

PLANNING & REDEVELOPMENT DEPARTMENT STAFF REPORT PLANNING COMMISSION MEETING JANUARY 10, 2008

Prepared by: Gina La Torra, Associate Planner

ITEM V-B: MAJOR PROJECT PERMIT (STAGE ONE), MAJOR PROJECT PERMIT (STAGE TWO),

& TENTATIVE PARCEL MAP - 200 GIBSON DRIVE (NCRSP PARCEL 40C -

HIGHLAND VILLAGE) -- FILE# 2007PL-123

REQUEST

The applicant is requesting approval of a Major Project Permit (Stage One-site layout & preliminary grading) for the development of a 15.35 acre site with two hotels (164,322 square feet), two retail buildings (14,800 square feet), five restaurants (36,384 square feet), a bank building (3,500 square feet), and associated parking. The applicant also seeks approval of a Major Project Permit (Stage Two-architecture & landscaping) for Hotel 1, Hotel 2, and retail buildings 1 & 2. Lastly, the applicant requests approval of a Tentative Parcel Map to divide Parcel 40C into 10 parcels.

Applicant – David Glimcher – GVSW Roseville, LLC Property Owner – Stephen Thurtle – Roseville Investments, LLC

SUMMARY RECOMMENDATION

The Planning Department recommends that the Planning Commission:

- A. Adopt the seven (7) findings for adoption of the Negative Declaration;
- B. Adopt the Negative Declaration;
- C. Adopt the two findings of fact for the Major Project Permit (Stage One);
- D. Adopt the two findings of fact for the Major Project Permit (Stage Two);
- E. Approve Stage One and Stage Two of the Major Project Permit with 103 conditions of approval;
- F. Adopt the three (3) findings of fact for the Tentative Parcel Map;
- G. Approve the Tentative Parcel Map with 72 conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

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

BACKGROUND

The project site encompasses a portion of the original Parcel 40 of the North Central Roseville Specific Plan (NCRSP) area, generally located on the northeast corner of Roseville Parkway and Gibson Drive. A Tentative Parcel Map was approved March 1, 2005, which allowed the subdivision of NCRSP Parcel 40 into four parcels (Parcels 40A, 40B, 40C, and 40D) ranging in size between 6.74 to 20 acres. The project site is located on Parcel 40C, which is 15.35 acres. Further, a Specific Plan Amendment, Development Agreement Amendment, and Addendum to the NCRSP EIR were adopted in July of 2005. The Specific Plan Amendment modified the following on Parcel 40:

- Allowed the total floor area ratio to be increased from 40% to 80%,
- Allowed the building height to be increased from 50-feet to 10 stories tall, and
- Reduced the setback on Gibson Drive from 30-feet to 25-feet.

The General Plan land use designation for Parcel 40 is a Community Commercial/Business Professional (CC/BP) combining designation. The CC/BP land use in the NCRSP establishes a maximum percentage of square footage of commercial vs. office (60% commercial/40% office). This policy is intended to achieve a mixed-use office and retail project. While the Specific Plan Amendment in 2005 increased the permitted Floor Area Ratio for Parcel 40, it did not modify the land use designation or the 60/40 split. Although Parcel 40C would be developed primarily with commercial uses, the Parcel 40 Development Agreement permits Parcel 40B, 40C, & 40D to be developed solely with commercial or offices uses, or a combination thereof, provided that the cumulative total of commercial uses between the parcels does not exceed 334,540 square feet. The project proposes a total commercial use of 219,006 square feet, which leaves 115,534 square feet of commercial use remaining that could be developed on Parcel 40B & 40D.

MAJOR PROJECT PERMIT PROCESS

The intent of the Major Project Permit (MPP) process is to streamline the review of large and diverse projects that could be constructed over a period of several years. The MPP process allows for the resolution of site issues prior to the review of more detailed architectural and landscape issues that may not be finalized at the time the site plan is ready. In accordance with the City's MPP Ordinance, the MPP review process is segregated into three separate stages. Provided below is a summary of each Stage:

- <u>Stage One</u>: Stage One of the MPP application consists of the approval of a preliminary development plan. The preliminary development plan will establish the configuration of the buildings, conceptual building elevations, parking areas and ratios, landscaping and open space locations, rough grading and drainage on and off-site, vehicular and pedestrian circulation, and development phasing. The complete environmental review of the project is also performed at this stage. Stage One review and approval is performed by the Planning Commission.
- <u>Stage Two</u>: Stage Two of the MPP application process consists of the review of the detailed architecture and landscaping for the project. Stage Two review is also initially performed by the Planning Commission.
- <u>Stage Three</u>: Stage Three is an administrative review of the improvement and building plans for compliance with the conditions of the Stage One and Two approvals.

SITE INFORMATION

A. Project Location: 200 Gibson Drive; NCRSP Parcel 40C

B. Applicable Specific Plan: North Central Roseville Specific Plan (NCRSP)

- C. Roseville Coalition of Neighborhood Associations (RCONA): RCONA #18, Harding. The Harding Neighborhood Association is not active, and therefore did not receive notification of the application submittal. Consistent with applicable noticing requirements, notices of the January 10, 2008 Planning Commission meeting were mailed to properties within 300 feet of the subject property and published with the Roseville Press Tribune.
- D. Total Acreage: 15.35± acres
- **E. Lot Dimensions:** The project site is irregular in shape and has approximately 330 linear feet of frontage abutting Roseville Parkway, approximately 700 linear feet abutting Gibson Drive, and approximately 400 linear feet abutting Conference Center Drive.

- **F. Topographical/Natural Features:** The project site is currently vacant. Parcel 40C is disked biannually for weed control purposes. A 255-foot wide power line easement is located along the front of the property adjacent to Roseville Parkway. No natural features such as wetlands or native oak trees are present on the site.
- **G. Site Access:** There currently is not a developed access driveway to the site. The project would construct access driveways from Roseville Parkway, Gibson Drive and Conference Center Drive. The applicant is also developing a pedestrian pathway onsite that would terminate at the location of a future pedestrian bridge connecting the site to the Galleria Mall site, per the requirements of the Parcel 40 Development Agreement. The pedestrian bridge is not a requirement of the project. Please see the discussion on page 5 for further details regarding the bridge.

