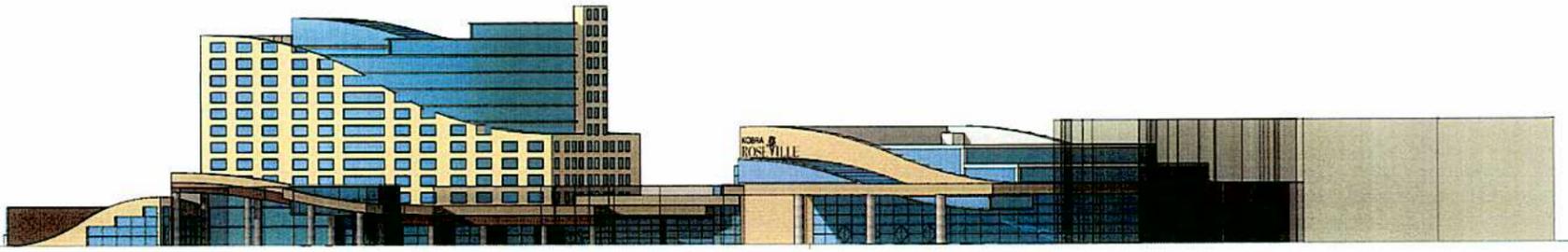
**CONCEPTUAL SITE PLAN**  
SCHEMATIC SITE PLAN



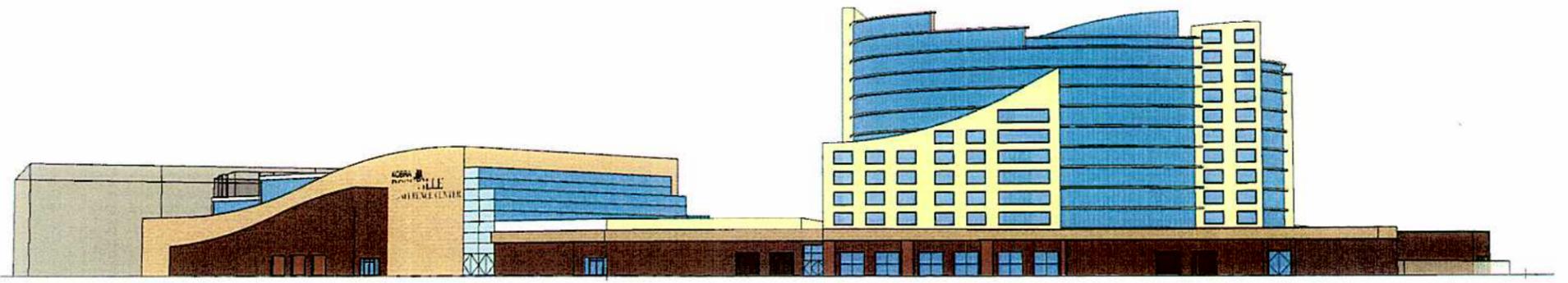
**KOBRA CENTRE**  
ROSEVILLE, CALIFORNIA



