

CITY OF ROSEVILLE PLANNING DEPARTMENT STAFF REPORT PLANNING COMMISSION MEETING JANUARY 12, 2006

Prepared by: Wendy Hartman, Project Planner

ITEM VI-A: MAJOR PROJECT PERMIT (STAGE 2), TENTATIVE PARCEL MAP, & NOISE

EXCEPTION - 290 CONFERENCE CENTER DRIVE (NCRSP PARCEL 40A) - ROSEVILLE HOTEL CONFERENCE CENTER - FILE #s: MPP-000003 & SUB-000039

(2005 PL-076)

REQUEST

Stage 2 approval of a *Major Project Permit (MPP)* to construct a 36,967 square foot conference facility, a ten story Embassy Suite hotel with 281 rooms, a second multi-story hotel with 219 (minimum) rooms, two freestanding restaurant pads (10,000 s.f. each), and a parking structure. Stage 2 of the MPP application consists of the approval of the architectural and landscape plans. The applicant is requesting approval of a Tentative Parcel Map to divide the 20±-acre site into six parcels. In addition, the applicant is requesting a noise exception to allow extended construction hours associated with the construction of the building foundations for phase 1 of the project.

APPLICANT: Tom Lumbrazo, TJL Planning **PROPERTY OWNER:** Abe Alizadeh, Kobra Properties

Figure 1: Proposed Project



SUMMARY RECOMMENDATION

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

- A. Adopt the two (2) findings of fact for the Major Project Permit (Stage 2);
- B. Approve the Major Project Permit (Stage 2) subject to eight (8) conditions of approval;
- C. Adopt the three (3) findings of fact for the Tentative Parcel Map;
- D. Approve the Tentative Parcel Map subject to 76 conditions of approval; and,
- E. Approve the Noise Exception request subject to four (4) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

The Planning Department has discussed the recommended conditions of approval with the applicant. The applicant is not in agreement with staff's recommendations regarding the landscape plan. The proposed landscape plan utilizes an abundance of palm trees throughout the project site. Staff is concerned that the

use of palms is not reflective of northern California or more specifically Roseville and has requested that modifications be made to the landscape plan. This item is discussed in greater detail in the evaluation section of the staff report.

BACKGROUND

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

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

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

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

On December 8, 2005, the Planning Commission approved Stage 1 of the Major Project Permit for the Roseville Hotel Conference Center. Stage 1 approval consisted of the preliminary development plans for the project (site plan layout and grading plan). As part of the stage 1 approval, the location of the bus shelter and circulation plan was to be revised and addressed as part of the Stage 2 application. Revisions to the bus circulation plan are discussed in the evaluation section of this report.

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

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

ON-SITE & ADJACENT ZONING AND LAND USE

As shown on Figure 2, surrounding land uses include an open space wetland/creek corridor along the southeast property line that separates the project site from the Galleria Mall. To the northwest is the Shea Center office complex. Highway 65 is to the north. The remainder of Parcel 40 to the south is currently vacant.



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

EVALUATION

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 applicable regulations, such as the General Plan, the Zoning Ordinance, the Community Design Guidelines, the Subdivision Ordinance, and the North Central Roseville Specific Plan. Stage 2 Major Project Permit will be evaluated first, followed by an evaluation of the Tentative Parcel Map and Noise Exception.

MAJOR PROJECT PERMIT - STAGE TWO ANALYSIS

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

Stage 1: Stage 1 of the MPP application consists of the approval of a preliminary development plan.
 The preliminary development plan will establish the configuration of the buildings, parking areas and ratios, landscape areas, open space, rough grading, drainage, vehicular and pedestrian

circulation, and development phasing. The complete environmental review of the project is also performed at this stage. The Planning Commission approved Stage 1 of the Roseville Hotel Conference Center project on December 8, 2005.

- <u>Stage 2</u>: Stage 2 of the MPP application process consists of the review of the detailed architecture and landscaping for the project. Stage 2 review is also performed by the Planning Commission. An analysis of Stage 2 is provided below.
- Stage 3: Stage Three is an administrative review of the improvement and building plans for compliance with the conditions of the Stage 1 and 2 approvals. Stage 3 review is performed at the staff level.

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



Figure 3: Site Plan

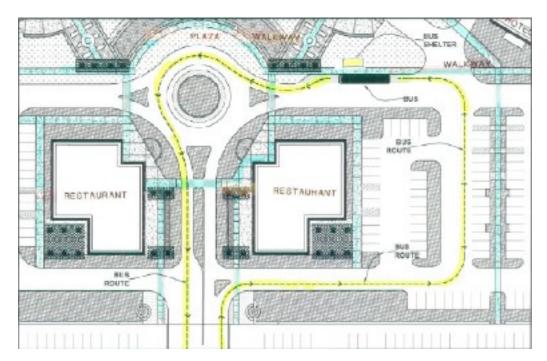
The site plan has been designed to provide easy vehicular access to all of the buildings within the project, while also providing the necessary emergency access. Access into the site will be provided by a new 4-lane street (Conference Center Drive) located off of Gibson Drive.

Since the Stage 1 approval, the design the Embassy Suites Hotel and conference center have become more finalized. As a result the number of hotel rooms proposed has been increased from 279 to 281 and the conference center has been enlarged from 35,000 s.f. to 36,967 s.f. The expansion primarily occurs in the enclosed corridor area located between the hotel and conference center. Staff finds these minor changes to be consistent with the Stage 1 approval and the Addendum to the NCRSP EIR for Phase 1 of the project. However, subsequent phases will need to be reviewed for consistency with the assumptions evaluated in the Addendum to the NCRSP EIR. In addition, minor modifications to the

Stage 1 conditions have been made. The majority of the changes provide additional clarification. These changes are shown in strike-out and double underline.

<u>Public Bus Shelter and Circulation Plan:</u> Currently, the bus shelter is located to the south of the restaurants adjacent to the southern property line of the project site. At the December 8, 2005 Planning Commission meeting, the Planning Commission requested that the bus shelter be moved closer to the conference center and hotel buildings. Due to circulation and public transportation schedules the bus stop cannot be located within the vehicle plaza area located immediately in front of the hotels and conference center. However as shown in the figure below, the bus stop can be relocated to the east side of the round about in front of the main plaza area.

Figure 4: Alternative Bus Stop Location (bus route is highlighted in yellow & primary walkway system in blue)



This location not only meets the requirements of the City's Transportation Department it is centrally located to all uses with the project. In addition, there are several pedestrian paths (highlighted in blue) from the bus stop to various buildings within the project providing easy access for pedestrians utilizing public transit.

If the Planning Commission finds this alternative location to be acceptable, Stage 2 Condition 2a has been added which would require the site layout to be modified to include this change.

<u>ARCHITECTURE</u>

The proposed buildings range from 10,000 to $270,000\pm$ square feet in size and are one to ten stories tall (24 to 150 feet in height). With buildings of this size, pedestrian scale and mass are an important consideration. As previously mentioned, the hotels and conference center have been clustered together. This configuration provides a connective colonnade and plaza area at the fronts of the buildings. The two restaurants frame the main entrance into the site providing a formal gateway into the center. The parking structure is located in the southwest corner of the site providing easy access to

and from the 10-story hotel (Embassy Suites) and conference facility. This layout, along with the varied topography of the site help to break up the overall mass of the buildings.

The project will be constructed in phases. The first phase of the project will consist of the conference center and 10-story hotel (Embassy Suites) along with all of the site improvements outside of the footprints of the future buildings. The project has been conditioned to require the Building Permits for these two buildings be issued concurrently (Stage 2 Condition 3) The design of the 1st phase of the project is being evaluated as part of this request. Future buildings will require approval of a Stage 2 Major Project Permit and will be reviewed for consistency with the Phase 1 architectural theme.

As shown in the figure below, the Phase 1 building elevations utilize similar building materials and architectural features, which provide an overall consistent theme for the center while still allowing each building to have a unique identity (see Exhibit A).

