



ITEM VI-A: MAJOR PROJECT PERMIT MODIFICATION – 1175 ROSEVILLE PARKWAY (THE FOUNTAINS) - FILE # MPPMOD 98-03A

REQUEST

The applicant requests approval of a Major Project Permit (MPP) Modification for the construction of a combination of retail and office buildings on the approximately 54-acre site. The previously approved Stage One MPP included 321,500 square feet of retail space, and 224,000 square feet of office space (545,500 total square feet). The MPP Modification includes approximately 312,003 square feet of retail space, 73,061 square feet of restaurant space, and 197,600 square feet of professional office space (582,664 total square feet).

Applicant & Owner – Paul Bollinger, Peter P. Bollinger Investment Company

SUMMARY RECOMMENDATION

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

- A. Adopt the Addendum to The Fountains Negative Declaration;
- B. Adopt the two (2) findings of fact for the Major Project Permit Modification; and
- C. Approve the Major Project Permit Modification subject to one hundred twenty-six (126) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

There is one outstanding issue associated with this project. The Site Plan includes a dead-end drive aisle. Staff recommends removal of the dead-end through a Site Plan modification as described in **Condition 10a**, and shown in Exhibit F. The applicant prefers approval of the Site Plan as proposed. The applicant is in agreement with all other recommended conditions of approval.

BACKGROUND

The project site is located at 1175 Roseville Parkway, at the southwest corner of the Galleria Boulevard/Roseville Parkway Intersection and totals approximately 51.7 acres (Attachment 1). The site is Parcels 38, 39A and 39B of the North Central Roseville Specific Plan (NCRSP). The site has a General Plan and Specific Plan land use designation of Business Professional/Community Commercial (BP/CC) and zoning of Community Commercial/Special Area-North Central (CC/SA-NC). Surrounding land uses include residential homes to the west (the Diamond Oaks neighborhood), a wetland preserve and the Roseville Galleria to the north, a commercial site to the east currently under construction (Creekside South), and the Vintage Oaks single family residential subdivision and office complex to the south (Attachment 2).

The Planning Commission approved a Major Project Permit (Stage 1) application for the project on October 26, 2000. The Stage 1 Major Project Permit approval established the preliminary development and grading plans for the 545,500 square foot retail/office project (Attachment 3). The City Council adopted a Development Agreement Amendment (DAA) for the project on December 20, 2000.

During the processing of the Stage 1 Major Project Permit, neighbors and representatives from the Diamond Oaks Neighborhood Association raised concerns regarding increased traffic through the residential neighborhood. Neighbors were concerned that vehicles exiting the rear of the center would leave via Diamond Oaks Road. A traffic analysis and roadway alignment alternatives were presented to City Council in 1999. In September 2000, the City Council adopted an alternative that is reflected in the Development Agreement Amendment that would:

- ❖ Extend Reserve Drive south to Berry Street;
- ❖ Shift the Diamond Oaks Road/Reserve Drive intersection to the south;
- ❖ Reconstruct Diamond Oaks Road within the boundaries of The Fountains project;
- ❖ Install a roundabout at the intersection of Diamond Oaks Road and Reserve Drive; and
- ❖ Include false gates at the intersection of Diamond Oaks to identify the entrance to the residential neighborhood and further discourage pass through traffic.

The intent of the measures is to provide a convenient alternative so fewer vehicles exiting the center will go through the residential neighborhood, and to clarify that Diamond Oaks Road is the entrance to a residential neighborhood. Additional measures agreed to by the developer and the Diamond Oaks Neighborhood are discussed in letters from the developer and the Neighborhood Association (Attachments 4 and 5). The measures were incorporated into the project approved by the Planning Commission in 2000.

In December 2002, the Planning Commission approved a three (3) year extension of the approval of the Stage 1 Major Project Permit.

Proposed Modification:

The developer is proposing an alternative site design and concept for the project (Exhibits B, C and D). The project is modified from the approved project through removal of the larger big-box style retail buildings, to substitution of smaller, retail and restaurant buildings clustered around several plaza areas, inter-connected with wide pedestrian walkways. The intent is to create a lifestyle center where the ambience of the center itself is part of the enjoyment of the shopping and dining experience. The project still contains three (3) office buildings, located west of Reserve Drive.

The applicant has submitted preliminary architectural renderings and landscape plans (Exhibits I - Q), however, at this time the developer is only requesting approval of a Major Project Permit Modification to Stage 1. The Stage 1 review encompasses configuration of buildings, parking, identification of landscaping and open space areas, rough grading and drainage on and off-site, vehicular and pedestrian circulation and development phasing. The developer plans to return later in 2005 to the Planning Commission for the more detailed Major Project Permit Stage 2 review of the architectural and landscape plans.

EVALUATION

Section 19.78.060.J of the City of Roseville Zoning Ordinance requires that two findings be made to approve a Major Project Permit Modification. The required findings are listed below in ***italicized bold print*** and are followed by an evaluation.

1. The proposed modification is substantially consistent with the intent of the original approval.

The approved project contains a combination of office, restaurant, and retail uses. Overall, the proposed amount of square footage is increasing by 37,164 square feet (a 6.8% increase over the approved project). The proposed project has a very similar mix of office and retail uses (a 1%

increase in the amount of retail uses). The following table compares the major features of the approved and proposed projects.

