

**ITEM V-A: MAJOR PROJECT PERMIT AND TENTATIVE SUBDIVISION MAP – 5000 BASELINE RD.
– BASELINE MARKETPLACE – FILE #2013PL-020**

REQUEST

The applicant requests approval of a Major Project Permit (Stages 1 & 2) and Tentative Subdivision Map to allow the construction of approximately 745,300 square feet of commercial, restaurant and retail buildings on the site. The project also includes roadway and frontage improvements, lighting and landscaping. The Tentative Subdivision Map will create 28 commercial parcels, 2 open space parcels, 2 roadway parcels and a landscape parcel.

Applicant – Nick Alexander, NG Alexander Real Estate Development LLC.
Property Owner – Jeff Ronten, DF Properties

SUMMARY RECOMMENDATION

The Planning Division recommends that the Planning Commission:

- A. Adopt the Negative Declaration;
- B. Adopt the two (2) findings of fact for the Major Project Permit (Stages 1 & 2);
- C. Approve the Major Project Permit (Stages 1 & 2) subject to the one hundred eleven (111) conditions of approval;
- D. Adopt the three (3) Findings of fact for the Tentative Subdivision Map;
- E. Approve the Tentative Subdivision Map subject to seventy-seven (77) conditions of approval;

SUMMARY OF OUTSTANDING ISSUES

There are no outstanding issues with the request.

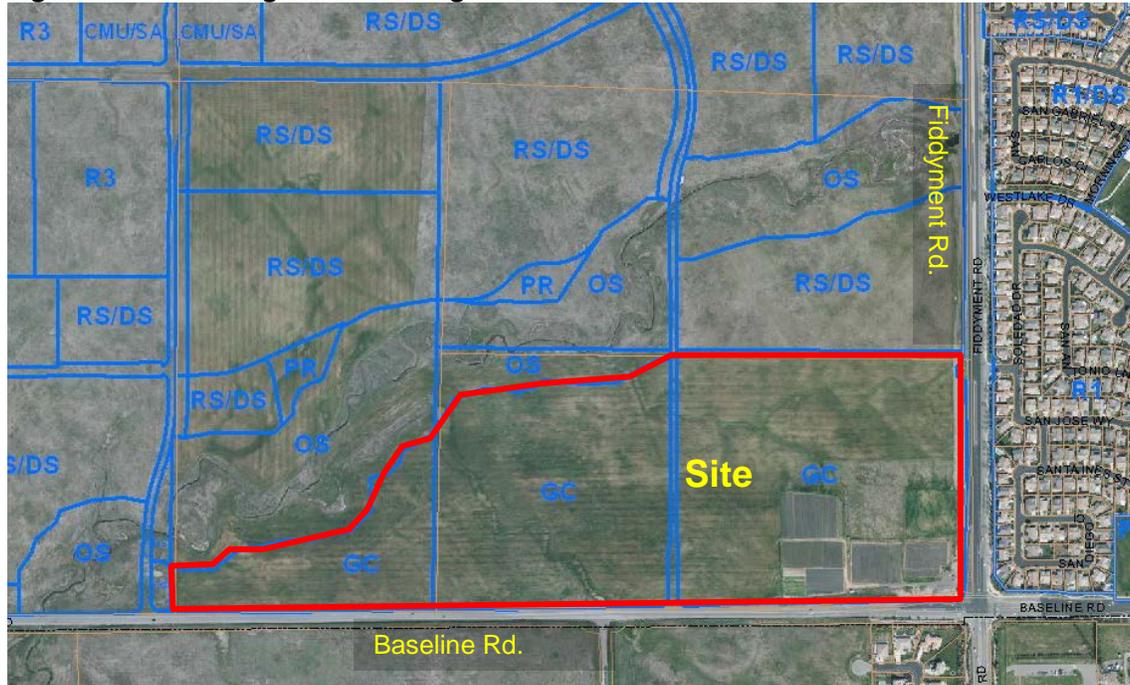
BACKGROUND

The project site is located at 5000 Baseline Rd. and is Parcels DF-40, 41 and 42 of the Sierra Vista Specific Plan (SVSP). The property has a zoning designation of General Commercial (GC) and a land use designation of Community Commercial (CC) (Figure 1). The project site is approximately 115 gross acres in size and is currently undeveloped with a small agricultural operation located at the corner of Baseline and Fiddymont Roads. The remainder of the site is characterized by gently rolling hills and large flat open annual grassland areas. Seasonal wetlands, including vernal pools and seasonal drainages are also dispersed throughout the site. In addition, Curry Creek is located to the north of the project site.

The SVSP was adopted by the City Council on May 5, 2010. The plan area includes 2,064 acres west of Fiddymont Road, north of Baseline Road. The SVSP established the land use and zoning for properties within the plan area. The Specific Plan includes 8,679 single and multi-family units, 259 acres of commercial, 106 acres of park, 304 acres of open space, 56 acres for schools and 40 acres of urban reserve. At build out, the Plan area is expected to accommodate approximately 20,045 residents and provide 9,000 jobs. An EIR was certified and a Mitigation Monitoring Program adopted with the SVSP. Additionally, Development Agreements with the property owners of the SVSP parcels and the City were entered into to outline development obligations within the SVSP.

The SVSP contains a concept plan that reflects the design intent for the site. The SVSP Design Guidelines for the parcels envisioned “an integrated shopping center that anchors the corner of Baseline and Fiddyment Roads.” The center was intended to be anchored by several large floor plate retail businesses as shown in the SVSP concept plan (Figure B-28) and depicted below in Figure 2 of this report.

Figure 1: Surrounding Uses & Zoning



The proposed project includes the phased development of Parcels 40, 41 & 42 with 745,300 square feet of commercial uses. Project components include:

- Three large floor plate commercial buildings (<130 ksf each);
- Four fast food restaurant pads with drive through facilities;
- Three gas station parcels;
- Twenty three outlying restaurant and retail pad buildings;
- A bus transfer facility;
- A one-story bank building;
- Associated landscaping, parking, site lighting, walkways, and utilities; and,
- A Tentative Subdivision Map to divide Parcels 40, 41 and 42 into 33 total parcels.

EVALUATION

The project was evaluated for consistency with the General Plan, Zoning Ordinance, Sierra Vista Specific Plan and the Community Design Guidelines. The evaluation of the proposed project is divided into the Major Project Permit Stage 1 and Stage 2 applications, followed by the Tentative Subdivision Map below.

Stage 1 – Site Plan / Project Layout

The purpose of the Major Project Permit Stage 1 application is to evaluate the site and building layout, access and roadway improvements and preliminary grading and utility plans. In addition, the Zoning Ordinance states that if a project is within a Specific Plan area the project should conform to the plan and Design Guidelines if applicable. The proposed project will provide a design and density that is consistent with the original vision that was established by the Sierra Vista Specific Plan (SVSP). The project has been planned as two distinct retail developments, Baseline Marketplace East and West. The primary retail buildings will be located to the north of the project site along the Open Space boundary (see Figure 3 below). The project's main parking fields, retail and restaurant buildings and several gas station sites will be located in front of the primary retail buildings.

