

CITY OF ROSEVILLE PLANNING DEPARTMENT STAFF REPORT PLANNING COMMISSION MEETING

July 14, 2005

Prepared by: Eileen Bruggeman, Project Planner

ITEM VI-A:

DESIGN REVIEW PERMIT, SPECIFIC PLAN AMENDMENT, AND TENTATIVE PARCEL MAP – 751 PLEASANT GROVE BLVD. (HIGHLAND PLAZA SHOPPING CENTER, HIGHLAND RESERVE NORTH SPECIFIC PLAN, PARCEL 40) – FILE#S DRP 04-63, SPA 05-10 & PM 04-22.

REQUEST

The applicant requests approval of the following entitlements:

- Design Review Permit to construct seven (7) commercial retail buildings totaling 131,900 square feet with associated site improvements;
- Specific Plan Amendment to modify the specific plan design guidelines related to the design of Parcel 40: and
- **Tentative Parcel Map** to subdivide 13.93 acres into seven (7) parcels.

Property Owner: Eureka Development Company, Douglas M. Sutherland **Applicant:** Williams + Paddon Architects and Planners, Inc., Stuart Grinstain

SUMMARY RECOMMENDATION

The Planning Department recommends that the Planning Commission:

- A. Adopt the Mitigated Negative Declaration;
- B. Adopt the four (4) findings of fact for the Design Review Permit;
- C. Approve the Design Review Permit with one hundred, fifteen (115) conditions of approval;
- D. Recommend that the City Council Adopt the Findings of Fact for the Specific Plan Amendment;
- E. Recommend that the City Council Approve the Specific Plan Amendment;
- F. Adopt the three (3) findings of fact for the Tentative Parcel Map; and
- G. Approve the Tentative Parcel Map with fifty-nine (59) conditions of approval;

SUMMARY OF OUTSTANDING ISSUES

The applicant is in agreement with the recommended conditions of approval. There have been several neighborhood meetings regarding this project that have identified a number of concerns. The majority of the concerns have been resolved, however, one neighborhood concern remains regarding a driveway on Highland Park Drive. This concern is discussed further in the Evaluation section of this report.

BACKGROUND

• **Project Site:** The project is located on approximately 14 acres bounded by Highland Park Drive on the north, Pleasant Grove Boulevard on the west, and Fairway Drive on the south (Attachment 1). The project shares a common eastern boundary with a proposed park site. Project improvements will include single-story commercial retail buildings, landscaping, parking, site lighting, walkways, plaza areas, a bus stop, and utilities. The General Plan and Highland Reserve North Specific Plan (HRNSP) land use designation for the site is Community Commercial (CC). The zoning designation is Community Commercial/Special Area-Highland Reserve North Specific Plan (CC/SA-HR).

• Entitlement History: The site is part of the HRNSP and was subdivided into large lot parcels with the approval of the specific plan. Parcel 40 is currently being rough graded for removal of approximately 100,000 cubic yards (file #s GP 04-02 and GP 04-12). The site has no other development entitlement history.

SITE INFORMATION

- A. Roseville Coalition of Neighborhood Associations (RCONA): RCONA #37 Stanford. The RCONA was not active in 2003 when discussion of development of Parcel 40 started. In the interim, four (4) meetings regarding the development of Parcel 40 were held with residents. Absent an active RCONA, meeting notices were mailed to all addresses within the Highland Reserve North Specific Plan area, growing from a list of approximately 1,000 in 2003, to over 2,000 addresses in 2005. Some mailings may be redundant as the mailings were based on both site addresses and property owners. This mailing list was also utilized for the noticing of the Planning Commissions hearing.
- B. Total Acreage: Approximately 13.93 acres.
- C. Site Access: Access to the site will be provided via five driveways. Two (2) driveways will be on Fairway Drive, one for vehicle ingress and egress and the second driveway at the rear of the Nugget Market for truck exiting only (right turn only on to Fairway Drive). Two (2) driveways will be on Pleasant Grove Boulevard. One driveway will be at the median break and will have right and left turn ingress, and right turn egress movements. The second driveway located closer to Highland Park Drive will have right turn ingress and egress movements only. Truck drivers will be directed to use this entrance, and to access the delivery areas at the rear of the site. A fifth driveway is located on Highland Park Drive with full left and right ingress and egress turn movements.
- **D. Grading:** The subject property is currently being rough graded and is undergoing an extensive rock crushing operation. The site does not support any vegetation or notable natural features.

ADJACENT ZONING AND LAND USE

LOCATION	ZONING	GENERAL PLAN LAND USE	CURRENT USE OF PROPERTY
Site	Community Commercial/Special Area (CC/SA-HR)	Community Commercial (CC)	Vacant
North	Residential Small Lot/Design Standards (RS/DS-HR)	LDR-3.39	Single Family Residences
South (across Fairway Drive)	CC/SA-HR	CC	Shopping Center
East	Parks & Recreation (PR)	Parks & Recreation (PR)	Vacant
West	RS/DS-HR	Low Density Residential (LDR-3.75)	Single Family Residences

The proposed project is consistent with the land uses contemplated by the City's General Plan, and the Zoning Ordinance.

ZONING/SPECIFIC PLAN REGULATIONS

DEVELOPMENT STANDARD	REQUIRED	PROPOSED
Building Setbacks (minimum)	None	Min. 25'
Landscape Setbacks (minimum)	30'	30' except where roadway improvements occur (25' min.)
Building Height Limit	50'	Single story retail 39', and 42' top of specialty market tower feature
Building Coverage	None	21.7%
Shading Calculations	50% minimum	51%
Parking Spaces (Total)	Market (1:300) = 200 Shopping Center (1:200) = 360 TOTAL: 560	693
% of compact spaces	up to 30% max. (208)	164 (24%)
# of handicapped spaces	14	20
Bicycle Spaces	11	None Indicated

PROJECT DESIGN FEATURES

See attached Site Plan (Exhibit C); Grading Plan (Exhibit D); Landscape Plan (Exhibit E); Nugget Building Elevations (Exhibit F); Shopping Center Building Elevations (Exhibits G-Q), Village Plaza details (Exhibit Q); Retail Walkway & Portal Plaza Details (Exhibit R); reduced color elevations of the Nugget Market (Attachments 8 and 9) and of the shopping center retail buildings (Attachment 10).

EVALUATION

The evaluation section of this report includes an analysis of each of the requested entitlements. Each of the entitlements is analyzed for its consistency with the goals and policies of the General Plan and applicable policies and standards. Analysis is provided for the Specific Plan Amendment first, followed by review of the Design Review Permit, then the Tentative Map.

SPECIFIC PLAN AMENDMENT

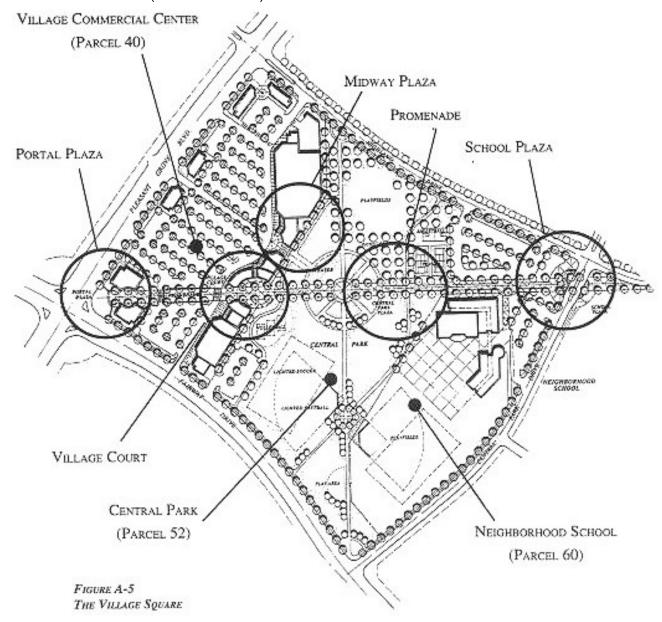
The City evaluates Specific Plan Amendments for consistency with the objectives, policies, programs and land use designations specified in the City of Roseville General Plan and applicable specific plan. In this case, the applicant is not proposing to change the land use designation of the subject property, which will remain Community Commercial (CC). Because the land use designation is not changing, the request will not affect land use compatibility, housing, parks and recreation, schools, or utilities and public services.