	APPROVED	PROPOSED	+/-
RETAIL	(3) larger buildings ranging between 44,000 to 161,000 square feet, with three (3) smaller multi-tenant buildings oriented towards Reserve Dr	One specialty market (55,725 sf), and 22 bldgs. for retail and/or restaurant uses, ranging from 5,050 to 33,690 sf	
Total Retail/%	286,500 sq. ft. retail/ 52.5% of site	312,003 sq. ft. retail/ 53.5%	+25,503 sq. ft.
RESTAURANT	6 pad buildings designated for restaurant uses, oriented towards Roseville Parkway and Reserve Drive that include 3 fast-food drive-thru restaurants and 3 restaurant pads.	No fast food drive-thru restaurants; potentially 3 pad restaurants along Roseville Parkway and other restaurants mixed in with retail uses.	
Sub-total	35,000 sq. ft. restaurant	73,061 sq. ft. restaurant	+38,061 sq. ft.
OFFICE	(3) large office buildings west of Reserve Dr., oriented towards the adjacent open space parcel. (2) bldgs are 2-storied; (1) bldg is 3-storied	(3) office buildings west of Reserve Dr., oriented towards each other. All office buildings are 3-storied	
Sub-total	224,000 sq. ft. office	197,600 sq. ft. office	-26,400 sq. ft.
Total Rest. & Office	259,000 sq. ft. /47.5% of site	270,661 sq. ft./46.5%	+11,661 sq. ft.
TOTAL:	545,500 sq. ft.	582,664 sq. ft.	+ 37, 164 Sq. Ft. (+6.8% increase)

The key differences of note are that:

- ❖ The mix of uses still complies with the NCRSP requirement to not exceed a maximum of 60% retail (1% increase over the approved project);
- ❖ The proposed project does not contain any drive-thru restaurants;
- ❖ The amount of restaurant has increased approximately 38,000 sq. ft.;
- ❖ The proposed project includes a specialty market; and
- ❖ The three (3) office buildings are all three-storied (the approved project contains one 3-story building, and two (2) two-storied buildings), however, an increased setback from the adjacent residences is provided in the proposed plan.

In the approved plan the closest office building (2-stories) was **90 feet** from the residential property line; in the proposed plan the closest office building (3-stories) will be **230 feet**. In the approved plan the closest retail building was **150 feet** from the nearest residential property line; in the proposed plan the closest retail building will be **280 feet**.

The proposed project was evaluated for consistency with the adopted Mitigated Negative Declaration. It was determined by Public Works Division that the amount of square footage is still within the parameters of the traffic model previously conducted. No additional traffic measures are required of the proposed project. Measures identified in the updated Traffic Study (Exhibit R) to improve circulation were recommended and incorporated into the project design. No other impacts were identified as being significantly impacted by the 6.8% increase in square footage.

Based on the above comparison, the proposed modified project is substantially consistent with the intent and environmental evaluation of the approved project.

2. *The proposed modification complies with all applicable standards and requirements of this title, with the applicable goals, policies and objectives set forth in the General Plan, the applicable Community Design Guidelines and the applicable Specific Plan.*

The proposed amount of retail uses (53.5% of site) is consistent with the North Central Roseville Specific Plan (NCRSP), that states a maximum of 60% of the total gross floor area for the entire project site can be used for retail commercial uses. The balance of the total gross floor area can be used for business professional offices, restaurants, bakeries, travel agencies, medical and dental offices, banks, savings and loans, and other similar uses. The proposed plan includes an increase of 11,661 square feet in the amount of professional office and restaurant uses (46.5% of the site), consistent with the standards of the General Plan and NCRSP. The proposed project is generally consistent with the applicable Community Design Guidelines, Specific Plan development standards, features agreed to with the Diamond Oaks Neighborhood Association, and improvements included in the Development Agreement Amendment (Attachment 6).

Below is a discussion of design guidelines and standards that were of significant concern during review and approval of the previous plan, and how consistency with those guidelines is being provided in the proposed plan.

Circulation: Previously there was significant concern raised by the residents of the Diamond Oaks neighborhood that vehicles would exit the center and use Diamond Oaks Road. As a result of those concerns, the Council directed staff to pursue an extension of Reserve Drive to Berry Street that would allow for Diamond Oaks Road to be severed from the Fountains project at some future date, subject to separate action by the Council should traffic conditions warrant. Currently, Reserve Drive has been extended south to the cemetery property as a condition of the Vintage Oaks project. The City is in the process of obtaining the required right of way to extend Reserve Drive through the cemetery. The City expects to complete this connection and move forward with the extension and re-construction of Berry Street in the near future.

To evaluate any future impacts, staff was directed to monitor the amount of cut through traffic along Diamond Oaks Road upon completion of the Fountains project, the improvements to Diamond Oaks Road, and the extension of Reserve Drive. Staff will report the results of that analysis to the City Council. As the traffic impacts for the revised project are similar to the previous project, no additional conditions are recommended.

Screening: The twenty foot (20') landscape setback from the adjacent residences was previously at a 4:1 slope ratio. The applicant is proposing a 3:1 slope ratio in this area. Parking lot grades indicate the finished elevation of the proposed parking lot may be approximately one to two feet (1' – 2') taller than the approved grades. Car headlights could possibly be higher than the six-foot tall masonry wall. **Condition 29j** varies from the previously approved Conditions to require that a minimum grade difference of 3-feet be provided from the finished parking lot pad and the top of the wall. This requirement can be met through several possible methods: increasing the height of the masonry wall up to seven-feet (7'), move the masonry wall further up the slope, or lower the parking grades. To further ensure adequate screening of adjacent residents from car headlights **Condition 11a** is included to require the Stage 2 landscape plan include a landscape detail/cross-section of this area that provides dense, evergreen landscaping of the landscape setback area. If needed, three-foot tall fences with vines may be required at the top of slope as needed to provide additional screening.

Required Parking: When tenants are not known, the City's Zoning Ordinance requires a parking ratio of one space for every 200 square feet of shopping center building area (1 space/200 sq. ft.). For professional offices, the ratio is one space for every 250 square feet (1 space/250 sq. ft.). Based on these ratios and the square footage proposed, the project is required to provide **2,715** spaces.

The project architect used parking ratios for those uses that are known at this time to calculate the required amount of parking. As shown on the project Site Plans (Exhibit C and D), the project identifies a potential amount of restaurant uses based on square footage (45,000 sq. ft. in Area 1 east of Reserve Drive, and 28,061 sq. ft. in Area 2). Parking for restaurants is calculated using a ratio of 1 space/100 sq. ft. The non-restaurant space is assumed retail, and the 1 space/300 sq. ft. ratio is used. When these ratios are used (plus the 1 space/250 sq. ft. for office), the project is required to provide **2,562** parking spaces.