Figure 2 – SVSP Parcels DF 40-42 Conceptual Site Plan

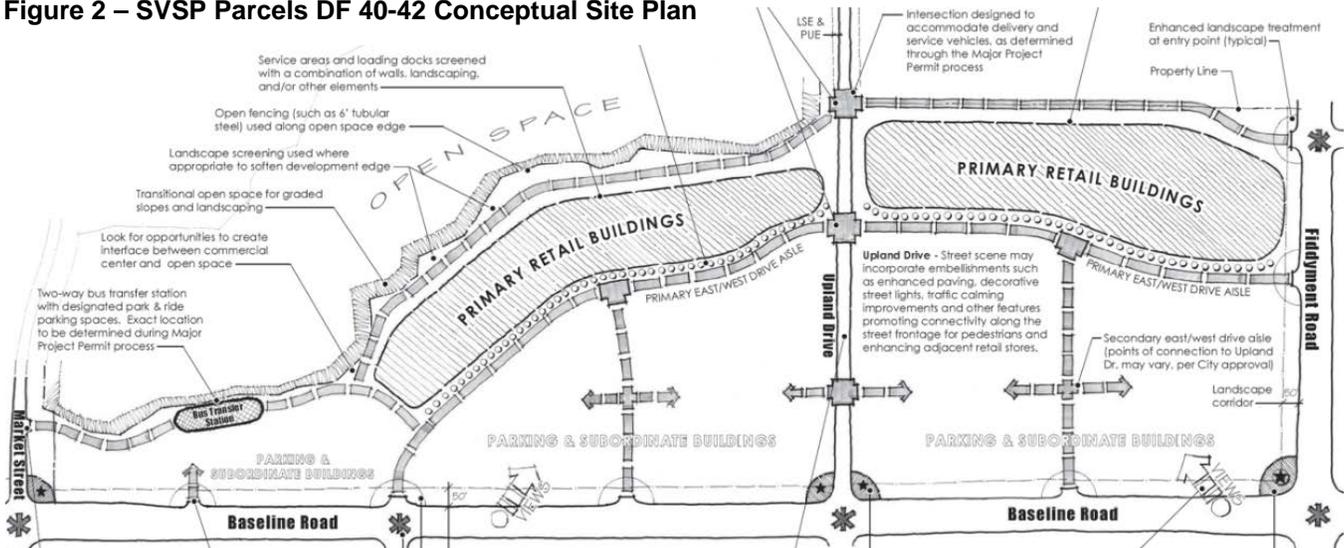


Figure 3: Proposed Site Plan



This design configuration allows views into the project and visibility for the major retail tenants while still providing a uniform and strong streetscape along the major arterial roadways fronting the project as specified in the SVSP. The streetscape will be enhanced by providing buildings along the roadways that include four-sided architecture, citywide and project entries which feature enhanced landscape designs,

and plaza areas along the street frontage for restaurant and café seating. In addition, as required by the specific plan the site will provide a bus transfer station which will serve commuters of the western area of the City and also encourage alternative modes of transportation to the project.

Site and Pedestrian Access

The primary project entrances will be accessed from Baseline and Fiddymont Roads. The project will provide secondary access points from Upland Dr., San Fernando Dr. and Market Street. In total 10 access points will be provided along Baseline Rd. and three points of access will be provided along Fiddymont Road. A project traffic study was conducted by Fehr and Peers in September of 2012 to consider the project's impact on surrounding roadways and provide recommendations for the roadway improvements including roadway widths and geometry needed to adequately serve the project. The recommendations of this study have been incorporated into the project design or have been included as conditions of approval for the project.

The SVSP concept plan also allowed for flexibility in the design of Upland Dr. to provide for a “creative street design along the commercial edge.” Enhanced paving and traffic calming features are also encouraged by the SVSP. The project design incorporates a narrowed street design that will provide one through lane in each direction. The two intersections within the project along Upland Dr. will provide enhanced paving to help slow traffic and provide a visual separation for motorists to watch for pedestrians at these intersections.

Internal circulation will be achieved through two major east west driveways, which provide connections from Upland Drive, Ronten Rd. and San Fernando Dr. These driveways have been designed to provide a slight meander to calm traffic through the center.

Pedestrian connections and gathering spaces will be provided throughout the site as specified in the SVSP and CDG. Five separated and landscaped pedestrian spines travel from the main parking fields to the primary retail buildings. These walkways also provide pedestrian connections between the primary retail buildings and the outlying pad building clusters located along Baseline Rd. In addition, separated pedestrian pathways are provided along the main east west driveways traveling through the site and along the pedestrian walkways at the front of the major retail buildings.

Several gathering spaces have been designed into the project to enhance the pedestrian edge in front of the primary retail buildings as specified in the SVSP concept plan. Additional plaza areas are located adjacent to the open space parcel and bus transfer station. Plaza areas are also located within many of the retail and restaurant clusters throughout the site. These areas will help to activate public spaces within the project and provide a vibrant center for the surrounding community.

Parking

Parking for the site will include approximately 3,594 spaces where 2,880 are required. The parking fields will be dispersed throughout the project and sufficient parking will be provided in close proximity to where the parking demand is located. The project is designed to share parking between the major retail parking fields and the retail and restaurant clusters to the south. The table below provides a breakdown of the parking provided by use type and East and West parking fields.

Table 1: Parking Summary

Use	Sq. Ft.	Parking Ratio	Spaces Required	Spaces Provided
Major Retail Tenants (East)	270,000 retail 43,000 outdoor display	1/300 1/1000	942	1,264
Retail Cluster Buildings (East)	50,000 retail 28,000 restaurant 4,300 fast food	1/300 1/100 1/50	534	575
		Sub-Total East	1,476	1,839
Major Retail Tenants (West)	251,000 retail 14,000 outdoor display	1/300 1/1000	913	1,242
Retail Cluster Buildings (West)	34,000 retail 17,000 restaurant 9,000 fast food	1/300 1/100 1/50	491	513
		Sub-Total West	1,404	1,755
		Site Totals	2,880	3,594

This analysis shows that the restaurant and retail pad cluster buildings will provide parking spaces that are slightly above the number of spaces required by the Zoning Ordinance. During peak times, where several restaurant tenants are grouped together, it is anticipated that guests may have to utilize the spaces on the adjacent anchor retail parcels to provide parking. Given this fact, the applicant has provided separate pedestrian walkways so that patrons of the center may walk to and from parking fields in a safe and efficient manner. Overall, the site will balance parking demands and provide adequate parking for the center.

Grading & Phasing of Improvements

Given the size of the site and number of buildings to be constructed the project is proposed to be developed in three separate phases. It is envisioned that the site would develop from east to west with parcels 1 through 13 being developed first, parcels 14 through 23 being developed second and parcels 24 through 28 being developed last. As was mentioned above, the site consists of undeveloped grasslands with the exception of a small agricultural operation at the corner of Fiddymont and Baseline roads. Generally the site is relatively flat and slopes from the corner of Fiddymont and Baseline Roads down to Curry Creek. The grading plan indicates that site grading will balance earthwork on the site. The site will be able to provide gradual transitions to the surrounding land uses. Engineering Division staff has determined that the proposed grading is consistent with the City's Grading Ordinance and Improvement Standards. The City's development departments have also reviewed the plan to ensure that site access, frontage improvements and utility connections would all be adequate to serve the site for the appropriate phase. The conditions of approval and development agreement will ensure that adequate infrastructure is in place to serve each phase of the project.

Conclusion

Baseline Marketplace will feature several outdoor gathering spaces, a well-connected roadway and pedestrian network, and an onsite transit facility as specified in the Sierra Vista Specific Plan (SVSP). Staff reviewed the project for consistency with the Community Design Guidelines and requirements of the

Sierra Vista Specific Plan. The project's proposed site layout will conform to Zoning Ordinance requirements for a Major Project Permit (MPP) and Staff supports the proposed MPP Stage 1 application.

Stage 2 – Architecture and Landscaping

The Zoning Ordinance requires that a Major Project Permit Stage 2 application include sufficient detail for the review of building architecture, landscaping, and site lighting to be approved by the Planning Commission. The Baseline Marketplace Stage 2 application has been modeled after other large retail developments that have been approved and constructed within the City such as The Fountains and the Creekside Town Center. Both of these projects gained Stage 1 approval of a site plan that established building footprints, access points, and a utility plan necessary to serve the project. During the initial stages of planning for a center of this size and scale, specific tenants of the project may be unknown. Thus, the architecture of the project may need to be refined as tenants are identified and the project is constructed.

Similar to the projects mentioned above, the applicant has proposed to define the architectural style and forms of the center through Design Guidelines (Exhibit C). As the project develops it is anticipated that if a proposed building is consistent with the approved guidelines the applicant could submit to the Building Department for Stage 3 approval of the plans and streamline permit approvals. If a building's design is not consistent with the approved Design Guidelines or Stage 1 approval it would be forwarded to the Planning Commission for further review.

Design Guidelines

The Design Guidelines booklet is intended to address building architecture and landscaping requirements for the center. These guidelines are intended to create a cohesive and visually engaging design as required by the City's Community Design Guidelines and Sierra Vista Specific Plan. The guidelines address three specific areas related to the architectural concept for the center (1) Building types; (2) Articulation and Massing; and (3) Colors and Materials.

The guidelines identify six distinct building types and some of the design challenges associated with each type. The Guidelines recognize that while there may be variation in the size and scale of each building type, all buildings should be unified through similar architectural treatments, materials and colors. Staff recognizes that some tenants may desire to establish a corporate identity in the building design. However, it is anticipated that this identity will primarily be achieved through signage and appropriate use of color. A discussion of the design of the major building types follows.