The Specific Plan Amendment is proposed to modify design guidelines contained in Appendix A of the Highland Reserve North Specific Plan (HRNSP), that address development of the subject commercial site and the adjacent Central Park (Parcel 52). The proposed amendment will be evaluated in terms of its ability to provide consistency with the policies and objectives of the HRNSP and design guidelines.

The HRNSP includes The Village Square, an area for three contiguous uses: an elementary school site (Thomas Jefferson Elementary), a community park (Parcel 52), and a community commercial area (Parcel 40). The purpose of the combined uses is to create an area providing opportunities for a variety of outdoor activities on a pedestrian scale that would be a focal point of the community. The Design Guidelines provide standards for development that will promote opportunities for pedestrian access, and a "seamless visual interface" between the commercial uses and the park.

The conceptual site plan in the HRNSP for The Village Square (see below) includes:

- Two points of pedestrian connection between the park and commercial center (Village Court and Midway Plaza);
- A point of pedestrian connection from the commercial center to the adjacent streets (Portal Plaza);
 and
- A 50-foot wide pedestrian pathway provides a connection between the commercial center, Central Park and the school (The Promenade).



As both the developer and the Parks and Recreation Department moved from conceptual designs to more defined plans, it was realized certain standards in the Design Guidelines would conflict with plans for facilities at the park site, and would not promote an effective shopping center design.

While recognizing the development of the commercial site and park would not be able to absolutely conform to the standards in the HRNSP, there was agreement between the applicant, Nugget Market, and City staff (Parks, and Planning and Redevelopment) to develop a plan that followed the intent of the guidelines to the extent feasible. Primary concerns are retaining the pedestrian scale, and providing an attractive, integrated interface between the commercial center and Central Park. The inclusion of a truck access road between the rear of the buildings and the park was initially in conflict with these two goals, however, as discussed further amendments to the project have addressed this conflict. A comparison of the HRNSP guidelines to the proposed plan is provided as Attachment 2, along with a written explanation by the project architect (Attachment 3), and the proposed revisions to the Design Guidelines (Exhibit B).

Concurrent with working to implement the intent of the Design Guidelines, the applicant also participated in a series of meeting with residents of the Highland Reserve North Specific Plan area. Below is a summary of the results of those meetings:

September 29, 2003: The City of Roseville Parks and Recreation Department initiated a meeting with residents to discuss a proposal to sell a portion of Parcel 52 (Central Park site). The discussion focused on the proposed sale of approximately three (3) acres of Parcel 52 to the property owner of Parcel 40 for the purposes of generating funds potentially for the development and maintenance of Central Park, and to enlarge the commercial site along the frontage of Highland Park Drive. At the meeting residents indicated they did not support the proposal (Attachment 4), expressing concerns that the sale of land would allow for placement of a large retail building near the Highland Park Drive side of the commercial center. The Parks and Recreation Department and landowner made the decision to not pursue the idea of selling the 3-acre portion of parkland.

December 9, 2004: During the interim, Parcel 40 was sold to Citadel Equities. The developer initiated a meeting with residents to discuss a site plan, revised from the conceptual site plan shown in the Highland Reserve North Specific Plan Design Guidelines. At the meeting the developer introduced Nugget Market as a primary tenant. The developer proposed a change from the specific plan by moving the market (the largest retail use) away from the Highland Park Drive side of the site and further away from the single-family residences. (Attachment 5). The movement of the market further from the single family residences addressed one concern of the neighbors. The neighbors expressed other concerns inclusive of exterior lighting, providing adequate parking, traffic and pedestrian safety. The developer indicated there would not be illuminated signs on the Highland Park side of the project and designs that enhanced pedestrian safety would be examined. Neighbors also stated there is too much traffic and drivers speeding on Highland Park Drive, placing children crossing the street to the school, park and shopping center at risk. Although provided for in the HRNSP concept plan, residents strongly recommended removal of the driveway

May 9, 2005: Citadel Equities held another meeting to discuss revisions made to the site plan in response to comments made by neighbors at the previous meeting, and to discuss the results of additional traffic analysis. Revisions to the site plan included removal of a building adjacent to Highland Park Drive, incorporation of a pedestrian plaza area adjacent to the Highland Park Drive entrance, additional pedestrian connections from the public sidewalks into the center to avoid pedestrians having to use the driveway entrances, and an additional pedestrian connection to Central Park (Attachment 6). Neighbors were concerned to learn the driveway on Highland Park Drive would be the entrance for truck traffic, and strongly argued that the driveway should be removed to reduce traffic on Highland Park Drive.

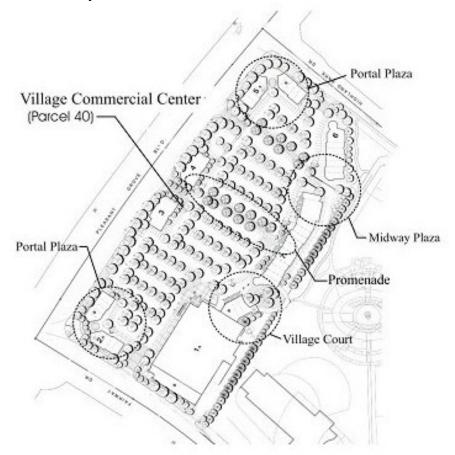
on Highland Park Drive.

June 1, 2005: A working meeting was held with a small group of residents to discuss alternative designs. The developer was able to confirm a second driveway could be added on Pleasant Grove Boulevard that would meet City Improvement Standards and provide a new truck entrance,

removing truck traffic from Highland Park Drive. Results of additional traffic analysis prepared by Fehr & Peers (Attachment 7a) indicated that relatively minor changes to traffic patterns would occur due to removal of the driveway on Highland Park Drive.

Traffic calming measures were discussed with Fehr & Peers and City Engineering and Planning staff. Several traffic calming measures where considered including, additional signing, striping, narrowing of lanes, and rumble strips. Traffic calming measures were not considered appropriate for these collector streets as they are not operating near their planned capacity and calming measures could impede the safe and efficient flow of future traffic volumes. Staff also had concerns that many of the calming measures would have undesirable impacts either to adjacent neighbors or the safe flow of traffic. Although no traffic calming measures were deemed appropriate for the project it should be recognized that the City Traffic Division is in process of installing 'School Zone' signs on Central Park Drive expanding the existing school zone, and the speed limit is being reduced to 25 mph on Central Park Drive in the vicinity of the Thomas Jefferson Elementary School.

Staff believes that the extensive public outreach by the applicant and participation from the adjacent neighbors on this project has resulted in significant project improvements. The developer has met all the neighbors concerns, except the removal of the entrance on Highland Park Drive. The resultant site plan is shown below, with key features called out.



Highland Park Drive: As previously noted, the residents have expressed their opposition to inclusion of a driveway on Highland Park Drive. The neighbors feel inclusion of the driveway will promote additional traffic on Highland Park Drive, and decrease pedestrian safety. In response to their concerns regarding additional traffic, the additional traffic analysis previously mentioned was prepared by Fehr & Peers (Attachment 7a) that evaluated the effects of retaining and removing the driveway. From an engineering perspective the results of the analysis indicate there is not a compelling reason to

remove the driveway because the traffic levels do not change significantly under either option. Planning staff believes it is desirable from a design perspective to provide an optimal number of entrances to facilitate movement in and out of a center, and the location of the driveway is consistent with the conceptual site plan contained in the Highland Reserve North Specific Plan. The applicant prefers to retain the driveway as proposed because it provides additional convenience for shoppers, and this is something that is very crucial to their prospective tenants, particularly to the Nugget Market.

To address the concerns for pedestrian safety, the applicant has incorporated several additional features at the Highland Park Drive driveway. These measures include:

- Reducing the width of the driveway;
- Raising the pedestrian crosswalk level with the adjacent sidewalks at the driveway entrance;
- Providing additional landscaping and outdoor plaza area adjacent to the driveway; and
- Extending the paving pattern across the pedestrian zone.

Considering the modifications to this driveway and the lack of compelling reasons to remove the driveway, staff supports the site plan as proposed.

Truck Access: Following the last meeting with the residents the developer submitted for approval the above site design that retains the driveway on Highland Park Drive, and incorporates a second driveway on Pleasant Grove Boulevard to remove truck traffic from Highland Park Drive (Exhibit C). The driveway at Highland Park Drive is narrowed to cause cars to reduce speeds as they enter Highland Park Drive. The developer has indicated the crosswalk will be raised even with the sidewalks to further demark the pedestrian area.

