

PLANNING & REDEVELOPMENT DEPARTMENT STAFF REPORT PLANNING COMMISSION MEETING April 12, 2007

Prepared by: Wayne Wiley, Assistant Planner

ITEM V-B:

CONDITIONAL USE PERMIT & DESIGN REVIEW PERMIT – 1400 CHURCH STREET – CLASSIC TOW SERVICES – FILE# 2006PL-227 (PROJECT# CUP-000036 & DRP-000167)

REQUEST

The applicant requests approval of a Conditional Use Permit to operate a 14,000 square-foot impound yard within a Light Industrial zone district and a Design Review Permit to construct site improvements including a nine-foot tall block wall, parking, lighting, and landscaping.

Project Applicant/Owner: Richard W. Keller, Classic Tow Services

SUMMARY RECOMMENDATION

The Planning & Redevelopment Department recommends that the Planning Commission:

- A. Adopt the three (3) Findings of Fact for the Conditional Use Permit;
- B. Approve the Conditional Use Permit with six (6) conditions of approval;
- C. Adopt the four (4) Findings of Fact for the Design Review Permit; and
- D. Approve the Design Review Permit with fifty-seven (57) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

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

BACKGROUND

The project site is located on the northeast corner of Church Street and Circuit Drive within the Infill area of the City of Roseville (see Attachment 1). The 0.34-acre site is currently vacant and is surrounded by California Tires to the west, vacant industrial properties to the north, a residential home and light industrial warehouse to the east, and the Roseville Live Stock Auction property to the south. To date, no entitlements have been approved for the subject site.

The current request is to construct a 14,000 square-foot impound tow yard for Classic Tow Services. Currently Classic Tow Services has an existing business located at 111 Wills Road, which consists of an office building, impound yard, parking lot, and other associated site improvements. Based on the need for additional space for the storage of impounded vehicles, the applicant is proposing an additional impound yard at 1400 Church Street.

The primary use of the subject site will be for the storage of impounded and abandoned vehicles, usually requiring 30 to 45 days to process before the vehicles can be towed out to a dismantler or scrap iron processor. No buildings are proposed for the site at this time; site improvements will include a nine-foot tall block wall, corrugated metal gate, landscaping, parking, site lighting, and walkways.

SITE INFORMATION

- A. Roseville Coalition of Neighborhood Associations (RCONA): This parcel is located within the Roseville Heights Neighborhood Association (#20), which does not have an active neighborhood association. To date, the Planning & Redevelopment Department has not received any inquires or comments regarding the project.
- **B. Total Acreage**:0.34-acres (14,748 square feet)
- **C. Site Access:** Access to the site is provided via one driveway located on Church Street that allows full turning movements (see Exhibit A).
- **D. Grading:** The site was previously rough graded and only minor grading will be necessary to prepare the site for the development of the impound yard and associated site improvements.
- **E. Natural Features:** The site is void of any significant natural features and consists of bare dirt and minimal vegetation.

ADJACENT ZONING AND LAND USE

Location	Zoning	General Plan Land Use	Actual Use Of Property
Site	Light Industrial (M1)	Community Commercial (CC)	Vacant
North	Neighborhood Commercial (NC) & M1	CC	Vacant (currently used as a parking lot) / Vacant –approved restaurant (El Abajeno Tacos)
South	M1	General Industrial (IND)	Roseville Live Stock Auction
East	M1	Light Industrial (LI)	Single Family Residence / Light Manufacturing Warehouse
West	M1	CC	California Tires/ Vacant

With approval of the Conditional Use Permit, the proposed impound yard will be consistent with the Zoning Ordinance.

ZONING/SPECIFIC PLAN REGULATIONS

Development Standard	Required	Proposed
		Church Street: 20'
Building Setbacks	None	Circuit Drive: 15'
		(measured from back of curb to wall)
	20' (from back of curb)	Church Street: 20'
Landscape Setbacks		Circuit Drive: 15' (see DRP
		discussion)
Building Height Limit	50' maximum	9' (wall height)
Parking Spaces	3	3
Compact Stalls (30% max.)	0	0
Accessible Stalls (ADA)	1	1
Bicycle Racks	1	1 (as conditioned)

PROJECT DESIGN FEATURES

See attached Site Plan/Landscape Plan (Exhibit A), Elevations (Exhibit B), Gate Detail (Exhibit C), Lighting Plan (Exhibit D), and Drainage Plan (Exhibit E).