Anchor Tenants

A considerable amount of design work has been undertaken to define the character of the anchor retail building elevations. The size of these buildings creates a need to provide design details and finishes that will create a visually engaging design that meets the intent of the CDG. Figure 4 below depicts the proposed major anchor building concept elevations. This design incorporates a well-defined entry, façade articulation and detailing, varied wall planes and rooflines, and quality materials and finishes.

Figure 4: Proposed Major Anchor Elevations



Individual Tenant Buildings

Individual tenant buildings also need to include a high level of design detail given their close proximity to roadways and visibility of all sides of these buildings to the public. The applicant has identified varied roof lines, high quality and varied building materials and window embellishments such as awnings or trellis features that will add architectural interest to these buildings.

Figure 5: Proposed Individual Pad Building Elevations



Corner Buildings

In addition, corner buildings will need to provide a high level of design detail to define the streetscape, intersections and entries into the center. These corner buildings are designed to take advantage of their prominent locations by providing outdoor space for plaza areas or outdoor seating for restaurants. These buildings will provide stone veneers and enhanced landscaping to accentuate the buildings.

Figure 6: Proposed Corner Building Elevations



Staff has found the building elevations to be consistent with the SVSP and CDG. The project will provide a unified design theme that meets the intent of these guidelines. The proposed Baseline Marketplace Design Guidelines booklet (Exhibit C) provides the level of detail necessary for the Planning Commission to conclude the project will be developed consistent with the Major Project Permit Stage 2 approval.

Landscape Design Guidelines

Similar to the architectural guidelines, the landscape design guidelines seek to establish common plantings and site amenities such as lighting and furniture that will help to unify the project and strengthen the connections between buildings and building clusters. The plan incorporates a variety of trees and shrubs that will provide a strong streetscape and site design. The site plan establishes a 50 foot right of way and public utility/landscape easement along both arterial roadways consistent with the SVSP. The plan will utilize similar tree species that have been planted within the existing landscape corridors along Fiddymment Rd. and across Baseline Rd. The primary landscape tree along Fiddymment Rd. will be London Plane Trees. The primary street tree along Baseline Rd. will be a mix of oak species, Urban Pinnacle Oak and Interior Live Oak.

The plan establishes two distinct planting zones within the project, Baseline Marketplace East and West. Each zone will incorporate different tree plantings within the parking lot areas. In addition, particular emphasis has been placed on the screening of the rear of the anchor retail buildings, both along San Fernando Dr. and the Open Space area. The area along San Fernando Dr. will provide two

rows of evergreen screen trees to help buffer the rear of the buildings from the residential area to the north of the site.

The proposed planting plan will provide a mix of evergreen and deciduous trees, shrubs and ground cover that will provide visual relief and screening of undesirable views. Staff has reviewed the landscape plans and found them to be consistent with the SVSP landscape guidelines and the Community Design Guidelines for Commercial Developments. In addition, the Baseline Marketplace Landscape Design Guidelines and planting plan contain sufficient detail to warrant approval of the Major Project Permit Stage 2.

Tentative Subdivision Map

Section 18.06.180 of the City of Roseville Subdivision Ordinance requires that three findings be made in order to approve or conditionally approve Tentative Subdivision Maps. The three findings are listed below in ***bold italic text*** 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 design standards of Title 18 (Subdivision Ordinance) of the Roseville Municipal Code.***

Parcel size, design, configuration, location, orientation and character: The purpose of the Tentative Map is to subdivide the parcel into 28 commercial lots, 2 open space lots, 2 street lots (Ronten Rd. and Upland Dr.) and a landscape lot. A copy of the tentative map is provided as Exhibit E.

The Zoning Ordinance does not have a minimum lot size for lots zoned GC; however, through the Major Permit Project (MPP) lot sizes can be adjusted based on the proposed site plan. Through the evaluation of the MPP, staff is supportive of the proposed lot sizes. The proposed lot sizes and configuration demonstrate that the map is consistent with the zoning for the parcels and the intent of the SVSP is preserved through site design.

Grading, Access & Circulation: As discussed above, the site is planned to develop from east to west and a phasing plan is shown on the project site plan. Access and circulation were evaluated in the MPP discussion above and will be adequate to serve the parcels.

Improvements: Frontage improvements (curb, gutter and sidewalk) to both Fiddymont and Baseline Roads are required as part of this project. Arterial improvements will include a 40 foot wide public utilities and landscape easement along both roadways. Within the easement an 8-foot wide separated sidewalk and landscape improvements will be provided. Similarly, full improvements will also be required for Ronten Rd. and Upland Dr.

Traffic signals will be installed per the SVSP at the intersections of San Fernando Dr. / Fiddymont Rd., Baseline Rd. / Upland Dr., and Baseline Rd. / Ronten Rd. The traffic signal at the intersection of Baseline Rd. and Fiddymont Rd. will be modified to accommodate future traffic volumes anticipated by the Baseline Marketplace project and the City's Capital Improvement Program.

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

As discussed above, the proposed parcels are of sufficient size and shape to accommodate future development as proposed in the Major Project Permit and Design Guidelines Book. The proposed parcel configuration does not result in any physical conditions that would be inconsistent with the surrounding water courses or invalidate the Tentative Subdivision Map.

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

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

SUMMARY

As discussed above, Staff reviewed the project for consistency with the General Plan, Sierra Vista Specific Plan (SVSP), and Community Design Guidelines (CDG) for Commercial Developments. Staff found the project to be consistent with these documents. The plan has incorporated many of the design concepts included in the specific plan such as the overall layout of the buildings, site access and circulation, project and city entry features, pedestrian connections and plaza areas and a unified design theme. These features have led to a project that is well designed and meets the intent of the SVSP and CDG. The project also provides the necessary level of detail, as specified in the Zoning Ordinance to warrant approval of Stage 1 and Stage 2 of the Major Project Permit.

ENVIRONMENTAL DETERMINATION

This project is a commercial project that is consistent with the Sierra Vista Specific Plan Final Environmental Impact Report (SCH#2008032115). In accordance with CEQA Section 15183 an Initial Study was prepared for the project and the study found no project specific significant effects that were peculiar to the project site. As such a Negative Declaration is proposed for adoption by the Planning Commission prior to taking action on the Project.

RECOMMENDATION

The Planning Division recommends that the Planning Commission take the following action:

- A. Adopt the Negative Declaration as shown in Exhibit A;
- B. Adopt the two (2) findings of fact as listed below for the MAJOR PROJECT PERMIT (STAGES 1 and 2) – 5000 BASELINE RD. (SVSP PCL 40-42 BASELINE MARKETPLACE) - FILE # 2013PL-020:
 - 1. *The Preliminary Development Plan is consistent with the General Plan, Sierra Vista Specific Plan and adopted Community Design Guidelines; and*
 - 2. *The design and installation of the Preliminary Development Plan shall not be detrimental to the public health and safety, or be materially detrimental to the public welfare.*

- C. Approve the MAJOR PROJECT PERMIT (STAGES 1 and 2) – 5000 BASELINE RD. (SVSP PCL 40-42 BASELINE MARKETPLACE) - FILE # 2013PL-020 - as shown in Exhibits A – H and subject to one hundred eleven (111) conditions of approval below.
- D. Adopt the three (3) findings of fact as listed in the Staff Report for the TENTATIVE SUBDIVISION MAP– 5000 BASELINE RD. (SVSP PCL 40-42 BASELINE MARKETPLACE) - FILE # 2013PL-020;
- E. Approve the TENTATIVE SUBDIVISION MAP– 5000 BASELINE RD. (SVSP PCL 40-42 BASELINE MARKETPLACE) - FILE # 2013PL-020- as shown in Exhibit E and subject to seventy-seven (77) conditions of approval below.