2nd Access Point: With removal of truck traffic from the Highland Park Drive entrance and routed from Pleasant Grove Boulevard to the rear of the site, another connection is added between the center and Central Park mid-way between the Village Court and Highland Park Drive. Similar to the Highland Park Drive driveway, the pedestrian crossing at the secondary plaza at the truck access will be raised even with the adjacent sidewalks, and the paving pattern extended over the raised area to clearly demarcate the pedestrian area, plus provide the feeling of a plaza that is uninterrupted by a driveway.

Truck Access Road At Rear of Buildings: Removal of the truck access route across the rear of Building 6 provides the opportunity to remove the masonry screen wall between the commercial center and the park, and provide a rear building elevation that mirrors the front building elevation, with opportunities for views into the park. The remainder of the truck access road would be interrupted by two (2) motion activated, electronic gates at the Village Court (between Buildings 7A and B). Pedestrian crossing of the truck access road at the break between Buildings 6 and 7 is clearly demarcated by raising the pedestrian crossing level with the adjacent sidewalks, and the paving pattern continues across the crosswalk to clearly demarcate the pedestrian zone. Connectivity between the shopping center and the park site is promoted through elevation of the Village Court plaza area as it crosses the truck access road, inclusion of the two gates, and bollard lighting, it will define a pedestrian domain and promote an open plaza area with minimal interruption by the access road. There will be occasional deliveries for the retail uses, however, the truck access road will primarily benefit the Nugget Market.

Pedestrian Scale: Details have been incorporated into the site design to increase the pedestrian accessibility of the site (Exhibits C, Q and R). As noted above pedestrian improvements are provided at intersections with vehicles. The broad promenade that was proposed to cut diagonally across the site is removed. Features in the site plan provide and emphasize pedestrian connection to adjacent streets, within the center, and between the center and the park site. These features include:

- Two fourteen foot (14') wide walkways with alternating landscape planters providing access from Pleasant Grove Boulevard to Buildings 6 and 7;
- Two corner plazas on Pleasant Grove Boulevard:

- The Village Court plaza; and
- A second break in the building massing with a plaza area, with an articulated pedestrian path across the drive aisle and providing connection to the Park.

CONCLUSION

With these additional details and site design features, staff believes to the extent feasible measures have been incorporated into the design of the project to provide pedestrian scale and connection between the commercial center and Central Park. The proposed plan is not consistent with all of the Specific Plan Design Guidelines, however, the proposed plan provides features that meet the intent of the Specific Plan to create a community activity area that will be pedestrian accessible and connected to the adjacent Central Park.

EVALUATION OF DESIGN REVIEW PERMIT

The evaluation of the Design Review Permit for the proposed project has been based on the applicable development standards within the City's Zoning Ordinance and the design standards of the City's Community Design Guidelines.

As proposed and conditioned, the project complies with the applicable guidelines. The remainder of the Design Review Permit evaluation section will focus on design guidelines that warrant additional review and consideration by the Planning Commission.

Site Design Guidelines

- Pedestrian connections are encouraged from off-site circulation systems to main entrances, using means to minimize conflicts with vehicles.
- The applicant has indicated the intent to install the Village Court as a raised plaza in the area where it is crossed by the truck access road. In addition, the pedestrian walkways at the secondary access point between Buildings 6 and 7, and at the Highland Park Drive entrance are also to be raised walkways even with the adjacent sidewalks. The paving patterns are to be extended across the walkways to clearly demarcate the pedestrian area, while also providing the visual sense of an uninterrupted walkway. Paving patterns and thematic lighting will be used throughout the commercial site and extended a short distance into the Park site to provide continuity within the center, and between the center and the park. Dedicated accessible walkways are provided from the adjacent street frontages to all buildings within the project.
- Condition 10a is recommended for inclusion to require additional information be provided in the construction drawings indicating the elevated pedestrian walkways, extension of the paving pattern, and use of thematic lighting to the satisfaction of the Parks Department, and the Planning & Redevelopment Department before issuance of Building Permits.
- Bike racks are required by the Zoning Ordinance, to be placed in highly visible and convenient areas.
- Eleven (11) bicycle locations are required based on the number of parking stalls being provided. None are indicated on the Site Plan.
- **Condition 10b** requires the Site Plan be revised before issuance of Building Permits to indicate appropriate bike rack locations sufficient for eleven (11) bikes, and include a bike rack detail.

Grading

There is a slight change in grade (two to five feet) between the commercial site and the park site.

- The applicant is working with the Parks Department to develop a coordinated approach to how the edge will be graded, installation of walkways, and extension of the plaza area into the park site at the time of construction of the commercial site.
- Condition 10c is included to stipulate that the edge grading and improvements (i.e., walkways, ramps, plazas) will be revised and extended as needed to provide a smooth pedestrian connection between the commercial center and the park to the satisfaction of the Parks Department, and the Planning & Redevelopment Department before issuance of Building Permits.

Architectural

- The Community Design Guidelines state the color and texture of buildings within a project should be compatible within the project.
- The Nugget Market has a distinctive architectural style that reflects open markets through use of minimal windows, and sturdy materials such as brick and block walls. The style is softened by their inclusion of statuary and lug art.
- The remainder of the shopping center will have a slightly different architectural style that uses a variety
 of treatments and colors that include arched roof elements, circular tower, metallic accents, and colored
 stucco.
- The two styles are proposed to be coordinated through use of the same brick veneer and block wall
 material as used on the Nugget Market as accents at various locations throughout the shopping center,
 and through addition of a cornice at the roofline of the Nugget Market that matches in shape and color
 the cornice treatment of other buildings in the center.
- The Specific Plan Design Guidelines also encourages buildings be oriented with window and public
 entries overlooking the Village Court and the Park. In addition, buildings are to create a unifying design
 of the center through architectural elements, artwork, site furnishings and hardscape design at plaza
 areas.
- The Community Design Guidelines encourage all elevations should contain architectural elements drawn from the primary elevation. Architectural elements should be used to promote a pedestrian scale.
- The elevations of the center will be more clearly defined, as the construction drawings are prepared. Additional focus will be paid to the elevations oriented towards plaza areas, towards the adjacent streets, and towards the Park.
- Condition 10d is recommended for inclusion to clarify that the architectural elevations will be subject to further review by the Planning & Redevelopment staff to ensure all elevations incorporate durable materials, providing a unifying design, and elevations oriented towards the plaza areas, adjacent streets and the park site incorporate architectural elements to the satisfaction of the Planning & Redevelopment Department. (Planning & Redevelopment)

Lighting

- A Planned Sign Permit Program has not been submitted for this project. However, the applicant made a commitment to the residents that there would not be illuminated signage facing towards Highland Park Drive.
- **Condition 10e** is included that prohibits illuminated signs on elevations of Buildings 5B and 6 that are visible to Highland Park Drive.

Public Artwork

 The Community Design Guidelines (CDG) encourages the use of public art in visible locations, related in scale and concept to the project. Art may include a variety of forms, such as sculptures, murals, or fountains.

- Lug box art is provided on two (2) elevations of the Nugget building (facing towards Fairway Drive and towards the park site). There is also statuary over the main entry.
- These features are felt to fulfill the intent of the guideline, and staff has not included a condition requiring additional artwork.

Design Review Permit Conclusion:

The applicant is in agreement with the above Conditions of Approval. Section 19.78.060(B) of the Zoning Ordinance requires that four findings be made in order to approve a Design Review Permit. Based on the analysis contained in this staff report and with the project conditions, the required findings can be made for the proposed Design Review Permit. The four findings for the Design Review Permit are contained in the Recommendation section of this report.

TENTATIVE PARCEL MAP

EVALUATION 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 Parcel Map. The three findings are listed below in *italics* and are followed by an evaluation of the map in relation to each finding.

 The size, design, character, grading, location, orientation, and configuration of lots, roads and all improvements for the Tentative Parcel 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 design standards of Title 18 (Subdivision Ordinance) of the Roseville Municipal Code.