As shown on the site plan, the project provides **2,716** parking spaces (not inclusive of 25 required park and ride spaces shown near Galleria Boulevard). Using the first method where the tenants are unknown, the center just meets the parking requirements. Using the architect's method the center will have 154 parking spaces available to give them flexibility to allow more intensive parking uses in the center (i.e., a bank has a parking requirement ratio of one space/150 sq. ft.). As tenants begin to occupy the center, the property management company is required to provide staff with a parking study to demonstrate that the mix of uses does not exceed the total number of provided parking spaces (**Condition 113**).

Clustering Restaurant Uses - Staff has expressed concern to the developer that the retail buildings clustered to the west of the intersection of Reserve Drive and Roseville Parkway (Buildings E – H, T) if occupied by several restaurant uses could result in parking congestion. The proposed amount of restaurant square footage for the entire center is approximately double the amount in the approved project (35,000 increasing to 73,061 square feet), and this area makes an ideal location for restaurants. The buildings form a courtyard, and within that courtyard the amount of parking is limited and potentially not meeting the parking requirements of the surrounding buildings if multiple restaurants occupy the buildings. In response to this concern, the developer has made the commitment to provide a valet station (during peak times) located between Buildings F and G (Exhibit B, and Attachment 7). In addition, as noted on the Site Plan the allowable square footage for restaurant uses within this area is limited to 17,500 square feet. **Condition 10b** clarifies that the amount of restaurant uses allowed in Buildings E, F, G, H and T will not exceed 17,500 square feet total. Staff will require that Stage 2 and 3 submittals reflect this use restriction to avoid any future confusion.

Pedestrian Circulation: The proposed project primarily clusters the retail and restaurant uses, with some adjacent parking and the larger parking fields further away. It is important that the center provides pedestrian paths of travel that are convenient, safe, clearly indicated, and attractive so they are conducive to use. The developer has indicated the intent is to provide a very pedestrian oriented center that includes wide, clearly designated pathways, pedestrian malls, plazas, and outdoor seating areas. A detail of the type of paving intended to be used to articulate the pedestrian path through parking areas and by buildings is provided (Exhibit Q). **Condition 10c** is recommended to clarify that the Stage 2 plans and exhibits are required to indicate the pedestrian walkways for the entire center, with accent paving used where appropriate. The accent paving throughout the center is to be of a quality similar to the detail.

Compact Parking Spaces: Of the 2,716 parking spaces provided, 626 spaces (23%) will be compact spaces. The compact spaces are generally dispersed throughout the parking lot, except there are banks along the open space (104 spaces), the entire southern boundary (141 spaces)

east of Reserve, and 123 west), and along the western perimeter (52 spaces). The Community Design Guidelines discourage banks of compacts, and there are opportunities available to revise the Site Plan to convert some of the parking spaces to standard size parking stalls to break up the continuous banks. Staff recommends inclusion of **Condition 10d** to require conversion of the compact stalls to standard stalls to the satisfaction of the Planning Department before approval of Improvement Plans or issuance of Grading Permits.

Screen Walls: The detail for the screen walls indicates split-faced CMU material (Exhibit E, detail 5). In this project the trash enclosures and the walls around the trash compactors will all be visible. **Condition 10e** is recommended to require the screen walls include a decorative cap, with the style to be determined during review of the Improvement Plans.

Outstanding Issue: Dead-End Drive Aisle

The one issue that staff and the applicant have been unable to resolve is the dead-end drive aisle on the north side of Building E. There are eight (8) buildings clustered around a parking field (Buildings B – H, T). With a successful mix of retail and restaurant uses this area will be very busy at peak times. As previously mentioned in the discussion above regarding restaurant uses, measures are being added to facilitate pedestrian access to the central area after parking of vehicles in the surrounding parking fields. The proposed design contains in this significant central area a dead-end drive-aisle with a trash enclosure at the end of the aisle. It is anticipated that this design weakness will add friction in an area that needs to function as efficiently as possible. Staff recommends that the Site Plan be revised to remove one row of parking spaces and re-locate the trash enclosure to a more suitable location (Exhibit F). This revision will potentially reduce available parking by a net loss of eight (8) parking spaces (loss of fifteen, and gain of seven). The applicant is opposed to the proposed revision because they believe the drive-aisle will work as proposed, and are opposed to the loss of parking spaces. Staff recommends inclusion of **Condition 10a** to require revision of the Site Plan, consistent with Exhibit F).

Action: The item is brought to the Planning Commission for consideration and direction. To require the revision and removal of the dead-end drive aisle, the project can be approved as conditioned. To allow the site design as proposed, the project can be approved with removal of **Condition 10a**.

As proposed and conditioned, the project complies with applicable standards, and the Development Agreement Amendment making changes to Diamond Oaks Road and Reserve Drive.

PUBLIC OUTREACH

As with all projects, Planning staff forwards project notification to the Neighborhood Association upon receipt of an application. Because of the neighborhood involvement on the processing and approval of the original project, staff has been in constant contact with the Neighborhood Association board members. In addition, the developer presented the modified project during the January 12, 2005, DONA meeting. Members at the meeting asked questions regarding traffic and access, lighting, potential tenants, residential interface, and the building design and project amenities (Attachment 7). It was discussed and agreed that the City will post “no parking” signs at the east end of Diamond Oaks Road from the end of the residences to Reserve Drive to further improve access on Diamond Oaks Road (**Condition 29d**). The members were not supportive of the idea to install play equipment in the approximately three-acre land south of the realigned portion of Diamond Oaks Road, and expressed their preference that the area remains passive open space (Attachment 8). This issue will be resolved as part of the Stage 2 review. The neighbors seemed generally supportive of the proposed modified project design.

ENVIRONMENTAL DETERMINATION

Attached is an Addendum to the Mitigated Negative Declaration adopted for the MPP by the Planning Commission on October 20, 2000 (Exhibit A). The Addendum addresses the minor modifications to the project request. The overall square footage has increased by 37,164 square feet (+6.8%), and the building placement changed. An updated traffic study was prepared, and is attached (Exhibit R). The proposed plan includes a specialty market. To reduce diesel emissions from refrigerated trucks unloading at the specialty market, **Condition 10f and g** is included to require the specialty market install an electrical outlet at the loading dock, with signs requiring the trucks to shut off the engines if idling for more than five minutes. The proposed project is found to be substantially consistent with the previously approved Mitigated Negative Declaration.

