

# PLANNING & REDEVELOPMENT DEPARTMENT STAFF REPORT PLANNING COMMISSION MEETING MAY 27, 2010

Prepared by: Gina La Torra, Associate Planner

ITEM V-B:

MAJOR PROJECT PERMIT (STAGE ONE) & TENTATIVE SUBDIVISION MAP – BLUE OAKS COMMERCE CENTER – 8950 INDUSTRIAL AVE - FILE# 2007PL-039 (MPP-000013, SUB-000143)

#### REQUEST

The applicant requests approval of the following: 1) a Major Project Permit (Stage One) for development of 49.4 acres with 17 buildings totaling 575,505 square feet, providing a mix of office, industrial and commercial uses. The project also includes grading, parking, landscaping, lighting and circulation and frontage improvements to Blue Oaks Bl, Industrial Ave, and Washington Bl; and 2) a Tentative Subdivision Map to subdivide 49.4 acres into eight parcels.

Applicant – VLMK Consulting Engineers Property Owner – Harsch Investment Properties

## SUMMARY RECOMMENDATION

The Planning Department recommends that the Planning Commission:

- A. Adopt the seven (7) findings for adoption of the Mitigated Negative Declaration;
- B. Adopt the Mitigated Negative Declaration;
- C. Adopt the two findings of fact for the Major Project Permit (Stage One);
- D. Approve Stage One of the Major Project Permit with 106 conditions of approval;
- E. Adopt the three (3) findings of fact for the Tentative Subdivision Map:
- F. Approve the Tentative Subdivision Map with 67 conditions of approval.

## **SUMMARY OF OUTSTANDING ISSUES**

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

## **BACKGROUND**

The 49.4 acre project site is located at 8950 Industrial Avenue within the North Industrial planning area. The project site extends from Industrial Avenue along the west perimeter to Washington Boulevard along the east perimeter, and is encumbered by the Caltrans right-of-way adjacent to Blue Oaks Boulevard along the north perimeter. The project site is surrounded by developed commercial, industrial, and residential parcels, with the exception of Parcel 49 to the east (see Figure 1 below). Parcel 49 is anticipated for development with office and commercial uses.

The North Industrial planning area consists of 2,045 gross acres west of Washington Boulevard and north of the Northwest Roseville Specific Plan (NRSP) area. The North Industrial planning area is not subject to a specific plan but is subject to adopted design guidelines (1992) that influence the general character of development within the planning area.

The Roseville General Plan identifies the project site with a General Industrial (IND) land use. The intended primary uses within the IND land use include a wide range of manufacturing, wholesale distribution, large storage areas and other industrial uses. Identified secondary uses include incidental retail and service

commercial uses associated with large employment areas. Consistent with the General Plan, the Roseville Zoning Ordinance designates the site with a Light Industrial (M1) zoning. The M1 zoning designation permits a mix of light industrial uses compatible with commercial and office uses. The project site was also identified by the Blue Ribbon Corporate Center Committee in 2007 as an ideal location to support a large corporate center development.

## MAJOR PROJECT PERMIT PROCESS

The intent of the Major Project Permit (MPP) process is to streamline the review of large and diverse projects that could be constructed over a period of several years. The MPP process allows for the resolution of site issues prior to the review of more detailed architectural and landscape issues that may not be finalized at the time 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 One: Stage One of the MPP application consists of the approval of a preliminary development plan. The preliminary development plan will establish the configuration of the buildings, conceptual building elevations, parking areas and ratios, landscaping and open space locations, rough grading and drainage on and off-site, vehicular and pedestrian circulation, and development phasing. The complete environmental review of the project is also performed at this stage. Stage One review and approval is performed by the Planning Commission.
- <u>Stage Two</u>: Stage Two of the MPP application process consists of the review of the detailed architecture and landscaping for the project. Stage Two review is also initially performed by the Planning Commission.
- <u>Stage Three</u>: Stage Three is an administrative review (Planning Director approval) of the improvement and building plans for compliance with the conditions of the Stage One and Two approvals.

# **SITE INFORMATION**

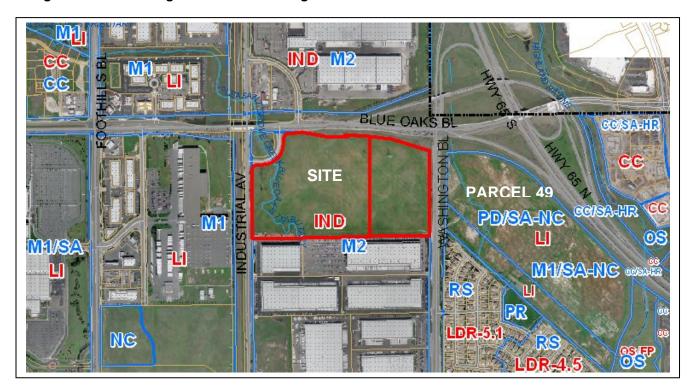
- **A. Project Location:** 8950 Industrial Avenue, Roseville, Placer County (South of Blue Oaks Boulevard between Industrial Avenue and Washington Boulevard)
- **B. Applicable Specific Plan:** Not located within a Specific Plan; subject to the North Industrial Planning Area guidelines (aka North Roseville Area Design Guidelines).
- C. Total Acreage: 49.4± acres
- **D. Lot Dimensions:** The project site is rectangular in shape and has approximately 1190 linear feet of frontage abutting Industrial Avenue, approximately 1970 linear feet of frontage abutting Blue Oaks Boulevard (separated by Caltrans right-of-way), and approximately 900 linear feet of frontage abutting Washington Boulevard.
- **E. Topographical/Natural Features:** The 49.4 acre project site is undeveloped and is comprised of primarily non-native grasslands. The site has rolling terrain, with the high point (147 feet above sea level) located along the midpoint of the southern parcel boundary and the low points at the northeast corner (121 feet above sea level) and the northwest corner (123 feet above sea level). A total of 1.95 acres of potential jurisdictional waters are present on-site, including 1.695 acres of wetlands (seasonal

wetlands and vernal pools) and 0.258 acres of "other waters". Filling of the wetlands is regulated by the US Army Corps of Engineers (Corps). The applicant has already begun the permitting process with the Corps and has submitted the required 404 Permit and completed the required monitoring/surveys. Upon adoption of the Mitigated Negative Declaration, the 404 Permit will most likely be issued.

The property has been disturbed by an approximately 220-foot wide series of power lines that bisect the northeast portion of the property at a 45-degree angle from Washington Boulevard to Blue Oaks Boulevard. Also the northwest portion of the property is bisected by the Blue Oaks Boulevard to Industrial Avenue jughandle.

# F. Land Use and Zoning: See Figure 1

Figure 1 – Surrounding Land Use and Zoning



- **G.** Roseville Coalition of Neighborhood Associations (RCONA): Industrial Area East (#38). The association is not active, and therefore did not receive notification of the application submittal. Consistent with applicable noticing requirements, notices of the May 27, 2010 Planning Commission meeting were mailed to properties within 300 feet of the subject property and published with the Roseville Press Tribune.
- H. Site Access: There currently is not a developed access driveway to the site. The project would construct access driveways from Industrial Avenue and Washington Boulevard. Two new internal public roadways would be added connecting Industrial Avenue to Washington Boulevard via "Road A" and Road "A" to Blue Oaks Boulevard via "Road B", which would create a "T" intersection midway through the site. Several driveways would provide access to the parcel off the new roadways. See Figure 2 Site Plan.