ADJACENT ZONING AND LAND USE

LOCATION	ZONING	GENERAL PLAN LAND USE	CURRENT USE
Site	Community Commercial (CC/SA-NC)	Business Professional/ Commercial (BP/CC)	Vacant
North	Community Commercial (CC/SA-NC)	Business Professional/ Commercial (BP/CC)	Vacant (Parcel 40D)
South	Open Space (OS)	Open Space (OS)	Open Space (Parcel 82)
East	Community Commercial (CC/SA-NC)	Business Professional/ Commercial (BP/CC)	Vacant (Parcel 40B)
West	Park and Recreation (PR)	Park and Recreation (PR)	Vacant

EVALUATION

The evaluation section of this report includes an analysis of the proposed Major Project Permit Stage One for Parcel 40C, as well as analysis for the architecture and landscaping (MPP Stage Two) of the proposed Hotels 1 & 2 and retail Buildings 1 & 2. The Stage One and Stage 2 Major Project Permits have been analyzed for their consistency with the goals and policies of the General Plan, the Zoning Ordinance, Community Design Guidelines, and the North Central Roseville Specific Plan. A full size Site Plan and reduced size (11" x 17") plans have been included as Exhibit B – Q.

MAJOR PROJECT PERMIT - STAGE ONE

SITE DESIGN

The project would develop NCRSP Parcel 40C with:

- A four-story, 76,000 square-foot, 123-room hotel;
- A six-story, 88,322 square-foot, 151-room hotel;
- Five one-story restaurants totaling 36,384 square feet;
- Two one-story, 7,400 square foot retail buildings;
- A one-story 3,500 square foot bank building; and
- Associated landscaping, parking, site lighting, walkways, and utilities.

As proposed, the two hotels would be located at the northeast portion of the site adjacent to Conference Center Drive, Parcel 40B, and Parcel 82 (open space). The two retail buildings would be located at the northwest corner of the site. Buildings 4, 5 & 6 would be clustered around a main plaza at the primary intersection of the interior drive aisles. A bus/valet drop-off & pick-up area is proposed in front of the main plaza. Building 3 is centrally located adjacent to Building 4. The remaining restaurant

and bank building would be located on the west side of the site and along Gibson Drive. Due to the 255-foot powerline easement along Roseville Parkway, the buildings are set back from the roadway and the majority of the restaurant parking is located under the easement. A 50-foot landscape setback is required along Roseville Parkway and a 25-foot setback is required along Gibson Drive. The

landscape setbacks would be planted and include street trees and sidewalks. Additionally, a 20-landscape buffer is required adjacent to the Open Space and will be planted with native drought tolerant landscaping.

The site layout allows for several pedestrian friendly amenities including a main plaza at the front of Buildings 4-6, a plaza in front of Building 7, and a plaza between Buildings 1 & 2. Benches are proposed at all plaza areas and a water feature is proposed at the main plaza. Separated and meandering sidewalks are proposed along all street frontages. Enhanced paving is proposed at all crosswalks and separate walkways are dispersed throughout the parking areas. A pedestrian pathway is also proposed up to Parcel 82 for the purpose of connecting to a future pedestrian bridge.



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

CIRCULATION

The project includes development of on-site drive aisles and off-site improvements to Roseville Parkway, Gibson Drive, and a portion of Conference Center Drive.

On-site circulation: A central drive aisle would extend from Roseville Parkway to Conference Center Drive and Gibson Drive. A raised intersection ("speed table") is proposed in front of the main plaza with the purpose of slowing traffic and increasing pedestrian safety. Enhanced paving is proposed at all driveway entrances, roadway intersections, and crosswalks. The sidewalk along Gibson Drive will be ten feet wide to accommodate a modified Class 1A bike trail, consistent with the NCRSP. Additional pedestrian paths are proposed throughout the site. The pedestrian connectivity plan is shown in Exhibit C.

Analysis of anticipated traffic movements within the development was completed by Fehr & Peers (Attachment 10 of the Initial Study). The analysis provided recommendations for throat depths and widths at each project driveway, roadway frontage improvements, and internal circulation improvements. The applicant has incorporated all of the study's recommendations within the proposed project. Planning and Engineering staff conclude that no further modification to the on-site circulation is required.

Off-Site Circulation: The City's Engineering Division evaluated the project to determine if any changes to the required roadway improvements listed in the Parcel 40 Development Agreement were necessary.

The analysis (Attachment 11 of the Initial Study) found that, although the project would reduce the overall anticipated outbound trips by 557 trips, triple left turn lanes are still required from Gibson Drive to Roseville Parkway. The Engineering Division has reviewed the project and determined the following proposed off-site improvements are still applicable in order to maintain current traffic levels of service:

- Roseville Parkway: Modifications to westbound Roseville Parkway shall include a continuous auxiliary lane (fourth lane) from the Mall to Gibson Drive. The auxiliary lane would allow right-turn ingress into the project on Roseville Parkway and would become a free flowing right turn lane that would flow into the auxiliary lane on the west side of the Gibson Drive intersection. An eight-foot separated pedestrian sidewalk would connect to the existing sidewalk along the Mall site and would run the length of the property.
- ➤ Gibson Drive: Modifications to Gibson Drive are required and to include roadway widening, additional turn lanes and auxiliary lanes. Gibson Drive will be widened to four lanes and allow for triple-left turn lanes onto Roseville Parkway. Auxiliary lanes would allow for northbound and southbound ingress and egress from the project site and onto Conference Center Drive. A separated ten-foot wide bike/pedestrian path will run the length of Gibson Drive.
- Conference Center Drive: The applicant is required to construct the beginning portion of Conference Center Drive, beginning at Gibson Drive and terminating at the easterly property line of Parcel 40C. A traffic signal is required at the Gibson Drive/Conference Center intersection, consistent with the DA. A temporary barricade would be placed on Conference Center Drive north of the project ingress/egress driveway. The completion of Conference Center Drive is a requirement of the Conference Center project. The portion of the roadway constructed by the applicant of Parcel 40C is subject to reimbursement.

Pedestrian Bridge: The Development Agreement for Parcel 40 (A-D) and the Lease Agreement for the Galleria Mall requires the respective property owners to exercise good-faith efforts to "conclude agreements" for funding and construction of a pedestrian cross-connection to the Galleria Mall. The DA does not specify a preferred location for the connection; however, two cross-access easements are recorded across the open space parcel connecting the Mall site and Parcel 40. One of the easements is located to the north, connecting to the approved Conference Center/Hotel site. The southern easement originates near the southeast corner of the proposed Hotel 2 on Parcel 40C.

Note that the easement locations were chosen without much consideration given to grade differences between the two properties and resulting accessibility issues. Consistent with the terms of the Development Agreement, the applicant for Parcel 40C has designed the site to provide a sidewalk "stub" to the edge of the open space within the southern access easement. The City has opened a dialogue with Westfield to examine the extent of site improvements necessary to provide a pedestrian connection on the mall side of the open space. Staff will continue to explore the feasibility of the southern connection, but believes that the northern connection adjacent to the Conference Center is more feasible and will continue efforts to ensure a connection is provided in that location.