Figure 5: Architectural Plan for Phase 1



- Conference Center: The conference center will be constructed of steel columns and roof trusses. The façade will consists of "Carmen Red" and "Palo Gold" colored granite tiles. The skylight and windows will be in blue reflective and tinted glass by Pilkington. Accents include aluminum clad columns, metal soffits, and flat seam metal roofing elements in "Metallic Champagne" and "Sierra Tan".
- Embassy Suite Hotel (10-story hotel): The frame of the hotel will be primarily constructed of reinforced concrete columns. The first floor of the hotel will primarily consist of granite tiles in "Red Multicolor," "Gold Tiger," and "Carmen Red." Other architectural elements along the first floor include a covered porte cochere with skylights and metal columns. The upper stories of the hotel consist of an "eroding" wall in a stucco finish with blue transparent glazed windows and large expanses of glass curtain walls in a blue semi reflective glass.
- Other Unique Architectural Features: The skylit porte cocheres and colonnade provide shelter from the elements and an inviting plaza area at the entrance to the buildings. This area also includes enhanced paving and water features. The hotel also features an atrium in the center of the building that extends from the first floor to the roof.

Staff has reviewed the proposed architecture for consistency with the North Central Roseville Specific Plan and Community Design Guidelines. The project utilizes a wide array of high quality materials such as granite, glass, & stucco. Each building has utilized similar building materials as well as the same

types of architectural forms. The rear of the buildings (facing Highway 65) utilize elements from the primary building façade. The use of columns, windows, and pop-outs break up the wall mass and provide visual interest. As proposed the project meets the requirements of the NCRSP and Community Design Guidelines.

LANDSCAPING

The proposed landscape plans are shown in the figure below and Exhibit C. Due to the size and scale of the project, the plans do not provide specific siting for shrub and ground cover selections; however, basic design requirements and selections have been provided in a palette format for several areas on the site (e.g. planting selections along the north, south, and west property lines). Review and approval of the specific shrub and ground cover selections will occur with Stage 3 approvals of the project.

Figure 6: Landscape Plan



The landscape plans have been reviewed for compliance with the Community Design Guidelines and the NCRSP Landscape Design Guidelines. Specific discussion regarding the various aspects of the landscape plan are provided below:

Perimeter: The required landscape setback adjacent to Highway 65 is 40 feet. The tree plantings along the north property line adjacent to Highway 65 have been chosen to provide consistency with the existing landscaping on the adjacent Shea Center project. In addition, a bike path will be constructed within this area. The plantings along the western property line will enhance the existing landscape treatment located on the Shea Center site. The eastern perimeter of the site is adjacent to an open space preserve and will be planted with native oaks and shrub species.

Staff is in support of the landscape palette with the exception of the excessive use of palm trees. As previously mentioned, staff does not believe palm trees are representative of Roseville. Since this is going to be a regional facility and in some instances a tourist's only experience of Roseville, we believe the facility and landscaping should be representative of Roseville. The applicant has indicated that the palms are needed in order to provide both a formal entry into the site as well as provide instant stature and scale against buildings of this size (see Attachment 5). Staff has conceded to allowing the use of

palm trees as an accent tree adjacent to the hotels and conference center, but has requested that the applicant utilize large specimen trees that are representative of Roseville along the shared boundaries of the project, around the restaurant buildings, and entrance into the site. A condition has been added to the project to replace the palm trees in these areas with large specimen oaks that are more representative of northern California and Roseville. The applicant is not in agreement with staff's recommendation and requests that Stage 2 Condition 2b be deleted.

Interior: As seen in Exhibit B, the interior landscaping includes a variety of trees, shrubs, and ground cover. Shade and accent trees have been proposed within the parking lot, pedestrian plaza and common areas. Typical tree selections include London Plane, red Oak, Purple Leaf Plum, Crape Myrtle, Eldericia Pine, Purple Robe Locust, and Pear.

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



- **Shading:** Consistent with the CDG and the NCRSP, the project is required to provide parking lot shading which meets or exceeds a 50% shade value at 15 years. As proposed, the project will provide approximately 58% shading of the parking lot area and therefore meets the City's shade requirement. The future parking structure and second hotel areas may be used for temporary parking. These areas will be striped and lighted, but will not be landscaped.
- Water Efficiency: The landscape plans have been conditioned to comply with the City of Roseville's Water Efficient Landscape Requirements.

LIGHTING

The proposed light fixtures are indicated on the approved Site Plan (Attachment 2). The proposed pole lighting will be a decorative shoebox type, which directs the glare of the light downward to minimize the potential light and glare impacts upon the neighboring properties. The pole lights would be up to 25 feet tall. In addition, wall mounted lights and bollards will be used throughout the project to provide adequate lighting at building entrances, along sidewalks and plaza areas and along the bike trail. The photometric plan will be reviewed during Stage 3 to ensure compliance with the City's lighting standards of a minimum of one-foot candlelight in parking areas and a half-foot candlelight along sidewalks and public plaza areas as well as to ensure that the lighting does not spill over onto the adjacent apartment complex (off-site glare).

Public Comment

At the December 8, 2005 Planning Commission meeting for Stage 1 of the Hotel Conference center project, representatives from the Galleria Mall and Richland Communities (adjacent land owners) spoke in support of the project. In addition, the project was presented to the Highland Reserve Neighborhood Association on May 24, 2005. Approximately fifteen (15) residents and board members attended the meeting. The neighbors' primary concern regarding Parcel 40 was whether there would be adequate parking. Overall the neighborhood was in support of the project.

Conclusion for Major Project Permit - Stage Two

Section 19.82.030.C2 of the City of Roseville Zoning Ordinance requires that the following two findings be made in order to approve Stage 2 of a Major Project Permit:

- 1. The architectural and landscape plans are consistent with the General Plan, applicable Specific Plan, and adopted City design guidelines; and
- 2. The design shall not be detrimental to the public health and safety, or be materially detrimental to the public welfare.

In summary, staff believes that the proposed architectural and landscaping plans comply with the requirements for Stage Two approval. Therefore, staff recommends that the Planning Commission approve Stage 2 of the Major Project Permit for the Roseville Hotel Conference Center project.

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 subdivision map are consistent with the density, uses, circulation and open space systems, applicable policies and standards of the General Plan or any applicable Specific Plan for the area, and the 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 E, the applicant is proposing to divide the site into six parcels as follows:

| Parcel # | Size | Building |
|----------|------|-----------------------|
| Α | 4.34 | Embassy Suites |
| В | 4.16 | Conference Center |
| С | 7.40 | 2 nd Hotel |
| D | 1.73 | Parking Structure |
| E | 1.01 | Restaurant |
| F | 1.37 | Restaurant |

The General Plan and Zoning Ordinance do not establish minimum lot sizes for parcels within the Business Professional/Community Commercial designation. Instead, the City reviews tentative maps on a case-by-case basis to insure that the parcels are of adequate size for development. The approved project Site Plan identifies how the proposed development of the six (6) buildings comprising the Roseville Hotel Conference Center project can be accommodated by the proposed parcel sizes.

The primary purpose for the proposed subdivision design is for financing purposes and to allow individual tenants the opportunity to own their own sit/building. The parking, driveways, utilities, landscaping, will not be not located on a common lettered lot (as is often proposed). Instead, the proposed parcel boundary lines are designed to accommodate the proposed building footprint and portions of the shared improvements. The tentative map is conditioned to require the creation of a business owners association for participation in the construction and/or maintenance of shared site improvements. Development of a given parcel(s) may be dependent on the construction of utilities over another parcel for purposes of complying with City development standards. The map has been designed and conditioned to provide easements and access rights over each parcel for the purposes of constructing utilities and improvements necessary to serve development on any of the parcels.

The proposed parcel boundary lines follow logical boundaries. The parcels are of adequate size and shape to accommodate the proposed development as evidenced by the approved site plan (Attachment 2).

<u>Site Grading:</u> The proposed grading, drainage, and water/sewer improvements were approved as part of the Grading Plan for Stage 1 of the Hotel Conference Center (see Attachment 3). The site will be graded to prepare the building pads, parking areas, and landscape areas. Trenching will be required to accommodate the installation of necessary facilities, public infrastructure, and improvements (e.g. storm drains, water, sewer, electric). As noted on Attachment 3, the grading volumes anticipated for the project include \pm 56,291 cubic yards of excavation and 56,291 cubic yards of fill.