## **EVALUATION**

The evaluation section of this report includes an analysis of the proposed Major Project Permit Stage One for the Blue Oaks Commerce Center project. The Stage One Major Project Permit has been analyzed for consistency with the goals and policies of the General Plan, the Zoning Ordinance, Community Design Guidelines (CDGs), and the North Roseville Area Design Guidelines. Reduced size (11" x 17") plans have been included as Exhibits B-O.

# **MAJOR PROJECT PERMIT - STAGE ONE**

## **SITE DESIGN AND PARKING**

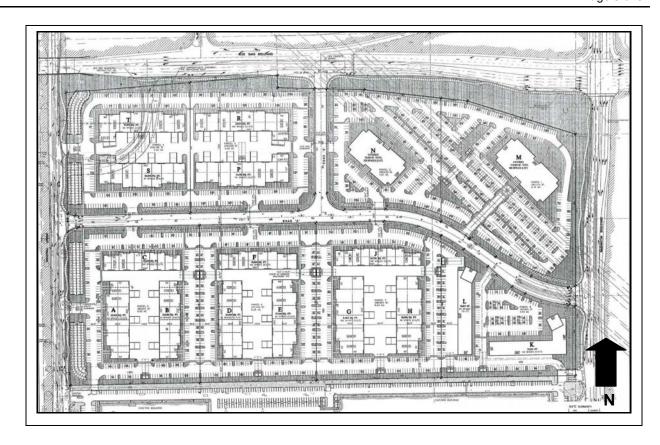
The project would develop the project site with:

- 13 light industrial one-story buildings totalling 340,734 sqaure feet;
- Two (2) commercial one-story buildings totaling 40,962 square feet;
- Two (2) multi-story office buildings totaling 193,800 square feet;
- Associated landscaping, parking, site lighting, walkways, and utilities, and
- Replacing the Blue Oaks Boulevard to Industrial Avenue jughandle with Road A & Road B.

**Site Design:** As proposed, the industrial buildings (A-H, J, P, and R-T) will be along the southern and northwest portion of the site, the two office buildings (M and N) will be on the northeast portion of the site and the two commercial buildings (L and K) will be on the southeast portion of the site. Road A will bisect the property running east to west and connecting Washington Boulevard to Industrial Avenue. Road B would run south from Blue Oaks Boulevard terminating into Road A near the center of the site. Industrial buildings A-H will be clustered in three's and industrial buildings P and R-T will be clustered in two's, creating central loading areas between the buildings that would be screened from public view, consistent with the North Roseville Design Guidelines and the CDGs. An approximately 220-foot wide series of power lines bisect the northeast portion of the site at a 45-degree angle. The office buildings straddle and run parallel to the power lines. Due to their location the office buildings will also be oriented toward and be visible from the Washington Boulevard and Blue Oaks Boulevard intersection and Hwy 65. Due to the curve of Road A, the commercial buildings will be placed in a slight "U" shape, providing building massing along Washington Boulevard and storefront visibility from southbound Washington Boulevard traffic and Road A traffic (see Figure 2).

Per the North Roseville Area Design Guidelines, a 50-foot landscape setback is required along Washington Boulevard and Blue Oaks Boulevard and a 35-foot setback is required along Industrial Avenue. The landscape setbacks would be planted and include street trees and a variation of landscape plantings. Separated and meandering sidewalks are proposed along all street frontages; sidewalks will also be provided along the internal roadways. A series of swales for water quality will run along the Industrial Avenue frontage within the landscape setback area. Additionally, a 20-landscape buffer is required along the new roadway frontages and along the southern perimeter of the property.

Caltrans controls a section of vacant property between Blue Oaks Boulevard and the northern perimeter of the project site. The area was originally intended for the HWY 65 onramp and flyover. The applicant and the City's Engineering Division have been in contact with the Caltrans to determine an agreeable plan for the area. Caltrans has provided preliminary approval of the proposed frontage improvements. Caltrans will not issue a formal approval until the project has received entitlements from the City and the applicant has submitted the required permits with Caltrans.



Staff has worked with the applicant to ensure the site design meets the design criteria of the Community Design Guidelines and the North Roseville Area Design Guidelines. As currently proposed, the site design meets applicable requirements. No change is recommended.

**Parking:** As mentioned, the project includes a mix of industrial, office, and commercial uses and would have a reciprocal parking agreement. The following table shows the Zoning Ordinance parking requirements based on the proposed uses and the amount of parking provided:

**Blue Oaks Commerce Center Parking Table** 

Use	Square Footage	Parking Ratio	Required	Provided
Industrial Flex	340,734	1:1,000 (industrial)	592	1,247
(Buildings A –H, J, P, R-T)		1:250 (office)		
Commercial(Buildings L-K)	40,962	1:200	205	205
Office (Buildings M-N)	193,800	1:250	775	815
	T	otal Parking Spaces	1,572	2,267

As demonstrated above, the project meets (and exceeds) the Zoning Ordinance parking requirements and design standards. No changes to the parking requirements or parking lot design are recommended.

#### **CIRCULATION**

The project includes several roadway and circulation improvements including; off-site improvements to Blue Oaks Boulevard, Washington Boulevard, and Industrial Avenue, the removal of the Blue Oaks Boulevard to Industrial jughandle, development of two new roadways, and development of on-site drive aisles.

#### On-site circulation:

Analysis of anticipated traffic movements within the development was completed by Fehr & Peers (Attachment 1 – Short-term Traffic Study). The analysis provided recommendations for throat depths and widths at each project driveway, roadway frontage improvements, and internal circulation improvements. The Engineering Division has reviewed the site plan and found that the applicant has incorporated all of the study's recommendations within the proposed project. Additionally, Planning staff reviewed the drive aisle widths and parking lot design and found it complies with the Zoning Ordinance requirements. Planning and Engineering staff conclude that no further modification to the on-site circulation is required.

#### Off-Site Circulation:

The project as proposed is consistent with the development anticipated in the General Plan EIR and 2020 Capital Improvements Project (CIP) EIR. The 2020 CIP EIR was prepared for the Transportation System Capital Improvements Program Update that reflected changing conditions and ensured an adequate transportation system was in place. To ensure consistency a long-term traffic analysis was prepared for the project by DKS Associates (Attachment 2 – Long-term Traffic Study) to analyze the projects potential level of service impacts to the City's existing intersections. The analysis was based on the proposed square footage and use types for the project. The study did not identify any significant impacts to the City's CIP Intersections.

The transportation impact study prepared by Fehr & Peers (Attachment 1) also analyzed long-term transportation impacts to roadways adjacent to the project and to the two new public roadways proposed on the project site. The study took into account the City's General Plan policy to maintain a Level of Service (LOS) of C or better at signalized intersections. The study also assumed development of the adjacent Parcel 49. The study found that the project plus the Parcel 49 development would exacerbate previously identified LOS F conditions at the Washington Boulevard/Blue Oaks Boulevard intersection during PM peak hours. However, mitigation measures were recommended to restore operation to better than "no project" levels. The findings are consistent with those of the 2020 CIP EIR. The Engineering Division has reviewed the project and the study and determined the following proposed improvements are applicable in order to maintain current and future traffic levels of service:

- Blue Oaks Boulevard: Improvements to Blue Oaks Boulevard include: adding a third 12 foot turn lane and 6 foot bike lane extending to the Washington Boulevard intersection, adding a 150 foot right turn lane for right-turn access onto Road B, and relocating the existing left turn pocket on Blue Oaks Boulevard to provide access to Road B.
- Washington Boulevard: Improvements to Washington Boulevard include: two southbound lanes, a bike lane, standard right turn lanes into Road A and into the southern shared driveway, providing conduit for a future signal at the Road A intersection, and providing an 8 foot meandering sidewalk.
- Industrial Avenue: Improvements to Industrial Avenue include: adding a 10 foot north bound auxiliary lane, two left turn lanes, providing curb and gutter, and an 8 foot detached sidewalk.