RECOMMENDATIONS

The Planning Department recommends that the Planning Commission take the following actions (A-C):

- A. Adopt the Addendum to The Fountains Mitigated Negative Declaration (Exhibit A);
- B. Adopt the two (2) findings of fact as listed above for the MAJOR PROJECT PERMIT (STAGE 1) MODIFICATION – 1175 ROSEVILLE PARKWAY (THE FOUNTAINS) - FILE # MPPMOD 98-03A:
 1. *The proposed modification is substantially consistent with the intent of the original approval.*
 2. *The proposed modification complies with all applicable standards and requirements of this title, with the applicable goals, policies and objectives set forth in the General Plan, the applicable Community Design Guidelines and the applicable Specific Plan.*
- C. Approve the MAJOR PROJECT PERMIT (STAGE 1) MODIFICATION – 1175 ROSEVILLE PARKWAY (THE FOUNTAINS) - FILE # MPPMOD 98-03A as shown in Exhibits B-Q and subject to the one hundred, twenty-six (126) conditions of approval listed below;

CONDITIONS OF APPROVAL FOR MPPMOD 98-03A

1. This Major Project Permit approval shall be effectuated within a period of three (3) years from this date and if not effectuated shall expire on **March 24, 2008**. Prior to said expiration date, the applicant may apply for an extension of time, provided, however, this approval shall be extended for no more than a total of two years from **March 24, 2008**. (Planning)
2. The Stage 1 project is approved as shown in Exhibits B - Q and as conditioned or modified below. (Stages 1-3) (Planning)
3. The design and construction of all improvements shall conform to the Improvement Standards and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Stage 3) (Engineering)
4. The applicant shall not commence with any on-site improvements until such time as grading and improvement plans are approved and grading and/or encroachment permits are issued by the Department of Public Works. (Stage 3) (Engineering)
5. 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. (Stages 2&3) (Engineering, Environmental Utilities)

6. All conditions of the "Development Agreement By and Between the City of Roseville and Peter P Bollinger Investment Co., and Folsom Central LLC, Relative to the Development know as Regional 65 Centre", herein referred to as the Development Agreement, shall be satisfied as a condition of this Major Project Permit. (Engineering)
7. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. A deposit in the amount of two and one half percent (2-1/2%) of the value of the public improvements shall be provided at the time plans are submitted to the City for review and an additional deposit in the amount of two and one half percent (2-1/2%) of the value of the public improvements shall be provided at the time that the plans are approved and an encroachment permit is issued. (Engineering, Environmental Utilities, Finance)

PRIOR TO BUILDING PERMITS:

8. Parking stalls shall meet, or exceed, the following minimum standards:
 - a) All parking stalls shall be double-striped. Parking stalls adjacent to sidewalks, landscaped areas or light fixtures, and all handicapped stalls shall have a 6" raised curb or concrete bumper (Stage 3). (Planning)
 - b) Standard -- 9 feet x 18 feet; Compact--8 feet x 16 feet; Handicapped 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 handicapped van accessible--17 feet x 18 feet (9 foot wide parking area plus an 8 foot wide loading area) (Stage 3). (Planning)
 - c) An 'exterior routes of travel' site accessibility plan incorporating slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signages, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to City for review, prior to building plan check approvals. This site accessibility plan shall also include:
 - i) Handicapped parking stalls shall be dispersed and located closest to accessible entrances. The total number of accessible parking spaces shall be established by Table 11-B-6 of the CBC.
 - ii) Accessible Parking spaces and crosswalks shall be signed, marked and maintained as required by Chapter 11 of the CBC.
 - iii) Accessible parking and exterior route of travel shall comply with CBC, Sections 1127B and 1129B. (Building)
9. Signs and/or striping shall be provided on-site as required by the Planning Department to control on-site traffic movements. (Stage 3) (Planning)
10. The plans submitted to the Engineering Division and Building Department for permits shall indicate all approved revisions/alterations as approved by the Commission including all conditions of approval.

- a) The dead-end drive aisle shown north of Building E shall be removed and the area re-designed consistent with Exhibit F. The double trash enclosure shall be re-located to an alternate location that is acceptable to Refuse and Planning. (Refuse, Planning)
 - b) The amount of restaurant uses within Buildings E, F, G, H and T shall not exceed 17,500 square feet total. (Building, Planning)
 - c) To clearly articulate safe and attractive pedestrian paths of travel through the parking lots and around buildings, the paving plan and pedestrian walkways shall be indicated for the entire Site Plan to the satisfaction of the Building and Planning Departments. The level of paving quality and quantity to articulate pedestrian paths of travel shall be consistent with the levels indicated in the paving detail included on Exhibit Q. (Building, Planning)
 - d) Banks of compact parking stalls along the southern and western perimeter of the site shall be converted to standard parking stalls to the satisfaction of the Planning Department before approval of Improvement Plans. (Engineering, Planning)
 - e) Screen walls shall include a decorative cap on top of the split-faced CMU walls. (Stages 2 and 3) (Building, Planning, Refuse)
 - f) The specialty market proposed truck loading and unloading dock shall be equipped with one power outlet for every two dock doors. Volt power of the outlets to be determined by the size of truck potentially using the dock. (Stage 3) (Building, Planning)
 - g) Diesel trucks shall be prohibited from idling more than five (5) minutes, and must be required by the specialty market to connect to the power outlet to run any auxiliary equipment. Signage shall be provided stating this requirement at regular intervals along the expanded dock areas. (Stage 3) (Planning)
11. The Landscape Plan shall comply with the North Central Roseville Specific Plan (NCRSP) and the City of Roseville Water Efficient Landscape Requirements Resolution No. 93-55. (Stages 2&3)
 - a) The Landscape Plan shall include dense, evergreen landscaping of the 20-foot wide landscape setback adjacent to the residences. A detail or cross-section of this area shall be provided. Short fences with vines may be required at the discretion of the Planning Department at the top of slope to further screen car headlights. (Stage 2) (Planning)
 12. The tree plantings in the parking lot shall be designed to provide a minimum of 50% shade coverage after 15 years as shown on the approved Stage 1 landscape plans in those areas that are not within an overhead utility easement. (Stages 1-3). (Planning)
 13. At a minimum, landscaped areas not covered with live material shall be covered with a rock, (2") bark (no shredded bark) or (2") mulch covering. (Stage 3) (Planning)
 14. The applicant shall be responsible for obtaining all necessary approvals and authorizations for any off-site work on the Berry Street landfill and the park/preserve parcel. (Planning)
 15. The design of the bike trail located on the south side of Diamond Oaks Road and west side of Reserve Drive shall comply with the following:

- a) The minimum width of the bike trail shall be twelve (12) feet.
 - b) The bike trail south of Diamond Oaks Road shall be no closer than ten (10) feet from the homes in the Vintage Oaks Subdivision.
 - c) The bike trail shall connect into a pedestrian/bike crossing located on the south side of the Diamond Oaks Road/Reserve Drive round-a-bout.
 - d) The bike trail shall maintain a connection to the sidewalk along the existing and re-aligned sections of Diamond Oaks Road.
 - e) Enhanced paving shall be used where the bike trail crosses roadways and driveways.
 - f) The project entry features located at the Diamond Oaks Road/Reserve Drive intersection shall be designed to facilitate connections to the project bike trail from the sidewalks to be installed along both sides of the re-aligned section of Diamond Oaks Road.
 - g) The bike trail shall maintain a width of twelve (12) feet minimum at the intersection of Reserve and Roseville Parkway. (Engineering, Planning, Transportation)
16. Grading and improvements within overhead utility line easements shall be approved by the utility provider. (Engineering, Electric)
 17. Any roof-mounted equipment and satellite dishes proposed shall be shown on the building plans that are submitted as part of Stage 2. The equipment shall be fully screened from public streets and the surrounding properties. (Planning)
 18. Building permit plans shall comply with all applicable code requirements (Uniform Building Code - UBC, Uniform Mechanical Code - UMC, Uniform Plumbing Code - UPC, Uniform Fire Codes - UFC and National Electrical Code - NEC), California Title 24 and the American with Disabilities Act - ADA requirements, the Roseville Building Security Ordinance, 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). (Stages 2&3) (Building)
 19. *Restaurants or other food services.* The developer shall obtain all required approvals and permits from the Placer County Health Department. (Stage 3) (Building)
 20. 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)
 21. 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)
 22. **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)
 23. Maintenance of copy of building plans. Health and Safety Code Section 19850 requires the building department of every city or county to maintain an official copy of the building plans for the life of the building. As such, each individual building shall be submitted as a separate submittal

package. Building plan review, permit issuance and archiving is based on each individual building address. (Building)

24. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Engineering prior to approval of any plans. (Stage 3) (Engineering)
25. 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. Stormwater pollution prevention best management practices (BMPs) shall be shown on the grading plans. The BMPs shall be installed prior to the onset of wet weather, the objective of which is to prevent pollutants including sediment from being discharged from the project site. It is incumbent upon the applicant to ensure that BMPs are properly installed, maintained and monitored for effectiveness during the course of the project. BMPs shall be modified and or replaced as necessary to meet said objectives.
 - c) A rough grading permit may be approved by Engineering prior to approval of the improvement plans.
 - d) Standard Handicap ramps shall be installed at all curb returns per City Standards. (Stage 3) (Engineering)
26. The applicant shall apply for and obtain an encroachment permit from the Engineering Department prior to any work conducted within the City right-of-way. (Stage 3) (Engineering)
27. Prior to the approval of the improvement plans, it will be the project proponents responsible to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
28. 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)
29. The project shall be developed with 5 Phases. The specific development of the Phases can occur in any order and shall include those elements of the construction as listed below:

Phase I – Condition a, as listed below.

Phase II – Conditions a, and b, as listed below.

Phase III – Conditions b, c, d, e, f, g, h, and i, as listed below.

Phase IV – Conditions c, d, e, f, g, h, i, j, and k, as listed below.

Phase V – Conditions c, d, e, f, g, h, i, j, and k, as listed below.

- a) The frontage of Galleria Boulevard shall be constructed with an auxiliary lane extending to the southerly driveway. The auxiliary lane shall function as an acceleration/deceleration lane and as a bus turn out. The northern driveway shall be constructed as a “Type A-7” driveway with a width of 35-feet. The northern driveway shall be restricted to right turn movements only. The southern driveway shall be constructed as a “Type A-7” driveway with a width of 35-feet. The curb return radii of the southerly driveway shall be increased to 30-feet to accommodate the turning radius of delivery trucks. A left turn lane shall be constructed on Galleria Boulevard to accommodate left turns into, and to restrict left turns out of the southern driveway. Raised median curbs shall extend a minimum of 130-feet south of the southerly driveway to the intersection with Roseville Parkway. The length of the turn lane shall be determined with the completion of a queing analysis. An 8-foot wide meandering pedestrian path shall be constructed along the frontage of Galleria Boulevard. One (1) standard bus shelter pad and bus shelter shall be constructed on Galleria Boulevard, 90 feet south of the northern driveway. (Engineering)
- b) East of Reserve Drive on Roseville Parkway, the right turn acceleration lane shall be extended to Galleria Boulevard to form a continuous auxiliary lane that will serve as an acceleration lane, bus turn out, and deceleration lane. The driveway shall be a “Type A-7” driveway with a minimum width of 35-feet. If a median is installed within the drive-aisle the median shall be a maximum of 10-feet wide and a minimum of 8-feet wide. In that case the ingress lane shall be a minimum of 18-feet wide. Access at the driveway shall be restricted to right turn movements only. An 8-foot wide meandering pedestrian path shall be constructed along the frontage of Roseville Parkway. A standard bus shelter pad and shelter shall be installed on Roseville Parkway in a location 240-feet east of the Reserve Drive intersection. (Engineering)
- c) Reserve Drive shall be reconstructed as follows; South of the intersection with Roseville Parkway the northern curb and gutter shall be left in place. The southern curb and gutter shall be removed and replaced with new curb and gutter from the northern traffic circle to the intersection. The approach to the intersection shall have a back of curb to back of curb width of 69-feet and shall include two ingress lanes totaling 22-feet in width, a dedicated left out, a through left, dedicated right turn lane, and a minimum 8-foot wide center median. South bound from Roseville Parkway to the northern traffic circle two lanes shall be configured with the number one lane operating as a left turn trap lane into driveway no. 9. A raised median shall be installed between Roseville Parkway and the northern traffic circle with a median break at driveway no. 9 to accommodate turn movements. Where there is sufficient width (more than 4-feet) the median shall be landscaped. Between the two traffic circles, there will be single lanes in both directions with a wide landscaped median. In the landscaped median areas, the existing pavement and base material shall be removed. A 1-inch overlay shall be applied upon the completion of the improvements. The design of the traffic circles shall be approved by the Engineering department and shall exclude any features that will deter a clear visible sight line through the circle. Driveways accessing