CONDITIONS OF APPROVAL FOR MAJOR PROJECT PERMIT

- 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 March 13, 2016. Prior to said expiration date, the applicant may apply for an extension of time. (Planning)
- 2. The project is approved as shown in Exhibits A - H and as conditioned or modified below. (Planning)
- 3. The project shall comply with all required environmental mitigation identified in the Sierra Vista Specific Plan Final EIR. (Planning)
- 4. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities, Electric, Finance)
- 5. The design and construction of all improvements shall conform to the Design and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
- 6. The applicant shall not commence with any on-site improvements or improvements within the right-of-way until such time as grading and/or improvement plans are approved and grading and/or encroachment permits are issued by the Department of Development Services – Development Engineering Division. (Engineering)
- 7. 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)
- 8. Fulfillment of all backbone dedication requirements for Irrevocable Offers of Dedication (I.O.D.), utility easements and rights to construct shall occur prior to the approval of any improvement plans, grading plans, and/or recordation of any Final or Parcel Map as required by the Development Agreement between the City of Roseville and DF Properties. (Engineering)
- 9. Prior to the issuance of any improvement plans owner must have obtained issuance of a 404 permit as defined by the Development Agreement between the City of Roseville and DF Properties (Engineering)
- 10. The applicant shall be responsible for reimbursements to the West Roseville Specific Plan per Section 3.26 of the Development Agreement. (Engineering)

11. The project shall comply with all applicable Placer County Air Pollution Control District rules and regulations, and shall obtain applicable permits and/or clearances from the District prior to the start of construction. (PCAPCD)

PRIOR TO ISSUANCE OF BUILDING PERMITS

12. Parking stalls shall meet, or exceed, the following minimum standards:

- a. All parking stalls shall be double-striped. Parking stalls adjacent to sidewalks, landscaped areas or light fixtures, and all Accessible stalls shall about a 6" raised curb or concrete bumper. (Planning)
- b. Standard -- 9 feet x 18 feet; Compact--9 feet x 16 feet; Accessible--14 feet x 18 feet (a 9 foot wide parking area plus a 5 foot wide loading area) and a minimum of one (1) parking space shall be 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, signage, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to City for review, prior to building plan check approvals. This site accessibility plan shall also include:
 - 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)

13. Signs and/or striping shall be provided on-site as required by the Planning Department to control on-site traffic movements. Parking lot striping and signage shall be maintained in a visible and legible manner. (Planning)

14. The plans submitted to the Building Department for permits shall indicate all approved revisions/alterations as approved by the Commission including all conditions of approval. (Planning)

15. The project Landscape Plans shall comply with the following:

- a. The Landscape Plan shall indicate the location of, and be designed to avoid conflicts with, all pole-mounted light fixtures and utility equipment including (but not limited to) electric transformers, switchgear, and overhead lines, backflow preventors, fire department connections, and public water, sewer, and storm drain facilities. (Planning, Fire, EUD, Electric, Public Works)
- b. The tree plantings in the parking lot shall be designed to provide a minimum of 50% shade coverage after 15 years. (Planning)

- c. 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)
 - d. The landscape plan shall comply with the Landscape Guidelines for Sierra Vista Specific Plan and the City of Roseville Water Efficient Landscape ordinance (Ordinance 4786, adopted 11/04/2009). (Planning)
 - e. Landscaping adjacent to preserve areas shall consist of California native, drought-tolerant groundcover, shrubs, plants and trees or native compatible landscaping materials as approved by the Open Space Division. (Open Space, Planning)
 - f. All landscaping in areas containing electrical service equipment shall conform to the Electric Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Departments "Specification for Commercial Construction." (Electric)
16. 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)
 17. 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)
 18. 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)
 19. For 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)
 20. Building permit plans shall comply with all applicable code requirements (California Building Code – CBC – based on the International Building Code, California Mechanical Code – CMC – based on the Uniform Mechanical Code, California Plumbing Code – CPC – based on the Uniform Plumbing Code, California Fire Code – CFC – based on the International Fire Code – with City of Roseville Amendments – RFC, California Electrical Code – CEC – based on the National Electrical Code, and California Energy Standards – CEC T-24 Part 6), California Title 24 and the American with Disabilities Act - ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Department for applicable Code editions). (Building)
 21. For restaurants or other food services. The developer shall obtain all required approvals and permits from the Placer County Health Department and the City of Roseville Industrial Waste Division. (Building, Environmental Utilities)
 22. Maintenance of copy of building plans: Health and Safety Code section 19850 requires the building department of every city or county to maintain an official copy of the building plans for the life of the building. As such, each individual building shall be submitted as a separate submittal package. Building plan review, permit issuance and archiving is based on each individual building address.

23. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Public Works prior to approval of any plans. (Engineering)
24. Per section 3.5.2(b) of the Development Agreement, owner shall construct the remainder of Fiddymment Road improvements from the northern boundary of open space parcel JM-85 to Baseline Road. Owner shall be responsible for reimbursing City for construction of 5-ft of pavement, median curb, utility stubs and left turn pockets into the Plan Area. Land owner shall construct full median landscaping along Fiddymment Road. If cost to landscape ½ of median exceeds reimbursable amount to City, owner will be eligible for TMF credits. Prior to approval of improvement plans the reimbursement agreement shall be completed. (Engineering).
25. Baseline Road shall be constructed and reimbursed per Section 3.5.2 (d) of the Development Agreement. A recommendation from a geotechnical engineer shall be provided for the overlay of existing Baseline Road to ensure an adequate structural section. (Engineering)
26. Traffic signals shall be constructed and reimbursed per Section 3.5.7 of the Development Agreement and the approved phasing plan. (Engineering)
27. The intersection and traffic signal at Baseline Road/Fiddymment Road shall be improved prior to the first certificate of occupancy, per section 3.5.17 of the Development Agreement. (Engineering)
28. The phasing of infrastructure shall be consistent with the Sierra Vista Utility and Infrastructure Phasing Plan, the Sierra Vista Specific Plan and as defined by the Development Agreement between the City of Roseville and DF Properties. Phasing shall occur in a sequential order as defined in the Phasing Diagram shown on the approved site plan. Improvements required with each phase shall include the following:

Phase 1

Fiddymment Road:

- Two standard 35 ft. wide A-7 driveways shall be constructed for ingress/egress. Both driveways shall allow for right turn ingress and egress. The northern driveway shall also allow for left ingress via a 250 ft. long left turn pocket with 120 ft. taper constructed within the Fiddymment Road median.
- A 10 ft. wide right turn lane, with 120 ft. taper, shall be constructed for the northerly driveway. A ten foot wide auxiliary lane shall be extended from the northerly driveway to the curb return at Baseline Road.
- An 8 ft. wide pedestrian path shall be constructed along the entire Fiddymment Road frontage.

San Fernando Drive:

- If the appropriate right of way has been dedicated from parcel JM-21 and a Developer/Developer Reimbursement Agreement for fair share reimbursement of public improvements can be entered into with the owner of parcel JM-21, the owner of Parcel DF-42 shall be responsible for the full construction of San Fernando Drive from back of curb to back of curb. If the right of way from JM-21 is not made available to the owner of DF-42, San Fernando Drive shall be constructed as a one-way road with 16.78 ft. of pavement and a two foot shoulder. The landscape setback on the south side of San Fernando Drive may be reduced by 1 ft. to assist with the road being shifted 2 ft. to the south.

- The westerly driveway shall be a 55 ft. wide A-7 driveway and allow for right turn ingress/egress only. The easterly driveway shall be a 45 ft. wide A-7 driveway and allow full turning movements.
- The intersection at Fiddymont Road shall allow for one ingress lane and 3 egress lanes.
- A 5 ft. wide pedestrian walk shall be constructed along the entire frontage.

Upland Drive:

- The roadway geometrics for Upland Drive shall be consistent with the “Roadway Geometry” sheet of the Tentative Parcel Map.
- 8 ft. wide pedestrian paths shall be constructed along the entire Upland Drive frontage for both sides of the roadway.
- The 7 proposed driveways shall be type A-7. All driveways shall be allowed full turning movements, except for the most southern driveway that shall be restricted to right turn ingress/egress only.
- A 10 ft. wide I.O.D. from back of curb shall be granted on each side of the road, between the two four way intersections.

Baseline Road:

- Three 35 ft. wide, at a minimum, A-7 driveways shall be constructed for ingress/egress. All driveways shall allow for right turn ingress and egress. The center driveway shall also allow for left ingress via a 250 ft. long left turn lane with 120 ft. taper constructed within the Baseline Road two way left turn lanes.
- An 8 ft. wide pedestrian path shall be constructed along the Baseline Road frontage, between Fiddymont Road and Upland Drive.
- As part of the phase 1 roadway improvements for Baseline Road, additional improvements will be required west of Upland Drive to provide an acceptable transition back to the existing roadway. These improvements shall be approved by the City Engineer.

Phase 2

Baseline Road:

- One A-7 driveway shall be constructed at a minimum of 35 ft. wide between Upland Drive and Ronten Road. This driveway shall also allow for left ingress via a 250 ft. long left turn lane with 120 ft. taper constructed within the Baseline Road two way left turn lanes.
- An 8 ft. wide pedestrian path shall be constructed along the Baseline Road frontage between Upland Drive and Ronten Road.
- As part of the phase 2 roadway improvements for Baseline Road, additional improvements will be required west of Ronten Drive to provide an acceptable transition back to the existing roadway. These improvements shall be approved by the City Engineer.