CONDITIONAL USE PERMIT

Conditional Use Permits (CUP) are evaluated for consistency with the City's General Plan, conformance with the City's Zoning Ordinance, and potential for impacts to the health, safety and welfare of persons who reside or work in the area. Specifically, the Planning Commission must make the three findings of fact listed below in bold italics to approve a CUP. An analysis of the request for an impound yard in the M1 zone follows each finding:

1. The proposed use is consistent with the City of Roseville General Plan.

The land use designation for the subject property is Community Commercial (CC). The CC land use designation does not allow for impounds yards. However, the M1 zone district allows for impound yards subject to approval of a CUP. Where an inconsistency exists between the General Plan and zoning, the zoning designation shall govern (RMC 19.02.030.B). As noted above, the project site is substantially surrounded by other industrial types of uses. Therefore, based on the existing uses of the surrounding properties and the zoning of the subject property, the proposed use is appropriate for this location and is consistent with the intent of the General Plan. Lastly, the Conditional Use Permit will allow staff to implement conditions which will provide operational restrictions that will ensure the proposed use is compatible with the CC land use designation.

2. The proposed use conforms with all applicable standards and requirements of the City of Roseville Zoning Ordinance.

The Zoning Ordinance contains development standards related to parking and building height. As previously noted, there are no buildings proposed and the project provides a sufficient amount of parking. There are no additional prescriptive standards identified in the Zoning Ordinance for impound yards. Therefore, as conditioned the project is consistent with the Zoning Ordinance.

3. The location, size, design and operating characteristics of the proposed use is compatible with and shall not adversely affect or be materially detrimental to the health, safety, or welfare of persons residing or working in the area, or be detrimental or injurious to public or private property or improvements.

The City's General Plan relies on the Zoning Ordinance to govern permitted uses in the Light Industrial (M1) zone district. The Zoning Ordinance requires a CUP for impound yards in a M1 zone. Through the CUP process, operational characteristics are analyzed and operational restrictions can be required of a project to ensure compatibility with adjacent land uses, and to protect the health, safety, and welfare of the public. Typical concerns related to impound yards include visibility of the materials and equipment, associated noise impacts, and the potential for chemical leaks.

Visibility: The proposed yard will be visible from Church Street, Circuit Drive, and surrounding properties. However, as discussed in the Design Review Permit evaluated below, the contents of the yard will be enclosed by a nine-foot tall block wall with a solid metal gate at the entrance for vehicles to enter and exit (see Exhibits B & C). These walls will replace the existing chain link fence and will serve to completely screen the vehicles and any activity within the yard from adjacent parcels. In addition, the impound yard will be further screened by a ten-foot wide landscape planter along Church Street and a five-foot wide landscape planter adjacent to Circuit Drive. Further detail of the proposed landscaping is also discussed in the Design Review Permit evaluation.

Noise Impacts: The site is surrounded by other light industrial properties (most of which are non-sensitive receptors) and noise impacts generated from the hauling and storage of vehicles to and from the yard are

not expected to result in significant impacts. The applicant has noted that most of the operations will take place during normal business hours. However, vehicles can potentially be towed to the site at any time. Based on the operations of the existing facility, the applicant anticipates a maximum of two trips to the site per day. As such, the impacts to the adjacent properties will be minimal. To further lessen the noise impacts associated with the operation of the proposed storage yard, staff recommends Condition #4 which requires vehicles towed or delivered to the site be off-loaded inside the walls of the impound yard. The proposed nine-foot tall block wall and landscape planters will provide for additional noise attenuation.