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

Access & Circulation: As shown on the approved Site Plan (Attachment 2), the project will be accessed by a new road (Conference Center Drive) located off of Gibson Drive. Conference Center Drive will be 60 feet wide with two travel lanes in each direction and dedicated turn lanes onto Gibson Drive. The new street will terminate at the southern boundary of the project site. Highway 65 is located along the projects northern boundary, however direct access to properties adjacent to the highway is not permitted.

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

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

The parking structure is located so that vehicles exiting the vehicle plaza area may directly enter into the parking structure. There is also an exit proposed at the southwest corner of the structure to allow vehicles to exit the structure and turn right onto Conference Center Drive without having to circulate back through the site or the roundabout area.

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

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

<u>Street Improvements:</u> As previously noted, a new street (Conference Center Drive) will be constructed from Gibson Drive through Parcels 40 B through D and will terminate at the southern boundary of Parcel 40A. A right turn lane shall be constructed on Gibson Drive for access onto Conference Center Drive and a traffic signal at the intersection of Gibson and Conference Center Drives shall also be constructed with Phase 1 of the project.

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

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 discussed previously, staff has determined that the design, layout, configuration, and size of the proposed lots are sized to accommodate future development in accordance with City standards. There are no significant watercourses located within the site that will affect development. Although the topography of the site/parcels includes grade changes, slopes, and retaining walls, the site is capable of development with building layout shown with the proposed development plans.

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 and NCRSP EIRs. 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.

NOISE EXCEPTION

The City's noise regulation exempts construction activities from noise regulation from 7:00 a.m. to 7:00 p.m. Monday through Friday and between the hours of 8:00 a.m. and 8:00 p.m. Saturday, Sunday, & holidays. Pursuant to Roseville Municipal Code section 9.24.160, an exception to the City's Noise regulation may be granted where it is determined that immediate compliance with these requirements would be impractical due to the temporary nature or short duration of the exception.

Given the short time frame for the applicant to obtain approval of entitlements and construction permits it will be necessary for the applicant to construct portions of the project outside of normal construction hours. Therefore, the applicant is requesting a noise exception for the months of February and March 2006 between the hours of 6 a.m. to 7 p.m. Monday through Saturday and 7 a.m. to 5 p.m. on Sundays to allow for site preparation and pouring of the building foundations. The applicant has indicated that the majority of the work that would take place outside of the City's normal construction hours would not include the use of heavy construction equipment (i.e. formwork, hand excavation, rebar placement etc.). The applicant has also requested the ability to coordinate with staff at an administrative level to make changes to this exception.

The City has approved similar requests for other large construction projects including the adjacent Kaiser Oncology Center. Based on the above information, staff has determined that due to the duration of the requested exception and the projects distance from sensitive receptors and conditions provided the request will not cause a detriment to the general public interest, welfare, and safety.

ENVIRONMENTAL DETERMINATION

An Addendum to the Environmental Impact Report (EIR) for the North Central Roseville Specific Plan (certified May 1990) was adopted by the City Council on July 6, 2005. The Addendum evaluated the impacts of a 50,000 square foot conference center, two hotels (500 rooms), freestanding restaurant space, and a parking structure. The Addendum concluded that no new significant environmental effects or any substantial increase of any previously identified significant impacts in the NCRSP EIR would result. The proposed project is consistent with the assumptions evaluated in the Addendum to the NCRSP EIR. Therefore the project is exempt per the City of Roseville CEQA Implementing Procedures Section 15305.

RECOMMENDATION

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

- A. Adopt the two (2) findings of fact as stated in the staff report for the MAJOR PROJECT PERMIT (STAGE 2) – 290 CONFERENCE CENTER DRIVE (ROSEVILLE HOTEL CONFERENCE CENTER) - FILE # MPP-000002;
- B. Approve the MAJOR PROJECT PERMIT (STAGE 2) 290 CONFERENCE CENTER DRIVE (ROSEVILLE HOTEL CONFERENCE CENTER) FILE # MPP-000002 as shown in Exhibits A through C and subject to the eight (8) conditions of approval listed below;
- C. Adopt the three (3) findings of fact as stated in the staff report for the TENTATIVE PARCEL MAP 290 CONFERENCE CENTER DRIVE (ROSEVILLE HOTEL CONFERENCE CENTER) - FILE # SUB-000039;
- D. Approve the TENTATIVE PARCEL MAP 290 CONFERENCE CENTER DRIVE (ROSEVILLE HOTEL CONFERENCE CENTER) FILE # SUB-000039 as shown in Exhibits E and subject to the 76 conditions of approval listed below; and
- E. Approve the NOISE EXCEPTION as stated in the staff report 290 CONFERENCE CENTER DRIVE (ROSEVILLE HOTEL CONFERENCE CENTER) subject to four (4) conditions of approval.

CONDITIONS OF APPROVAL FOR ROSEVILLE HOTEL CONFERENCE CENTER STAGE 1 MAJOR PROJECT PERMIT: MPP-000002

- 1. This Major Project Permit approval shall be effectuated within a period of two (2) years from this date and if not effectuated shall expire on **December 8, 2007**. Prior to said expiration date, the applicant may apply for an extension of time.
- 2. The project is approved as shown in Exhibits A E and as conditioned or modified below.
 - a. The site plan shall match the Grading Plan; and,
 - b. The sidewalk in front of the hotels and conference center shall be a minimum of eight (8) feet wide (unobstructed); (Planning)
- 3. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. A deposit in the amount of two and one half (2-1/2) percent of the value of the public improvements, or \$1,000, which ever is greater, shall be provided at the time plans are submitted to the City for review. Prior to plan approval, the applicant shall provide an additional deposit of two and one half (2-1/2) percent of the value of the public improvements, or \$1,000, whichever is greater. City costs will be billed against the deposited amount on a monthly basis. All funds remaining in the deposit account will be refunded upon completion of the project. (Engineering, Environmental Utilities, Finance)
- 4. The design and construction of all improvements shall conform to the Improvement Standards and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)

- 5. The applicant shall not commence with any on-site improvements until such time as grading and/or improvement plans are approved and grading and/or encroachment permits are issued by the Department of Public Works (Engineering)
- 6. The approval of this project does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)

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

- A pedestrian and vehicular circulation and parking plan (text & exhibit) shall be prepared to the satisfaction of the Planning and Public Works Directors. The plan should include: loading areas, transit facilities, and any on & off-site traffic control devices or improvements necessary for public safety (including the use of valet parking). The plan should provide a detailed description of how the "vehicle plaza" area in front of the hotels and conference center is going to function (one or two-way traffic, number of vehicles that can be accommodated in the recessed drop-off areas, is the area adjacent to the drop off in front of the conference center flush or curbed, etc...). The plan shall identify pedestrian features on-site and to adjacent uses with the goal of creating an attractive and safe pedestrian environment that reduces the need for short vehicular trips. Walkways connecting buildings internal to the site and the walkway to the transit stop shall be a minimum of 6 feet wide. The sidewalk in front of the hotels and conference center shall be a minimum of 8 feet wide. The plan shall include speed tables (as allowed by the Fire Department), street medians that act as a street crossing protection areas, and other pedestrian friendly amenities that enhance its use. (Planning, Transportation, Engineering)
- 8. Bicycle racks shall be provided in compliance with the City's Zoning Ordinance: 5 bicycle spaces for the first one hundred required parking spaces and one additional bicycle space for each additional 100 required parking spaces or portion thereof.
- 9. Parking spaces 9-18 and 26-29 shall be reduced in length by two feet and converted to compact size to provide an increased setback from the bike trail. (Planning, Transportation, Engineering)
- 10. Parking stalls shall meet, or exceed, the following minimum standards:
 - a. All parking stalls shall be double-striped. Parking stalls adjacent to sidewalks, landscaped areas, or light fixtures, and all Accessible stalls shall 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:
 - i) Handicapped parking stalls shall be dispersed and located closest to accessible entrances. The total number of accessible parking spaces shall be established by Table 11-B-6 of the CBC. The number of accessible parking spaces required for the hotel shall

be located near the hotel main entrance, not at the other side of the site. The number of accessible parking spaces required for the conference center shall be equally divided and equally distant to both the left and the right of the conference center main entrance, not all to one side.