Construction of a connection in either location will likely require regulatory permits from the Army Corps of Engineers, as impacts to jurisdictional waters may occur. Since the bridge will span open space managed by the City, permitting and construction of the bridge will also be managed by the City. Funds have been allocated in the NCRSP Community Facilities District (CFD) and will be utilized when a feasible alignment is identified. In addition to the CFD funds, the owners of Parcel 40C are obligated by the DA to provide \$62,500 toward the cost of the bridge.

Parking: The project includes a mix use of commercial, retail, and restaurant uses and would have a reciprocal parking agreement. The following table shows the Zoning Ordinance parking requirements based on the proposed uses and the amount of parking provided:

NCRSP Parcel 40C Parking Table

Use	Room Count	Parking Ratio	Required	Provided
Hotel 1	151	1 space/room	151	152
Hotel 2	123	1 space/room	123	137
	-	Total Hotel Parking	274	289
Use	Square Footage	Parking Ratio	Required	Provided
Restaurants (Buildings 3-7)	36,384	1:100	364	-
Retail (Buildings 1-2)	14,800	1:200	74	-
Bank (Building 8)	3,500	1:150	23	-
	461	431		
Motorcycle Spaces 18				
Total Parking Spaces 735 738				

The actual parking requirement will be reviewed once tenants are determined for Buildings 3-8. However, the mix of commercial uses can not require more parking than the provided 738 parking spaces. The parking plan includes 157 compact spaces, which is equivalent to 21% of the total parking spaces. This is consistent with the Zoning Ordinance parking lot design standards, which allow for compact spaces to account for a maximum of 30% of the total parking spaces. As proposed, the project meets the Zoning Ordinance parking requirements and design standards. No changes to the parking requirements or parking lot design are recommended.

GRADING DESIGN

Site Grading: Site Grading has been designed to balance with 21,200 cubic yards of cut and fill. Grading is necessary for site preparation, including building foundations, installation of utilities, and parking fields. Some retaining walls will be necessary along the property line adjacent to the open space. The applicant has designed the Grading Plan (Exhibit I) to minimize the length, amount, and height of the proposed walls. As proposed the keystone walls would be a maximum of 3.5 feet tall, which is within the recommended six-foot maximum height of the NCRSP guidelines. Staff feels that due to the location of the walls and design, the retaining walls are appropriate for the site and are consistent with the intent of the NCRSP. No change to the Grading Plan is recommended.

INFRASTRUCTURE IMPROVEMENTS

Utility Improvements: With the exception of electrical circuits, all utility improvements necessary to serve the project have been installed as part of the NCRSP improvements. As required by the Parcel Map that created Parcel 40C, and due to the projected electrical loads, the project is required to install two conduits and one mainline electrical circuit extension from the substation at the opposite end of Gibson Drive.

In order to service the subject property, the project will be required to construct on-site improvements that will connect with the main lines in the surrounding streets. According to the various utility providers, the proposed on-site utility plan is generally acceptable. Standard and site specific conditions of approval regarding the final design of the utility improvements have been included to ensure that the on-site utilities comply with the City's Improvement Standards. As designed, all utilities will be required to be installed within the first phase of development of the site.

Street Improvements: See off-site circulation discussion on Page 4. **PHASING PLAN**

Construction of the proposed project will occur in several phases as noted below (see Exhibit Q for the Phasing Plan). As further explained in the Stage 2 evaluation, Buildings 3 through 8 will require approval of a separate MPP Stage Two.

- Phase 1 Grading of all parcels and roadway improvements
- Phase 2 Utility installation on all parcels
- Phase 3 Hotel 1 with associated parking and landscaping
- Phase 4 Hotel 2 with associated parking and landscaping
- Phase 5 Retail Buildings 1 & 2 with associated parking and landscaping
- Phase 6 Buildings 3 through 8, dependent on tenant leasing

ARCHITECTURE/LANDSCAPING

Stage One of the MPP includes review of the conceptual architecture and landscaping for the site. The applicant has submitted a Landscape Plan for the entire site (Exhibit D), conceptual elevations for Buildings 3 through 8 (Attachments 2), and proposed Architectural Guidelines for Buildings 3 through 8 (Exhibit E). A Stage Two application was submitted for Hotel 1, Hotel 2, and Buildings 1 & 2, and the respective architecture and landscaping is therefore evaluated in further detail under the Stage Two section of this report. Specific tenants have not been identified for Buildings 3-8; the ultimate design for these buildings is uncertain. In order to keep the project on-schedule, the applicant has chosen to pursue a separate Stage 2 application for these buildings once the design is further refined.

Architecture: The Community Design Guidelines suggest that projects with multiple buildings develop an architectural theme throughout the project. The applicant has therefore developed proposed architectural guidelines for the buildings not currently evaluated in Stage Two. The guidelines establish a master color and material palette that would be incorporated into future building elevations. The master palette includes three brick options and 21 color options. The hotel and retail buildings are also proposing to utilize colors and materials from the master palette to unify the project.

Landscaping: The development would have a master landscape palette throughout. The proposed planting plan includes street trees suggested in the NCRSP, shade trees, accent trees, and drought tolerant plants. Street trees have been planted in double rows along Roseville Parkway and Gibson Drive per the NCRSP guidelines. Colored concrete and enhanced paving is proposed throughout the site. Brushed aluminum light fixtures, trash enclosures and benches, along with brick/aluminum trellises will be placed throughout the site to further unite the complex. The water feature proposed within the main plaza would be reviewed with Stage Two of the restaurant buildings (see Condition 7 of the MPP).

Overall the project will have 55% parking lot shading and will meet the 50% shade requirement within the parking areas. Due to the overhead powerlines, tree heights are limited within certain parking areas. Therefore, the 50% shade requirement can not be achieved in this area. The applicant has added additional shading in other areas on the site to compensate.

The NCRSP requires Bradford pear trees to be planted along Gibson Drive to create a consistent streetscape. The Parks & Recreation Department has requested that Bradford pear trees no longer be planted in public spaces because they are susceptible to disease and have weak limbs over time. Instead Pyrus calleryana 'Redspire' trees are recommended (see Condition 8 of the MPP). The Planning Department has found that Redspire trees are very similar in appearance to the Bradford tree, are an acceptable alternative, and would meet the intent of the NCRSP Guidelines.

The NCRSP requires a 20 foot landscape buffer adjacent to the City's open space (Parcel 82). The proposed project would maintain the landscape buffer with the exception of a few driveaisle encroachments. Staff feels that the encroachments are minor and, in order to accommodate the

required parking, the encroachments are necessary and overall the project meets the intent of the setback requirement. Landscaping within the setback is native drought tolerant materials, consistent with the NCRSP guidelines. The City's Parks & Recreation-Open Space Division has reviewed the landscape plan has found it to be acceptable.