As mentioned, the project includes the addition of two new roadways to replace the jughandle, which provides access from Blue Oaks Boulevard to Industrial Avenue. The City's Engineering Division recommended the modification as the existing jughandle does not meet City improvement standards. The relocation to Road B and Road A will substantially improve visibility at the turn lanes and allow for adequate turn pocket vehicle storage. The Fehr & Peers study evaluated the location of Road B and Road A and associated roadway improvements and found it would not negatively affect traffic.

## **GRADING DESIGN AND STORMWATER TREATMENT**

**Site Grading:** Site Grading has been designed to balance with 150,000 cubic yards of cut and fill. Grading is necessary for site preparation, including building foundations, installation of utilities, and parking fields. Grading will also allow for a natural drainage channel to be relocated into a series of water quality swales. The swales will be utilized to treat all stormwater from the site and will be located primarily along the roadway frontages. In order for the swales to function properly, the grading will move the high points of the site to the southern parcel boundary and to the northwest and northeast corners so that the water will flow towards the center of the site, into the swales along Road A and into the main swales along Industrial Avenue and Washington Boulevard. The site grading will essentially modify the site from rolling hills to three "tabletop" areas separated by Road A and Road B.

Some retaining walls will be necessary along the southern property line, along Road B, and within the swales. The applicant has designed the Grading Plan to minimize the length, amount, and height of the proposed walls. As proposed the keystone walls would be a maximum of 6 feet tall. Minimum grading will occur within the Caltrans frontage area. The Engineering Division has reviewed the Grading Plan and no change is recommended.

**Stormwater Treatment:** The swales are a more natural approach to stormwater treatment than the traditional underground vault system. More similar to a creek system, the swales have a permeable base that allows for water to slowly flow through plant materials and be filtered. The swales also allow for water to peculate through the ground, reducing the impact to the City's stormwater drain system. The swales have been engineered to have slopes of 3:1 consistent with the Community Design Guidelines. A table top midway down the slope will allow for tree and landscape materials to be planted within the swale. The City's Engineering Division has reviewed the plans for the swales and stormwater calculations and no change is recommended.

## **INFRASTRUCTURE IMPROVEMENTS**

**Utility Improvements:** In order to service the subject property, the project will be required to construct on-site improvements that will connect with the main lines in the surrounding streets. Water and sewer service to the project site will be provided by connecting to the existing City lines located along Washington Boulevard. The developer will be required to provide new lines along Road A to service the new parcels. Recycled water is not available in the project area. Stormwater is being treated through an extensive swale system, as described above. Electric service will pull from the existing power lines that bisect the site. A 12.5 foot easement will run along Road A to carry the electric service underground to new parcels. According to the various utility providers, 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 project includes over 575,500 square feet of new development on 49.5 acres with extensive roadway and utility improvements. Due to the large size of project, a phasing plan will allow the applicant to separate the project and required improvements into a more manageable project. The proposed project will occur in several phases as noted below (see Exhibit D for the Phasing Plan):

- **Phase 1:** Mass grading of the site and reconstruction of the natural drainage channel
- Phase 2: Partial improvements to Industrial Boulevard and partial construction of Road A

to Road B with a temporary cul-de-sac

Phase 3 & 4: Buildings A-F

Phase 5: Construction of Road B, improvements to Blue Oaks Boulevard to Road B,

additional improvements to Industrial Boulevard, connection of Road A and Road

B, and removal of jughandle

Phase 6 & 7: Buildings P, R-T

Phase 8: Improvements to Blue Oaks Boulevard from Road B to Washington Boulevard,

Washington Boulevard improvements, finish Road A connection to Washington

Boulevard

Phase 9-12: Buildings M, N, L, & K

The phasing plan been reviewed by the various City departments to ensure that the phases will be able to function independently, that adequate service is available to each phase, and that traffic and circulation will function properly. No modifications to the phasing plan are proposed.

#### ARCHITECTURE/LANDSCAPING

Stage One of the MPP includes review of the conceptual architecture and landscaping for the site. The applicant has submitted a conceptual landscape plan for the entire site and conceptual elevations for the buildings. The plans have been reviewed for consistency with the Community Design Guidelines (CDGs) and the North Roseville Area Design Guidelines.

Specific tenants have not been identified for the buildings. In order to keep the project on-schedule, the applicant has chosen to pursue a separate Stage 2 application for these buildings once the design is further refined. Planning Commission will review the Stage 2 application to ensure the final architecture and landscaping is consistent with the applicable design guidelines.

Architecture: The Community Design Guidelines suggest that projects with multiple buildings develop an architectural theme throughout the project. The conceptual plans show a concrete tilt-up construction for all buildings. With the exception of the two office buildings, the buildings will be onestory and approximately 30 feet tall, which is within the height limits established in the Zoning Ordinance. Consistent with the Blue Ribbon Corporate Center Committee, the two office buildings will be multi-story buildings (3 & 4 stories respectively). Score lines and wall and roof line variation have been added to provide visual interest, consistent with the Community Design Guidelines. In general the architecture is in keeping with the surrounding area. Consistent with the CDGs guidelines for hierarchy of architecture, the office buildings (Buildings M and N) will be similar to the other buildings within the development but will have additional architectural elements, such as multi-floor fenestration and prominent entrance towers. A master color palette has not been chosen yet. However, the colors will be reviewed as part of the Stage 2 evaluation to ensure consistency with the CDGs. As mentioned above, the Planning Commission will have the opportunity to review the final architecture for consistency with the City standards and policies with the Stage 2 application.

Landscaping: The development would have a master landscape palette throughout. The proposed planting plan includes street trees suggested in the North Roseville Area Design Guidelines, shade trees, accent trees, and drought tolerant plants. Curvilinear lawns, areas of mow-free fescue, and shrub plantings will be used along roadway frontages. The water quality swales will also be planted with trees and suitable vegetation that will allow the water treatment system to function properly. Consistent with the North Roseville Area Design Guidelines, 10 feet of planting area has been provided around the base of all buildings. The final landscaping will be required to adhere to the recently adopted Water Efficient Landscaping Ordinance (WELO).

Overall the project will have 50% parking lot shading and will meet the 50% shade requirement within the parking areas. Due to the overhead powerlines, tree heights are limited within certain parking areas. Therefore, the 50% shade requirement may not be achieved in this area. The applicant has added additional shading in other areas on the site to compensate.

# **STAGE ONE SUMMARY**

The proposed project has been designed to comply with the North Roseville Area Design Guidelines, the Major Project Permit provisions of the Zoning Ordinance, and the Community Design Guidelines. As proposed and conditioned, the project complies with the requirements of the Stage One approval of the Major Project Permit in the Zoning Ordinance. For these reasons, staff recommends approval of the Stage One request.

## **TENTATIVE SUBDIVISION MAP**

# **EVALUATIONS AND FINDINGS**

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

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

<u>Parcel size, design, configuration, location, orientation, and character:</u> The General Plan, Zoning Ordinance, and North Roseville Area Design Guidelines do not establish minimum lot sizes for parcels within the General Industrial land use and zoning. Instead, the City reviews Tentative Maps to ensure that proposed parcels are adequate for development. The proposed parcels range in size from 4.54 acres to 6.93 acres (gross). Provided in the table below is a summary of the different parcel sizes.