Ronten Road:

- The roadway geometrics for Ronten Road shall be consistent with the “Roadway Geometry” sheet of the Tentative Parcel Map. Phase 2 improvements shall extend to the westerly property line of Parcel 24.
- 5 ft. wide pedestrian paths shall be constructed along the entire Ronten Road frontage for both sides of the roadway, except for the frontage of parcel 24 where sidewalk may be omitted between Baseline Road and the first driveway.
- The proposed driveways shall be type A-7 and shall be allowed full turning movements.

Phase 3

Baseline Road:

- Three 35 ft. wide, at a minimum, A-7 driveways shall be constructed for ingress/egress. All driveways shall allow for right turn ingress and egress. The center driveway shall also allow for left ingress via a 250 ft. long left turn lane with 120 ft. taper constructed within the Baseline Road two way left turn lanes.
- An 8 ft. wide pedestrian path shall be constructed along the Baseline Road frontage between Ronten Road and Market Street.
- As part of the phase 3 roadway improvements for Baseline Road, additional improvements will be required west of Market Street to provide an acceptable transition back to the existing roadway. These improvements shall be approved by the City Engineer.

Ronten Road:

- The roadway geometrics for Ronten Road shall be consistent with the “Roadway Geometry” sheet of the Tentative Parcel Map. Phase 3 improvements shall extend from the westerly property line of Parcel 24 to Market Street.
- 5 ft. wide pedestrian paths shall be constructed along the entire Ronten Road frontage for both sides of the roadway.
- The proposed driveways shall be type A-7 and shall be allowed full turning movements.

Market Street:

- Market Street shall be 60 ft. wide at back of curb and shall provide for 3 egress lanes and 1 ingress lane at the Baseline Road intersection.
- A 10 ft. wide right turn lane with 60 ft. taper shall be constructed from the curb return at Baseline Road northerly to Ronten Road.
- An 8 ft. wide pedestrian path shall be constructed along the entire Market Street frontage. (Engineering)

29. The Improvement Plans shall include a complete set of Landscape Plans. The Landscape Plans shall be approved with the Improvement Plans. (Planning, Engineering, Fire, Environmental Utilities, Electric)

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

*“If necessary, 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. A standard bus shelter pad shall be installed at Westbound Baseline Road at Fiddyment Road (NW). (Engineering, Alternative Transportation)

32. The transit transfer station shall be designed to include **four (4) standard bus shelters** (two (2) on each side of the station) **in compliance with ADA standards and with stubs for electricity and fiber at each shelter, and one electronic on-demand bike locker with capacity for four (4) bikes.** The

transfer station shall also incorporate landscaping that **is compatible with the transit use, while** adding shade and softening views of the transfer station improvements. The Developer may enter into a deferred improvement agreement or other agreement based upon a construction cost of \$10,000 per shelter and \$15,000 per bike locker. (Engineering, Alternative Transportation, Planning)

33. A bus shelter shall be installed at the following location: the NW corner of Baseline Road at Fiddymont Road (shelter number 274). The Developer and City may enter into a deferred improvement or other agreement based upon a construction cost of \$10,000 per shelter. (Public Works, Alternative Transportation)
34. The applicant shall dedicate a separate easement to the City of Roseville for the future bus stops at Westbound Baseline Road at Fiddymont Road (NW). The easement documents shall be drafted for approval and acceptance by the City of Roseville and recorded at the County Recorder's Office or may be recorded on the subdivision map. (Alternative Transportation, Engineering)
35. Per the Development Agreement, landowner shall maintain the Ronten Road transit transfer station bus lanes and amenities, with funding provided through the Community Facilities District. Landowner shall enter into a maintenance agreement with the City to establish the maintenance obligations. (Finance, Engineering, Alternative Transportation)
36. Prior to or upon issuance of the first building permit, the developer shall, per the development agreement, pay \$3,168.35 for this property's fair share towards the update of the Long Range Master Transit Plan (\$990.11) Short Range Transit Plan (\$1,188.13) and Bicycle Master Plan (\$990.11). (Building, Alternative Transportation)
37. The required park and ride spaces adjacent to Ronten Road shall remain on private property and not be dedicated to the City as right of way with the dedication of Ronten Road. (Engineering)
38. The applicant shall dedicate all necessary rights-of-way or Public Utility Easement for the widening of any streets or transfer of public utilities across and over any portion of the property as required with this entitlement. A separate document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorder's Office. (Engineering)
39. All storm drainage, including roof drains, shall be collected on site and treated with Best Management Practices (BMP's) per the City's Stormwater Quality Design Manual and as approved with the Stormwater Quality Compliance Form. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. Drain outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. Vehicular access to each outfall swale shall be provided for swale maintenance and be constructed within the 50 ft. open space buffer. The grading/improvement plans for the site shall be accompanied with a shed map that defines that area tributary to this site and all drainage facilities shall be designed to accommodate the tributary flow. The storm drain system and proposed BMP's shall be privately owned and maintained by the property owner. Prior to the issuance of any permits, the owner shall provide a plan for the maintenance of the proposed BMP's. (Engineering)
40. Prior to approval of improvement plans drainage calculations must be submitted that are consistent with the Master Drainage Study for Sierra Vista or the Master Drainage Study shall be amended as necessary to accommodate any change in sheds. Detention and drainage swales shall also be consistent with the Master Drainage Study or the Master Drainage Study amended to reflect any proposed changes. (Engineering)

41. Prior to approval of grading within the Open Space developer shall provide a plan that demonstrates that the “created wetlands” will provide enough storage volume to mitigate the 100 year peak flows as identified in the Drainage and Stormwater Master Plan. The design shall demonstrate that there are no adverse changes to the hydromorphological characteristics of the natural drainage course. Topographic data shall be gathered prior to and after the grading of open space to quantify the amount of storage that is being created for peak flow mitigation. Once the capacity of the storage is exceeded additional capacity will need to be created within the Open Space. (Engineering)
42. Prior to the issuance of any permits, the property owner 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 property owner during the pre-construction meeting. (Engineering)
43. 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)
44. 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 approval of improvement plans, the project proponent shall have the existing dry utilities pot holed for verification of location and depth. (Engineering)
45. 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)
46. 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, Public Works will designate the exact areas to be reconstructed. Any existing public facilities damaged during the course of construction shall be repaired by the property owner and at the property owner’s expense, to the satisfaction of the City. (Engineering)
47. Improvement plans shall show the Preserve boundary and label it as a protected area. The Pre-Construction meeting shall address the presence of the Preserve, the sensitive habitats present and minimization of disturbance to the Preserve. During grading and construction the preserve area shall be avoided and shall not be used for parking, storage, or project staging. The contractor shall remove all trash blown into the preserve from adjacent construction on a daily basis. After construction is complete, the temporary fencing shall be removed from the preserve, along with all temporary erosion control measures (e.g., straw bales, straw waddles and stakes, silt fencing). (Engineering, CDD, Planning)
48. Prior to construction within any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve. Fencing shall be maintained daily until permanent fencing is installed, at which time the temporary fencing shall be removed from the project site. (Engineering, CDD, Planning)
49. With the exception of access required for maintenance and/or emergency vehicles, the project shall be designed to prevent vehicle access into the Preserve. Post and cable fencing or other improvements shall be utilized to meet this requirement. (Engineering, CDD, Planning)
50. 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)

51. The project shall be addressed as 5000 through 5498 Baseline Rd. The applicant shall contact the Planning Division Addressing Technician to receive appropriate building addressing prior to submitting plans for Building Permits or Improvement Plans. (Planning)
52. Prior to the issuance of building permits, the property owner shall pay into the following fee programs: Citywide Drainage Fee, Citywide Traffic Mitigation Fee (TMF), Highway 65 Joint Partners Association (JPA), South Placer Regional Transportation Authority (SPRTA), and City/County Fee. (Engineering)
53. The applicant/developer shall prepare a Transportation Systems Management (TSM) Plan for Baseline Marketplace to be reviewed and approved by the Transportation Commission. (Engineering)
54. Bike parking and clean air vehicle spaces shall be provided per the California Green Building Standards (Alternative Transportation, Building)
55. The fifty (50) space park and ride lot shall be properly signed and available to the public from 5:30 a.m. to 6:30 p.m. twenty-four (24) hours a day, seven (7) days a week. The park and ride spaces shall be installed with the adjacent development and/or with the development of Ronten Road. Spaces 32-50 shall be installed with development of the first building on Parcel 26. (Alternative Transportation)
56. 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)"
57. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
58. Water and sewer infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards and shall include:
 - a. Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12' unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.
 - b. Water, sewer and recycled mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions of approval.
 - c. All sewer manholes shall have all weather 10-ton vehicle access unless authorized by these conditions of approval. (Environmental Utilities)
59. Recycled water infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. The applicant shall pay all applicable recycled water fees. Easements shall be provided as necessary for recycled water infrastructure. (Environmental Utilities)