<u>Parcel size, design, configuration, location, orientation and character:</u> As indicated in the project description and as shown in Exhibit H, the applicant is proposing to subdivide the 13.93-acre parcel into seven (7) parcels. The subdivision will create a parcel for each building within the Highland Plaza Shopping Center. The proposed parcels are consistent with and coincide with the buildings and improvements provided by the DRP.

The General Plan and Zoning Ordinance do not establish minimum lot sizes for parcels within the Community Commercial. Instead, the City reviews tentative maps on a case-by-case basis to insure that the parcels are of adequate size for development. The project Site Plan identifies how the proposed development of the center can be accommodated by the proposed parcel sizes.

<u>Grading:</u> The applicant's engineer indicates that earthwork on the site will include 1,000 cubic yards of cut, and 1,000 cubic yards of fill. The grading will balance on site. This is consistent with that proposed for the DRP, which has been found to be appropriate for the development of the site.

Access & Circulation: Each parcel will be provided access and will allow access to the circulation pattern proposed with the DRP. All parcels/lots will have rights of reciprocal access, rights to construct, and parking. A separate agreement to this effect will be submitted to the City as a part of final/parcel map submittal (**Tentative Map Condition 42**).

<u>Improvements:</u> The project will also include shared utility infrastructure, including looped water, sewer, electric, fire hydrants and other utility mains. The access improvements and utility infrastructure necessary to serve development on any one of the proposed parcels may include infrastructure improvements on one or all of the other proposed parcels. The Design Review Permit is conditioned to require that these site improvements be provided. The requirements for access

and service improvements have been included in the conditions of approval for both the Design Review Permit as well as this subdivision map.

<u>Phasing:</u> The entire project site is currently being rough graded. Phasing is not proposed.

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.

As supported by the Design Review Permit, the size, configuration and design of all of the lots within the subdivision are consistent with the City's policies and standards. There are no outstanding issues that would cause the lots to be impractical for improvements or to be used for the development as permitted within the Community Commercial Zone.

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 what has been anticipated by the General Plan. In addition, the design of the sewer lines in the project area and treatment capacity at the City's sewage treatment plant have adequate conveyance and capacity to accommodate the existing and future development on the parcels proposed by the tentative map.

ENVIRONMENTAL DETERMINATION

The Roseville Planning Department prepared an Initial Study and Mitigated Negative Declaration for this project in accordance with the California Environmental Quality Act (CEQA) and the City of Roseville CEQA Implementation Procedures. The document was posted with the City Clerk's office on June 24, 2005, and is included as Exhibit A. The document is available for review at the Planning Department office, located at 311 Vernon Street, Roseville, CA 95678. The public review period lasts until July 14, 2005. To date, no comments on the document have been received.

Air Quality: This project alone does not have the potential to significantly degrade air quality. However, the incremental impacts associated with this project considered cumulatively with the incremental impacts of other projects will degrade air quality. The General Plan EIR, HRNSP EIR, and 2002 CIP Update Supplemental EIR concluded that the build out of these plan areas would have significant adverse cumulative air quality impacts resulting from Reactive Organic Gasses (ROGs) and Nitrogen Oxide (NOx), and from inconsistency with the applicable goals and policies of the local air quality plans. The adverse cumulative impacts cannot be mitigated to a less than significant level, even with the mitigation measures proposed in the EIRs. Therefore, the City Council adopted findings of overriding consideration. The project is consistent with the General Plan land use designation of Community Commercial/Special Area (CC/SA-HR) and the air quality impacts identified in and evaluated in the General Plan EIR, HRNSP EIR and 2002 CIP Update Supplemental EIR. There are no air quality impacts that are peculiar to the parcel and there is no material change in circumstances since the adoption of the HRNSP EIR in 1990 or General Plan EIR in 1992. However CEQA requires that reductions in adverse project impacts be made, where it is feasible to do so.

Long term operational emissions to air quality will potentially result due to diesel trucks idling at the loading dock of the specialty market to keep refrigeration units running. The Placer County Air Pollution Control District has indicated that while the project itself is not expected to generate emissions that will exceed the District's significant thresholds, the project will contribute to significant cumulative air quality impacts within the County.

The District identified feasible mitigation measures to offset a project's contribution to cumulative air quality impacts to the maximum extent feasible. Of the best available operational mitigation measures provided by the District, the City of Roseville has identified two mitigation measures that most directly address the potential air impacts associated with the idling trucks and will offset the project's contribution to cumulative air quality impacts. Implementation of the mitigation measures listed below will be required of the project during construction document plan check and as a criteria for issuance of Certificate of Occupancy.

Mitigation Measure #1: All proposed truck loading and unloading dock shall be equipped with one power outlet. Volt power of the outlet to be determined by the size of truck potentially using the dock.

Mitigation Measure #2: Diesel trucks shall be prohibited from idling more than five (5) minutes, and must be required by the Albertsons Distribution Center to connect to the power outlet to run any auxiliary equipment. Signage shall be provided stating this requirement at regular intervals along the expanded dock areas.

Noise: The principally permitted uses on the site, which will be largely commercial retail uses typically generate low to moderate noise levels through the use of mechanical equipment such as roof top air conditioning units. The nearest sensitive noise receptors to the Highland Plaza Shopping Center site are residents of the single family residences, which are to the north and west of the project site. Uses on the Highland Plaza Shopping Center site will have a minimum separation of 90 feet from the buildings to the nearest residential property line. The applicant had a noise analysis prepared to analyze potential noise levels (Attachment 8) associated with truck traffic and loading dock noise, roof-mounted air conditioning units and HVAC units, and a drive-thru speaker box (since removed from the project design). The analysis concluded the project would comply with the City of Roseville exterior noise level criteria, with inclusion of one modification to the buildings. The recommended modification is listed below as a mitigation measure:

Mitigation Measure #3: A parapet 4-feet in height will be constructed along the east building facades of commercial uses adjacent to the east property line. In addition, ventilation openings will be fitted with exterior 90-degree ducts that direct airflow in a downward direction.

RECOMMENDATION

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

- A. Adopt the Mitigated Negative Declaration (**Exhibit A**);
- B. Recommend that the City Council Adopt the Finding of Fact for the SPECIFIC PLAN AMENDMENT 751 PLEASANT GROVE BOULEVARD (HIGHLAND PLAZA SHOPPING CENTER, HRNSP, PARCEL 40) - FILE# SPA 05-10;

The proposed Specific Plan Amendment is consistent with the objectives, policies, programs and land use designations specified in the City of Roseville General Plan and Highland Reserve North Specific Plan;

C. Recommend that the City Council approve the SPECIFIC PLAN AMENDMENT – 751 PLEASANT GROVE BOULEVARD (HIGHLAND PLAZA SHOPPING CENTER, HRNSP, PARCEL 40) - FILE# SPA 05-10 as shown in **Exhibit B**:

- D. Adopt the four findings of fact as stated below for the DESIGN REVIEW PERMIT 751 PLEASANT GROVE BOULEVARD (HIGHLAND PLAZA SHOPPING CENTER, HRNSP, PARCEL 40) - FILE # DRP 04-63;
 - 1. The project, as approved, preserves and accentuates the natural features of the property, such as open space, topography, trees, provides adequate drainage for the project, and allows beneficial use to be made of the site for development of the shopping center.
 - 2. The project site design, as approved, provides open spaces for pedestrians, vehicle access, vehicle parking, vehicle and pedestrian circulation, pedestrian walks, and links to alternative modes of transportation, loading areas, landscaping and irrigation and lighting which results in a safe, efficient and harmonious development which is consistent with the applicable goals, policies and objectives set forth in the General Plan and the Community Design Guidelines.
 - 3. The building designs, including the material, colors, height, size, and relief, and the arrangement of structures on the site, as approved, is harmonious with the existing open space and topography of the area which is consistent with the applicable goals, policies and objectives set forth in the General Plan and the Community Design Guidelines.
 - 4. The design of the public services, as approved, including but not limited to trash enclosures and service equipment are located so as not to detract from the appearance of the site, and are screened appropriately and effectively using construction materials, colors, and landscaping that are harmonious with the site and the building designs.
- E. Approve the DESIGN REVIEW PERMIT 751 PLEASANT GROVE BOULEVARD (HIGHLAND PLAZA SHOPPING CENTER, HRNSP PARCEL 40) FILE # DRP 04-63 with the following one hundred, fifteen (115) conditions of approval;
- F. Adopt the three (3) findings of fact stated in the staff report for the TENTATIVE PARCEL MAP 751 PLEASANT GROVE BOULEVARD (HIGHLAND PLAZA SHOPPING CENTER, HRNSP, PARCEL 40) FILE # PM 04-22;
- G. Approve the TENTATIVE PARCEL MAP 751 PLEASANT GROVE BOULEVARD (HIGHLAND PLAZA SHOPPING CENTER, HRNSP, PARCEL 40) FILE # PM 04-22 as shown in **Exhibit S** and subject to the following fifty-nine (59) conditions of approval.