Parcel	Acres	Building
1	6.74	Building M
2	4.60	Building N
3	5.49	Buildings P & R
4	5.25	Buildings S & T
5	6.93	Buildings A, B & C
6	6.25	Buildings D, E & F
7	6.63	Buildings G, H & J
8	4.54	Buildings L & K
Total	46.43	

The applicant is proposing to subdivide the 49.4 acres into eight (8) smaller parcels prior to the submittal of building plans in order to allow the incremental development of the parcels in the future. The remaining acreage will be dedicated to the City for public roadways. The eight parcels will be configured primarily on a grid system with four parcels fronting on Blue Oaks and four parcels fronting on Road A. The subdivision has been proposed with consideration of phasing and the required roadway improvements. Each parcel would be developed with no more than three buildings. Such a proposal is acceptable; however, it necessitates ensuring that the proposed parcels

are adequately sized, located, and configured to accommodate future development that complies with the applicable General Plan policies, development standards, Improvement Standards, and Design Guidelines. The proposed parcel size, design, configuration, location, and orientation have been determined by the building size and site layout with the MPP application. Overall, staff finds that the proposed lot configuration and lot sizes are suitable for development that is consistent with the applicable policies of the General Plan, the North Roseville Area Design Guidelines, and design standards of the Subdivision Ordinance.

<u>Grading and Drainage</u>: As previously mentioned, grading would balance 150,000 cubic yards of cut and fill. Grading is necessary for site preparation, including building foundations, installation of utilities, parking fields, and to accommodate the redirection of a natural drainage channel. Stormwater from the parcels will be collected on-site and will be directed into the on-site swale system and City's stormwater system.

<u>Access & Circulation</u>: The site is bound by major roadways including; Industrial Avenue along the western boundary, Blue Oaks Boulevard along the northern boundary, and Washington Boulevard along the eastern boundary. Driveways and Road A and Road B would provide adequate access from the major roadways to all parcels through the interior of the site.

<u>Improvements</u>: Development of the site with 17 buildings, roadways, parking and landscaping, and associated structure are proposed with the MPP application. Improvements to the City's existing roadways and utility system are also proposed. The improvements have been reviewed and determined to be consistent with the density, uses, circulation, applicable policies and standards of the General Plan, the CDGs, and the design standards of the Subdivision Ordinance.

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

There are no natural features on the property that would restrict development of the proposed parcels. An approximately 220-foot wide series of power lines bisect Parcel 1 and Parcel 2 at a 45-degree angle from Washington Boulevard to Blue Oaks Boulevard. The location of these overhead lines limits the potential location of buildings. The site plans show there is adequate space to locate buildings and the required parking on the parcels without interfering with the overhead lines. The grading design will achieve adequate buildable area within each parcel to accommodate the proposed building and parking. Planning and Engineering staff have determined that the design, layout, configuration and size of the proposed lots are adequate to accommodate the proposed Blue Oaks Commerce Center development.

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

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

#### TENTATIVE PARCEL MAP SUMMARY

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

## **ENVIRONMENTAL DETERMINATION**

An Initial Study and Mitigated Negative Declaration (Exhibit A) have been prepared for this project. The Planning & Redevelopment Director has determined that the above project will not have a significant effect on the environment and proposes that a Mitigated Negative Declaration be adopted. This determination has been based upon an Initial Study, which has concluded that there will be no significant environmental impacts. The Mitigated Negative Declaration will circulate for a 30-day public review period that began on April 28, 2010 and ends on May 27, 2010. The Initial Study/Mitigated Negative Declaration is available for review during normal business hours in the Planning Department located at 311 Vernon Street in Roseville, CA. To date, no comments have been received. Staff is recommending the Planning Commission adopt the proposed Mitigated Negative Declaration.

# **RECOMMENDATION**

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

- A. Adopt the seven (7) findings as stated in the MITIGATED NEGATIVE DECLARATION.
- B. Adopt the MITIGATED NEGATIVE DECLARATION as provided in Exhibit A.
- C. Adopt the two findings of fact for the MAJOR PROJECT PERMIT (STAGE ONE) BLUE OAKS COMMERCE CENTER 8950 INDUSTRIAL AVE FILE# 2007PL-039 (MPP-000013):
  - 1. The Preliminary Development Plan for the Blue Oaks Commerce Center project is consistent with the General Plan, the North Roseville Area Design Guidelines, and the Roseville Community Design Guidelines; and
  - 2. The design and the installation of the Blue Oaks Commerce Center project will not be detrimental to the public health and safety, or be materially detrimental to the public welfare.
- D. Approve the MAJOR PROJECT PERMIT (STAGE ONE) BLUE OAKS COMMERCE CENTER 8950 INDUSTRIAL AVE FILE# 2007PL-039 (MPP-000013), as shown in Exhibits B-O and subject to the one-hundred six (106) conditions of approval below.
- E. Adopt the three findings of fact for the TENTATIVE SUBDIVISION MAP 8950 INDUSTRIAL AVE FILE# 2007PL-039 (SUB-000143).
- F. Approve the TENTATIVE SUBDIVISION MAP 8950 INDUSTRIAL AVE FILE# 2007PL-039 (SUB-000143) subject to the sixty-seven (67) conditions of approval below.

# CONDITIONS OF APPROVAL FOR THE MAJOR PROJECT PERMIT - STAGE 1 (MPP-000013):

1. This Major Project Permit - Stage One approval shall be effectuated within a period of two (2) years from this date and if not effectuated shall expire on **May 27**, **2012**. Prior to said expiration date, the applicant may apply for an extension of time. (Planning)

- 2. The project is approved as shown in Exhibits B-O and as conditioned or modified below. (Planning)
- 3. Lighting shall be reviewed with Stage Two and shall comply with Community Design Guidelines lighting standards (1 footcandle for roadways and parking lots and 0.5 footcandles for walkways). (Planning)
- 4. Tree plantings on the project site shall cumulatively provide a minimum of 50% shade coverage for parking areas and drive aisles, consistent with the Community Design Guidelines. (Planning)
- 5. Fencing and retaining walls shall be reviewed with the MPP Stage 2 application and shall be consistent with the Zoning Ordinance, Community Design Guidelines and North Roseville Design Guidelines, and improvement standards. (Planning)
- 6. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities, Finance)
- 7. 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)
- 8. 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)
- 9. The approval of this project does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)

#### PRIOR TO BUILDING PERMITS:

- 10. The project approval is for Stage One. Each parcel shall obtain Stage Two approval prior to submitting for a building permit or improvement plan. (Planning)
- 11. All buildings shall be occupied with uses permitted in the General Industrial (M2) zone district, per the Roseville Municipal Code. Conditionally permitted uses may be permitted upon approval of a Conditional Use Permit prior to building occupancy. Uses not permitted under the current zoning shall only be permitted upon approval of a Rezone. All future development must comply with the Roseville Zoning Ordinance. (Planning)
- 12. Parking stalls shall meet, or exceed, the following minimum standards:
  - a. All parking stalls shall be double-striped. Parking stalls adjacent to sidewalks, landscaped areas or light fixtures, and all accessible stalls shall abut a 6" raised curb or concrete bumper. (Planning)
  - b. Standard -- 9 feet x 18 feet; Compact--9 feet x 16 feet; Accessible--14 feet x 18 feet (a 9 foot wide parking area plus a 5 foot wide loading area) and a minimum of one (1) parking space shall be 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:

- Handicapped parking stalls shall be dispersed and located closest to accessible entrances.
  The total number of accessible parking spaces shall be established by Table 11-B-6 of the CBC.
- ii) Accessible Parking spaces and crosswalks shall be signed, marked and maintained as required by Chapter 11 of the CBC.
- iii) Accessible parking and exterior route of travel shall comply with CBC, Sections 1127B and 1129B. (Building)
- 13. Signs and/or striping shall be provided on-site as required by the Planning Department to control on-site traffic movements. (Planning)
- 14. The plans submitted to the Building Department for permits shall indicate all approved revisions/alterations as approved by the Commission including all conditions of approval. (Planning)
- 15. The Landscape plan shall comply with the North Roseville Area Design Guidelines and the City of Roseville Water Efficient Landscape Requirements, RMC Chapter 19.67, Ordinance No. 4786. (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)

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

- 18. At the time of building permit application and plan submittal, the project applicant shall submit a proposed plan which shows the suite addressing plan for individual tenant spaces within the building. The Chief Building Official, or the designate, shall approve said plan prior to building permit approval. (Building)
- 19. *Multiple Building Complexes.* 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. As part of the required **Site Accessibility Plan**, the developer shall delineate the extent of the site accessibility improvements being installed as part of the initial improvements for the project, and those that are planned to be developed as part of subsequent phases (i.e. around future pad buildings). (Building)
- 20. Building permit plans shall comply with all applicable code requirements (Uniform Building Code UBC, Uniform Mechanical Code UMC, Uniform Plumbing Code UPC, Uniform Fire Codes UFC and National Electrical Code NEC), California Title 24 and the American with Disabilities Act ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Department for applicable Code editions). (Building)
- 21. **Restaurants or other food services.** The developer shall obtain all required approvals and permits from the Placer County Health Department. (Building)

- 22. Maintenance of copy of building plans. Health and Safety Code Section 19850 requires the building department of every city or county to maintain an official copy of the building plans for the life of the building. As such, each individual building shall be submitted as a separate submittal package. Building plan review, permit issuance and archiving is based on each individual building address. (Building)
- 23. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Engineering prior to approval of any plans. (Engineering)
- 24. The grading and improvement plans shall be designed in accordance with the City's Improvement Standards and Construction Standards and shall reflect the following:
  - a. 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. Standard Handicap ramps shall be installed at all curb returns per City Standards. (Engineering)
- 25. 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)
- 26. 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)
- 27. Improvements on Industrial Avenue shall be constructed to obtain 12-foot north bound and south bound travel lanes, a 10-foot north bound auxiliary lane across the entire frontage, a 12 –foot two-way left turn lane, and a 4-foot north bound bike lane. The property frontage on Industrial Avenue shall be improved to include standard curb, gutter, and an 8-foot detached pedestrian path. The site shall be accessed, with full turn movements, through Road A and the A-7 driveways located north and south of Road A. Driveways shall be 35-feet in width and shall have 30-foot curb returns for truck access. (Engineering)
- 28. Blue Oaks Boulevard shall be improved to provide a third 12-foot through lane and a 6-foot bike lane beginning at the existing connector roadway and extending to the intersection of Washington Boulevard, curb/gutter, and an 8-foot meandering sidewalk shall be constructed along the limits of this property. A 150-foot right turn curb flare shall be constructed for right turn access onto Road B. The existing westbound left turn pocket on Blue Oaks Boulevard shall be relocated to access Road B and a city standard stamped concrete median island shall be constructed from Allantown to Road B.

The left turn pocket shall be 350-feet in length, with a 120-foot taper. A standard right turn lane shall be constructed at the intersection of Washington Boulevard. (Engineering)

- 29. Improvements on Washington Boulevard shall be constructed such that the curb and gutter fronting this site is placed at its ultimate location based on the City's standard for minor arterial roadways. Frontage improvements shall include a 12-foot and 11-foot south bound travel lanes, a 5-foot bike lane, a standard right turn lane to access Road A, and a 120-foot right turn lane/ bus turnout with a 60-foot taper to access the shared driveway at the south of the property. The property frontage shall be improved with an 8-foot detached pedestrian path. (Engineering)
- 30. Road B shall be constructed as a standard Collector roadway with a typical right-of-way width of 48-feet from back of curb to back of curb and shall have a 5-foot sidewalk. Road B shall run from Blue Oaks Boulevard south to Road A. (Engineering)
- 31. Road A shall be constructed as a standard Collector roadway with a typical right-of-way width of 48-feet from back of curb to back of curb and shall have a 5-foot sidewalk. Road A shall run from Washington Boulevard west to Industrial Avenue. At the intersection of Washington Boulevard, Road A shall be constructed with a right-of-way width of 70-feet to accommodate two 11-foot eastbound left turns, a 10-foot eastbound right turn lane, a 12-foot eastbound through lane, a 12-foot westbound through lane, 4-foot eastbound and westbound bike lanes, and standard 3-foot curb and gutter. (Engineering)
- 32. Signal interconnect conduit shall be placed along the entire frontage of Road A and Washington Boulevard for the connection of the future signals. (Engineering)
- 33. Washington Boulevard shall be signalized at Road A. If at the time of construction of this project traffic volumes warrant construction of this signal, then the Developer shall construct the signal at Road A. If at the time of construction traffic volumes do not warrant the construction of the traffic signal, then the Developer shall place conduit for the future installation of the signal. The Developer may enter into a reimbursement agreement with the City for the cost of the signal construction or placement of signal conduit. (Engineering)
- 34. The Developer shall place conduit for the future installation of the signal at the intersection of Industrial Avenue with Road A. The Developer may enter into a reimbursement agreement with the City for the cost of the placement of signal conduit. (Engineering)
- 35. **Prior to the approval of improvement plans**, the Developer shall obtain any required approvals and permits from the California Department of Transportation (Caltrans) for the improvements that will be constructed within Caltrans right-of-way. (Engineering)
- 36. The developer shall place bus shelters and pads on northbound Industrial Avenue north of Road A (Shelter #10-249), southbound Washington Boulevard south of Road A (Shelter #10-250), westbound Road A west of Washington Boulevard (Shelter #10-251), eastbound Road "A" before the entrance to Parcel 7 (Shelter #10-252), and southbound on Road B south of Blue Oaks Boulevard (Shelter #10-253). (Engineering/Transportation)
- 37. Developer shall be responsible for the installation of a bus shelter and related improvements conforming to the city's current standards on the shelter pads as conditioned above. The Developer and City may enter into a deferred improvement or other agreement based upon a construction cost of \$10,000 per shelter. (Engineering, Transit)

- 38. All driveways located on Road A and Road B shall be designed and constructed as 35-foot wide Type A-7 driveways. (Engineering)
- 39. Access from Industrial Avenue through the neighboring property to the south will require an access easement to be dedicated by the southern property owner to the benefit of the Developer. If an easement cannot be obtained, then the connection to the neighboring property to the south shall be eliminated. (Engineering)
- 40. This project shall be constructed sequentially per the approved phasing plan and as listed below. Prior to occupancy of any building, all infrastructure from the prior phases shall be substantially complete. Any required temporary striping for the phasing of this project shall be the responsibility of the Developer. The phasing plan may be modified upon approval of the Public Works and Planning Director as part of the Stage Three. (Engineering)

# Phase 1 (Infrastructure):

a. Mass grade of site and relocation of natural drainage channel.

# Phase 2 (Infrastructure):

- a. Construct improvements for Industrial Avenue from southern property limits to Road A.
- b. Construct Road A from Industrial Avenue to Road B, providing a temporary cul-de-sac with a minimum radius of 50-feet.