60. Applicant is required to pay the WRSP reimbursement fee for upsizing of utility infrastructure. (Environmental Utilities)
61. Construction of off-site sewer to the outfall is required for this project. The sewer design needs to match the sewer master plan. If the future phasing requires a change to the sewer alignment, then a revised master sewer plan will need to be approved. (Environmental Utilities)
62. The applicant shall install water services on a manifold where possible. The applicant shall also provide adequate landscaping areas to install water meters and backflow devices. (Environmental Utilities)
63. Trash enclosures, recycling areas, and enclosure approaches shall be designed to current Refuse Division specifications, the materials and colors shall match the building, and the location of such facilities shall be reviewed and approved by the Refuse Division, Planning and the Fire Department. The enclosure must have inside dimensions of 12 feet wide and 9 feet deep and be built to the specifications of the Solid Waste Department's Enclosure Description. (Refuse, Planning, Fire)
64. Access to trash enclosures shall have an inside turning radius of 25 feet and an outside turning radius of 45 feet must be maintained to allow the refuse truck access to and from the enclosure. Enclosures must have a clear approach of 65 feet in front of the enclosure to allow servicing bins. (Refuse)
65. A trash enclosure and recycling enclosure is required for each building and each tenant, otherwise, the building owner is responsible for the trash service. A trash compactor may be used to reduce the number of enclosures. (Refuse)
66. Trash enclosures are not to be constructed over water or sewer utilities. (Refuse)
67. 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)
68. 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)
69. The fire flow required, at a 50% reduction due to the buildings being sprinklered, is based on the largest single structure in accordance with the California Fire Code at the time detailed plans are submitted for review. The maximum fire flow shall be a minimum of 4,000 gpm based on Appendix III-AA of the California Fire Code. (Fire)
70. This project shall not reduce the responsibilities of the owners of this project from maintaining all on-site fire systems and underground fire lines including all common adjoining fire sprinkler-piping penetrations. If an owner association is formed, there shall be a clear language regarding maintenance and common easements agreement for service. A service company shall be obtained to maintain all on-site fire protection systems as noted in the conditions of approval. (Fire)
71. The phasing of this project shall not reduce the fire flow demand of 4,000 gpm based on the size of the proposed retail center for phase one. (Fire)
72. Use or storage of hazardous materials, liquids, gases and/or chemicals shall meet the requirements of the Chapter 6.95 of the Health and Safety Code, the Roseville Fire Department and the National Fire Codes. Submit a complete plan set and the Hazardous Materials Business Plan, including

names and amount of any hazardous materials that will be stored or used, to the Bureau of Fire Prevention for review and approval. A permit application shall also be provided at the time of submittal. Contact Steve Anderson of our Hazardous Materials Division within the Fire Department at (916) 774-5821 to initiate the process. Satisfaction of storage and use shall be determined prior to requesting occupancy. (Fire)

73. The Fire Department access road shall meet the City's requirements for width and turning radii of 30 and 50 as specified in the Fire Department standards for access. This requirement shall be enforced at the time plan are submitted for review. Additional information can be found on the City's web site www.roseville.ca.us or contact Patrick Chew, Senior Fire Inspector, at 916-774-5823 or pchew@roseville.ca.us with the Fire Prevention Division for information. (Fire)
74. Offsite extension of power shall be required from the adjacent northern property, all labor and materials required shall be the responsibility of the developer per approved site design generated by Roseville Electric. (Electric)
75. The proposed various public utility easements along Baseline Rd. shall be depicted as City of Roseville Public Utility Easements. (Engineering, Electric)
76. Per the Sierra Vista Specific Plan and Development Agreement 3.11.3 an electric substation site shall be granted to the City of Roseville once 500 single family units, or the equal to in loading, has been permitted by the Building Department. The proposed phasing and approval shall be approved in accordance to this requirement. (Electric)
77. Where applicable, detached sidewalks shall be attached at high voltage switchgear locations if warranted. (Electric)
78. 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
79. All on-site external lighting shall be installed and directed to have no off-site glare. Lighting within the parking areas and pedestrian walkways shall provide a maintained minimum of one (1) foot candle, and 0.5 foot candle of light, respectively. All exterior light fixtures shall be vandal resistant. (Planning & Police)
80. 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)
81. 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

82. 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)
83. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:
- a. Water, sewer, and reclaimed water easements.
 - c. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric, Environmental Utilities)
84. Easement widths shall comply with the City's Improvement Standards and Construction Standards. 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. All existing public utility, electric, water, sewer and reclaimed water easements shall be maintained unless otherwise authorized by these conditions of approval. (Public Works, Environmental Utilities, Electric)
85. 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)
86. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)
87. 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)

88. The applicant/developer shall prepare a Transportation Systems Management (TSM) Agreement for Baseline Marketplace to be reviewed and approved by the City Manager. (Public Works, Alternative Transportation)
89. 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)
90. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
91. **Restaurants or other Food Service Establishment (FSE).** The applicant shall design for installation and/or install an exterior grease interceptor if the proposed business could potentially discharge substances containing fats, oils and grease (FOG) into the sewer system. The grease interceptor shall be adequate to separate and remove FOG contained in the wastewater from FSE's prior to discharge to the public sewer. (Environmental Utilities)
92. In the event an exterior grease interceptor cannot be installed due to space limitation, the developer shall install a grease trap, per City Standards, that will mechanically separate the FOG contained in the wastewater from the FSE prior to discharge to the public sewer. (Environmental Utilities)
93. Pursuant to the Municipal Code, the applicant shall apply for and obtain a FOG waste discharge permit (FOG WDP) from the Environmental Utilities Industrial Waste Division prior to occupancy or prior to discharging waste to the public sewer. The applicant shall submit information required by the Environmental Utilities Department for evaluation, including but not limited to: site plans, floor plans, mechanical and plumbing plans, and details to show all sewers, FOG control device, grease interceptor or other pretreatment equipment and appurtenances by size, location and elevation. Additional information related to the applicant's business operations and potential discharge may be requested to properly evaluate the FOG WDP application. (Environmental Utilities)
94. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
95. 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)
96. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
97. 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)
98. 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.

99. 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)
100. 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)

OTHER CONDITIONS OF APPROVAL

101. Signs shown on the elevations are not approved as part of the Major Project Permit. A Planned Sign Permit Program and Sign Permits are required prior to the installation of project signs. (Planning)
102. 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)
103. 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)
104. 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)
105. 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)
106. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor or person responsible for the building permit must notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. (Fire)
107. 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. This excludes any regional gas transmission facilities along Baseline Rd. (PG&E)
108. 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)
109. 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)

110. 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)
111. 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 TENTATIVE SUBDIVISION MAP

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 Design 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 Development Services Department – Development Engineering Division. (Engineering)
4. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities, Finance)
5. Fulfillment of all backbone dedication requirements for Irrevocable Offers of Dedication (I.O.D.), utility easements and rights to construct shall occur prior to the approval of any improvement plans, grading plans, and/or recordation of any Final or Parcel Map as required by the Development Agreement between the City of Roseville and DF Properties. (Engineering)
6. Prior to the issuance of any improvement plans owner must have obtained issuance of a 404 permit as defined by the Development Agreement between the City of Roseville and DF Properties (Engineering)

7. The applicant shall be responsible for reimbursements to the West Roseville Specific Plan per Section 3.26 of the Development Agreement. (Engineering)