STAGE ONE SUMMARY

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

MAJOR PROJECT PERMIT - STAGE 2

As previously noted, Stage 2 of the Major Project Permit includes the review of the architectural design and landscape treatments of Hotel 1, Hotel 2, and Buildings 1 & 2. Buildings 3-8 will be submitted at a later date. The project has been evaluated based upon the applicable design standards of the North Central Roseville Specific Plan Design Guidelines and the City's Community Design Guidelines.

ARCHITECTURE

Elevation plans (Exhibits K, L, M, N, & O) have been provided for both hotels and the retail buildings. A summary of the architectural features of each building is provided below. In general, staff is satisfied with the proposed architecture and feels that the architectural quality is consistent with other projects within the NCRSP area. Areas of concern and staff recommendations are noted within each section.

Hotel 1: The tenant of Hotel 1 is identified as *Hyatt Place* and would be located at the northwest portion of the project site along Conference Center Drive. Hotel 1 would be six-stories and approximately 62-feet tall to the roof parapet and approximately 75-feet tall to the top of the projecting glass roof. The NCRSP permits buildings on Parcel 40 (A-D) to be ten stories tall; other commercial properties are subject to a 50-foot height limit. As proposed, the building would be clad with cement plaster in shades of light blue, taupe and olive green. Thin brick would be applied along the base up to the first floor and in some locations up to the fourth and fifth floors. The windows and doors would be trimmed in anodized aluminum. The front entry and drop off area would be covered by a modern anodized aluminum awning. The building footprint is primarily rectangular with several undulations/projections that will add visual interest.





Staff has requested more information on the projecting glass roof element. Due to the height of the element, staff is concerned with the element's narrow width and how it will appear from the rear and north elevations. Staff is therefore suggesting the applicant provide staff with additional details or modify the element to satisfy these concerns prior to building permit issuance (Condition 6 of the MPP). No other modifications to Hotel 1 are recommended.

Hotel 2: The tenant of Hotel 2 is identified as *Summerfield Suites* and would be located interior to the site, furthest from the street frontages, yet closest to the open space and the location of a possible pedestrian bridge to the Galleria Mall. The hotel would be four stories tall and approximately 51 feet tall with a projecting entrance tower up to 65 feet tall. As proposed the building would be clad with cement plaster in shades of light grey, dark and light brown, and sage. A light colored thin brick would be applied to the first floor and up to the roofline on portions of the entrance tower. Similar to Hotel 1, a modern anodized aluminum canopy would be placed over the front entrance and drop-off area.





The elevation of the southeast corner of Hotel 2 is predominately blank and lacks fenestration. Due to the visibility of this corner, staff had previously suggested that the applicant add additional fenestration or architectural details to enhance the façade. However, because the building permit plans have not been completed, the applicant is unsure what elements could be added. Staff therefore recommends Condition 6 requiring addition of additional detailing at this corner to the extent feasible. As proposed and conditioned, the design of both hotels meets the intent of the Community Design Guidelines and the NCRSP Design Guidelines. No other modifications to Hotel 2 are recommended.

Buildings 1 & 2: The two multi-tenant retail buildings are proposed at the intersection of Gibson Drive and Conference Center Drive. The buildings would be one story tall and 7,400 square feet each. The building entrances would face into the project site towards the parking area. The rear facades would face the roadway. A pedestrian walkway/plaza space intersects the buildings. The facades would be clad with cement plaster in brown, cream, and light blue. A thin brick would be applied along portions of the base of the building, extending out 18 inches in depth. A steel awning with a perforated metal cover would extend above the storefronts. The storefronts would be anodized aluminum with a bright green translucent glass band along the top. The roofline would have slight angular projections.



The Community Design Guidelines require four-sided architecture on building facades. Due to the buildings location adjacent to major roadways and the orientation to the parking areas, staff has added Condition 6 of the MPP, to ensure that windows and doors are placed on all elevations. The Community Design Guidelines also require that roof lines, wall planes, and wall heights be varied to avoid blank expanses of the building. The proposed façade is consistent with this guideline. However, in order to ensure that the Stage 3 plans reflect the varied wall planes and roof elements as proposed, staff added Condition 6 of the MPP. The intent of the condition is to ensure consistency with the Community Design Guidelines. No other modifications to the retail buildings are recommended.

LANDSCAPING

As previously discussed in the Stage 1 evaluation, a Landscape Plan has been prepared for the entire project. The plan includes a significant amount of trees within the parking areas and around the buildings. The landscape plan is consistent with the NCRSP Guidelines and the Community Design Guidelines. No modifications to the landscape plan are recommended.

LIGHTING

As proposed, the project lighting complies with the requirements of the NCRSP and the Community Design Guidelines. The pole light fixtures and pedestrian light fixtures would be the same throughout the project. A photometric study of the site has been provided (see Exhibit J). The project would achieve the City's minimum lighting standard of 1.0 foot-candle in parking areas and 0.5 foot-candle for walkways. The building lighting will be reviewed in Stage 3.

SIGNAGE

Many of the conceptual drawings illustrate signage on various elevations. These signs are shown for conceptual purposes only. Signage for Highland Village will require approval of a Master Sign Program.

STAGE 2 SUMMARY

In summary, staff finds that the proposed architectural, landscaping, and lighting 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 Hotel 1, Hotel 2, and Buildings 1 & 2 of the Highland Village project.

TENTATIVE PARCEL MAP

EVALUATIONS AND FINDINGS

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

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

<u>Parcel size, design, configuration, location, orientation, and character:</u> The General Plan, Zoning Ordinance, and North Central Roseville Specific Plan do not establish minimum lot sizes for parcels with Business Professional and Community Commercial land use and zoning. Instead, the City reviews Tentative Maps to ensure that proposed parcels are adequate for development. The proposed parcels range in size from 0.21 acres to 7.27 acres (gross). Provided in the table below is a summary of the different parcel sizes.

<u>Parcel</u>	Acres	Building
1	2.43	Hotel 1 – Hyatt Place

2	2.97	Hotel 2 – Summerfield Suites
3	0.32	Building 3 (restaurant)
4	0.34	Building 4 (restaurant)
5	0.36	Building 5 (restaurant)
6	0.42	Building 6 (restaurant)
7	0.39	Building 7 (restaurant)
8	0.21	Building 8 (bank)
9	0.64	Buildings 1 & 2 (retail)
10	7.27	Shared parking and roadways

The applicant is proposing to subdivide the large lot parcel (Parcel 40C) into 10 smaller parcels prior to the submittal of building plans in order to allow the incremental development of the parcels in the future. The 10 parcels will be configured so that each building is on a separate parcel, with the exception of the retail buildings that will be located on the same parcel. Such a proposal is acceptable; however, it necessitates ensuring that the proposed parcels are adequately sized, located, and configured to accommodate future development that complies with the applicable General and Specific Plan policies, development standards, Improvement Standards, and Design Guidelines. The proposed parcel size, design, configuration, location, and orientation have been determined by the building size and site layout with the MPP application. Overall, staff finds that the proposed lot configuration and lot sizes are suitable for development that is consistent with the applicable policies of the General Plan, the NCRSP, and design standards of the Subdivision Ordinance.