CONDITIONS OF APPROVAL FOR DESIGN REVIEW PERMIT 04-63

- 1. This design review permit approval shall be effectuated within a period of two (2) years from this date and if not effectuated shall expire on **July 14, 2007**. Prior to said expiration date, the applicant may apply for an extension of time, provided, however, this approval shall be extended for no more than a total of one year from **July 14, 2007**.
- 2. The project is approved as shown in Exhibits C R and as conditioned or modified below. (Planning)
- 3. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities, Finance)

- 4. The design and construction of all improvements shall conform to the Improvement Standards and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
- 5. The applicant shall not commence with any on-site improvements until such time as grading and/or improvement plans are approved and grading and/or encroachment permits are issued by the Department of Public Works (Engineering)
- 6. The approval of this project does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)
- 7. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. A deposit in the amount of two and one half percent (2-1/2%) of the value of the public improvements shall be provided at the time plans are submitted to the City for review and an additional deposit in the amount of two and one half percent (2-1/2%) of the value of the public improvements shall be provided at the time that the plans are approved and an encroachment permit is issued. (Engineering, Environmental Utilities, Finance)

PRIOR TO BUILDING PERMITS:

- 8. Parking stalls shall meet, or exceed, the following minimum standards:
 - 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--8 feet x 16 feet; Accessible--14 feet x 18 feet (a 9 foot wide parking area plus a 5 foot wide loading area) and a minimum of one (1) parking space shall be Accessible van accessible--17 feet x 18 feet (9 foot wide parking area plus an 8 foot wide loading area). (Planning)
 - c. An 'exterior routes of travel' site accessibility plan incorporating slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signages, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to City for review, prior to building plan check approvals. This site accessibility plan shall also include:
 - 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 11210b. (Building)
- 9. Signs and/or striping shall be provided on-site as required by the Planning Department to control on-site traffic movements. (Planning)
- 10. 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.

- a. Provide additional information indicating the locations of the elevated pedestrian walkways, extension of the paving pattern, and use of thematic lighting to the g the pedestrian crosswalk even with the adjacent sidewalks at the Highland Park Drive entrance and at the break between Buildings 6 and 7. Provide additional information regarding use of paving patterns and thematic lighting to create continuity throughout the center and providing connection between the commercial center and the park to the satisfaction of the Parks Department, and the Planning & Redevelopment Department. (Parks, Planning & Redevelopment)
- b. Revise the Site Plan to indicate appropriate bike rack locations sufficient for eleven (11) bikes, and include a bike rack detail. (Planning & Redevelopment)
- c. Revise edge grading and indicate extension of improvements (walkways, ramps, plazas) as needed to provide a smooth pedestrian connection between the commercial center and the park to the satisfaction of the Parks Department, and the Planning & Redevelopment Department. (Parks, Planning & Redevelopment)
- d. All elevations shall incorporate durable materials to provide a unifying design. Elevations oriented towards plaza areas, the adjacent streets, and the Park shall incorporate architectural elements and materials to the satisfaction of the Planning & Redevelopment Department. (Planning & Redevelopment)
- e. Illuminated signage shall not be permitted on elevations of Buildings 5B and 6 that are visible to Highland Park Drive. (Planning)
- 11. The Landscape plan shall comply with the Highland Reserve North Specific Plan and the City of Roseville Water Efficient Landscape Requirements Resolution No. 93-55. (Planning)
- 12. The tree plantings in the parking lot shall be designed to provide a minimum of 50% shade coverage after 15 years. (Planning)
- 13. 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)
- 14. 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)
- 15. 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)
- 16. A separate Site Accessibility Plan which details the project's site accessibility information as required by California Title 24, Part 2 shall be submitted as part of the project Building Permit Plans. (Building)
- 17. Multiple Building Complexes. As part of the required Site Accessibility Plan, the developer shall delineate the extent of the site accessibility improvements being installed as part of the initial improvements for the project, and those that are planned to be developed as part of subsequent phases (i.e. around future pad buildings). (Building)

- 18. 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)
- 19. Restaurants or other food services. The developer shall obtain all required approvals and permits from the Placer County Health Department. (Building)
- 20. 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.
- 21. 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)
- 22. 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)
- 23. 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)
- 24. Along the frontage of Fairway Drive two driveways shall access the site. The northern driveway shall be a standard "Type A-7" driveway with a width of 35-feet and shall be restricted to right turn movements. The driveway throat depth shall be a minimum of 150-feet, and standard driveway grades shall apply. The southern driveway shall be a modified driveway that will restrict vehicle movements to egressing right turns only to the satisfaction of the City Engineer. The minimum throat depth shall be 50-feet. The frontage of the site shall be modified to include a right turn lane into the northern driveway. The right turn lane shall extend south to the southern driveway. An 8-foot pedestrian path shall be constructed along the entire length of the site. At the intersection of Pleasant Grove Blvd. and Fairway Drive the curb return shall be enhanced in conformance with the specific plan requirements. (Engineering)

- 25. Along the frontage of Pleasant Grove Blvd. two driveways shall access the site. The main driveway shall be a modified "Type A-7" driveway with two ingress lanes, each 12-feet wide, and one egress lane a minimum of 12-feet wide. A center landscape median can be placed within the driveway between the ingress and egress lanes with a width between 6 and 10-feet wide. The driveway will be restricted from left turns out and proper signage shall alert the public of such restrictions. The minimum throat depth shall be 125-feet. The secondary driveway shall be located as shown on the approved site plan and shall be a standard "Type A-7" driveway, 35feet in width, with a 30-foot radius curb return entering the site. The driveway shall have a throat depth of 125-feet and shall be restricted to right turn movements only. The driveway will function as the truck access into the site. Along the frontage of the site, an auxiliary lane shall be installed to funtion as right turn lanes into each of the driveways. Within the center median of Pleasant Grove Blvd., a left turn lane shall be constructed into the main driveway. The turn lane shall be delineated with a raised curb extending easterly to the intersection of Highland Park Drive. An 8-foot pedestrian path shall be constructed along the entire length of the site. (Engineering)
- 26. Along the frontage of Highland Park Drive, one driveway shall access the site. The Driveway shall be a standard "Type A-7" driveway, 35-feet in width, and shall enjoy full access. The minimum throat depth shall be 50-feet. An 8-foot meandering pedestrian path shall be constructed along the frontage of Highland Park Drive. (Engineering)
- 27. Additional improvements to the intersection of Pleasant Grove Blvd. and Fairway Drive shall include an additional left turn lane west bound from Fairway Drive to Pleasant Grove, the modification of the traffic signal to accommodate the additional lane, and all necessary stripping changes. At the intersection of Pleasant Grove Blvd and Highland Park Drive, a traffic signal shall be installed. Signal interconnect shall be brought up to the intersection along Pleasant Grove Blvd. PRIOR TO THE ISSUANCE OF BUILDING PERMITS, and subject to City Council approval, the project proponent is given the opportunity to enter into a reimbursement agreement with the City for the above referenced improvements. All work performed as part of the reimbursement agreement shall be paid for with prevailing wages. (Engineering)
- 28. Submittal of improvement plans the City will accept two sets of improvement plans that will enable the developer to segregate that portion of work being reimbursed by the City and paid for with prevailing wages, from the on-site improvements. Both sets of plans shall be submitted simultaneously. PRIOR TO THE ISSUANCE OF A TEMPORARY OCCUPANCY PERMIT all that work included on both sets of plans shall have been determined to be substantially complete by the City. PRIOR TO THE ISSUANCE OF THE FINAL OCCUPANCY PERMIT all that work included on both sets of plans shall have been completed and approved by the City. (Engineering, Building)
- 29. The applicant shall dedicate all necessary rights-of-way for the widening of any streets required with this entitlement. A separate document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorders Office. (Engineering)
- 30. With the approval of the Improvements Plans for this project, a landscape and irrigation plan shall be prepared and approved by the City Parks Department for any and all landscape modifications within the City Right-of-Way. It will be the responsibility of the project proponent to submit all necessary plan sets to the Engineering Department for distribution to the Parks Department for review. The inspection of landscape modifications shall be conducted by the Parks Department inspector in coordination with the Public Works inspector. (Engineering, Parks)