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

8. 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)
9. 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 Development Engineering Division prior to approval of the improvement plans.
 - d) Access to the floodplain as required by Development Engineering and the Streets Division.
 - e) Standard Handicap ramps shall be installed at all curb returns per City Standards. (Engineering)
10. 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 Development Engineering prior to approval of any plans. (Engineering)
11. Per section 3.5.2(b) of the Development Agreement, owner shall construct the remainder of Fiddymment Road improvements from the northern boundary of open space parcel JM-85 to Baseline Road. Owner shall be responsible for reimbursing City for construction of 5-ft of pavement, median curb, utility stubs and left turn pockets into the Plan Area. Land owner shall construct full median landscaping along Fiddymment Road. If cost to landscape ½ of median exceeds reimbursable amount to City, owner will be eligible for TMF credits. Prior to approval of improvement plans the reimbursement agreement shall be completed. (Engineering).
12. Baseline Road shall be constructed and reimbursed per Section 3.5.2 (d) of the Development Agreement. A recommendation from a geotechnical engineer shall be provided for the overlay of existing Baseline Road to ensure an adequate structural section. (Engineering)
13. Traffic signals shall be constructed and reimbursed per Section 3.5.7 of the Development Agreement and the approved phasing plan. (Engineering)

14. The phasing of infrastructure shall be consistent with the Sierra Vista Utility and Infrastructure Phasing Plan, the Sierra Vista Specific Plan and as defined by the Development Agreement. Phasing shall occur in a sequential order as defined in the Phasing Diagram shown on the approved site plan. Improvements required with each phase shall include the following:

Phase 1

Fiddymment Road:

- Two standard 35 ft. wide A-7 driveways shall be constructed for ingress/egress. Both driveways shall allow for right turn ingress and egress. The northern driveway shall also allow for left ingress via a 250 ft. long left turn pocket with 120 ft. taper constructed within the Fiddymment Road median.
- A 10 ft. wide right turn lane, with 120 taper, shall be constructed for the northerly driveway. A ten foot wide auxiliary lane shall be extended from the northerly driveway to the curb return at Baseline Road.
- An 8 ft. wide pedestrian path shall be constructed along the entire Fiddymment Road frontage.

San Fernando Drive:

- If the appropriate right of way has been dedicated from parcel JM-21 and a Developer/Developer Reimbursement Agreement for fair share reimbursement of public improvements can be entered into with the owner of parcel JM-21, the owner of Parcel DF-42 shall be responsible for the full construction of San Fernando Drive from back of curb to back of curb. If the right of way from JM-21 is not made available to the owner of DF-42, San Fernando Drive shall be constructed as a one-way road with 16.78 ft. of pavement and a two foot shoulder. The landscape setback on the south side of San Fernando Drive may be reduced by 1 ft. to assist with the road being shifted 2 ft. to the south.
- The westerly driveway shall be a 55 ft. wide A-7 driveway and allow for right turn ingress/egress only. The easterly driveway shall be a 45 ft. wide A-7 driveway and allow full turning movements.
- The intersection at Fiddymment Road shall allow for one ingress lane and 3 egress lanes.
- A 5 ft. wide pedestrian walk shall be constructed along the entire frontage.

Upland Drive:

- The roadway geometrics for Upland Drive shall be consistent with the "Roadway Geometry" sheet of the Tentative Parcel Map.
- 8 ft. wide pedestrian paths shall be constructed along the entire Upland Drive frontage for both sides of the roadway.
- The 7 proposed driveways shall be type A-7. All driveways shall be allowed full turning movements, except for the most southern driveway that shall be restricted to right turn ingress/egress only.
- A 10 ft. wide I.O.D. from back of curb shall be granted on each side of the road, between the two four way intersections.

Baseline Road:

- Three 35 ft. wide, at a minimum, A-7 driveways shall be constructed for ingress/egress. All driveways shall allow for right turn ingress and egress. The center driveway shall also allow for left ingress via a 250 ft. long left turn lane with 120 ft. taper constructed within the Baseline Road two way left turn lanes.

- An 8 ft. wide pedestrian path shall be constructed along the Baseline Road frontage, between Fiddymment Road and Upland Drive.
- As part of the phase 1 roadway improvements for Baseline Road, additional improvements will be required west of Upland Drive to provide an acceptable transition back to the existing roadway. These improvements shall be approved by the City Engineer.

Phase 2

Baseline Road:

- One A-7 driveway shall be constructed at a minimum of 35 ft. wide between Upland Drive and Ronten Road. This driveway shall also allow for left ingress via a 250 ft. long left turn lane with 120 ft. taper constructed within the Baseline Road two way left turn lanes.
- An 8 ft. wide pedestrian path shall be constructed along the Baseline Road frontage between Upland Drive and Ronten Road, except of the frontage of parcel 24 where sidewalk may be omitted between Baseline Road and the first driveway
- As part of the phase 2 roadway improvements for Baseline Road, additional improvements will be required west of Ronten Drive to provide an acceptable transition back to the existing roadway. These improvements shall be approved by the City Engineer.

Ronten Road:

- The roadway geometrics for Ronten Road shall be consistent with the “Roadway Geometry” sheet of the Tentative Parcel Map. Phase 2 improvements shall extend to the westerly property line of Parcel 24.
- 5 ft. wide pedestrian paths shall be constructed along the entire Ronten Road frontage for both sides of the roadway.
- The proposed driveways shall be type A-7 and shall be allowed full turning movements.

Phase 3

Baseline Road:

- Three 35 ft. wide, at a minimum, A-7 driveways shall be constructed for ingress/egress. All driveways shall allow for right turn ingress and egress. The center driveway shall also allow for left ingress via a 250 ft. long left turn lane with 120 ft. taper constructed within the Baseline Road two way left turn lanes.
- An 8 ft. wide pedestrian path shall be constructed along the Baseline Road frontage between Ronten Road and Market Street.
- As part of the phase 3 roadway improvements for Baseline Road, additional improvements will be required west of Market Street to provide an acceptable transition back to the existing roadway. These improvements shall be approved by the City Engineer.

Ronten Road:

- The roadway geometrics for Ronten Road shall be consistent with the “Roadway Geometry” sheet of the Tentative Parcel Map. Phase 3 improvements shall extend from the westerly property line of Parcel 24 to Market Street.
- 5 ft. wide pedestrian paths shall be constructed along the entire Ronten Road frontage for both sides of the roadway.
- The proposed driveways shall be type A-7 and shall be allowed full turning movements.

Market Street:

- Market Street shall be 60 ft. wide at back of curb and shall provide for 3 egress lanes and 1 ingress lane at the Baseline Road intersection.
 - A 10 ft. wide right turn lane with 60 ft. taper shall be constructed from the curb return at Baseline Road northerly to Ronten Road.
 - An 8 ft. wide pedestrian path shall be constructed along the entire Market Street frontage. (Engineering)
15. The applicant shall apply for and obtain an encroachment permit from the Development Engineering Division prior to any work conducted within the City right-of-way and/or City easements. (Engineering)
16. 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)
17. Prior to approval of improvement plans drainage calculations must be submitted that are consistent with the Master Drainage Study for Sierra Vista or the Master Drainage Study shall be amended as necessary to accommodate any change in sheds. Detention and drainage swales shall also be consistent with the Master Drainage Study or the Master Drainage Study amended to reflect any proposed changes. (Engineering)
18. Prior to approval of grading within the Open Space developer shall provide a plan that demonstrates that the "created wetlands" will provide enough storage volume to mitigate the 100 year peak flows as identified in the Drainage and Stormwater Master Plan. The design shall demonstrate that there are no adverse changes to the hydromorphological characteristics of the natural drainage course. Topographic data shall be gathered prior to and after the grading of open space to quantify the amount of storage that is being created for peak flow mitigation. Once the capacity of the storage is exceeded additional capacity will need to be created within the Open Space. (Engineering)
19. The following note shall be added to the Grading and/or Improvement Plans:
- To minimize dust/grading impacts during construction the applicant shall:*
- a) *Spray water on all exposed earth surfaces during clearing, grading, earth moving and other site preparation activities throughout the day.*
 - b) *Use tarpaulins or other affective covers on all stockpiled earth material and on all haul trucks.*
 - c) *Sweep the adjacent streets frontages at least once a day or as needed to remove silt and other dirt which is evident from construction activities.*
 - d) *Ensure that construction vehicles are cleaned prior to leaving the construction site to prevent dust and dirt from being tracked off site.*
 - e) *The City shall have the authority to stop all grading operations if, in the opinion of city staff, inadequate dust control measures are being practiced or excessive wind conditions*

contribute to fugitive dust emissions. (Engineering)