Reserve Drive shall be constructed as standard “Type A-7” driveways with widths of 35-feet. (Engineering)

- d) Diamond Oaks Road, between the western property line and Reserve Drive shall be realigned per the proposed site plan. Any utilities not relocated with the new alignment, shall be placed within Public Utility Easements to be dedicated to the City. A traffic circle, the dimensions to be approved by the Engineering Department at the time of construction drawing review, shall be installed at the new intersection of Reserve Drive and Diamond Oaks Road. The traffic circle shall have three approach legs providing connections to Reserve Drive and to Diamond Oaks Road. ‘No parking’ signs shall be installed on Diamond Oaks Road within the project site. Access into the Diamond Oaks subdivision shall be maintained during the realignment/reconstruction of Diamond Oaks Road. (Engineering)
- e) An ornamental wrought iron entry gate shall be installed on the realigned Diamond Oaks Road, west of the required traffic circle. The gate shall be designed as a false gate that is fastened in the open position. The final design of the entry gate shall be subject to City approval. (Engineering, Planning, Fire)
- f) The “pork chop” island at the southwest corner of the intersection of Roseville Parkway and Reserve Drive shall be removed. An additional left turn lane from westbound Roseville Parkway onto southbound Reserve Drive shall be installed. (Engineering)
- g) The developer shall modify the signal at the intersection of Roseville Parkway and Reserve Drive to accommodate the configurations of these conditions. (Engineering)
- h) A detached 12-foot wide class 1 bike lane shall be constructed on the west side of Reserve Drive, extending from Roseville Parkway to Diamond Oaks Drive. (Engineering)
- i) On the east side of Reserve Drive a detached 8-foot wide sidewalk shall be constructed east of the curb in conformance with the City’s Construction Standards. (Engineering)
- j) Along the southern property line of Parcel 39A, adjacent to the single family residences, a masonry sound wall with a maximum height of seven (7) feet shall be constructed to provide a minimum grade difference of 3-feet from the finished parking lot pad and the top of the wall. The parking lot grade shall be adjusted or the wall location moved as needed to comply with this requirement. The wall shall continue along the realigned portion of Diamond Oaks Road through Parcel 39B behind the new landscape setback to the satisfaction of the City. Storm drainage shall be picked up and conveyed away from the residential property line. (Engineering)
- k) West of Reserve Drive on Roseville Parkway, access to the westerly driveway shall be constructed with a standard right turn lane, the right turn lane shall continue through to the right turn lane onto Reserve Drive. The easterly driveway shall be constructed as a standard “Type A-7” driveway with a width of 35 feet. Access at the westerly driveway shall be restricted to right turn movements only. A 12-foot wide Class I bike trail shall be constructed along the frontage of Roseville Parkway through the curb return. (Engineering)

30. All minimum driveway throat depths shall be constructed to the specifications as determined in the Traffic Study (Exhibit R). (Engineering)
31. All storm drainage shall be collected on-site, contained within the natural drainage basins, and routed to the nearest City storm drain system or natural water course. Sand/oil separators shall be installed prior to all discharge into the open space to the west of the project on Parcel 93. The storm drain system shall be a private system and shall be maintained by the property owner. It will be the project proponent's responsibility to demonstrate, to the satisfaction of the Engineering Department, that adequate conveyance of storm water and proper erosion control exists between development phases. Abandoned storm drain facilities shall either be removed or grouted in place. Prior to discharge from the site, the storm water shall be treated with properly sized sedimentation basins and BMP's to limit erosion and sediment transport from the site. (Engineering)
32. If enhanced paving treatment is applied within any public street segments as part of the project, the project proponent shall enter into a maintenance agreement with the City for the future maintenance of those areas. (Stage 3) (Engineering)
33. A note shall be added to the grading plans that states:

"Prior to the commencement of grading operations, the contractor shall identify the site where the excess earthen material is being deposited. If the 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 grading plans. Haul routes to be used shall be identified". (Stage 3) (Engineering)
34. The applicant shall dedicate all necessary rights-of-way for the widening of any streets required with this entitlement. A separate document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorders Office. (Engineering)
35. Grading of the site can be completed as a mass grading plan of all phases or individually. In any case it will be the project proponents responsibility to demonstrate to the satisfaction of the Engineering Department that the order in which grading progresses will provide for all necessary drainage and erosion features. (Engineering)
36. 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. Prior to plan approval, the project proponent shall acknowledge, in writing, that he understands that all retaining walls are installed at his risk, and alterations may be required upon the review of the final improvement plans. (Engineering)
37. 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)

38. 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)
39. 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)
40. 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)
41. Landscaping adjacent to the Preserve shall be California native, drought-tolerant groundcover, shrubs, plants and trees, consistent with North Central Roseville Specific Plan. (CDD, Planning)
42. Special attention shall be made with the landscaping corridors to ensure that clear sight distances are provided for street signs. The landscaping plans shall depict all the locations of street signage. (Engineering)
43. "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)"
44. The applicant shall pay all applicable water and sewer fees. An additional fee associated with the Sewer Special Benefit Area #3 shall be paid at Building Permit Issuance. The fee shall pertain to those parcel(s) located on APN 363-010-006. (Stage 3) (Environmental Utilities)
45. The design shows a water feature over the existing 24-inch transmission water line along Reserve Drive. The applicant shall provide a detail of the water feature and show how the water line will be protected during construction to the satisfaction of the Environmental Utilities Director. (Environmental Utilities).
46. Water and sewer infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. The phasing of the required infrastructure improvement (water and sewer) shall be as follows:

- a) PHASE I - The applicant shall install a public loop water system with a loop connecting the existing water stubs between Roseville Parkway and Galleria Boulevard. The water line shall be placed in drive aisles. All attempts shall be made to avoid placing the water line under the decorated pavement or water features. Water stubs for Phase II and IV buildings shall be included. The applicant shall install the sewer outfall for all Phase I to the existing 12-inch sewer located along the southern project boundary. Sewer stubs for adjacent Phase II and IV buildings shall be included.
 - b) PHASE II - All water services shall be installed from stubs provided by Phase I improvements. The applicant shall install sewer services and sewer outfall to the existing sewer in Reserve Drive.
 - c) PHASE III - The applicant shall install a public water system with a loop connecting the existing water stubs between Reserve Drive and Diamond Oaks Road. Water stubs for the Phase V buildings shall be included. The applicant shall install the sewer outfall from the Phase III boundary to Diamond Oaks Road. Sewer stubs for the Phase V buildings shall be included.
 - d) PHASE IV - The applicant shall install water and sewer services from stubs provided by Phase I improvements.
 - e) Phases V – The applicant shall install water and sewer services from stubs provided by Phase III improvements.
 - f) Should the phasing of the project not proceed as indicated above, the applicant shall work with the Environmental Utilities Department to develop an appropriate phasing plan for the project.
 - g) 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.
 - h) Water and sewer mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions of approval.
 - i) All sewer manholes shall have all weather 10-ton vehicle access unless authorized by these conditions of approval.
 - j) All existing manholes in fill area must be adjusted to finished grade per city specifications. (Environmental Utilities)
47. The Transportation Systems Management (TSM) Plan for The Fountains shall be approved by the Transportation Commission. (Transportation)
48. Trash enclosures, recycling areas, and enclosure approaches shall be designed to current Refuse Division specifications, 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. Final architectural design details of the structures (e.g. building materials

and colors) shall be submitted as part of the future Stage 2 application. (Stages 2&3) (Refuse, Planning, Fire)

49. Access routes to trash enclosures shall have an inside turning radius of 25 feet. 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. Overhead electric lines must be high enough not to interfere with refuse trucks while lifting bins. (Stages 2&3) (Refuse)
50. Each building shall have its own trash enclosure. A trash enclosure is required for each building. Food services to have a recycle enclosure in addition to refuse enclosure. If more than one tenant is to share a trash enclosure, an Owners Association shall be formed to provide for future maintenance and operations of the trash enclosures and service payments. (Stages 2&3) (Refuse)
51. Fire apparatus access roads shall be provided to within 150 feet of all structures and combustible storage piles. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and an unobstructed vertical clearance of not less than 13 feet6 inches. (Stage 3) (Fire)
52. Vertical clearances or widths shall be increased when, in the opinion of the Fire Chief, vertical clearances or widths are not adequate to provide fire apparatus access. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus (32 tons) and shall be provided with a surface so as to provide all-weather driving capabilities. Said access shall be provided prior to any construction or storage of combustible materials on site. (Stage 3) (Fire)
53. Modify the proposed driveway access onto the project site at Roseville Parkway to provide fire apparatus access in accordance with the City Fire Code. The landscape median shall be moved back from the parkway to a point 48 feet from the entry, or the right turn movement from Roseville Parkway shall be substantially modified to provide said access to the satisfaction of the Fire Department. (Stages 2&3) (Fire)
54. Modify the proposed roundabout to provide fire apparatus access in accordance with the City Fire Code. The roundabout design does not provide right turn movements onto the adjacent streets. Said roundabout shall be reduced in size and/or curb returns further modified to the satisfaction of the Fire Department. (Stages 2&3) (Fire)
55. Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved provision for the turning around of fire apparatus. A minimum back of curb radii of not less than 48 feet shall be provided. (Stage 3) (Fire)
56. The required fire flow for the protection of the proposed project is **4,500** gallons per minute with 20 pounds residual water pressure. This flow is based on the premise that the structure will be of Type **VN rated** construction with the installation of a full coverage automatic fire sprinkler system, and is reflective of the proposed square footage amounts. A change in any of the conditions may increase the required fire flow. (Stage 3) (Fire)
57. The applicant shall provide the Fire Department with a hydraulic analysis (prepared by a State licensed fire protection, civil, or mechanical engineer) that evaluates the private fire service water main serving the complex. The analysis shall demonstrate that an approved water supply is

available and that it is capable of supporting the combined demands for the required fire flow (**3,500 GPM**) and fire sprinkler system demand (1,000 gpm) (Fire)

58. Applicant shall provide a separate site map with the City of Roseville's Fire Department turning radii mapped out throughout the entire site plan. Markings shall be continuous without interruptions. Radii shall also include turns from all driveways from the public streets. (Fire)
59. Applicant shall provide a minimum of eight (8) fire hydrants within the complex in accordance with the Roseville Fire Code. The average spacing between fire hydrants within the complex shall not exceed 250 feet-on-center along proposed roadways. A fire hydrant shall be located within 40-feet of all fire department connections to fire sprinkler systems. The location, number and type of fire hydrants connected to the water supply shall be provided as required and approved by the Fire Department. (Fire)
60. Every building three stories or more in height shall be provided with a Class 1 standpipe system in accordance with Roseville Fire Code Section 1004. Said system installation shall conform to the minimum standards of UBC Standard 9-2 and Roseville Fire Code Standard 10-3. Plan review and field inspection fees associated with the installation of said systems shall be paid prior to plan submittal. (Fire)
61. Every building three stories or more in height shall be provided with not less than one standpipe for use during construction as required by Roseville Fire Code Section 8704.4.3.1. Such standpipes shall be installed when the progress of construction is not more than 25-feet in height above the lowest level of fire department access. Such standpipes shall be provided with fire department hose connections at accessible locations adjacent to usable stairs, and the standpipe outlets shall be located adjacent to such usable stairs. Such standpipe systems shall be extended as construction progresses to within one floor of the highest point of construction having secure decking or flooring. On each floor there shall be provided a 2 ½-inch valve outlet for fire department use. (Fire)
62. All buildings and structures with one or more passenger service elevators shall be provided with not less than one elevator meeting the requirements of California Building Code Section 3003.5a for emergency medical service. (Fire)
63. An approved project sign shall be placed at vehicle access points into the project during construction to assist emergency responders. The sign shall identify the project name and address, as approved by the City of Roseville. Such signs shall be clearly visible and legible from the street fronting the project. (Fire)
64. Automatic fire extinguishing system risers, fire alarm system panels and digital alarm communicator system panels shall be located within an approved fire control room and shall be accessible from an adjacent fire apparatus roadway. Said fire control room shall be a minimum size of thirty-five (35) square feet in size and shall be openable from the exterior via an approved door opening. (Fire)
65. Adequate radio coverage shall be provided within buildings for public safety agencies, as required by Roseville Municipal Code Section 16.16.210. A field test shall be provided by a person in possession of a current FCC License, or a current technician certification issued by the Associated Public-Safety Communications Officials International (APCO), or the National Association of Business and Educational Radio (NABER). The building owner shall retain all test records on the