- 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. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)
- 33. A bus shelter shall be installed upon the bus shelter pad located on the NE corner of the Fairway/Pleasant Grove intersection. (Shelter Number 04-193) (Engineering, Transit)
- 34. All storm drainage, including roof drains, shall be collected on site and shall be routed to the nearest storm drain system or natural drainage facility. Prior to discharge from the site, the storm water shall be treated with a sand/oil seperator. The storm drain system shall be a private system and shall be maintained by the property owner. (Engineering)
- 35. If at anytime prior to the "Notice of Completion", the determination is made that existing curb ramp(s) do not meet standard City requirements, it will be the responsibility of the developer to remove/replace or modify the deficient ramp(s) to meet City standards. (Engineering)
- 36. 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)
- 37. Prior to the approval of the improvement plans, it will be the project proponents responsible to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
- 38. 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)
- 39. "Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water, sewer and recycled water utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan view and in profile view where grading activities will modify existing site elevations over top of or within 15 feet of the utility. Any utilities that could potentially be impacted by the project shall be clearly identified along with the proposed protection measures. The developer shall be responsible for taking measures and incurring costs associated with protecting the existing water, sewer and recycled water utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)"
- 40. The applicant shall pay for all applicable water and sewer fees. (Environmental Utilities)
- 41. Water and sewer infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards and shall include:

- a. Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12' unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.
- b. Water, sewer and reclaimed mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions of approval.
- c. All sewer manholes shall have all weather 10-ton vehicle access unless authorized by these conditions of approval. (Environmental Utilities)
- 42. The applicant/developer shall prepare a Transportation Systems Management (TSM) Plan for Highland Plaza Shopping Center to be reviewed and approved by the Transportation Commission. (Transportation)
- 43. Trash enclosures, recycling areas, and enclosure approaches shall be designed to current Refuse Division specifications, the materials and colors shall match the building, and the location of such facilities shall be reviewed and approved by the Refuse Division, Planning and the Fire Department. The enclosure must have inside dimensions of 12 feet wide and 9 feet deep and be built to the specifications of the Solid Waste Department's Enclosure Description. (Refuse, Planning, Fire)
- 44. Access to trash enclosures shall have an inside turning radius of 25 feet and an outside turning radius of 45 feet must be maintained to allow the refuse truck access to and from the enclosure. Enclosures must have a clear approach of 65 feet in front of the enclosure to allow servicing bins. (Refuse)
- 45. A trash enclosure and recycling enclosure is required for each building and each tenant, otherwise, the building owner is responsible for the trash service. (Refuse)
- 46. Fire apparatus access roads shall be provided to within 150 feet of all structures and combustible storage piles. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and an unobstructed vertical clearance of not less than 13 feet 6 inches. (Fire)
- 47. Vertical clearances or widths shall be increased when, in the opinion of the Fire Chief, vertical clearances or widths are not adequate to provide fire apparatus access. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus (32 tons) and shall be provided with a surface so as to provide all-weather driving capabilities. Said access shall be provided prior to any construction or storage of combustible materials on site. (Fire)
- 48. Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved provision for the turning around of fire apparatus. A minimum back of curb radii of not less than 48 feet shall be provided. (Fire)
- 49. The required fire flow for the protection of the proposed project is 3,250 gallons per minute with 20 pounds residual water pressure. This flow is based on the premise that the structure will be of Type V-N construction with the installation of a full coverage automatic fire sprinkler system, and is reflective of the proposed square footage amounts. A change in any of the conditions may increase the required fire flow. (Fire)
- 50. The applicant shall provide the Fire Department with a hydraulic analysis (prepared by a State licensed fire protection, civil, or mechanical engineer) that evaluates the private fire service

- water main serving the complex. The analysis shall demonstrate that an approved water supply is available and that it is capable of supporting the combined demands for the required fire flow 3,250 GPM and the fire sprinkler system demand of 750GPM, for a total of 4,000 GPM. (Fire)
- 51. Applicant shall provide a minimum of 7 fire hydrants within the complex in accordance with the Roseville Fire Code. The average spacing between fire hydrants within the complex shall not exceed 250 feet on-center along proposed roadways. A fire hydrant shall be located within 40-feet of all fire department connections to fire sprinkler systems. The location, number and type of fire hydrants connected to the water supply shall be provided as required and approved by the Fire Department. (Fire)
- 52. Fire hydrants shall be operable and accessible to Fire Department apparatus by roads meeting the requirements of the Roseville Fire Code prior to bringing combustible materials onto the project site. (Fire)
- 53. A minimum clearance of 3-feet shall be provided between trees, shrubs and other landscape materials and all fire protection equipment (hydrants, fire sprinkler system connections, valves). Fire protection equipment shall not be located behind parking stalls or other obstructions to access. (Fire)
- 54. When the proposed project is to be provided with perimeter security fencing, fire apparatus access and occupant exiting shall be considered. All vehicular access gates shall comply with the Uniform Fire Code requirements and shall be equipped with approved Knox and Opticom emergency vehicle access devices. If pedestrian gates are designed as part of the overall exiting system, they shall comply with the exiting provisions of the Uniform Building Code. Plans shall be submitted to the Fire Department for review and approval prior to installation. (Fire)
- 55. An approved access walkway shall be provided to all exterior doors and openings required by either the Uniform Fire Code or the Uniform Building Code. A concrete sidewalk or other approved hard surface will meet the intent of the access walkway requirement. Adequate space adjacent to the access walkway, vertically and horizontally, shall be provided to allow firefighters to access required building openings in order to effectively perform rescue operations, to allow for equipment maneuverability, and to safely raise ground ladders. Any landscaping adjacent to the access walkway shall be such that it does not obstruct the functional purpose of the walkway upon maturity. (Fire)
- 56. The Electric Department requires the submittal of the following information in order to complete the final electric design for the project:
 - a. one (1) set of improvement plans
 - b. load calculations
 - electrical panel one-line drawings
- 57. 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)
- 58. 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)

59. 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:

- 60. 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)
- 61. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:
 - a. A 12.5 foot wide public utilities easement along all road frontages.
 - b. Water and sewer easements. (Electric, Engineering, Environmental Utilities)
- 62. 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)
- 63. Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)
- 64. Inspection of the potable water supply system on new commercial/ industrial/ office projects shall be as follows:
 - a. The Environmental Utilities Inspector will inspect all potable water supply up to the downstream side of the backflow 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.
 - The building inspectors will exclusively inspect all potable water supply systems for the building from the shutoff valve at the building and downstream within the building. (Building, Environmental Utilities)
- 65. The following note shall be added to the improvement plans:

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

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

Building 1A – 765 Pleasant Grove Blvd.

Building 1B - 773 Pleasant Grove Blvd

Building 2A – 789 Pleasant Grove Blvd

Building 2B - 781 Pleasant Grove Blvd

Building 3 – 749 Pleasant Grove Blvd

Building 4 – 733 Pleasant Grove Blvd

Building 5A - 701 Pleasant Grove Blvd

Building 5B - 709 Pleasant Grove Blvd

Building 6 - 725 Pleasant Grove Blvd

Building 7A - 741 Pleasant Grove Blvd

Building 7B - 757 Pleasant Grove Blvd

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

- 67. This project falls within the commercial land use category of the Pleasant Grove Watershed Flood Control Plan as determined by the Placer County Flood Control District and adopted by the City of Roseville. The project is therefore subject to a fee based on gross developed acres. (Engineering)
- 68. 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)
- 69. 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)
- 70. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)
- 71. 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)