Phases 3, 4 (Buildings): Construct buildings A-F with associated site improvements

## Phase 5 (Infrastructure):

- a. Construct improvement for Industrial Avenue from Road A to northern property limits.
- b. Construct improvements for Blue Oaks Boulevard from western property limits to Road B.
- Construct Road B from Blue Oaks Boulevard to Road A and remove the temporary cul-desac at the intersection of Road A.
- d. Remove existing connector roadway between Industrial Avenue and Blue Oaks Boulevard and abandon the existing right of way.

Phase 6, 7 (Buildings): Construct buildings P, R-T with associated site improvements

#### Phase 8 (Infrastructure):

- a. Construct improvements for Blue Oaks Boulevard from Road B to Washington Boulevard.
- b. Construct improvements for Washington Boulevard from Blue Oaks Boulevard to the southern property limits.
- c. Construct Road A from Road B to Washington Boulevard.

Phase 9-12 (Buildings): Construct Buildings M, N, L, & K and associated site improvements

41. A note shall be added to the grading plans that states:

Prior to the commencement of grading operations, the contractor shall identify the site where the **excess/borrow** earthen material shall be imported/deposited. If the **borrow/deposit** site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified. (Engineering)

- 42. The grading plans shall be accompanied with engineered structural calculations for all retaining walls greater then 4 feet in height. All retaining walls shall be of either split faced masonry units, keystone type construction, or cast in place concrete with fascia treatment. (Engineering)
- 43. All storm drainage, including roof drains, shall be collected on site and treated with Best Management Practices (BMP's) per the City's Stormwater Quality Design Manual. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. The grading/improvement plans for the site shall be accompanied with a shed map that defines that area tributary to this site and all drainage facilities shall be designed to accommodate the tributary flow. The storm drain system and proposed BMP's shall be privately owned and maintained by the property owner. Prior to the issuance of any permits, the owner shall provide a plan for the maintenance of the proposed BMP's, enter into a maintenance agreement with the City, and secure an Annual Stormwater Permit from the City to operate the stormwater treatment devices, as described in the City's Urban Stormwater Quality Management and Discharge Control Ordinance. (Engineering)
- 44. **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)
- 45. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)
- 46. 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)
- 47. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
- 48. Prior to the approval of the improvement plans, it will be the project proponent's responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
- 49. Roseville Electric will be requiring a 25' Public Utilities Easement (PUE) that runs contiguously along the east side of Road "B" and the north side of Road "A", and a 12'-6" PUE that runs contiguously along the west side of Road "B" and the south side of Road "A". (Electric, Engineering)
- 50. Roseville Electric will be requiring the proposed 50' landscape easement along Blue Oaks Blvd. be changed to a 50' Landscape/ Public Utility Easement. (Electric, Engineering)
- 51. Roseville Electric will be requiring the proposed 50' landscape easement along Washington Blvd. be changed to a 50' Landscape/ Public Utility Easement. (Electric, Engineering)
- 52. Roseville Electric will be requiring the proposed 35' landscape easement along Industrial Ave. to be changed to a 35' Landscape/ Public Utility Easement. (Electric, Engineering)

- 53. Roseville Electric will be requiring a 35' Public Utility Easement centered on all existing overhead electric lines throughout the entire site. (Electric, Engineering)
- 54. All street lighting along road A and B shall be installed, at the developer's expense, per the approved City of Roseville Electric Site Utility Design generated by Roseville Electric. (Electric)
- 55. Roseville Electric shall require additional easements to cover all high voltage electric equipment. This can be accomplished by a common area Public Utilites Easements over the each parcel or by an easement by separate document over all high voltage equipment, as shown on the approved Electric Site Utility Design, generated by Roseville Electric. (Electric, Engineering)
- 56. 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. 3' minimum cover to be maintained over existing 12" water main. If minimum cover is not maintained, contractor will be responsible to lower main to achieve 3' of cover at contractor's cost. Grading may not result in less than 4' of cover over 30" water main. (Environmental Utilities)
- 57. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
- 58. 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.
  - 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)
- 59. No trees are to be planted within 10' of the 30" water main along the southern boundary of the property except with the approval of the Environmental Utilities Director. (Environmental Utilities)
- 60. The design and installation of all fire protection equipment shall conform to the California Fire Code and the amendments adopted by the City of Roseville, along with all standards and policies implemented by the Roseville Fire Department. (Fire)
- 61. The applicable codes and standards adopted by the City shall be enforced at the time construction plans have been submitted to the City for permitting. (Fire)
- 62. Based on the adopted fire protection codes adopted by this department, it appears that several of the buildings shall have installed a full fire alarm system subject to approval by this department. (Fire)

- 63. 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)
- 64. 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)
- 65. 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)
- 66. Bike parking shall be provided per the Municipal Code. 50% of the spaces shall be in the form of bike lockers or other acceptable forms of covered and secure long term bicycle parking as approved by the City. The remaining spaces shall be bike racks provided conveniently at the entrance to each building. (Planning, Transportation)
- 67. A covered seating or reception area at the main entrance at buildings N and M visible from the driveways, shall be provided for dial-a-ride passengers, and the drop-off/pick-up shall be signed. (Planning, Transportation)
- 68. The applicant/developer shall prepare a Transportation Systems Management (TSM) Plan for Blue Oaks Commerce Center to be reviewed and approved by the Transportation Commission. (Transportation)
- 69. All on-site external lighting shall be installed and directed to have no off-site glare. Lighting within the parking areas shall provide a maintained minimum of one (1) foot candle of light. All exterior light fixtures shall be vandal resistant. (Planning & Police)
- 70. 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)
- 71. 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:**

- 72. Any backflow preventors visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventors shall be screened with landscaping and shall comply with the following criteria:
  - a. There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventor to the landscaping.
  - b. For maintenance purposes, the landscaping shall only be installed on three sides and the plant material shall not have thorns.
  - c. The control valves and the water meter shall be physically unobstructed.

- d. The backflow preventor shall be covered with a green cover that will provide insulation. (Planning, Environmental Utilities)
- 73. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:
  - a. Water and sewer easements.
  - b. Water and sewer easements (Electric, Environmental Utilities)
- 74. 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)
- 75. Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)
- 76. 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)
- 77. 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)
- 78. 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)
- 79. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)
- 80. 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)
- 81. Water and sewer shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)

- 82. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
- 83. 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)
- 84. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
- 85. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
- 86. 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)
- 87. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. This shall include the relocation of any existing 60kV poles within the existing 35' public utility easement running through the site and any of the existing 12,000 volt underground circuits along Washington Blvd., Industrial Ave, and Blue Oaks Blvd. due to road widening. (Electric)
- 88. 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)
- 89. 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." No trees shall be located within the 25' Roseville Electric pole easement that exceed a height of 15' at maturity. (Electric)
- 90. All electric metering shall be directly outside accessible. This can be accomplished in any of the following ways:
  - a. Locate the metered service panel on the outside of the building.
  - b. Locate the metered service panel in a service room with a door that opens directly to the outside. The developer will be required to provide a key to the door for placement in a lock box to be installed on the outside of the door. Any doors leading from the service room to other areas of the building shall be secured to prohibit unauthorized entry. (Electric)
- 91. One 3/4" conduit with a 2-pair phone line shall be installed from the buildings telephone service panel to the meter section of the customer's electrical switchgear or panel. (Electric)
- 92. 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)
- 93. The parking lot lights within the existing 25' Roseville Electric pole easement shall be designed so that they are a minimum of 15' from the overhead conductors at maximum sag. (Electric)