- ii) Accessible Parking spaces and crosswalks shall be signed, marked, and maintained as required by Chapter 11 of the CBC.
- iii) Accessible parking and exterior route of travel shall comply with CBC, Sections 1127B and 1129B. (Building)
- 11. Signs and/or striping shall be provided on-site as required by the Planning Department to control on-site traffic movements. (Planning)

Prior to the issuance of Building Permits:

- 12. All five buildings are subject to Stage 2 review. Prior to issuance of a Building Permit, Stage 2 and 3 approvals shall be obtained for each respective building. (Planning)
- 13. The plans submitted to the Building Department for permits shall indicate all approved revisions/alterations as approved by the Commission including all conditions of approval. (Planning)
- 14. The Landscape plan shall comply with the North Central Roseville Specific Plan and the City of Roseville Water Efficient Landscape Requirements Resolution No. 93-55. (Planning)
- 15. The tree plantings in the parking lot shall be designed to provide a minimum of 50% shade coverage after 15 years. (Planning)
- 16. At a minimum, landscaped areas not covered with live material shall be covered with a rock, (2") bark (no shredded bark) or (2") mulch covering. (Planning)
- 17. Any roof-mounted equipment and satellite dishes proposed shall be shown on the building plans. The equipment shall be fully screened from public streets and the surrounding properties. (Planning)
- 18. At the time of building permit application and plan submittal, the project applicant shall submit a proposed plan which shows the suite addressing plan for individual tenant spaces within the building. The Chief Building Official, or the designate, shall approve said plan prior to building permit approval. (Building)
- 19. 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)
- 20. **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). An accessible path of travel shall be provided between all buildings on the site and shall connect to the existing public way path of travel on Gibson Drive. (Building)
- 21. Building permit plans shall comply with all applicable code requirements (California Building Code CBC, California Mechanical Code CMC, California Plumbing Code CPC, California Fire Code with

the city of Roseville Amendments - RFC and California Electrical Code - CEC), California Title 24 and the American with Disabilities Act - ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Department for applicable Code editions). (Building)

- 22. Restaurants *or other food services.* The developer shall obtain all required approvals and permits from the Placer County Health Department. (Building)
- 23. 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.
- 24. The Code Analysis for each proposed building shall define the location(s) of any assumed property lines to be located between adjacent buildings for the purpose of determining exterior wall and opening protection requirements as well as number of yards available for floor area increases.
- 25. 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)
- 26. The grading and improvement plans shall be designed in accordance with the City's Improvement Standards and Construction Standards and shall reflect the following:
 - a. Street improvements including, but not limited to, curb, gutter, sidewalk, pavement, drainage systems, traffic striping, signing, medians and markings, etc. along all existing and proposed City streets, as required by Engineering.
 - b. Grading shall comply with the City grading ordinance. Erosion control devices (sediment traps, ditches, straw bales, etc.) shall be shown on the grading plans. All erosion control shall be installed prior to the onset of wet weather. Erosion control is installed to minimize silt discharge from the project site. It is incumbent upon the applicant to ensure that necessary measures are taken to minimize silt discharge from the site. Therefore modification of the erosion control plan may be warranted during wet weather conditions.
 - c. A rough grading permit may be approved by Engineering prior to approval of the improvement plans.
 - d. Access to the floodplain as required by Engineering and the Streets Department.
 - e. Standard Handicap ramps shall be installed at all curb returns per City Standards. (Engineering)
- 27. 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)
- 28. Phase 1 shall consist of the following:
 - The rough grading necessary to accommodate Phase 1 improvements;
 - Construction of Conference Center Drive;
 - Traffic Signal at the intersection of Gibson & Conference Center Drives;

- Right turn lane from Gibson Dr. to Conference Center Drive;
- ADA Pedestrian access from the existing pedestrian path adjacent to the northern side of the project;
- Secondary access road for emergency vehicle use;
- Permanent storm drainage extending to the creek; and
- Positive overland drainage release. (Engineering)
- 29. All buildings, landscaping, and site improvements not identified as "future" shall be constructed and completed with Phase 1. All future phases shall be hydroseeded with a wildflower mixture following the initial grading. Subsequent phases shall be separated by either a 6 inch raised curb or shall require installation of a six-foot high chain link fence, or acceptable alternative, to separate the construction phases from occupied phase(s) and to limit potential conflicts between occupied phases and phases under construction. (Planning)
- 30. Each phase shall function independently. Actual phased construction shall meet parking and access requirements and all City utilities for each. The Phasing Plan (Exhibit C) may be modified to allow for temporary parking areas within the area proposed for the parking structure or second hotel. Temporary parking areas do not need to meet the City's shade requirements, but shall be paved & striped per City standards and shall meet the City's minimum lighting requirement of 1 foot candle. Additional modifications to the phasing of the project may be approved by the Planning & Redevelopment Director. (Planning)
- 31. Conference Center Drive shall be built to a width of 60 feet from back of curb and shall have the following cross section: a 10-foot wide through lane, an 11-foot wide through lane, a 12-foot wide two-way left turn lane, an 11-foot wide through lane and a 10-foot wide through lane. Standard curb and gutter shall be constructed along each side of the street. (Engineering)
- 32. The applicant shall dedicate the Right-of-Way for Conference Center Drive to the City of Roseville. A separate document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorders Office. (Engineering)
- 33. A traffic signal and standard curb ramps shall be installed at the intersection of Conference Center Drive and Gibson Drive. Interconnect cable shall be installed along the frontage of Gibson Drive to provide coordination with the signal on Roseville Parkway. PRIOR TO THE APPROVAL OF IMPROVEMENT PLANS, and subject to City Council approval, the project proponent shall enter into a reimbursement agreement with the City for the above referenced improvements. All work performed as part of the reimbursement agreement shall be paid for with prevailing wages (Engineering)
- 34. A standard right turn lane shall be constructed on Gibson Drive for access to Conference Center Drive. Gibson Drive shall be re-striped to provide a left turn lane into Conference Center Drive. (Engineering)
- 35. In the location where underground utilities to service the project will be extended from Conference Center Drive into Gibson Drive, the entire width of pavement on Gibson Drive, from the northerly curb return to the southerly curb return of Conference Center Drive, shall be grinded a minimum of 1-1/2" and repaved. (Engineering)
- 36. Electric crossings across Gibson Drive shall be made with Jack and Bore techniques, unless the crossing occurs within the vicinity of the area to be grinded and overlayed for the utility connections at Conference Center Drive. (Engineering)

- 37. Prior to any onsite construction, the location of Conference Center Drive shall be flagged in the field. A Stabilized Construction Entrance shall be constructed where Conference Center Drive meets with Gibson Drive. (Engineering)
- 38. The traffic circle shall be constructed per the City's Standard Design or as approved by the Public Works Director. No driveways shall be constructed within 140 feet of the traffic circle. (Engineering)
- 39. The driveways on Conference Center Drive, adjacent to the restaurants, shall be located per the design by Fehr and Peers and shall be restricted to right turns only. The driveways shall be restricted to right turn movements only and a 2 foot wide raised median shall be constructed to prohibit left turn movements. The outside inbound travel lane on Street A shall terminate at the right turn driveway with the single inside lane continuing to the roundabout. The second outbound lane on Street A shall begin at the right-turn driveway (Engineering)
- 40. A temporary ADA pedestrian path of travel shall be provided to the site from the existing pedestrian path adjacent to the northern side of the project. An ADA pedestrian access shall be stubbed to the southerly property line for the future connection to Gibson Drive along Conference Center Drive. (Engineering)
- 41. The 14' Bike Path Easement (B.P.E.) shown near the southern boundary of the project has been abandoned with the Parcel Map of Lot 40 and shall be removed from the plans. (Engineering)
- 42. Storm drain improvements shall be constructed within Conference Center Drive and shall be sized for all tributary areas. Adequate stubs shall be extended to the adjacent parcels. (Engineering)
- 43. The 100-year flood elevation of the south branch of Pleasant Grove Creek shall be verified and shown on the improvement plans. No grading shall occur within the 100-year floodplain. (Engineering)
- 44. The applicant shall demonstrate how they will access the outfall for maintenance purposes. (Engineering)
- 45. All storm drainage, including roof drains, shall be collected on site and shall be routed to the nearest natural drainage facility. Care shall be taken to avoid discharge of the storm drain system in any area upstream of existing vernal pools. All vernal pools shall be shown on the improvement plans. Stormwater BMPs shall be implemented at all discharge points. Proper velocity attenuation and dissipation of storm flows prior to introduction into natural drainage course shall be designed and constructed to the specifications of the City. The storm drain system shall be a private system and shall be maintained by the property owner. All efforts shall be made to incorporate the overland release points into the drainage outlet channels. Access shall be provided to the outfall for maintenance. The 100-year flood elevation of the south branch of Pleasant Grove Creek shall be verified and shown on the improvement plans. (Engineering)
- 46. 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)