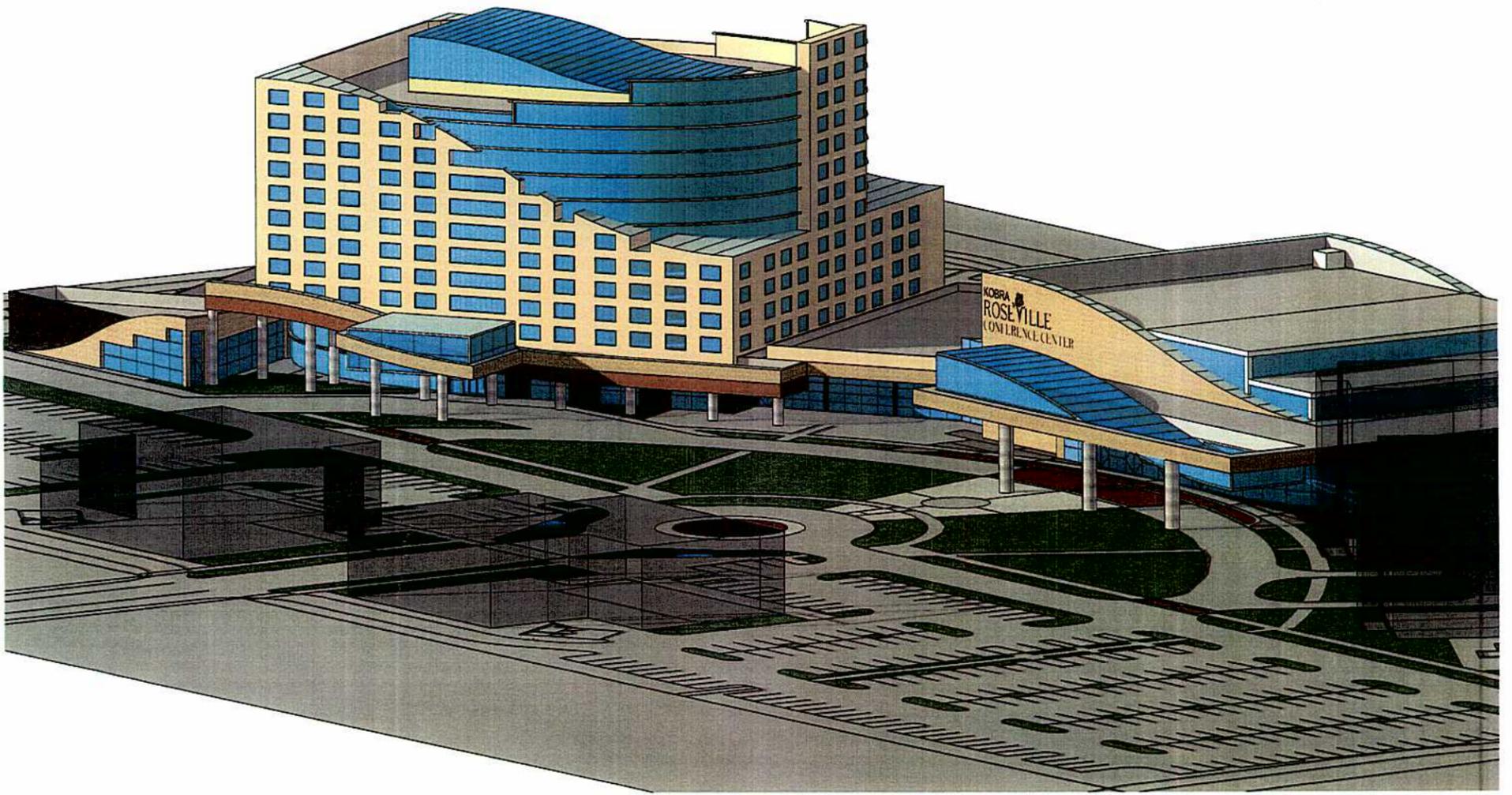
CONCEPTUAL ELEVATIONS



FRONT ELEVATIONS



REAR ELEVATIONS



PHASE 1: 10-STORY HOTEL & CONFERENCE CENTER

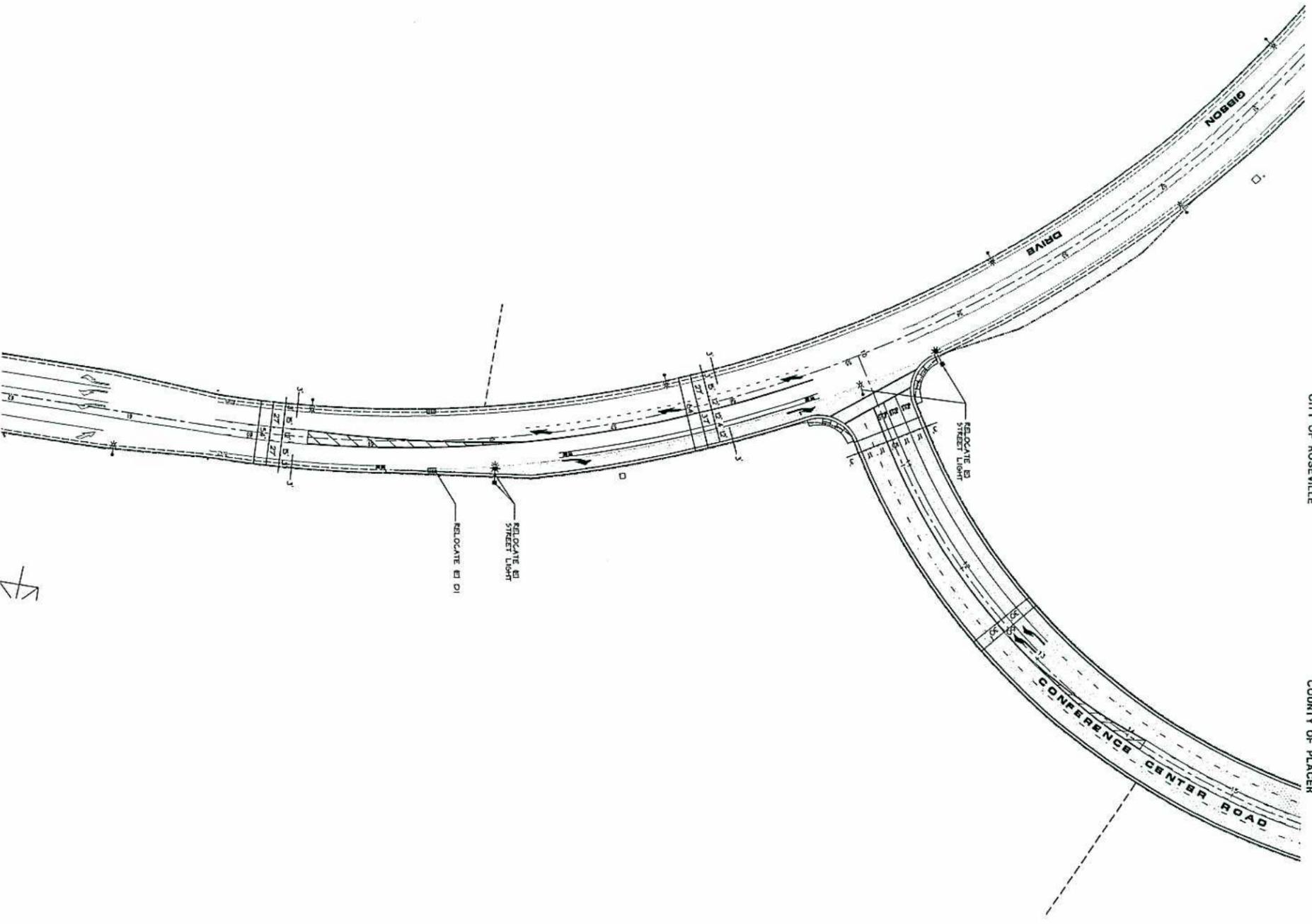


PRELIMINARY GEOMETRIC AND STRIPING PLAN FOR:  
**KOBRA CENTRE**  
**200 GIBSON DRIVE**

CITY OF ROSEVILLE

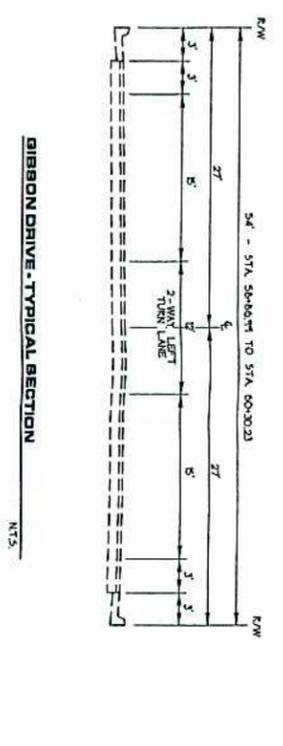
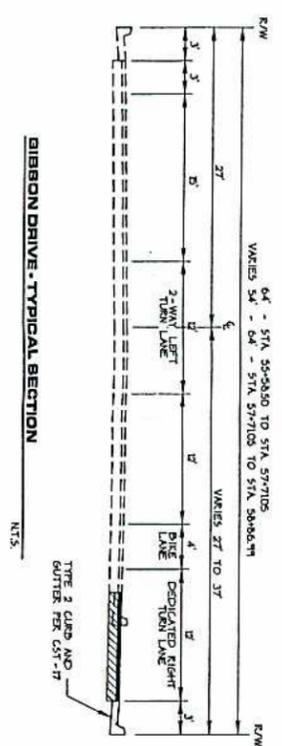
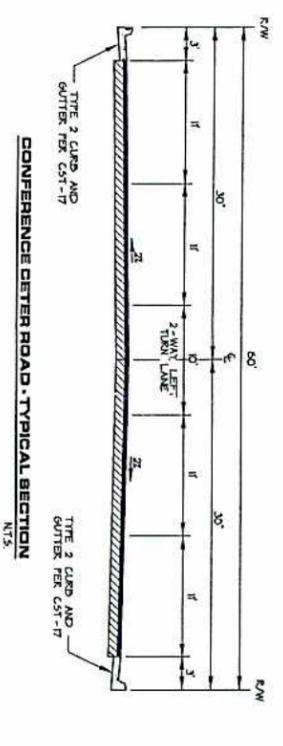
COUNTY OF PLACER

CALIFORNIA



**LEGEND**

- (A) CURBS TYPE W (R) ARROW-PLAN A24B
- (B) CURBS TYPE W (L) ARROW-PLAN A24B
- (P) CURBS TYPE W (R) ARROW-PLAN A24B
- (P) CURBS TYPE W (L) ARROW-PLAN A24B
- CURBS TYPE W LANE DROP ARROW-PLAN A24A
- PROPOSED AC PAVING



**EXHIBIT F**

DESIGNED	BY	DATE
CHECKED		
BC		
HORIZ.		
VERT.		

NO.	REVISIONS

BENCHMARK INFORMATION	
ELEVATION	DATUM

**B BURRELL CONSULTING GROUP, INC.**  
 1001 Enterprise Way, Suite 100 Roseville, CA 95678 (916) 783-8978

PRELIMINARY GEOMETRIC AND STRIPING PLAN FOR:  
**KOBRA CENTRE**  
**200 GIBSON DRIVE**  
 CITY OF ROSEVILLE CALIFORNIA

PROFESSIONAL ENGINEER  
 BERNARDY  
 NO. 84023  
 EXP. 09-30-04  
 CIVIL  
 STATE OF CALIFORNIA

SHEET	1
OF	1

\\Fs1\1505\Cad\Exhibits\15550beam-exh01.dwg, 11/08/03 12:45:40pm, Nish