<u>Grading and Drainage</u>: As previously mentioned, grading would balance 21,200 cubic yards of cut and fill. Grading is necessary for site preparation, including building foundations, installation of utilities, and parking fields.

Access & Circulation: The site is bound by Gibson Drive along a portion of the western boundary, Roseville Parkway to the south, and Conference Center Drive to the north. The parcel map will include shared access easements to connect each parcel to Roseville Parkway, Gibson Drive, and Conference Center Drive.

<u>Improvements</u>: On-site improvements are proposed in conjunction with the MPP application.

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

There are no natural features on the property that would restrict development of the proposed parcels. The southern 255 feet of proposed Parcel 10 contains several PG&E transmission line easements and public utility easements. There are several overhead utility lines and towers located within these easements. The location of these easements and overhead lines limit the potential location of buildings to the northern portion of the project. However, this area may still be used for parking. Planning and Engineering staff have determined that the design, layout, configuration and size of the proposed lots are adequate to accommodate the proposed Highland Village development.

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

The water quality impacts associated with the project and the expected discharge of waste for this project are consistent with that anticipated by the General Plan EIR and NCRSP EIR. In addition,

the design of sewer lines in the project area and treatment capacity at the City's sewage treatment plant have adequate conveyance and capacity to accommodate the development on the parcels proposed with the Tentative Map.

TENTATIVE PARCEL MAP SUMMARY

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

ENVIRONMENTAL DETERMINATION

An Initial Study and Negative Declaration (Exhibit A) have been prepared for this project. In accordance with the CEQA Guidelines, the Initial Study and Negative Declaration were prepared using previous environmental documents such as the General Plan and North Central Roseville Specific Plan EIRs. Based on the results of the Initial Study, the City has concluded that the appropriate environmental document for the project is a Negative Declaration. The Negative Declaration was posted for a 20-day public review and comment period, which closes on January 9, 2008. To date, no comments on the document have been received.

RECOMMENDATION

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

- A. Adopt the seven (7) findings as stated in the NEGATIVE DECLARATION.
- B. Adopt the NEGATIVE DECLARATION as provided in Exhibit A.
- C. Adopt the two findings of fact for the MAJOR PROJECT PERMIT STAGE ONE 200 GIBSON DRIVE (NCRSP PARCEL 40C HIGHLAND VILLAGE) PROJECT #MPP-000016:
 - 1. The Preliminary Development Plan for the Highland Village project is consistent with the General Plan, the North Central Roseville Specific Plan, and the Roseville Community Design Guidelines; and
 - 2. The design and the installation of the Highland Village project will not be detrimental to the public health and safety, or be materially detrimental to the public welfare.
- D. Adopt the two findings of fact for the MAJOR PROJECT PERMIT STAGE TWO 200 GIBSON DRIVE (NCRSP PARCEL 40C HIGHLAND VILLAGE) PROJECT #MPP-000016:
 - The architecture and landscaping for the Highland Village project is consistent with the General Plan, the North Central Roseville Specific Plan, the Community Design Guidelines, and the Stage One approval; and
 - 2. The design of the Highland Village project will not be detrimental to the public health and safety, or be materially detrimental to the public welfare.
- E. Approve the MAJOR PROJECT PERMIT STAGE ONE AND STAGE TWO 200 GIBSON DRIVE (NCRSP PARCEL 40C HIGHLAND VILLAGE) PROJECT #MPP-000016 as shown in Exhibits B-Q and subject to the one-hundred three (103) conditions of approval below.
- F. Adopt the three findings of fact for the TENTATIVE PARCEL MAP 200 GIBSON DRIVE (NCRSP PARCEL 40C HIGHLAND VILLAGE) PROJECT #SUB-000103

G. Approve the TENTATIVE PARCEL MAP - 200 GIBSON DRIVE (NCRSP PARCEL 40C - HIGHLAND VILLAGE) - PROJECT #SUB-000103 subject to the seventy-two (72) conditions of approval below.

CONDITIONS OF APPROVAL FOR THE MAJOR PROJECT PERMIT – STAGE 1&2 (MPP-000016):

- 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 **January 10, 2010**. Prior to said expiration date, the applicant may apply for an extension of time, provided, however, this approval shall be extended for no more than a total of one year from **January 10, 2010**. (Planning)
- 2. The project is approved as shown in Exhibits B Q and as conditioned or modified below. (Planning)
- 3. This Major Project Permit includes Stage 1 approval of Parcel 40C and Stage 2 of Hotel 1, Hotel 2, and retail Buildings 1 and 2. Buildings 3-8 shall require approval of a separate Major Project Permit Stage 2 application prior to construction. (Planning)
- 4. The Highland Village Design Guidelines (Exhibit E) shall apply to Buildings 3-8. (Planning)
- 5. All buildings within Highland Village shall incorporate colors and materials from the Highland Village Master Colors & Materials board (Exhibit F), and shall be approved by the Planning & Redevelopment Department. (Planning)
- 6. The architectural plans shall be reviewed to include the following to the satisfaction of the Planning & Redevelopment Department:
 - a. Hotel 2 shall include additional architectural features on the north and east façade to break-up the mass of the elevator tower walls. Features may include fenestration, additional lighting or "up-lighting", trellises, awnings or other features to add visual interest.
 - b. Prior to Building Permit issuance, the applicant shall provide additional information for the projecting glass roof detail on Hotel 1. Upon review of the roof detail, modifications may be required.
 - c. Due to the significant exposure of each side of Buildings 1 & 2, the architecture shall be designed to create interest on all sides similar to the front elevation. Windows and doors shall be incorporated into all facades. The wall planes shall be varied to avoid blank expanses. (Planning).
- 7. The proposed main plaza water feature shall require additional review and shall be approved through Stage Two of the restaurant buildings. (Planning)
- 8. The Landscape Plan shall be revised to reflect the following:
 - a. Chinese Pistache (pistachia chinensis), Red Clusterberry (cotoneaster lacteus), and Rockrose (Cistus ladanifer) should be replaced with suitable non-invasive species in areas adjacent to the open space to the satisfaction of the Planning & Parks Departments.
 - b. Bradford Pear trees shall be replaced with Pyrus calleryana 'Redspire'.