- 72. The applicant/developer shall prepare a Transportation Systems Management (TSM) Agreement for Highland Plaza Shopping Center to be reviewed and approved by the City Manager. (Transportation)
- 73. Water and sewer shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)
- 74. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
- 75. 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)
- 76. An approved automatic fire extinguishing system shall be provided for all buildings where the total fire area is 3,600 square feet or greater, as required by Roseville Fire Code Section 1003.2.2. Fire extinguishing systems installed shall conform to the minimum design standards of the Roseville Fire Code Standard 10-3. Plans and specifications shall be submitted to the Fire Department prior to system installation. Plan review and field inspection fees associated with the installation of said systems shall be paid prior to plan submittal. (Fire)
- 77. Fire extinguishing systems installed as required by Section 1003.1.1 of the City Fire Code shall have control valves and activation switches electrically supervised and monitored by an approved central alarm monitoring company. Digital alarm communicator system panels shall be installed and maintained in accordance with National Fire Protection Association Standard # 72 (Fire Alarm Code). Plan review and field inspection fees associated with the installation of said systems shall be paid prior to plan submittal. (Fire)
- 78. Fire extinguishing systems installed as required by Section 1003.1.1 of the City Fire Code shall be provided with an approved audible and visual alarm notification signal within the interior of the building to alert building occupants. Said alarm notification signal shall be provided throughout the building and shall be installed and maintained in accordance with National Fire Protection Association Standard #72 (Fire Alarm Code). Plan review and field inspection fees associated with the installation of said systems shall be paid prior to plan submittal. (Fire)
- 79. An approved project sign shall be placed at vehicle access points into the project during construction to assist emergency responders. The sign shall identify the project name and address, as approved by the City of Roseville. Such signs shall be clearly visible and legible from the street fronting the project. (Fire)
- 80. Dumpsters and trash containers with an individual capacity of 1.5 cubic yards [40.5 cubic feet] or more shall not be stored in buildings or placed within 5-feet of combustible walls, openings or combustible roof eave lines unless said areas are protected by an approved automatic fire sprinkler system in accordance with the Roseville Fire Code. (Fire)
- 81. All shrubbery, trees and signs located within center medians adjacent to site access points shall be seven feet (7') in height or lower to allow access to the site by fire apparatus. (Fire)
- 82. The approved address numbers shall be placed on each building by the applicant in such a position as to be plainly visible and legible from the street fronting the property and shall be placed as to be seen from all entrances. Proposed address numbers shall be indicated on the elevation drawings contained within the building plan submittal. The address numbers shall be contrasting in color with their background and shall be illuminated. (Fire)

- 83. The applicant shall properly identify all required fire lanes in accordance with the Fire Department Fire Lane Standard. (Fire)
- 84. Barricades shall be provided to protect any natural gas meter, fire hydrant, or other fire department control device, which may be subject to vehicular damage. Approved signs may be required to identify the location of fire protection devices. (Fire)
- 85. Automatic fire extinguishing system risers, fire alarm system panels and digital alarm communicator system panels shall be located within an approved fire control room and shall be accessible from an adjacent fire apparatus roadway. Said fire control room shall be a minimum size of thirty-five (35) square feet in size and shall be openable from the exterior via an approved door opening. (Fire)
- 86. A Knox Company Model # 4400 key box shall be located adjacent to the door opening into the fire control room for each structure to provide access to fire protection system equipment. Said box shall be mounted at 6-feet above finished grade adjacent to the door opening. Contact the Fire Prevention Division for an approved Knox Company order form. The applicant shall pay a \$25 fee associated with the inspection of the key box prior to acceptance by the Fire Department at the time of receiving the Knox Company Order Form. (Fire)
- 87. A digitized copy of the approved of the approved drawings for the project shall be submitted to the Fire Department for pre-fire purposes. Said copy shall be submitted in an approved format. (Fire)
- 88. Adequate radio coverage shall be provided within buildings for public safety agencies, as required by Roseville Municipal Code Section 16.16.210. A field test shall be provided by a person in possession of a current FCC License, or a current technician certification issued by the Associated Public-Safety Communications Officials International (APCO), or the National Association of Business and Educational Radio (NABER). The building owner shall retain all test records on the inspected premises and a copy shall be submitted to the Fire Department officials. Adequate radio coverage shall include all of the following:
 - a. A minimum signal strength of 95 dBM available in 90% of the area of each floor of the building when transmitted from the closest City of Roseville Radio Communication site.
 - b. A minimum signal strength of 95 dBM received at the closest City of Roseville Communication site when transmitted from 90% of the area of each floor of the building.
 - c. The frequency range that must be supported shall be 821-824 MHz and 866-869 MHz.
 - d. A 100 % reliability factor. (Fire, Police)
- 89. Additional internal easements or a Common Area P.U.E. will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
- 90. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
- 91. 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)

- 92. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
- 93. 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)
- 94. All landscaping in areas containing electrical service equipment shall conform with the Electric Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Departments "Specification for Commercial Construction." (Electric)
- 95. 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.
- 96. One ¾" conduit with a 2-pair phone line shall be installed from the buildings telephone service panel to the meter section of the customer's electrical switchgear or panel. (Electric)
- 97. 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)
- 98. The proposed driveways and road widening will be built over existing underground electrical facilities. It will be the developer's responsibility to pothole these facilities to check for conflicts between the sub-grade and other proposed utilities (water, sewer, storm drain) and the existing facilities. If there is a conflict it will be the developer's responsibility to lower, relocate or concrete encase the facilities as required by Roseville Electric. (Electric)
- 99. The developer will be required to relocate existing street light facilities along the frontage of Fairway Drive that conflict with the proposed road widening.(Electric)

OTHER CONDITIONS OF APPROVAL:

- 100. 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)
- 101. 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)
- 102. The project shall comply with all required environmental mitigation identified in the Highland Plaza Mitigated Negative Declaration. (Planning)

- a. All proposed truck loading and unloading docks shall be equipped with one power outlet. Volt power of the outlet to be determined by the size of truck potentially using the dock.
- b. Diesel trucks shall be prohibited from idling more than five (5) minutes, and must be required by the tenant/building owner to connect to the power outlet to run any auxiliary equipment. Signage shall be provided stating this requirement at regular intervals along the dock area(s).
- c. A parapet 4-feet in height will be constructed along the east building facades of commercial uses adjacent to the east property line. In addition, ventilation openings will be fitted with exterior 90-degree ducts that direct airflow in a downward direction.
- 103. Signs shown on the elevations are not approved as part of the Design Review Permit. A Sign Permit is required for all project signs. (Planning)
- 104. The parking lot striping and signing shall be maintained in a visual and legible manner. (Planning)
- 105. 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)
- 106. 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)
- 107. 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)
- 108. 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)
- 109. 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 of not and if site remediation is required. (Fire)
- 110. 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)
- 111. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday. Provided, however, that all construction equipment shall be

- fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order. (Building)
- 112. 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)
- 113. 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)
- 114. Concurrent with submittal for plan check and prior to a request for final building inspection, the applicant may request City approval of an occupancy phasing plan to allow individual or multiple building occupancies. This request shall be made in writing to the Building Department and shall include 10 copies of the following:
 - a. A description of measures that will be undertaken to minimize conflict between residents/ building occupants and construction traffic (e.g. fencing, etc.);
 - b. A phasing plan showing the proposed buildings, internal roads and access routes, landscaping, trash enclosure locations, and any other improvements planned for each phase; and
 - Estimated time frame for each phase and a specific date for the first phase. (Planning, Building)
- 115. The Design Review Permit shall not be deemed approved until the actions on the Specific Plan Amendment, SPA 05-10 are approved and become effective. (Planning)

CONDITIONS OF APPROVAL TENTATIVE PARCEL MAP PM 04-22

- 1. The approval of a Tentative Map (**Exhibit S**) 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)
- 2. 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)
- 3. 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)
- 4. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities, Finance)

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

- 5. 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 the Engineering Department prior to approval of the improvement plans.
 - d) Standard Handicap ramps shall be installed at all curb returns per City Standards. (Engineering)
- 6. 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)
- 7. 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)
- 8. 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)
- 9. All drainage facilities shall conform with natural drainage sheds. (Engineering)
- 10. The following note shall be added to the Grading and/or Improvement Plans:

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

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

- 11. Along the frontage of Fairway Drive two driveways shall access the site. The northern driveway shall be a standard "Type A-7" driveway with a width of 35-feet and shall be restricted to right turn movements. The driveway throat depth shall be a minimum of 150-feet, and standard driveway grades shall apply. The southern driveway shall be a modified driveway that will restrict vehicle movements to egressing right turns only to the satisfaction of the City Engineer. The minimum throat depth shall be 50-feet. The frontage of the site shall be modified to include a right turn lane into the northern driveway. The right turn lane shall extend south to the southern driveway. An 8-foot pedestrian path shall be constructed along the entire length of the site. At the intersection of Pleasant Grove Blvd. and Fairway Drive the curb return shall be enhanced in conformance with the specific plan requirements. (Engineering)
- 12. Along the frontage of Pleasant Grove Blvd. two driveways shall access the site. The main driveway shall be a modified "Type A-7" driveway with two ingress lanes, each 12-feet wide, and one egress lane a minimum of 12-feet wide. A center landscape median can be placed within the driveway between the ingress and egress lanes with a width between 6 and 10-feet wide. The driveway will be restricted from left turns out and proper signage shall alert the public of such restrictions. The minimum throat depth shall be 125-feet. The secondary driveway shall be located as shown on the approved site plan and shall be a standard "Type A-7" driveway, 35-feet in width, with a 30-foot radius curb return entering the site. The driveway shall have a throat depth of 125-feet and shall be restricted to right turn movements only. The driveway will function as the truck access into the site. Along the frontage of the site, an auxiliary lane shall be installed to funtion as right turn lanes into each of the driveways. Within the center median of Pleasant Grove Blvd., a left turn lane shall be constructed into the main driveway. The turn lane shall be delineated with a raised curb extending easterly to the intersection of Highland Park Drive. An 8-foot pedestrian path shall be constructed along the entire length of the site. (Engineering)
- 13. Along the frontage of Highland Park Drive, one driveway shall access the site. The Driveway shall be a standard "Type A-7" driveway, 35-feet in width, and shall enjoy full access. The minimum throat depth shall be 50-feet. An 8-foot meandering pedestrian path shall be constructed along the frontage of Highland Park Drive. (Engineering)
- 14. Additional improvements to the intersection of Pleasant Grove Blvd. and Fairway Drive shall include an additional left turn lane west bound from Fairway Drive to Pleasant Grove, the modification of the traffic signal to accommodate the additional lane, and all necessary stripping changes. At the intersection of Pleasant Grove Blvd and Highland Park Drive, a traffic signal shall be installed. Signal interconnect shall be brought up to the intersection along Pleasant Grove Blvd. **PRIOR TO THE ISSUANCE OF BUILDING PERMITS**, and subject to City Council approval, the project proponent is given the opportunity to enter into a reimbursement agreement with the City for the above referenced improvements. All work performed as part of the reimbursement agreement shall be paid for with prevailing wages. (Engineering)
- 15. Submittal of improvement plans the City will accept two sets of improvement plans that will enable the developer to segregate that portion of work being reimbursed by the City and paid for with prevailing wages, from the on-site improvements. Both sets of plans shall be submitted simultaneously. PRIOR TO THE ISSUANCE OF A TEMPORARY OCCUPANCY PERMIT all that work included on both sets of plans shall have been determined to be substantially complete by the City. PRIOR TO THE ISSUANCE OF THE FINAL OCCUPANCY PERMIT all that work included on both sets of plans shall have been completed and approved by the City. (Engineering, Building)
- 16. The applicant shall dedicate on the face of the map, all necessary rights-of-way for the widening of any streets required with this entitlement. (Engineering)

- 17. With the approval of the Improvements Plans for this project, a landscape and irrigation plan shall be prepared and approved by the City Parks Department for any and all landscape modifications within the City Right-of-Way. It will be the responsibility of the project proponent to submit all necessary plan sets to the Engineering Department for distribution to the Parks Department for review. The inspection of landscape modifications shall be conducted by the Parks Department inspector in coordination with the Public Works inspector. (Engineering, Parks)
- 18. 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)
- 19. 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)
- 20. A bus shelter shall be installed upon the bus shelter pad located on the NE corner of the Fairway/Pleasant Grove intersection. (Shelter Number 04-193) (Engineering, Transit)
- 21. All storm drainage, including future roof drains, shall be collected on site and shall be routed to the nearest storm drain system or natural drainage facility. Prior to discharge from the site, the storm water shall be treated with a sand/oil seperator. The storm drain system shall be a private system and shall be maintained by the property owner. (Engineering)
- 22. If at anytime prior to the "Notice of Completion", the determination is made that existing curb ramp(s) do not meet standard City requirements, it will be the responsibility of the developer to remove/replace or modify the deficient ramp(s) to meet City standards. (Engineering)
- 23. 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)
- 24. Prior to the approval of the improvement plans, it will be the project proponents responsible to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
- 25. **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)
- 26. 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)
- 27. 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)
- 28. Recycled water infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. The applicant shall pay all applicable recycled water fees. Easements shall be provided as necessary for recycled water infrastructure. (Environmental Utilities
- 29. 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)
- 30. 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)
- 31. 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)
- 32. 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)
- 33. 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)
- 34. 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
- 35. 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)
- 36. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

PRIOR TO OR UPON RECORDATION OF FINAL/PARCEL MAP

- 37. 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 12.5 foot wide public utilities easement along all road frontages;
 - b) Water and sewer water easements; and,
 - A Common Area P.U.E. will be required for Parcels 1 thru 7 to cover the installation of high voltage electrical facilities. (Electric)

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

- 38. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)
- 39. 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)
- 40. 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. (Attorney)
- 41. The City shall not approve the Final Map for recordation until either:
 - a) A subdivision agreement is entered into along with the necessary bonds and insurance as required by the City. Said agreement shall be in a form acceptable to the City Attorney.

OR

- b) The improvement plans are approved, and the improvements are constructed and accepted as complete. In this case, the subdivider shall enter into a one-year maintenance agreement concurrent with the recordation of the Final Map. (Engineering)
- 42. All parcels/lots shall have rights of reciprocal access, rights to construct, and parking. A separate agreement to this effect 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)
- 43. The Final/Parcel Map shall include an irrevocable offer to dedicate public rights-of-way and public and/or private easements as required by the City. (Engineering)
- 44. 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)
- 45. The Final/Parcel Map shall be submitted per, "The Digital Submittal of Cadastral Surveys." A plot or print of the submittal shall accompany the electronic copy. The complete submittal shall occur after

- the Engineering Department approval but prior to City Council approval of the Final/Parcel Map. (Engineering)
- 46. The cost of any facilities which are identified in the CIP and are beyond those needed for this project may be reimbursed to the developer. In accordance with §66485 and §66486 of the Subdivision Map Act, any improvements constructed by the subdivider which contain supplemental size, capacity, number, or length for the benefit of property not within the subdivision and which improvements are to be dedicated to the public, the subdivider shall be entitled to reimbursement for that portion of the cost of the improvements which is in excess of the construction required for the subdivision. (Engineering)
- 47. 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)
- 48. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
- 49. 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)
- 50. 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)
- 51. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
- 52. Each subdivided parcel is required to have separate water and sewer service. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

- 53. 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)
- 54. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
- 55. 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)
- 56. 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)
- 57. 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)

- 58. 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)
- 59. The Tentative Subdivision/Parcel Map application shall not be deemed approved until the actions on the Specific Plan Amendment, SPA 05-10 are approved and become effective. (Planning)

ATTACHMENTS

- 1. Vicinity Map
- 2. HRNSP Consistency Evaluation Table
- 3. Letter from Williams + Paddon
- 4. Minutes of Neighborhood Meeting, December, 2004
- 5. Site Plan, December 2004
- 6. Revised Site Plan, May 2005
- 7. Traffic Analysis, Fehr & Peers
- 7a. Supplemental Traffic Analysis of Highland Plaza Drive entrance, Fehr & Peers
- 8. Color Elevations Nugget Market East and North
- 9. Color Elevations Nugget Market West and South
- 10. Color Elevations Highland Plaza Shopping Center

EXHIBITS

- A. Mitigated Negative Declaration
- B. Specific Plan Amendment Text Changes
- C. Site Plan
- D. Grading Plan
- E. Landscape Plan
- F. Nugget Market Building Elevations
- G. Building Elevations A4
- H. Building Elevations A5
- I. Building Elevations A6
- J. Building Elevations A7
- K. Building Elevations A8
- L. Building Elevations A9
- M. Building Elevations A10
- N. Building Elevations A11
- O. Building Elevations A12
- P. Building Elevations A13
- Q. Detail Sheet A20 Village Plaza
- R. Detail Sheet A21 Retail Walkway & Portal Plazas
- S. Tentative Parcel Map

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.