Vehicle Maintenance/Chemical Leaks: The operations of the proposed impound yard will include minor service work, which will be performed in the enclosed yard. According to the applicant these functions will not be available to the general public, but will be used for the maintenance of company trucks and personal vehicles. The applicant has indicated that the type of minor service work to be performed onsite will be safety related and will include repairs such as: adding fluids, replacing batteries, brake lights, and headlights. In an effort to prevent ground contamination, the applicant agrees to cement approximately 1,100 square feet of the storage yard to perform service work and store leaking vehicles. The applicant adds that in the event a company vehicle requires significant repairs (e.g. body work, engine work, etc.) the vehicles will be taken to an off-site full service repair business.

Operational Restrictions: Staff recommends operational conditions (Conditions #3 - #6) in order to minimize the potential for noise affecting nearby residences and to minimize potential for spillage of oil or other motor vehicle fluids that may be hazardous. In addition, the proposed block wall will adequately screen and ensure that the automobiles will be safely secured, as the gate into the impound yard and the access door located to the east of the gate will always be locked. Staff has verified with the Police Department that the project provides an appropriate level of security and operational characteristics suitable for the proposed use. The project is consistent with the Zoning Ordinance and similar impound yards previously approved within the City (i.e. Neighborhood Enterprises, Lowrie Towing Yard).

Conditional Use Permit Conclusion

The subject area is predominantly occupied by industrial uses and vacant lots (see Attachment 2). Implementation of this project will improve the appearance of the now-vacant lot and will enhance the streetscapes of Church Street and Circuit Drive. Staff finds that the proposed use will not be detrimental to the health, safety, or welfare of persons residing or working in the area or be detrimental to public or private property or improvements. Based on the analysis contained in this staff report and with the project conditions, the required findings can be made for approval of the proposed Conditional Use Permit.

DESIGN REVIEW PERMIT EVALUATION

The evaluation of the Design Review Permit to construct a 14,000 square-foot impound yard at 1400 Church Street 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 (CDGs). Section 19.78.060(J) of the Zoning Ordinance requires that four findings be made in order to approve a Design Review Permit. The four findings for approval of the Design Review Permit are listed below in the recommendation section of this report. The following sections of evaluation focus on pertinent design issues.

Screen Wall/Gate: The proposed wall will measure nine feet in height and will be constructed out of tan split face block. The wall will have two light gray color bands painted to match the proposed gate. The corrugated metal gate will measure nine feet in height and 20' in width and will be set back from Church Street approximately 60'. In an effort to lower the perceived height of the wall for pedestrians traveling along Church Street, staff recommends Condition #3 of the DRP, requiring the applicant provide a sloped landscape area or mounding adjacent to the wall.

Landscaping: The CDGs recommend a minimum landscape setback of 20 feet, measured from the back of curb. The proposed wall will be set back 20' from Church Street and 15' from Circuit Drive. The landscaping along Church Street will include a five-foot turf area, five-foot sidewalk, and a ten-foot landscape area consisting of Crepe Myrtles, Majestic Rhaphiolepis, Agapanthus, and associated ground cover. The landscaping along Circuit Drive will include a six-foot turf area with existing mature native oak trees, four-foot sidewalk, and a five-foot landscape planter with Wax Leaf Privets, Frasers Photinias and associated ground cover. Given the nature of the proposed use and the landscape setbacks of the surrounding industrial properties (most of which are ten feet), staff finds the reduced landscape setback along Circuit Drive acceptable.

Water and Sewer: The Environmental Utilities Department states that sewer service is not required at this time since buildings are not proposed on the site. Water service, including a water meter backflow preventor, hook-up charges, and monthly billing are required for landscape irrigation only.

Parking: The prescribed parking requirement for impound yards is 1 space per 250 square feet of area plus one per company vehicle. No buildings are proposed with this request. As such, the parking requirement for the impound yard is based strictly on the outdoor storage area. Therefore, staff has applied the parking requirement for Equipment and Material Storage Yards. Equipment and Material Storage Yards are required to provide 1 space per 10,000 square feet of yard area. Based on the square footage of the proposed use (14,000 square feet), 1 space is required. The applicant has provided three parking spaces that will be accessible to the general public, which exceeds the above-mentioned standard. Additionally, the interior of the yard will provide 34 spaces for impounded vehicles and six spaces for company vehicles. The proposed parking is sufficient for the site and staff supports the parking plan as shown in Exhibit A.