- c. Landscaping within the 20-foot landscape buffer adjacent to the Open Space shall be California native, drought-tolerant groundcover, shrubs, plants and trees. (Parks)
- 9. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, installation and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities, Finance)
- 10. 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)
- 11. 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)
- 12. 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 BUILDING PERMITS:

- 13. The project proponent shall contribute \$67,500 towards the construction cost of the future pedestrian bridge across the open space (NCRSP Parcel 82) to connect the Galleria Mall site with NCRSP Parcel 40C. This amount shall be paid by the project proponent by either entering into a Deferred Improvement Agreement (DIA) and posting a bond prior to the issuance of the improvement plans or the project proponent shall pay cash prior to issuance of the first occupancy permit. (Engineering)
- 14. 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.
 - 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)

- 15. Signs and/or striping shall be provided on-site as required by the Planning Department to control on-site traffic movements. (Planning)
- 16. 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)
- 17. 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)
- 18. The tree plantings in the parking lot shall be designed to provide a minimum of 50% shade coverage after 15 years. (Planning)
- 19. 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)
- 20. 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)
- 21. 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)
- 22. 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)
- 23. Multiple Building Complexes. As part of the required Site Accessibility Plan, the developer shall delineate the extent of the site accessibility improvements being installed as part of the initial improvements for the project, and those that are planned to be developed as part of subsequent phases (i.e. around future pad buildings). (Building)
- 24. Building permit plans shall comply with all applicable code requirements (Uniform Building Code UBC, Uniform Mechanical Code UMC, Uniform Plumbing Code UPC, Uniform Fire Codes UFC and National Electrical Code NEC), California Title 24 and the American with Disabilities Act ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Department for applicable Code editions). (Building)
- 25. Restaurants or other food services. The developer shall obtain all required approvals and permits from the Placer County Health Department. (Building)
- 26. 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.
- 27. 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)

- 28. The grading and improvement plans shall be designed in accordance with the City's Improvement Standards and Construction Standards and shall reflect the following:
 - a. Street improvements including, but not limited to, curb, gutter, sidewalk, pavement, drainage systems, traffic striping, signing, medians and markings, etc. along all existing and proposed City streets, as required by Engineering.
 - b. Grading shall comply with the City grading ordinance. Erosion control devices (sediment traps, ditches, straw bales, etc.) shall be shown on the grading plans. All erosion control shall be installed prior to the onset of wet weather. Erosion control is installed to minimize silt discharge from the project site. It is incumbent upon the applicant to ensure that necessary measures are taken to minimize silt discharge from the site. Therefore modification of the erosion control plan may be warranted during wet weather conditions.
 - c. A rough grading permit may be approved by Engineering prior to approval of the improvement plans.
 - d. Standard Handicap ramps shall be installed at all curb returns per City Standards. (Engineering)
- 29. 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)
- 30. A note shall be added to the grading plans that states: "Prior to the commencement of grading operations, the contractor shall identify the site where the excess/borrow earthen material shall be imported/deposited. If the borrow/deposit site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified." (Engineering)
- 31. Roseville Parkway shall be improved to extend the auxiliary right turn lane from the eastern property line to Gibson Drive. This site shall obtain access from Roseville Parkway through a standard A-7 driveway with a minimum required throat depth of 175-feet. An 8-foot pedestrian path shall be constructed along the entire frontage. (Engineering)
- 32. Gibson Drive shall be widened at the intersection of Roseville Parkway to provide a south bound right turn lane, three south bound left turn lanes, a north bound through lane, and a north bound travel lane which accepts right turns from west bound Roseville Parkway. The traffic signal, intersection striping, existing pork chop medians, and pavement width shall be modified to accommodate these lane configurations. (Engineering)
- 33. Gibson Drive shall be widened from the end of the triple left turns to Conference Center Drive to accommodate four travel lanes and a center lane. The number two north bound travel lane shall terminate at Conference Center Drive as a designated right turn lane. The site shall gain access from an A-7 driveway with 40-foot curb radii and a width to accommodate one ingress lane and two egress lanes. A gull wing median shall be placed at the driveway to allow left turns into and out of the site. (Engineering)
- 34. A 10-foot wide bike/pedestrian path shall be constructed on Gibson Drive from Roseville Parkway to Conference Center Drive. (Engineering)

- 35. Conference Center Drive shall be constructed from Gibson Drive to the Parcel 40C property line. Improvements shall include pedestrian ramps, curb, gutter, and pavement, signal conduit, and detector loops for future signal installation. (Engineering)
- 36. The site shall gain access from Conference Center Drive through a standard A-7 driveway located approximately 180-feet from the curb return at Gibson Drive. A 6-foot pedestrian path shall be constructed along the entire frontage. A k-rail barricade shall be placed at the eastern curb return. Prior to the approval of the Improvement Plans, the Developer may enter into a reimbursement agreement with the City to recover the cost of the improvement. (Engineering)
- 37. **Prior to the approval of the Improvement Plans**, the Developer may enter into a reimbursement agreement with the City to recover the full costs of the following improvements. Reimbursement shall be realized through Traffic Mitigation Fee Credits:
 - a. Signal improvements required at Gibson Drive and Roseville Parkway intersection, including striping, intersection geometric changes, relocation of pork chop medians, and any other improvements related to the signal modification.
 - b. Installation of signal conduit and signal detector loops for the Gibson Drive/ Conference Center Drive intersection.
 - c. Up to 10-feet of pavement only, median improvements, and striping modification required for Gibson Drive. (Engineering)
- 38. The applicant shall dedicate all necessary rights-of-way for the widening of any streets required with this entitlement. A separate document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorders Office. (Engineering)
- 39. All storm drainage, including roof drains, shall be collected on site and shall be routed to the nearest storm drain system or natural drainage facility. Drainage outfalls shall be placed on site and extend down to the receiving water. All outfalls shall be constructed with adequate velocity attenuation devices. Prior to discharge from the site, the storm water shall be treated with appropriate storm water pollution treatment device(s) as identified in the Storm Water Quality Plan. The storm drain system shall be a private system and shall be maintained by the Business Owners Association. All swales located within the open space are subject to the approval of the Army Corps of Engineers. (Engineering)
- 40. The grading plans shall be accompanied with engineered structural calculations for all retaining walls greater then 4 feet in height. All retaining walls shall be of either split faced masonry units, keystone type construction, or cast in place concrete with fascia treatment. (Engineering)
- 41. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)
- 42. 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)
- 43. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide

- appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
- 44. Prior to the approval of the improvement plans, it will be the project proponents responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
- 45. 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)
- 46. Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water, sewer and recycled water utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan view and in profile view where grading activities will modify existing site elevations over top of or within 15 feet of the utility. Any utilities that could potentially be impacted by the project shall be clearly identified along with the proposed protection measures. The developer shall be responsible for taking measures and incurring costs associated with protecting the existing water, sewer and recycled water utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)"
- 47. The applicant shall pay for all applicable water and sewer fees. (Environmental Utilities)
- 48. Water and sewer infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards and shall include:
 - a. Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12' unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.
 - b. Water, sewer and reclaimed mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions of approval.
 - c. All sewer manholes shall have all weather 10-ton vehicle access unless authorized by these conditions of approval. (Environmental Utilities)
- 49. The applicant/developer shall prepare a Transportation Systems Management (TSM) Plan for Highland Village to be reviewed and approved by the Transportation Commission. (Transportation)
- 50. Bike parking shall be provided per the Municipal Code. In addition to bike racks, the project shall include a minimum of two (2) bike lockers for each hotel and a total of two (2) bike lockers for use by employees in buildings 1-8. Bike lockers may be replaced by another acceptable form of long term bicycle parking as determined by the Alternative Transportation Division. (Transportation, Engineering)
- 51. The on-site bus/valet area shall include covered seating, and the drop-off/pick-up shall be signed. (Transportation)