#### OTHER CONDITIONS OF APPROVAL:

- 94. The applicant shall pay City's actual cost for providing plan check, installation, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities)
- 95. 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)
- 96. Signs shown on the elevations are not approved as part of the Major Project Permit. A Sign Permit is required for all project signs. (Planning)
- 97. The parking lot striping and signing shall be maintained in a visual and legible manner. (Planning)
- 98. 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)
- 99. 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)
- 100. 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)
- 101. 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)
- 102. 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)
- 103. 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)
- 104. 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, Sunday and Holidays. 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)

- 105. 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)
- 106. 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)

# CONDITIONS OF APPROVAL FOR THE TENTATIVE MAP (SUB-000143):

- 1. The Tentative Map approval shall be effectuated within a period of two (2) years from this date and if not effectuated shall expire on **May 27, 2012**. Prior to said expiration date, the applicant may apply for an extension of time. (Planning)
- 2. The Tentative Map is approved as shown in Exhibit F and as conditioned or modified below. (Planning)
- 3. The approval of a Tentative Map and/or tentative site plan does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)
- 4. The design and construction of all improvements shall conform to the 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 developer shall not commence with any on-site improvements until such time as grading and/or improvement plans are approved and grading and/or encroachment permits are issued by the Department of Public Works. (Engineering)
- 6. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities, Finance)

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

- 7. The applicant shall submit to the Planning and Engineering Departments the appropriate Army Corps of Engineers permit or clearance, the California Department of Fish and Game Stream Bed Alteration Agreement, and/or the Regional Water Quality Control Board Water Quality Certificate. (Planning)
- 8. Fencing and retaining walls shall be reviewed with the MPP Stage 2 application and shall be consistent with the Zoning Ordinance, Community Design Guidelines and North Roseville Design Guidelines, and improvement standards. (Planning)

- 9. 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)
- 10. The applicant shall apply for and obtain an encroachment permit from the Engineering Department prior to any work conducted within the City right-of-way and/or City easements. (Engineering)
- 11. Improvements on Industrial Avenue shall be constructed to obtain 12-foot north bound and south bound travel lanes, a 10-foot north bound auxiliary lane across the entire frontage, a 12 foot two-way left turn lane, and a 4-foot north bound bike lane. The property frontage on Industrial Avenue shall be improved to include standard curb, gutter, and an 8-foot detached pedestrian path. The site shall be accessed, with full turn movements, through Road A and the A-7 driveways located north and south of Road A. Driveways shall be 35-feet in width and shall have 30-foot curb returns for truck access. (Engineering)
- 12. Blue Oaks Boulevard shall be improved to provide a third 12-foot through lane and a 6-foot bike lane beginning at the existing connector roadway and extending to the intersection of Washington Boulevard, curb/gutter, and an 8-foot meandering sidewalk shall be constructed along the limits of this property. A 150-foot right turn curb flare shall be constructed for right turn access onto Road B. The existing westbound left turn pocket on Blue Oaks Boulevard shall be relocated to access Road B and a city standard stamped concrete median island shall be constructed from Allantown to Road B. The left turn pocket shall be 350-feet in length, with a 120-foot taper. A standard right turn lane shall be constructed at the intersection of Washington Boulevard. (Engineering)
- 13. Improvements on Washington Boulevard shall be constructed such that the curb and gutter fronting this site is placed at its ultimate location based on the City's standard for minor arterial roadways. Frontage improvements shall include a 12-foot and 11-foot south bound travel lanes, a 5-foot bike lane, a standard right turn lane to access Road A, and a 120-foot right turn lane/ bus turnout with a 60-foot taper to access the shared driveway at the south of the property. The property frontage shall be improved with an 8-foot detached pedestrian path. (Engineering)
- 14. Road B shall be constructed as a standard Collector roadway with a typical right-of-way width of 48-feet from back of curb to back of curb and shall have a 5-foot sidewalk. Road B shall run from Blue Oaks Boulevard south to Road A. (Engineering)
- 15. Road A shall be constructed as a standard Collector roadway with a typical right-of-way width of 48-feet from back of curb to back of curb and shall have a 5-foot sidewalk. Road A shall run from Washington Boulevard west to Industrial Avenue. At the intersection of Washington Boulevard, Road A shall be constructed with a right-of-way width of 70-feet to accommodate two 11-foot eastbound left turns, a 10-foot eastbound right turn lane, a 12-foot eastbound through lane, a 12-foot westbound through lane, 4-foot eastbound and westbound bike lanes, and standard 3-foot curb and gutter. (Engineering)
- 16. Signal interconnect conduit shall be placed along the entire frontage of Road A and Washington Boulevard for the connection of the future signals. (Engineering)
- 17. Washington Boulevard shall be signalized at Road A. If at the time of construction of this project traffic volumes warrant construction of this signal, then the Developer shall construct the signal at Road A. If at the time of construction traffic volumes do not warrant the construction of the traffic signal, then the Developer shall place conduit for the future installation of the signal. The

Developer may enter into a reimbursement agreement with the City for the cost of the signal construction or placement of signal conduit. (Engineering)

- 18. The Developer shall place conduit for the future installation of the signal at the intersection of Industrial Avenue with Road A. The Developer may enter into a reimbursement agreement with the City for the cost of the placement of signal conduit. (Engineering)
- 19. **Prior to the approval of improvement plans**, the Developer shall obtain any required approvals and permits from the California Department of Transportation (Caltrans) for the improvements that will be constructed within Caltrans right-of-way. (Engineering)
- 20. The developer shall place bus shelters and pads on northbound Industrial Avenue north of Road A (Shelter #10-249), southbound Washington Boulevard south of Road A (Shelter #10-250), westbound Road A west of Washington Boulevard (Shelter #10-251), eastbound Road "A" before the entrance to Parcel 7 (Shelter #10-252), and southbound on Road B south of Blue Oaks Boulevard (Shelter #10-253). (Engineering/Transportation)
- 21. Developer shall be responsible for the installation of a bus shelter and related improvements conforming to the city's current standards on the shelter pads as conditioned above. The Developer and City may enter into a deferred improvement or other agreement based upon a construction cost of \$10,000 per shelter. (Engineering, Transit)
- 22. All driveways located on Road A and Road B shall be designed and constructed as 35-foot wide Type A-7 driveways. (Engineering)
- 23. Access from Industrial Avenue through the neighboring property to the south will require an access easement to be dedicated by the southern property owner to the benefit of the Developer. If an easement cannot be obtained, then the connection to the neighboring property to the south shall be eliminated. (Engineering)
- 24. This project shall be constructed sequentially per the approved phasing plan and as listed below. Prior to occupancy of any building, all infrastructure from the prior phases shall be substantially complete. Any required temporary striping for the phasing of this project shall be the responsibility of the Developer. The phasing plan may be modified upon approval of the Public Works and Planning Director as part of the Stage Three. (Engineering)

## Phase 1 (Infrastructure):

b. Mass grade of site and relocation of natural drainage channel.

#### Phase 2 (Infrastructure):

- c. Construct improvements for Industrial Avenue from southern property limits to Road A.
- d. Construct Road A from Industrial Avenue to Road B, providing a temporary cul-de-sac with a minimum radius of 50-feet.

Phases 3, 4 (Buildings): Construct buildings A-F with associated site improvements

## Phase 5 (Infrastructure):

- e. Construct improvement for Industrial Avenue from Road A to northern property limits.
- f. Construct improvements for Blue Oaks Boulevard from western property limits to Road B.
- g. Construct Road B from Blue Oaks Boulevard to Road A and remove the temporary cul-desac at the intersection of Road A.

h. Remove existing connector roadway between Industrial Avenue and Blue Oaks Boulevard and abandon the existing right of way.