Pedestrian/Bikeway Access and Circulation: The CDGs state that bicycle racks shall be provided for all commercial projects in sufficient quantities to accommodate the anticipated level of bicycle traffic and as required by the Zoning Ordinance. The Zoning Ordinance requires a minimum of one bicycle space for every 20 required parking spaces up to 100. Based on the 3 parking spaces provided for the site, the project is required to provide a minimum of one bicycle rack in accordance with the provisions of the Zoning Ordinance. The applicant has not proposed any bicycle spaces; therefore, staff has added Condition #4, ensuring a bicycle rack is provided for the project.

Lighting: Staff recommends the installation of security lighting for the parking area and for the interior of the impound yard (see Exhibit D). Due to the project's proximity to residential homes and their sensitivity to light, staff recommends that the maximum height of the interior wall-mounted light fixtures be restricted to eight feet and that all lights incorporate cut-off shields (Condition #5). The applicant is in agreement with the recommendation for site lighting.

Storm Water Drainage: Because the project is not expected to generate much runoff due to its size, the Engineering Department will not require the project to tie into the City storm drain system and will not require a sand/oil separator. However, the Fire department recommends Condition #6 of the CUP, which requires the applicant employ methods to keep any leaking vehicle fluids onsite through the use of drip pans and/or clay pellets. These recommendations are consistent with the requirements of similar tow yards (i.e. Lowrie Tow Yard). Given the use limitation of the CUP and the clean-up procedures required by the Engineering and Fire Department, staff is confident that the project will not result in the release of hazardous materials.

Design Review Permit Conclusion

Based on the analysis summarized in this staff report and with the recommended conditions, the required finding can be made for approval of the Conditional Use Permit and Design Review Permit. Staff believes that the site improvements and operational restrictions incorporated into the recommended conditions are effective for ensuring that potential adverse effects of the proposed use will not impact the neighborhood.

ENVIRONMENTAL DETERMINATION

In reviewing the site specific information provided for this project, the City of Roseville Planning & Redevelopment Department has analyzed the potential environmental impacts created by the project and determined that the impacts are considered to be less than significant. The Planning & Redevelopment Department has found the project to be 1) consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning regulations; 2) the proposed development occurs within the city limits on a project site of no more than five acres substantially surrounded by urban uses; 3) the project site has no value as habitat for endangered, rare or threatened species; 4) approval of the project would not result in any significant effects relating to traffic noise, air quality, or water quality; and 5) the site can be adequately served by all required utilities and public services. As such, the Planning & Redevelopment Department has determined that the project is exempt from further CEQA review as an Infill Development Project pursuant to CEQA Guidelines Section 15332.

RECOMMENDATION

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

- Adopt the three findings of fact as stated in the staff report for approval of the CONDITIONAL USE PERMIT – 1400 CHURCH STREET – CLASSIC TOW SERVICES – PROJECT# 2006PL-227 (FILE # CUP-000036);
- B. Approve the CONDITIONAL USE PERMIT 1400 CHURCH STREET CLASSIC TOW SERVICES PROJECT# 2006PL-227 (FILE # CUP-000036) with the six (6) conditions listed below;
- C. Adopt the four (4) findings of fact as listed below for the DESIGN REVIEW PERMIT 1400 CHURCH STREET – CLASSIC TOW SERVICES – PROJECT # 2006PL-227 (FILE # DRP-000167);
 - 1. The project does preserve and accentuate the natural features of the property, such as open space, topography, trees, wetlands and watercourses, provides adequate drainage for the project, and allows beneficial use to be made of the site for development.
 - 2. The project site design does provide open space, access, vehicle parking, vehicle, pedestrian and bicycle circulation, pedestrian walks and links to alternative modes of transportation, loading areas, landscaping and irrigation and lighting which results in a safe, efficient and harmonious development and which is consistent with the applicable goals, policies and objectives set forth in the General Plan and Community Design Guidelines.
 - 3. The building design, including the materials, colors, height, bulk, size and relief, and the arrangement of the structures on the site is harmonious with other development and buildings in the vicinity and which is consistent with the applicable goals, policies and objectives set forth in the General Plan and 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.
- D. Approve the DESIGN REVIEW PERMIT 1400 CHURCH STREET CLASSIC TOW SERVICES PROJECT # 2006PL-227 (FILE # DRP-000167) subject to fifty-seven (57) conditions of approval;