20. A note shall be added to the grading plans that states: *“If necessary, 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)
21. A standard bus shelter pad shall be installed at the Westbound Baseline Road at Fiddymment Road (NW). (Engineering, Alternative Transportation)
22. Developer shall be responsible for the installation of a bus shelter and related improvements conforming to the city's current standards on the shelter pad listed below. The Developer and City may enter into a deferred improvement or other agreement based upon a construction cost of \$10,000 per shelter for future construction of the Bus Shelter on the NW corner of Baseline Road at Fiddymment Road (shelter number 274) (Engineering, Alternative Transportation)
23. The required park and ride spaces adjacent to Ronten Road shall remain on private property and not be dedicated to the City as right of way with the dedication of Ronten Road. (Engineering)
24. The applicant shall dedicate a separate easement to the City of Roseville for the future bus stops at Westbound Baseline Road at Fiddymment Road (NW). The easement documents shall be drafted for approval and acceptance by the City of Roseville and recorded at the County Recorder's Office or may be recorded on the subdivision map. (Alternative Transportation, Engineering)
25. 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 Recorder's Office. (Engineering)
26. The applicant shall dedicate a separate drainage easement to the City of Roseville for any storm drain facility required to transfer public storm waters through the site. The easement document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorder's Office. (Engineering)
27. The grading plans for the site shall be accompanied with a shed map that defines that area tributary to this site. All drainage facilities shall be designed to accommodate the tributary flow. All on-site storm drainage shall be collected on site and shall be routed to the nearest existing storm drain stub of natural drainage coarse. (Engineering)
28. All storm drainage, including roof drains, shall be collected on site and shall be routed to the nearest storm drain system or natural drainage facility. Prior to discharge from the site, the storm water shall be treated with appropriate storm water pollution treatment device(s). The storm drain system shall be a private system and shall be maintained by the property owner. (Engineering)
29. The drainage outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. Vehicular access shall be provided for each **outfall** swale to allow for maintenance. (Engineering)

30. The grading plans shall be accompanied with engineered structural calculations for all retaining walls greater than 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)
31. 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)
32. 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)
33. 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)
34. Improvement plans shall show the Preserve boundary and label it as a protected area. The Pre-Construction meeting shall address the presence of the Preserve, the sensitive habitats present and minimization of disturbance to the Preserve. During grading and construction the preserve area shall be avoided and shall not be used for parking, storage, or project staging. The contractor shall remove all trash blown into the preserve from adjacent construction on a daily basis. After construction is complete, the temporary fencing shall be removed from the preserve, along with all temporary erosion control measures (e.g., straw bales, straw waddles and stakes, silt fencing). (Engineering, CDD, Planning)
35. Prior to construction within any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve. Fencing shall be maintained daily until permanent fencing is installed, at which time the temporary fencing shall be removed from the project site. (Engineering, CDD, Planning)
36. With the exception of access required for maintenance and/or emergency vehicles, the project shall be designed to prevent vehicle access into the Preserve. Post and cable fencing or other improvements shall be utilized to meet this requirement. (Engineering, CDD, Planning)
37. Landscaping adjacent to the Preserve shall be California native, drought-tolerant groundcover, shrubs, plants and trees. (CDD, Planning)
38. 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)
39. **Prior to the approval of the Improvement Plans**, the project proponent shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City, as defined by the Regional Water Quality Control Board. The SWPPP shall be submitted in a single three ring binder. Upon approval, the SWPPP will be returned to the project proponent during the pre-construction meeting. (Engineering)

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

40. Prior to the approval of Improvement Plans, the applicant shall submit to the Engineering Division of Public Works, a paper copy and an electronic copy of the final set of Improvement Plans per the Division's "Digital Submission of Utility Composites" standards. Additionally, the applicant shall submit approved/proposed street names for the approved subdivision map. Final street names for the subdivision shall be approved by the Engineering Division prior to the approval of the Improvement Plans. The approved street names shall be included on the final set of Improvement Plans. (Engineering)
41. Water and sewer infrastructure shall be designed and constructed pursuant to the adopted City of Roseville Improvement Standards and Construction Standards and shall reflect the following:
 - a) Sewer and water service laterals shall not be allowed off of water and sewer mains larger than 12 inches in diameter.
 - b) Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12' unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.)
 - c) Water and sewer mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions
 - d) All sewer manholes shall have all weather 10-ton vehicular access unless authorized by these conditions. (Environmental Utilities)
42. Recycled water infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. The applicant shall pay all applicable recycled water fees. Easements shall be provided as necessary for recycled water infrastructure. (Environmental Utilities)
43. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 1000 feet on center. (Fire)
44. Minimum fire flow is 4,000 gallons per minute with 20 lbs. psi residual pressure. A change in any of the conditions may increase the required fire flow. (Fire)
45. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)
46. The design for electrical service for this project will begin when the Electric Department has received a full set of improvement plans for the project. (Electric)
47. All landscaping in areas containing electrical service equipment shall conform to the "Electric Department Landscape Design Requirements" as outlined in Section 10.00 of the Electric Department's "Specifications for Commercial Construction." (Electric)
48. The Electric Department requires the submittal of the following information in order to complete the final electric design for the project:

- one (1) set of improvement plans
- load calculations
- electrical panel one-line drawings

49. The location and design of the gas service shall be determined by PG&E. The design of 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. This excludes any regional gas transmission facilities along Baseline Rd. (PG&E)

PRIOR TO OR UPON RECORDATION OF FINAL/PARCEL MAP

50. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)

51. 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)

52. All Final Maps shall include an informational sheet that depicts all prior recordings within the bounds of the Sierra Vista Specific Plan, along with the inclusion of the new area being recorded. (Engineering)

53. The park and ride spaces to be provided with this project shall be on private property and not included within the right of way for Ronten Road. (Engineering)

54. Prior to or concurrent with the recordation of any Final Map reciprocal access, parking and drainage agreements shall be recorded. In addition, a Utility Infrastructure Agreement that identifies all the proposed utilities per the Major Project Permit Stage 1 & 2 Conceptual Utility Plans and grants all parcel owners the right to construct shall be recorded. In lieu of the Utility Infrastructure Agreement hard easements with rights to construct may be recorded on the Final Map. (Engineering)

55. Prior to or concurrent with recordation of the first Final Map, the developer shall, per the development agreement, pay \$3,168.35 for this property's fair share towards the update of the Long Range Master Transit Plan (\$990.11) Short Range Transit Plan (\$1,188.13) and Bicycle Master Plan (\$990.11). (Engineering, Alternative Transportation)

56. A declaration of Conditions, Covenants and Restrictions (CC&Rs), in a form approved by the City Attorney, shall be recorded on the entire property concurrently with the Final/Parcel Map. The CC&Rs shall include the following item(s):

- a) A clause stating that the property owners within this subdivision shall agree to participate in a Transportation Systems Management (TSM) Plan and shall agree to enter into a Transportation Management Agreement with the City of Roseville.
- b) A clause prohibiting the amendment, revision or deletion of any sections in the CC&Rs required by these conditions of approval without the prior written consent of the City Attorney. (Attorney)

57. 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)
- 58. Any structures crossing Lot/Parcel lines created by the Final/Parcel map shall be removed. (Engineering)
 - 59. A 10 ft. wide, measured from back of curb, Irrevocable Offer of Dedication (I.O.D.) shall be granted on each side of Upland drive, between the two 4 way intersections. (Engineering)
 - 60. The street names shall be approved by the City of Roseville. (Engineering)
 - 61. 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)
 - 62. 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)
 - 63. 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)
 - 64. 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)
 - 65. 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)
 - 66. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
 - 67. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
 - 68. 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)

69. 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)
70. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

71. The applicant shall pay City's actual costs for providing plan check, installation and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Environmental Utilities, Engineering)
72. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
73. It is the responsibility of the developer to insure that all existing electric facilities remain free and clear of any obstructions during construction and when the project is complete. (Electric)
74. Existing public facilities damaged during the course of construction shall be repaired by the applicant, at the applicant's expense, to the satisfaction of the City. (Engineering)
75. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday. Provided, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order. (Engineering)
76. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor shall notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. Non-emergency releases or notifications about the presence of containers found shall be reported to the Fire Department. (Fire)
77. The project shall comply with all applicable environmental mitigation measures identified in the Sierra Vista Specific Plan Final EIR. (Planning)

EXHIBITS

- A. CEQA Initial Study/ Negative Declaration
- B. Site Plan
- C. Design Guidelines
- D. Color Elevations
- E. Tentative Subdivision Map
- F. Grading Plan
- G. Utility Plan
- H. Landscape 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.