Phase 6, 7 (Buildings): Construct buildings P, R-T with associated site improvements

Phase 8 (Infrastructure):

- d. Construct improvements for Blue Oaks Boulevard from Road B to Washington Boulevard.
- e. Construct improvements for Washington Boulevard from Blue Oaks Boulevard to the southern property limits.
- f. Construct Road A from Road B to Washington Boulevard.

Phase 9-12 (Buildings): Construct Buildings M, N, L, & K and associated site improvements

- 25. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During site inspection Engineering will designate the exact areas to be reconstructed. (Engineering)
- 26. A note shall be added to the grading plans that states:

Prior to the commencement of grading operations, the contractor shall identify the site where the excess/borrow earthen material shall be imported/deposited. If the borrow/deposit site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified. (Engineering)

- 27. The grading plans shall be accompanied with engineered structural calculations for all retaining walls greater then 4 feet in height. All retaining walls shall be of either split faced masonry units, keystone type construction, or cast in place concrete with fascia treatment. (Engineering)
- 28. All storm drainage, including roof drains, shall be collected on site and treated with Best Management Practices (BMP's) per the City's Stormwater Quality Design Manual. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. The grading/improvement plans for the site shall be accompanied with a shed map that defines that area tributary to this site and all drainage facilities shall be designed to accommodate the tributary flow. The storm drain system and proposed BMP's shall be privately owned and maintained by the property owner. Prior to the issuance of any permits, the owner shall provide a plan for the maintenance of the proposed BMP's, enter into a maintenance agreement with the City, and secure an Annual Stormwater Permit from the City to operate the stormwater treatment devices, as described in the City's Urban Stormwater Quality Management and Discharge Control Ordinance. (Engineering)
- 29. **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 preconstruction meeting. (Engineering)
- 30. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)

- 31. 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)
- 32. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
- 33. Prior to the approval of the improvement plans, it will be the project proponents responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)

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

- 34. Prior to the approval of Improvement Plans, the applicant shall submit to the Engineering Division of Public Works, a paper copy and an electronic copy of the final set of Improvement Plans per the Division's "Digital Submission of Utility Composites" standards. Additionally, the applicant shall submit approved/proposed street names for the approved subdivision map. Final street names for the subdivision shall be approved by the Engineering Division prior to the approval of the Improvement Plans. The approved street names shall be included on the final set of Improvement Plans. (Engineering)
- 35. Water and sewer infrastructure shall be designed and constructed pursuant to the adopted City of Roseville Improvement Standards and Construction Standards and shall reflect the following:
  - a) Sewer and water service laterals shall not be allowed off of water and sewer mains larger than 12 inches in diameter.
  - b) Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12' unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.)
  - c) Water and sewer mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions
  - d) All sewer manholes shall have all weather 10-ton vehicular access unless authorized by these conditions. (Environmental Utilities)
- 36. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 1000 feet on center. (Fire)
- 37. Minimum fire flow is 3,000 gallons per minute with 20 lbs. psi residual pressure. A change in any of the conditions may increase the required fire flow. (Fire)
- 38. 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)

- 39. The design for electrical service for this project will begin when the Electric Department has received a full set of improvement plans for the project. (Electric)
- 40. All landscaping in areas containing electrical service equipment shall conform with the "Electric Department Landscape Design Requirements" as outlined in Section 10.00 of the Electric Department's "Specifications for Commercial Construction." (Electric)
- 41. 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
- 42. The location and design of the gas service shall be determined by PG&E. The design of gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)
- 43. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

## PRIOR TO OR UPON RECORDATION OF FINAL MAP

- 44. The following easements shall be provided and shown on the Final/Parcel Map or by separate instrument, unless otherwise provided for in these conditions:
  - a) A 20 foot wide public utilities easement along all road frontages;
  - b) Water, and sewer easements; and,

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

- 45. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)
- 46. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed Land Surveyor (Environmental Utilities, Electric, Engineering)
- 47. A declaration of Conditions, Covenants and Restrictions (CC&Rs), in a form approved by the City Attorney, shall be recorded on the entire property concurrently with the Final/Parcel Map. The CC&Rs shall include the following item(s):
  - a) A clause stating that the property owners within this subdivision shall agree to participate in a Transportation Systems Management (TSM) Plan and shall agree to enter into a Transportation Management Agreement with the City of Roseville.
  - b) A clause prohibiting the amendment, revision or deletion of any sections in the CC&Rs required by these conditions of approval without the prior written consent of the City Attorney. (Attorney)

- 48. Any structures crossing Lot/Parcel lines created by the Final/Parcel map shall be removed. (Engineering)
- 49. The right of way required for the improvements to Blue Oaks Boulevard, Industrial Avenue, and Washington Boulevard, shall be dedicated in fee on the face of the map. (Engineering)
- 50. The map shall show the right of way for Road A and Road B as an Irrevocable Offer of Dedication (IOD). (Engineering)
- 51. The street names shall be approved by the City of Roseville. (Engineering)
- 52. In the event that the Final Map will record prior to the completion of on-site construction, all utility and access easements shall be placed on the face of the Map to the satisfaction of the City Engineer. If all on-site improvements are complete prior to the recordation of the map, then a separate agreement allowing all parcels/lots the rights of reciprocal access, rights to construct, and parking shall be submitted to the City as a part of final/parcel map submittal. Said agreement shall be in a form acceptable to the City Attorney and referenced on the face of the recorded map. (Engineering)
- 53. The Final Map shall include an irrevocable offer to dedicate public rights-of-way and public and/or private easements as required by the City. (Engineering)
- 54. 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)
- 55. The Fina Map shall be submitted per, "The Digital Submittal of Cadastral Surveys." A plot or print of the submittal shall accompany the electronic copy. The complete submittal shall occur after the Engineering Department approval but prior to City Council approval of the Final/Parcel Map. (Engineering)
- 56. Electric construction costs incurred by the City of Roseville Electric Department for this project shall be paid for by the developer per the applicable policy. (Electric)
- 57. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
- 58. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
- 59. 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)
- 60. The Environmental Utilities Department shall make a determination that there is adequate conveyance and treatment capacity in the City sewer system to handle the newly created Lot/Parcels. (Environmental Utilities)
- 61. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

## **OTHER CONDITIONS OF APPROVAL**

- 62. The applicant shall pay City's actual costs for providing plan check, installation and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Environmental Utilities, Engineering)
- 63. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
- 64. It is the responsibility of the developer to insure that all existing electric facilities remain free and clear of any obstructions during construction and when the project is complete. (Electric)
- 65. 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)
- 66. 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. (Engineering)
- 67. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor shall notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. Non emergency releases or notifications about the presence of containers found shall be reported to the Fire Department. (Fire)

#### **ATTACHMENTS**

- 1. Fehr & Peers Traffic Study
- 2. DKS Associates Traffic Study

#### **EXHIBITS**

- A. Mitigated Negative Declaration
- B. Plan Set Cover Sheet
- C. Site Plan
- D. Phasing Plan
- E. Enlarged Site Plan for Parcels 5-7
- F. Tentative Subdivsion Map
- G. Preliminary Grading Plan
- H. Preliminary Utility Plan
- I. Landscape Concept Plans (4 sheets)

- J. Building A Exterior Elevations
- K. Building B Exterior Elevations
- L. Building C Exterior Elevations
- M. Building L Exterior Elevations
- N. Buildings M & N Exterior Concept Elevations
- O. Roadway Striping and Lane Geometric Plans (3 Sheets

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.

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