- 52. 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)
- 53. 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)
- 54. 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)
- 55. The design and installation of all fire protection equipment shall conform to the California Fire Code and the amendments adopted by the City of Roseville, along with all standards and policies implemented by the Roseville Fire Department. (Fire)
- 56. The applicable codes and standards adopted by the City shall be enforced at the time construction plans have been submitted to the City for permitting (Fire)
- 57. 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
- 58. All on-site external lighting shall be installed and directed to have no off-site glare. Lighting within the parking areas shall provide a maintained minimum of one (1) foot candle of light. All exterior light fixtures shall be vandal resistant. (Planning & Police)
- 59. 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)
- 60. 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:

61. 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)
- 62. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:
 - a. A 12.5 foot wide public utilities easement along all road frontages.
 - b. Water, sewer, and reclaimed water easements.
 - c. Water and sewer easements (Electric, Engineering, Environmental Utilities)
- 63. 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)
- 64. Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)
- 65. 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)
- 66. Each phase shall function independently. Actual phased construction shall meet parking and access requirements and have all City utilities. The Phasing Plan (Exhibit Q) may be modified to allow for temporary parking areas within the area proposed for the 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)
- 67. 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)
- 68. 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)
- 69. The project shall be addressed as follows:

Building 1: 258 Gibson Drive Building 2: 262 Gibson Drive Building 3: 250 Gibson Drive Building 4: 246 Gibson Drive Building 5: 242 Gibson Drive Building 6: 238 Gibson Drive Building 7: 234 Gibson Drive Building 8: 254 Gibson Drive

Hotel 1: 220 Conference Center Drive Hotel 2: 240 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)

- 70. This project falls within the Commercial land use category of the Pleasant Grove Watershed Flood Control Plan as determined by the Placer County Flood Control District and adopted by the City of Roseville. The project is therefore subject to a fee based on gross developed acres. (Engineering)
- 71. 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)
- 72. 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)

- 73. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)
- 74. 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)
- 75. The applicant/developer shall prepare a Transportation Systems Management (TSM) Agreement for Highland Village to be reviewed and approved by the City Manager. (Transportation)
- 76. Water, sewer and reclaimed water shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)
- 77. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
- 78. 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)
- 79. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
- 80. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
- 81. 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)
- 82. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
- 83. 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)
- 84. 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)
- 85. 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.

- 86. 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)
- 87. 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)
- 88. The developer will be responsible for the installation of 8-4"C's from the Park Substation expansion located on NCRSP Parcel 62 to the project site. All costs associated with the installation of the conduit system by the developer and the costs associated with the installation of 3-1000mcm cables by Roseville Electric will be the responsibility of the developer. (Electric)
- 89. 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)
- 90. The project shall comply with all required environmental mitigation identified in the NCRSP and subsequent Addendum to the NCRSP. (Planning)
- 91. 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)
- 92. The parking lot striping and signing shall be maintained in a visual and legible manner. (Planning)
- 93. 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)
- 94. Pursuant to the Zoning Ordinance, subsequent Design Review Permits consistent with this approval may be reviewed and approved with an Administrative Permit. If it is determined by the Planning Director that the subsequent Design Review Permit 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)
- 95. 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)
- 96. 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)
- 97. 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)
- 98. 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)
- 99. 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)
- 100. 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)
- 101. 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)
- 102. 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)
- 103. 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 THE TENTATIVE PARCEL MAP (SUB-000103):

- 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. All conditions of the "Development Agreement By and Between the City of Roseville and Roseville Properties Investment Partners LTD., Relative to the Development known as Regional 65 Centre", herein referred to as the Development Agreement, shall be satisfied as a condition of the Major Project Permit. (Engineering)
- 5. 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

- 6. 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)
- 7. 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)
- 8. 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)
- 9. 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)

- 10. 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)
- 11. A note shall be added to the grading plans that states: "Prior to the commencement of grading operations, the contractor shall identify the site where the excess/borrow earthen material shall be imported/deposited. If the borrow/deposit site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified." (Engineering)
- 12. Roseville Parkway shall be improved to extend the auxiliary right turn lane from the eastern property line to Gibson Drive. This site shall obtain access from Roseville Parkway through a standard A-7 driveway with a minimum required throat depth of 175-feet. An 8-foot pedestrian path shall be constructed along the entire frontage. (Engineering)
- 13. Gibson Drive shall be widened at the intersection of Roseville Parkway to provide a south bound right turn lane, three south bound left turn lanes, a north bound through lane, and a north bound travel lane which accepts right turns from west bound Roseville Parkway. The traffic signal, intersection striping, existing pork chop medians, and pavement width shall be modified to accommodate these lane configurations. (Engineering)
- 14. Gibson Drive shall be widened from the end of the triple left turns to Conference Center Drive to accommodate four travel lanes and a center lane. The number two north bound travel lane shall terminate at Conference Center Drive as a designated right turn lane. The site shall gain access from an A-7 driveway with 40-foot curb radii and a width to accommodate one ingress lane and two egress lanes. A gull wing median shall be placed at the driveway to allow left turns into and out of the site. (Engineering)
- 15. A 10-foot wide bike/pedestrian path shall be constructed on Gibson Drive from Roseville Parkway to Conference Center Drive. (Engineering)
- 16. Conference Center Drive shall be constructed from Gibson Drive to the Parcel 40C property line. Improvements shall include pedestrian ramps, curb, gutter, and pavement, signal conduit, and detector loops for future signal installation. (Engineering)
- 17. The site shall gain access from Conference Center Drive through a standard A-7 driveway located approximately 180-feet from the curb return at Gibson Drive. A 6-foot pedestrian path shall be constructed along the entire frontage. A k-rail barricade shall be placed at the eastern curb return. (Engineering)
- 18. Prior to the approval of the Improvement Plans, the Developer may enter into a reimbursement agreement with the City to recover the full costs of the following improvements. Reimbursement shall be realized through Traffic Mitigation Fee Credits:
 - a. Signal improvements required at Gibson Drive and Roseville Parkway intersection, including striping, intersection geometric changes, relocation of pork chop medians, and any other improvements related to the signal modification.
 - b. Installation of signal conduit and signal detector loops for the Gibson Drive/ Conference Center Drive intersection.
 - c. Up to 10-feet of pavement only, median improvements, and striping modification required for Gibson Drive. (Engineering)