- 47. The grading plans shall be accompanied with engineered structural calculations for all retaining walls greater then 4 feet in height. All retaining walls shall be of masonry or keystone type construction. (Engineering)
- 48. 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)
- 49. Sight distances for all driveways and turn lanes shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
- 50. The applicant shall construct and maintain a separated Class I bike path along the north side of the project that connects the existing Class I facility in the Shea Center to the future bridge crossing to the Galleria. The design of the Class I bike lane shall be 10' wide with a 2' shoulder on one side unless otherwise approved by the Public Works Director. (Engineering, Transportation)
- 51. A standard v-ditch shall be constructed along the northern edge of the bike path that is adjacent to Hwy 65 to prevent storm runoff from flowing over the bike path. (Engineering)
- 52. The project may include a single crossing of the existing Class 1 bike path on the west side of the parcel adjacent to the Shea Center. The crossing shall include the following design features:
 - a. The crossing shall be at a 90-degree angle to the bike path:
 - b. Unless otherwise approved by the Public Works Director, the crossing shall be for emergency vehicles only;
 - c. If for use by emergency vehicles only, bollards or a gate shall be provided restricting auto access across the bike trail; and
 - d. If approved for use by auto traffic, the auto crossing shall be stop-controlled and shall include a raised pavement section, high visibility pavement markings, and signage so that motorists are fully aware they are crossing a bike trail. (Engineering, Transportation)
- 53. The applicant shall construct a bus turnout and install a bus shelter south of the restaurant on the east side of Conference Center Drive as approved by the Public Works Director. Parking shall be eliminated on one side of the second driveway east of Conference Center Drive and that driveway shall be increased in width to 30 feet, to provide an exit route for transit vehicles. It will be the applicant's responsibility to maintain the bus pad and shelter. The bus shelter shall be approved by the City Engineer. (Engineering, Transportation)
- 54. 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)
- 55. **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)
- 56. "Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water and sewer utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan view and in profile view where grading activities will modify existing site elevations over top of or within 15 feet of the utility. Any utilities that could potentially be impacted by the project shall be clearly identified along with the proposed protection measures. The developer shall be responsible for taking measures and incurring costs associated with protecting the existing water and sewer utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)"
- 57. The applicant shall pay for all applicable water and sewer fees. (Environmental Utilities)
- 58. Water and sewer infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards and shall include:
 - a. Utilities or permanent structures shall not be located within the area, which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12' unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.
 - b. Water and sewer mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions of approval.
 - c. All sewer manholes shall have all weather 10-ton vehicle access unless authorized by these conditions of approval. (Environmental Utilities)
 - d. The location of future landscape plantings and hardscape features adjacent to existing and proposed water and sewer facilities shall be approved by EUD on a case by case basis. (Environmental Utilities)
- 59. Water and sewer stubs for the adjacent parcel(s) shall be provided for ultimate build-out. (Environmental Utilities)
- 60. The applicant/developer shall prepare a Transportation Systems Management (TSM) Plan for the Roseville Conference Center to be reviewed and approved by the Transportation Commission. The project shall include a minimum of six (6) employee bicycle lockers, two (2) each for the conference center and each hotel, and a shower area accessible for employees who walk or bike to work. (Transportation)
- 61. 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)
- 62. 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)

- 63. 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)
- 64. 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)
- 65. Vertical clearances or widths shall be increased when, in the opinion of the Fire Chief, vertical clearances or widths are not adequate to provide fire apparatus access. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus (34 tons) and shall be provided with a surface so as to provide all-weather driving capabilities. Said access shall be provided prior to any construction or storage of combustible materials on site. (Fire)
- 66. 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)
- 67. The required fire flow for the protection of the proposed project is 4,000 gallons per minute with 20 pounds residual water pressure. This flow is based on the premise that the structure will be of Type 1-FR rated construction with the installation of a full coverage automatic fire sprinkler system, and is reflective of the proposed square footage amounts. A change in any of the conditions may increase the required fire flow. (Fire)
- 68. The applicant shall provide the Fire Department with a hydraulic analysis (prepared by a State licensed fire protection, civil, or mechanical engineer) that evaluates the private fire service water main serving the complex. The analysis shall demonstrate that an approved water supply is available and that it is capable of supporting the combined demands for the required fire flow 4,000 gpm. (Fire)
- 69. Applicant shall provide a minimum of eight (8) fire hydrants within the complex in accordance with the Roseville Fire Code. The average spacing between fire hydrants within the complex shall not exceed 200 feet-on-center along proposed roadways. A fire hydrant shall be located within 40-feet of all fire department connections to fire sprinkler systems. The location, number and type of fire hydrants connected to the water supply shall be provided as required and approved by the Fire Department. (Fire)
- 70. 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)
- 71. 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)
- 72. If the proposed project is to be provided with perimeter security fencing, fire apparatus access and occupant exiting shall be considered. All vehicular access gates shall comply with the Uniform Fire Code requirements and shall be equipped with approved Knox and Opticom emergency vehicle

- access devices. If pedestrian gates are designed as part of the overall exiting system, they shall comply with the exiting provisions of the California Building Code. Plans shall be submitted to the Fire Department for review and approval prior to installation. (Fire)
- 73. An approved access walkway shall be provided to all exterior doors and openings required by either the California Fire Code or the California Building Code. A concrete sidewalk or other approved hard surface will meet the intent of the access walkway requirement. Adequate space adjacent to the access walkway, vertically and horizontally, shall be provided to allow firefighters to access required building openings in order to effectively perform rescue operations, to allow for equipment maneuverability, and to safely raise ground ladders. Any landscaping adjacent to the access walkway shall be such that it does not obstruct the functional purpose of the walkway upon maturity. (Fire)
- 74. 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
- 75. All on-site external lighting shall be installed and directed to have no off-site glare. All exterior light fixtures shall be vandal resistant. Lighting in surface parking areas shall provide a maintained minimum of 1 foot candle of light. Plaza areas or pedestrian walkways shall provide a maintained minimum of 1/2-foot candle of light. The specified average light levels for the parking structure shall be as follows:
 - General Parking and Pedestrian Areas 5 foot-candles
 - Ramps and Corners 10 foot-candles
 - Entrance and Exit Areas 50 foot-candles (Planning & Redevelopment, & Police)
- 76. 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)
- 77. 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:**
- 78. 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)
- 79. 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 Conference Center Road.
 - b. Water, sewer, and reclaimed water easements.
 - c. Public access easement over existing and proposed bike trails. (Electric, Engineering, Environmental Utilities)
- 80. 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)
- 81. Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)
- 82. Inspection of the potable water supply system on new commercial/ industrial/ office projects shall be as follows:
 - a. The Environmental Utilities Inspector will inspect all potable water supply up to the downstream side of the backflow preventor.
 - b. The property owner/applicant shall be responsible for that portion of the water supply system from the backflow preventor to the building. The builder/contractor shall engage a qualified inspector to approve the installation of this portion of the water supply. The Building Division will require from the builder/ contractor, a written document certifying that this portion of the potable water supply has been installed per improvement plans and in accordance with the Uniform Plumbing Code. This certificate of compliance shall be submitted to the Building Division before a temporary occupancy or a building final is approved.
 - c. The building inspectors will exclusively inspect all potable water supply systems for the building from the shutoff valve at the building and downstream within the building. (Building, Environmental Utilities)
- 83. 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)
- 84. The project shall be addressed as follows:

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

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

- 85. This project falls within the Commercial category of the Pleasant Grove Watershed Flood Control Plan as determined by the Placer County Flood Control District and adopted by the City of Roseville. The project is therefore subject to a fee based on gross developed acres. (Engineering)
- 86. 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)
- 87. 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)
- 88. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)
- 89. 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)
- 90. Improvement plans shall show the Preserve boundary and label it as a protected area. The Pre-Construction meeting shall address the presence of the Preserve, the sensitive habitats present and minimization of disturbance to the Preserve. During grading and construction the preserve area shall be avoided and shall not be used for parking, storage, or project staging. The contractor shall remove all trash blown into the preserve from adjacent construction on a daily basis. After construction is complete, the temporary fencing shall be removed from the preserve, along with all temporary erosion control measures (e.g., straw bales, straw waddles and stakes, silt fencing). (Engineering, CDD, Planning)
- 91. Prior to construction within any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve. Fencing shall be maintained daily until permanent fencing is installed, at which time the temporary fencing shall be removed from the project site. (Engineering, CDD, Planning)

- 92. With the exception of access required for maintenance and/or emergency vehicles, the project shall be designed to prevent vehicle access into the Preserve. Post and cable fencing or other improvements shall be utilized to meet this requirement. (Engineering, CDD, Planning)
- 93. Landscaping adjacent to the Preserve shall be as follows:
 - a. The area within 10 feet of the preserve (preserve buffer) shall consist of un-irrigated California native, drought-tolerant groundcover, shrubs, plants and trees; and,
 - b. The formal landscape area between the far eastern drive aisle/parking area and 10 foot wide preserve buffer shall be drip irrigated and consist of California native, drought-tolerant groundcover, shrubs, plants and trees. (CDD, Planning)
- 94. The applicant/developer shall prepare a Transportation Systems Management (TSM) Agreement for the (Roseville Conference Center to be reviewed and approved by the City Manager. (Transportation)
- 95. Water and sewer shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)
- 96. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
- 97. 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)
- 98. 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)
- 99. 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)
- 100. 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)
- 101. Every building three stories or more in height shall be provided with a Class 1 standpipe system in accordance with Roseville Fire Code Section 1004. Said system installation shall conform to the minimum standards of UBC Standard 9-2 and Roseville Fire Code Standard 10-3. Plan review and

- field inspection fees associated with the installation of said systems shall be paid prior to plan submittal. (Fire)
- 102. Every building three stories or more in height shall be provided with not less than one standpipe for use during construction as required by Roseville Fire Code Section 8704.4.3.1. Such standpipes shall be installed when the progress of construction is not more than 25-feet in height above the lowest level of fire department access. Such standpipes shall be provided with fire department hose connections at accessible locations adjacent to usable stairs, and the standpipe outlets shall be located adjacent to such usable stairs. Such standpipe systems shall be extended as construction progresses to within one floor of the highest point of construction having secure decking or flooring. On each floor there shall be provided a 2 ½-inch valve outlet for fire department use. (Fire)
- 103. All buildings and structures with one or more passenger service elevators shall be provided with not less than one elevator meeting the requirements of California Building Code Section 3003.5a for emergency medical service. (Fire)
- 104. 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)
- 105. 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)
- 106. 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)
- 107. 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)
- 108. The applicant shall properly identify all required fire lanes in accordance with the Fire Department Fire Lane Standard. (Fire)
- 109. 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)
- 110. Automatic fire extinguishing system risers, fire alarm system panels and digital alarm communicator system panels shall be located within an approved fire control room and shall be accessible from an adjacent fire apparatus roadway. Said fire control room shall be a minimum size of 150 square feet in size and shall be openable from the exterior via an approved door opening. (Fire)
- 111. A Knox Company Model # 4400 key box shall be located adjacent to the door opening into the fire control room for each structure to provide access to fire protection system equipment. Said box shall be mounted at 5-feet above finished grade adjacent to the door opening. Contact the Knox Company directly at 866.623.4563 for customer service and cost. 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)
- 112. 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)
- 113. 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 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)
- 114. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
- 115. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
- 116. 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)
- 117. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
- 118. 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)
- 119. 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)
- 120. 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.
- 121. One 3/4" conduit with a 2-pair phone line shall be installed from the buildings telephone service panel to the meter section of the customer's electrical switchgear or panel. (Electric)
- 120. It is the responsibility of the developer to insure that all existing electric facilities remain free and clear of any obstruction during construction and when the project is complete. (Electric)
- 122. The developer will be responsible for the extension of two mainline circuits from the Park Substation expansion located on NCRP Parcel 62 to the project site. All costs associated with the extension of these circuits will be the responsibility of the developer.

OTHER CONDITIONS OF APPROVAL:

- 123. Prior to <u>issuance of a Building Permit approval of the Stage 2 Major Project Permit</u>, the applicant shall enter into a bike trail maintenance agreement with the City. The Landowner shall maintain or finance the maintenance of the entirety of the bike trail on their site, including the existing bike trail on the west property line adjacent to Shea Center and the proposed bike trail on the north side of the site. Maintenance activities shall include regular weed control and sweeping, as well as asphalt management (crack seal, slurry seal, striping, etc) and sign maintenance. (Transportation)
- 124. All existing public utility, electric, water, sewer and reclaimed water easements shall be maintained unless otherwise authorized by these conditions of approval. (Electric, Engineering, Environmental Utilities)
- 125. The project shall comply with all required environmental mitigation identified in the Addendum to the North Central Roseville Specific Plan EIR. (Planning)
- 126. Signs shown on the elevations are not approved as part of the Major Project Permit. A Sign Permit is required for all project signs. (Planning)
- 127. The parking lot striping and signing shall be maintained in a visual and legible manner. (Planning)
- 128. Following the installation of the landscaping, all landscape material shall be maintained in a healthy and weed free condition; dead plant material shall be replaced immediately. All trees shall be maintained and pruned in accordance with the accepted practices of the International Society of Arboriculture (ISA). (Planning)
- 129. Pursuant to the Zoning Ordinance, subsequent Modifications to the Major Project Permit consistent with this approval may be reviewed and approved with an Administrative Permit. If it is determined by the Planning Director that the subsequent modification is not clearly consistent with the original approval or if other issues arise, the Planning Director may refer the item for a public hearing at the Design Committee or Planning Commission. (Planning)
- 130. The City reserves the right to restrict vehicle-turning movements within the public right-of-way in the future if deemed necessary by the City Engineer. (Engineering)

- 131. The required width of fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Minimum required widths and vertical clearances established by the Fire Code shall be maintained at all times during construction. Closure of accesses for fire apparatus by gates, barricades and other devices shall be prohibited unless approved by the Fire Chief. (Fire)
- 132. Temporary aboveground storage tanks may be used at construction sites for diesel fuel only and shall not exceed 1,000 gallon capacity. Tanks shall comply with all provisions found within the Fire Code. A Fire Department Permit shall be obtained prior to tank installation. The permit shall expire after 90 days from the date of issuance, unless extended by the Fire Chief. (Fire)
- 133. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor or person responsible for the building permit must notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable of not and if site remediation is required. (Fire)
- 134. The location and design of the gas service shall be determined by PG&E. The design of the gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)
- 135. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday. Provided, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order (Building)
- 136. The developer (or designated consultant) shall certify that the building foundation location has been placed according to all approved setback requirements shown on the approved site plan. The developer shall prepare a written statement confirming building placement and provide an original copy to the City Building Department Field Inspector at the time of or prior to the foundation inspection. (Building)
- 137. Prior to Certificate of Occupancy, the applicant may apply for a Temporary Occupancy (TO) of the building. If a TO is desired, the applicant must submit a written request to the Building Division a minimum of thirty (30) days prior to the expected temporary occupancy date and shall include a schedule for occupancy and a description of the purpose for the Temporary Occupancy. (Building)
- 138. A site improvement building permit shall be required to specifically cover site accessibility and site lighting for plan review and inspection for compliance with the California Building Code and the California Electrical Code. This permit shall be coordinated with other building permits for the overall project such that the site building permit shall obtain final inspection approval no later than occupancy approval for the first building structure, such as the hotel, etc. (Building)
- 139. Concurrent with submittal for plan check and prior to a request for final building inspection, the applicant may request City approval of an occupancy phasing plan to allow individual or multiple building occupancies. This request shall be made in writing to the Building Department and shall include 10 copies of the following:

- a. A description of measures that will be undertaken to minimize conflict between residents/building occupants and construction traffic (e.g. fencing, etc.);
- b. A phasing plan showing the proposed buildings, internal roads and access routes, landscaping, trash enclosure locations, and any other improvements planned for each phase; and
- c. Estimated time frame for each phase and a specific date for the first phase. (Planning, Building)

CONDITIONS OF APPROVAL FOR ROSEVILLE HOTEL CONFERENCE CENTER STAGE 2 MAJOR PROJECT PERMIT: MPP-000003

- 1. All existing conditions for Stage 1 Major Project Permit (MPP) for the Roseville Hotel Conference Center (file MPP-000002) shall apply to this entitlement (Stage 2 MPP for the Roseville Hotel Conference Center), except as otherwise conditioned below. (Planning)
- 2. The project is approved as shown in Exhibits A E and as conditioned or modified below.
 - a. The Site Plan, Landscape Plan, & Grading Plan shall be modified to incorporate the location of the bus shelter and circulation plan as delineated in Exhibit D. The shelter shall be located along the northern side of the main drive aisle east of the traffic circle as approved by the Public Works Director. It will be the applicant's responsibility to maintain the bus pad and shelter. The bus shelter shall be approved by the City Engineer. (Engineering, Transportation, Planning)
 - b. The Landscape Plan shall be modified as follows: The palm trees located along the southern property line and south side of the restaurants shall be replaced with tree species that are representative to Roseville to the satisfaction of the Planning Department. (Planning)
- 3. The Building Permits for the Embassy Suite Hotel (10 story hotel) and Conference Center (first phase of the project) shall only be issued concurrently. (Planning, CDD)
- 4. The second hotel, freestanding restaurant buildings, and parking structure are not approved as part of this project and will require approval of a Design Review Permit The design of these buildings shall be consistent with the design of the conference center and ten story hotel. Refuse service for the restaurants will be evaluated with the Design Review Permit. (Planning)
- 5. The approved materials and colors for Phase 1 of the project (conference center and ten story hotel) are as follows:
 - Building material & color: "El-Rey" 3 coat stucco with elastometric finish in tea # 1636, pale # 1632, acorn #425, summit # 448, & haristone # 444;
 - Accents: "Belstone" granite tiles with polished finish in carmen red, red multicolor, gold tiger, & palo gold:
 - Glass: "Pilkington" in reflective eclipse and high performance tinted glass in arctic blue;
 - Metal roofing & soffits: "Berridge" flat seam metal roofing in sierra tan, terra cotta, & metallic champagne; and,
 - "Una-Clad" aluminum cladding in metallic champagne.

Changes in materials or colors that are deemed consistent with the approved materials board as listed above may be approved by the Planning & Redevelopment Director. (Planning)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

- 6. Prior to the issuance of Building Permits, the applicant shall provide proof of an emergency access easement through the Shea Center extending to Gibson Drive. (Engineering)
- 7. The design of each building shall address all property line requirements associated with the proposed parcel lines. In particular, the hotel and the conference center shall address all property line requirements associated with the proposed parcel line between Parcels A and B fire rating of walls adjoining property lines, prohibition of openings at property lines, etc. The design of the conference center shall address all similar property line requirements associated with the proposed parcel line between Parcels B and C fire rating of walls adjoining property lines, prohibition of openings/fire-rated protection of openings, etc. (Building)

OTHER CONDITIONS OF APPROVAL:

8. The property owner shall fund the maintenance of bike trails on the subject property, including litter removal, weed control, sweeping, crack sealing, and asphalt overlay/seal in accordance with City standard practices. An agreement to this effect shall be implemented. The property owner shall conduct the maintenance activities unless otherwise agreed upon between the City and landowner. (Transportation, Engineering)

CONDITIONS OF APPROVAL FOR ROSEVILLE HOTEL CONFERENCE CENTER PARCEL MAP: SUB-000039

- 1. The approval of a Tentative Map and/or tentative site plan does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)
- 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 applicant shall submit to the Planning and Engineering Departments the appropriate Army Corps of Engineers permit or clearance, the California Department of Fish and Game Stream Bed Alteration Agreement, and/or the Regional Water Quality Control Board Water Quality Certificate. (Planning)
- 6. 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. Access to the floodplain as required by Engineering and the Streets Department.
- e. Standard Handicap ramps shall be installed at all curb returns per City Standards. (Engineering)
- 7. 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)
- 8. 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)
- 9. 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)
- 10. All buildings, landscaping, and site improvements not identified as "future" shall be constructed and completed with Phase 1. All future phases shall be hydroseeded with a wildflower mixture following the initial grading. Development of subsequent phases shall require installation of a six-foot high chain link fence, or acceptable alternative, to separate the construction phases from occupied phase(s) and to limit potential conflicts between occupied phases and phases under construction. (Planning)
- 11. Each phase shall function independently. Actual phased construction shall meet parking and access requirements and all City utilities for each. The Phasing Plan (Exhibit X) may be modified to allow for temporary parking areas within the area proposed for the parking structure or second hotel. Temporary parking areas do not need to meet the City's shade requirements, but shall be paved & striped per City standards and shall meet the City's minimum lighting requirement of 1 foot candle. Additional modifications to the phasing of the project may be approved by the Planning & Redevelopment Director. (Planning)
- 12. Phase 1 shall consist of the following:
 - The rough grading necessary to accommodate Phase 1 improvements
 - Construction of Street A (Conference Center Drive)
 - Traffic Signal
 - Right turn lane from Gibson Dr. to Street A (Conference Center Drive)

- ADA Pedestrian access from the existing pedestrian path adjacent to the northern side of the project
- Secondary access road for emergency vehicle use
- Permanent storm drainage extending to the creek
- Positive overland drainage release
- Necessary parking for Phase 1 improvements (Engineering)
- 13. Street A (Conference Center Drive) shall be built to a width of 60 feet from back of curb and shall have the following cross section: a 10-foot wide through lane, an 11-foot wide through lane, a 12-foot wide two-way left turn lane, an 11-foot wide through lane and a 10-foot wide through lane. Standard curb and gutter shall be constructed along each side of the street. (Engineering)
- 14. The applicant shall dedicate the Right-of-Way for Street A to the City of Roseville. Dedications shall be made on the face of the map. (Engineering)
- 15. All Public Access Easements and Public Utility Easements shall be dedicated to the benefit of all parcels. All easements shall be shown and described on the Final Map. (Engineering)
- 16. A traffic signal and standard curb ramps shall be installed at the intersection of Street A and Gibson Drive. Interconnect cable shall be installed along the frontage of Gibson Drive to provide coordination with the signal on Roseville Parkway. **PRIOR TO THE APPROVAL OF IMPROVEMENT PLANS**, and subject to City Council approval, the project proponent shall enter into a reimbursement agreement with the City for the above referenced improvements. All work performed as part of the reimbursement agreement shall be paid for with prevailing wages (Engineering)
- 17. A standard right turn lane shall be constructed on Gibson Drive for access to Street A. Gibson Drive shall be re-striped to provide a left turn lane into Street A. (Engineering)
- 18. In the location where underground utilities to service the project will be extended from Street A into Gibson Drive, the entire width of pavement on Gibson Drive, from the northerly curb return to the southerly curb return of Street A, shall be grinded a minimum of 1-1/2" and repaved. (Engineering)
- 19. Electric crossings across Gibson Drive shall be made with Jack and Bore techniques, unless the crossing occurs within the vicinity of the area to be grinded and overlayed for the utility connections at Street A. (Engineering)
- 20. Prior to any onsite construction, the location of Street A shall be flagged in the field. A Stabilized Construction Entrance shall be constructed where Street A meets with Gibson Drive. (Engineering)
- 21. The traffic circle shall be constructed per the City's Standard Design or as approved by the Public Works Director. No driveways shall be constructed within 140 feet of the traffic circle. (Engineering)
- 22. The driveways on Street A, adjacent to Parcels E and F, shall be located per the approved site plan. The driveways shall be restricted to right turn movements only and a 2 foot wide raised median shall be constructed to prohibit left turn movements. The outside inbound travel lane on Street A shall terminate at the right turn driveway with the single inside lane continuing to the roundabout. The second outbound lane on Street A shall begin at the right-turn driveway (Engineering)
- 23. A temporary ADA pedestrian path of travel shall be provided to the site from the existing pedestrian path adjacent to the northern side of the project. An ADA pedestrian access shall be stubbed to the southerly property line for the future connection to Gibson Drive along Street A. (Engineering)