CONDITIONS OF APPROVAL FOR CONDITIONAL USE PERMIT (CUP-000036)

1. The CUP will be effectuated upon the effectuation of DRP-000167 and shall expire concurrent DRP-000167. (Planning & Redevelopment)

- 2. The impound yard shall be limited to 14,000 square feet, as shown in Exhibit A. (Planning & Redevelopment)
- 3. Customer vehicle pick up will be limited to standard business hours (Monday Friday 7:00am to 7:00pm and Saturday, Sundays, and holidays 8:00am to 5:00pm). (Planning & Redevelopment)
- 4. Vehicles towed or delivered to the site shall be off-loaded inside the walls of the impound yard. No deliveries shall be made on the street. (Planning & Redevelopment)
- 5. Servicing of vehicles shall be limited to minor safety related repairs such as adding fluids or replacement of batteries, brake lights, headlights, and tires. No bodywork or engine work shall be performed onsite. (Planning & Redevelopment)
- 6. The applicant shall use methods such as drip pans and absorbent clay pellets to prevent fluids or other chemicals from washing off of the site. (Planning & Redevelopment)

CONDITIONS OF APPROVAL FOR DESIGN REVIEW PERMIT (DRP-000167)

- This design review permit approval shall be effectuated within a period of two (2) years from this date and if not effectuated shall expire April 12, 2009. 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 April 12, 2009. (Planning & Redevelopment)
- 2. The project is approved as shown in Exhibits A E and as conditioned or modified below. (Planning & Redevelopment)
- 3. The landscape planter parallel to Church Street shall be no steeper than a 5:1 slope in order to limit the perceived height of the block wall. (Planning & Redevelopment)
- 4. A minimum of one (1) bicycle rack shall be provided onsite, within close proximity to entry gate. The quantity and type of racks shall be indicated on the site plan. (Planning & Redevelopment)
- 5. 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. In addition, all interior wall-mounted light fixtures shall be restricted to a maximum height of eight feet and shall be shielded to the satisfaction of the Planning and Redevelopment Department. (Planning & Redevelopment)
- 6. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities, Finance)
- 7. The design and construction of all improvements shall conform to the Improvement Standards and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
- 8. The applicant shall not commence with any on-site improvements until such time as grading and/or improvement plans are approved and grading and/or encroachment permits are issued by the Department of Public Works. (Engineering)
- 9. The approval of this project does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)

PRIOR TO BUILDING PERMITS:

- 10. Parking stalls shall meet, or exceed, the following minimum standards:
 - a. All parking stalls shall be double-striped. Parking stalls adjacent to sidewalks, landscaped areas or light fixtures, and all Accessible stalls shall abut a 6" raised curb or concrete bumper. (Planning)
 - b. Standard -- 9 feet x 18 feet; Compact--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 route of travel' site accessibility plan incorporating slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signage, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to City for review, prior to building plan check approvals. This site accessibility plan shall also include:
 - Handicapped parking stalls shall be dispersed and located closest to accessible entrances.
 The total number of accessible parking spaces shall be established by Table 11-B-6 of the CBC.
 - ii) Accessible Parking spaces and crosswalks shall be signed, marked and maintained as required by Chapter 11 of the CBC.
 - iii) Accessible parking and exterior route of travel shall comply with CBC, Sections 1127B and 1129B. (Building)
- 11. The Landscape plan shall comply with the City of Roseville Water Efficient Landscape Requirements Resolution No. 93-55. (Planning)
- 12. 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)
- 13. 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)
- 14. 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)
- 15. 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)
- 16. 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.
- 17. 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)
- 18. A note shall be added to the grading plans that states:
 - "Prior to the commencement of grading operations, the contractor shall identify the site where the (excess/import) earthen material shall be (deposited/borrowed). If the (deposit/borrow) site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the (exported/imported) materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified." (Engineering)
- 19. Sight distances for the driveway 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)
- 20. This site shall be accessed by a standard 35-foot, Type S commercial driveway, which shall be located on Church Street. Along the frontage of Church Street, a 5-foot walk shall be placed adjacent to existing curb and gutter. (Engineering)
- 21. Along the frontage of Circuit Drive, a 4-foot detached walk shall be placed. Any existing damaged walk shall be removed and replaced. (Engineering)
- 22. Construct a standard pedestrian ramp at the corner of Church Street and Circuit Drive. (Engineering)
- 23. 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)
- 24. The applicant shall dedicate public easements over all public water and sewer lines; and private easements over water and sewer services crossing property lines. (Environmental Utilities)
- 25. A fire department knox box shall be located on all gates for fire personnel access. (Fire)
- 26. The Electric Department requires the submittal of the following information in order to complete the final electric design for the project:
 - a. one (1) set of improvement plans
 - b. load calculations

- c. electrical panel one-line drawings
- 27. 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)
- 28. 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:

- 29. 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)
- 30. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:
 - a. A 15-foot wide public utilities easement along all road frontages.
 - b. Water, sewer, and reclaimed water easements.
- 31. 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)
- 32. Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)
- 33. The following note shall be added to the improvement plans:

 To minimize dust/ grading impacts during construction the applicant shall:
 - a. Spray water on all exposed earth surfaces during clearing, grading, earth moving and other site preparation activities throughout the day to minimize dust.
 - b. Use tarpaulins or other effective covers on all stockpiled earth material and on all haul trucks to minimize dust.
 - c. Sweep the adjacent street frontages at least once a day or as needed to remove silt and other dirt which is evident from construction activities.
 - d. Ensure that construction vehicles are cleaned prior to leaving the construction site to prevent dust and dirt from being tracked off-site.

- e. The City shall have the authority to stop all grading operations, if in opinion of city staff, inadequate dust control or excessive wind conditions contribute to fugitive dust emissions. (Engineering)
- 34. This project falls within the commercial land use category of the Dry Creek 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)
- 35. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During plan check of the improvement plans and/or during inspection, Engineering will designate the exact areas to be reconstructed. (Engineering)
- 36. 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)
- 37. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)
- 38. 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)
- 39. The applicant/developer shall prepare a Transportation Systems Management (TSM) Agreement for Classic Tow Service to be reviewed and approved by the City Manager. (Transportation)
- 40. Water facilities shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)
- 41. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
- 42. The design and installation of all fire protection equipment shall conform to the California Fire Code and the amendments adopted by the City of Roseville, along with all standards and policies implemented by the Roseville Fire Department. (Fire)
- 43. The applicable codes and standards adopted by the City shall be enforced at the time construction plans have been submitted to the City for permitting (Fire)
- 44. The developer will need to establish an underground service for this parcel in accordance with Roseville Electric's policy for new construction. (Electric)
- 45. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
- 46. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
- 47. 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)
- 48. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)

- 49. 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)
- 50. 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)
- 51. All electric metering shall be directly outside accessible. This can be accomplished in any of the following ways:
 - a. 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.
- 52. It is the responsibility of the developer to ensure that all existing electric facilities remain free and clear of any obstruction during construction and when the project is complete. (Electric)
- 53. 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)
- 54. The parking lot striping and signing shall be maintained in a visual and legible manner. (Planning)
- 55. 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)
- 56. 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)
- 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. (Building)

ATTACHMENT:

- 1. Vicinity Map
- 2. Site Photo

EXHIBITS:

- A. Site Plan/Landscape Plan
- B. Elevations
- C. Gate Detail
- D. Lighting Plan
- E. Drainage Plan

project, or in written correspondence delivered to the Planning & Redevelopment Director at, or prior to, the public hearing.