- 19. Each phase shall be responsible for the construction of all improvements required to Roseville Parkway, Gibson Drive, and Conference Center Drive, including all road widening, signal improvements, striping, etc. (Engineering)
- 20. The applicant shall dedicate all necessary rights-of-way for the widening of any streets required with this entitlement. A separate document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorders Office. (Engineering)
- 21. All storm drainage, including roof drains, shall be collected on site and shall be routed to the nearest storm drain system or natural drainage facility. Drainage outfalls shall be placed on site and extend down to the receiving water. All outfalls shall be constructed with adequate velocity attenuation devices. Prior to discharge from the site, the storm water shall be treated with appropriate storm water pollution treatment device(s) as identified in the Storm Water Quality Plan. The storm drain system shall be a private system and shall be maintained by the Business Owners Association. All swales located within the open space are subject to the approval of the Army Corps of Engineers. (Engineering)
- 22. The grading plans shall be accompanied with engineered structural calculations for all retaining walls greater then 4 feet in height. All retaining walls shall be of either split faced masonry units, keystone type construction, or cast in place concrete with fascia treatment. (Engineering)
- 23. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)
- 24. 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)
- 25. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
- 26. Prior to the approval of the improvement plans, it will be the project proponent's responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
- 27. 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)
- 28. 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)

- 29. 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)
- 30. The project shall utilize existing water and sewer stubs to the site. (Environmental Utilities)
- 31. A public sewer easement shall be dedicated over the onsite sewer mains up to the most upstream manhole(s). Onsite sewer mains shall be aligned within drive aisles wherever possible. The sewer outfalls for the site and each building must be constructed and accepted prior to Certificate of Completion. (Environmental Utilities)
- 32. The project shall be designed and constructed to include a 12" looped public water line between Gibson Drive and Conference Center Drive. A 12" water stub shall be provided to Parcel 40B for a future public water loop. (Environmental Utilities)
- 33. Water services to each building shall be provided off the onsite looped 12" water main. (Environmental Utilities)
- 34. **Restaurants or other food services:** The developer shall install an exterior grease interceptor if the proposed business could potentially discharge any grease type product to the sanitary sewer system. For commercial developments where a business or restaurant that could discharge a grease type product to the sanitary sewer is not immediately planned but could be constructed in the future, the developer shall reserve space on the improvement plans to install a grease interceptor at a future date. (Environmental Utilities)
- 35. Each building shall have its own trash enclosure constructed to current City Standards. All restaurant buildings shall be required to have a double enclosure for disposal of trash and recyclables. (Environmental Utilities)
- 36. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 250 feet on center. (Fire)
- 37. 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)
- 38. The design and installation of all fire protection equipment shall conform to the California Fire Code and the amendments adopted by the City of Roseville, along with all standards and policies implemented by the Roseville Fire Department. (Fire)

- 39. The applicable codes and standards adopted by the City shall be enforced at the time construction plans have been submitted to the City for permitting. (Fire)
- 40. 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)
- 41. 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)
- 42. 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". No trees over 15' tall at maturity will be allowed under the existing ovh pole lines running along Roseville Parkway. (Electric)
- 43. 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
- 44. 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)
- 45. 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

- 46. 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 12.5 foot wide public utilities easement along all road frontages;
 - b) Water, sewer, and reclaimed water easements; and,
 - c) Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Environmental Utilities, Electric, Engineering)
- 47. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)
- 48. 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)
- 49. 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):

- Formation of a BOA for Maintenance of all common areas including landscaping, parking areas, and drive aisles,
- b) A clause stating that the property owners within this subdivision shall agree to participate in a Transportation Systems Management (TSM) Plan and shall agree to enter into a Transportation Management Agreement with the City of Roseville. (Attorney)
- 50. 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)
- 51. Any structures crossing Lot/Parcel lines created by the Final/Parcel map shall be removed. (Engineering)
- 52. The street names shall be approved by the City of Roseville. (Engineering)
- 53. In the event that the Final (Parcel) Map will record prior to the completion of on-site construction, all utility and access easements shall be placed on the face of the Map to the satisfaction of the City Engineer. If all on-site improvements are complete prior to the recordation of the map, then a separate agreement allowing all parcels/lots the rights of reciprocal access, rights to construct, and parking shall be submitted to the City as a part of final/parcel map submittal. Said agreement shall be in a form acceptable to the City Attorney and referenced on the face of the recorded map. (Engineering)
- 54. 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)
- 55. 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)
- 56. 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)
- 57. 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)
- 58. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
- 59. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
- 60. 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)

- 61. The developer will be responsible for the extension of two mainline circuits from the Park Substation expansion located on NCRSP Parcel 62 to the project site. All costs associated with the extension of these circuits will be the responsibility of the developer. (Electric)
- 62. 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)
- 63. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

- 64. 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)
- 65. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
- 66. 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)
- 67. 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)
- 68. 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)
- 69. Per the Development Agreement section 2.E.8, the Landowner or its successors in interest shall pay to the City, at the time of issuance of the building permits, one dollar (\$1.00) per gross square foot above the required development impact fees. (Engineering)
- 70. 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)
- 71. The project shall comply with all applicable environmental mitigation measures identified in the NCRSP EIR and subsequent Addendum to the NCRSP EIR (Planning)
- 72. As per the Highland Reserve South Open Space Preserve Operations and Management Plan, no construction, including the placement of stormwater drains, shall be allowed within the HRS Open Space Preserve, unless otherwise authorized by the Army Corps of Engineers. Outfalls may be constructed adjacent to the HRS Open Space Preserve, with the following conditions: 1) no part of the outfall infrastructure may occur within the preserve boundaries, and 2) the point of discharge must be situated such that there will be no sheet flow into vernal pools or other isolated wetland

habitats. Discharge points must sheet flow across uplands or through natural swale systems, and water discharged into the preserve must be pretreated. (Parks)

ATTACHMENTS:

- 1. Vicinity Map
- 2. Conceptual Elevations for Buildings 3-8

EXHIBITS:

- A. Negative Declaration
- B. Site Plan
- C. Pedestrian Connectivity Plan
- D. Landscape Plan (3 sheets)
- E. Architectural Guidelines
- F. Master Color and Material Palette
- G. Tentative Parcel Map
- H. Utility Plan
- Grading Plan
- J. Lighting Plan (2 sheets)
- K. Hotel 1 Elevations
- L. Hotel 2 Elevations
- M. Building 1 Elevations
- N. Building 2 Elevations
- O. Building 1 & 2 Rendering
- P. Trash Enclosure Elevations
- Q. Phasing Plan

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

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