- 24. Storm drain improvements shall be constructed within Street A and shall be sized for all tributary areas. Adequate stubs shall be extended to the adjacent parcels. (Engineering)
- 25. All storm drainage, including roof drains, shall be collected on site and shall be routed to the nearest natural drainage facility. Care shall be taken to avoid discharge of the storm drain system in any area upstream of existing vernal pools. All vernal pools shall be shown on the improvement plans. Stormwater BMPs shall be implemented at all discharge points. Proper velocity attenuation and dissipation of storm flows prior to introduction into natural drainage course shall be designed and constructed to the specifications of the City. The storm drain system shall be a private system and shall be maintained by the property owner. Access shall be provided to the outfall for maintenance. All efforts shall be made to incorporate the overland release points into the drainage outlet channels. The 100-year flood elevation of the south branch of Pleasant Grove Creek shall be verified and shown on the improvement plans. (Engineering)
- 26. A note shall be added to the grading plans that states:

"Prior to the commencement of grading operations, the contractor shall identify the site where the (excess/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)

- 27. The grading plans shall be accompanied with engineered structural calculations for all retaining walls greater then 4 feet in height. All retaining walls shall be of masonry or keystone type construction. (Engineering)
- 28. 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)
- 29. Sight distances for all driveways and turn lanes shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
- 30. The applicant shall construct and maintain a separated Class I bike path along the north side of the project that connects the existing Class I facility in the Shea Center to the future bridge crossing to the Galleria. The design of the Class I bike lane shall be approved by the Public Works Director and shall include a v-ditch along the northern edge of the bike path adjacent to Hwy 65 to prevent storm runoff from flowing over the bike path.. (Engineering, Transportation)
- 31. The project may include a single crossing of the existing Class 1 bike path on the west side of the parcel adjacent to the Shea Center. The crossing shall include the following design features:
 - a. The crossing shall be at a 90-degree angle to the bike path.
 - b. Unless otherwise approved by the Public Works Director, the crossing shall be for emergency vehicles only.

- c. If for use by emergency vehicles only, bollards or a gate shall be provided restricting auto access across the bike trail.
- d. If approved for use by auto traffic, the auto crossing shall be stop-controlled and shall include a raised pavement section, high visibility pavement markings, and signage so that motorists are fully aware they are crossing a bike trail. (Engineering, Transportation)
- 32. The applicant shall construct a bus turnout and install a bus shelter along the northern side of the main drive aisle east of the traffic circle as approved by the Public Works Director. It will be the applicant's responsibility to maintain the bus pad and shelter. The bus shelter shall be approved by the City Engineer. (Engineering, Transportation)
- 33. Improvement plans shall show the Preserve boundary and label it as a protected area. The Pre-Construction meeting shall address the presence of the Preserve, the sensitive habitats present and minimization of disturbance to the Preserve. During grading and construction the preserve area shall be avoided and shall not be used for parking, storage, or project staging. The contractor shall remove all trash blown into the preserve from adjacent construction on a daily basis. After construction is complete, the temporary fencing shall be removed from the preserve, along with all temporary erosion control measures (e.g., straw bales, straw waddles and stakes, silt fencing). (Engineering, CDD, Planning)
- 34. Prior to construction within any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve. Fencing shall be maintained daily until permanent fencing is installed, at which time the temporary fencing shall be removed from the project site. (Engineering, CDD, Planning)
- 35. With the exception of access required for maintenance and/or emergency vehicles, the project shall be designed to prevent vehicle access into the Preserve. Post and cable fencing or other improvements shall be utilized to meet this requirement. (Engineering, CDD, Planning)
- 36. Landscaping adjacent to the Preserve shall be California native, drought-tolerant groundcover, shrubs, plants and trees. (CDD, Planning)
- 37. The following note shall be added to the Grading and/or 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.
- 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)

- 38. 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)
- 39. **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)

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

- 40. 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)
- 41. 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)
 - e) The location of future landscape plantings and hardscape features adjacent to existing and proposed water and sewer facilities shall be approved by EUD on a case by case basis. (Environmental Utilities)
- 42. Water and sewer stubs for the adjacent parcel(s) shall be provided for ultimate built-out. (Environmental Utilities)
- 43. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 200 feet on center. (Fire)
- 44. Minimum fire flow is 4,000 gallons per minute with 20 lbs. psi residual pressure. A change in any of the conditions may increase the required fire flow. (Fire)

- 45. 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)
- 46. 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)
- 47. 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)
- 48. 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
- 49. 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)
- 50. 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

- 51. 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 Conference Center Drive;
 - b) Water and sewer easements; and,
 - A Public access easement over existing and proposed bike trails.

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

- 52. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)
- 53. 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)
- 54. 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. (Transportation, Attorney)
- b) The establishment of a Business Owners Association or other mechanism approved by the City to fund and conduct maintenance of the on-site bike trails. (Transportation. Attorney)
- c) Creation of a Business Owners Association. (Attorney)
 - i) Business Owners Association shall be responsible for maintenance of all common areas including landscaping, parking areas, and drive aisles. (Attorney)
 - ii) The common areas provide reciprocal access, parking and utilities (including drainage) for the mutual benefit of all properties. (Attorney, Engineering)
 - iii) Provisions for title to common areas to be held by the Business Owners Association for and on behalf of all owners of each parcel. (Attorney, Engineering, Fire, Environmental Utilities, Planning)
 - iv) The Business Owners Associations (collectively) shall own and maintain Parcel D as shown on the Tentative Map. (Attorney, Engineering)
- d) A clause shall be included within the CC&R's that prohibits changes to any of the items required by the City unless approved by the City. (Attorney)
- 55. 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)
- 56. The street names shall be approved by the City of Roseville. (Engineering)
- 57. 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)
- 58. 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)
- 59. 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)
- 60. 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)

61. The addresses for the new parcels shall be as follows:

Parcel A310 Conference Center Drive
Parcel B 300 Conference Center Drive
Parcel C 290 Conference Center Drive
Parcel D 314 Conference Center Drive
Parcel E 320 Conference Center Drive
Parcel F 280 Conference Center Drive

- 62. 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)
- 63. 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)
- 64. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
- 65. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
- 66. 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)
- 67. The developer will be responsible for the extension of two mainline circuits from the Park Substation expansion located on NCRP Parcel 62 to the project site. All costs associated with the extension of these circuits will be the responsibility of the developer. (Electric)
- 68. 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)
- 69. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

- 70. The owners of the resultant lots shall participate in a comprehensive Transportation Systems Management (TSM) Plan for the Roseville Conference Center. (Transportation)
- 71. 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)
- 72. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)

- 73. 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)
- 74. 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)
- 75. 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)
- 76. 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)

CONDITIONS OF APPROVAL FOR ROSEVILLE HOTEL CONFERENCE CENTER NOISE EXCEPTION

- 1. The noise exception is granted for the months of February and March 2006. (Planning)
- The noise exception shall exempt from noise regulation construction activities associated with the Roseville Hotel Conference Center between the hours of 6 a.m. to 7 p.m. Monday through Saturday and 7 a.m. to 5 p.m. on Sundays and holidays. No construction activities including crew arrival, staging and setup shall occur prior to 6:00 a.m. (Building, Engineering)
- 3. Where complaints are received related to the exception the City may take action as necessary to reduce the sound impacts including modification or revocation of the exception. (Planning)
- 4. Modifications to this noise exception may be approved by the Planning and Redevelopment Director. A minimum of 48 hours written notice shall be given for any requested modifications to this noise exception. (Planning)

ATTACHMENTS:

- 1. Vicinity Map
- 2. Approved Site Plan
- 3. Approved Grading Plan
- 4. Architectural Narrative and Color Renderings
- 5. Landscape Narrative and Color Renderings
- 6. Request for Noise Exception

EXHIBITS:

- A. Elevation Plans (Sheets A.1 A.5)
- B. Floor Plans (Sheets A2.2, A2.3, A2.10, & A3.3)
- C. Landscape Plans (2 sheets)
- D. Alternative Bus Shelter Location
- E. 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.