inspected premises and a copy shall be submitted to the Fire Department officials. Adequate radio coverage shall include all of the following:

- a) A minimum signal strength of 95 dBm available in 90% of the area of each floor of the building when transmitted from the closest City of Roseville Radio Communication site.
 - b) A minimum signal strength of 95 dBm received at the closest City of Roseville Communication site when transmitted from 90% of the area of each floor of the building.
 - c) The frequency range that must be supported shall be 821-824 MHz and 866-869 MHz.
 - d) A 100 % reliability factor. (Fire, Police)
66. Dumpsters and trash containers with an individual capacity of 1.5 cubic yards [40.5 cubic feet] or more shall not be stored in buildings or placed within 5-feet of combustible walls, openings or combustible roof eave lines unless said areas are protected by an approved automatic fire sprinkler system in accordance with the Roseville Fire Code. (Fire)
67. Fire hydrants shall be operable and accessible to Fire Department apparatus by roads meeting the requirements of the Roseville Fire Code prior to bringing combustible materials onto the project site. (Stage 3) (Fire)
68. A minimum clearance of 3-feet shall be provided between trees, shrubs and other landscape materials and all fire protection equipment (hydrants, fire sprinkler system connections, valves). Fire protection equipment shall not be located behind parking stalls or other obstructions to access. (Stage 3) (Fire)
69. An approved access walkway shall be provided to all exterior doors and openings required by either the Uniform Fire Code or the Uniform Building Code. A concrete sidewalk or other approved hard surface will meet the intent of the access walkway requirement. Adequate space adjacent to the access walkway, vertically and horizontally, shall be provided to allow firefighters to access required building openings in order to effectively perform rescue operations, to allow for equipment maneuverability, and to safely raise ground ladders. Any landscaping adjacent to the access walkway shall be such that it does not obstruct the functional purpose of the walkway upon maturity. (Stage 3) (Fire)
70. The Electric Department requires the submittal of the following information in order to complete the final electric design for the project:
- a) one (1) set of improvement plans
 - b) load calculations
 - c) electrical panel one-line drawings (Stage 3) (Electric)
71. All on-site external lighting shall be installed and directed to have no off-site glare. Lighting within the parking areas shall provide a maintained minimum of one (1) foot candle of light. All exterior light fixtures shall be vandal resistant. Landscaping at maturity shall not interfere with lighting patterns. (Stages 2&3) (Planning & Police)

72. 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. (Stage 3) (Planning & Police)
73. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (Stage 3) (PG&E)

DURING CONSTRUCTION & PRIOR TO ISSUANCE OF OCCUPANCY PERMITS:

74. 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. (Stages 2&3) (Planning, Environmental Utilities)
75. 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. (Stage 3)
 - 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. (Stage 3)
 - 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. (Stage 3) (Building, Environmental Utilities)
76. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:
 - a) Water and sewer easements as necessary to provide for public and private systems associated with this development.

77. Easement widths shall comply with the City's Improvement Standards and Construction Standards. (Stage 3) (Environmental Utilities, Engineering)
78. 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. (Stage 3) (Engineering, Environmental Utilities, Electric)
79. The following note shall be added to the improvement plans:
To minimize dust/ grading impacts during construction the applicant shall:
 - a) Spray water on all exposed earth surfaces during clearing, grading, earth moving and other site preparation activities throughout the day to minimize dust.
 - b) Use tarpaulins or other effective covers on all stockpiled earth material and on all haul trucks to minimize dust.
 - c) Sweep the adjacent street frontages at least once a day or as needed to remove silt and other dirt which is evident from construction activities.
 - d) Ensure that construction vehicles are washed 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 or excessive wind conditions contribute to fugitive dust emissions. (Stage 3) (Engineering)
80. This project falls within the commercial land use category of the Pleasant Grove Watershed Flood Control Plan, as determined by the Placer County Flood Control District and adopted by the City of Roseville. The project is therefore subject to a fee based on gross developed acres. (Stage 3) (Engineering)
81. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During plan check of the improvement plans and/or during inspection, Engineering will designate the exact areas to be reconstructed. (Stage 3) (Engineering)
82. 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. (Stage 3) (Engineering)
83. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Stage 3) (Engineering)
84. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Stage 3) (Engineering)
85. The Transportation Management Agreement shall be approved by the City Council. (Stage 3) (Transportation)

86. Water and sewer shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Stage 3) (Environmental Utilities)
87. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Stage 3) (Environmental Utilities)
88. Restaurants or other food services. The developer shall install exterior grease interceptors if the proposed business could potentially discharge any grease type product. (Stage 3) (Environmental Utilities)
89. During construction streets and roads shall be identified with approved temporary signs. An approved sign shall be placed at all access points to the project during construction. The sign shall identify the project name and address, as approved by the City. Such signs shall be visible and legible from the street fronting the project. (Stage 3) (Fire)
90. An approved automatic fire extinguishing system shall be provided for all buildings where the total fire area is 3,600 square feet or greater, as required by Roseville Fire Code Section 1003.2.2. Fire extinguishing systems installed shall conform to the minimum design standards of the Roseville Fire Code Standard 10-3. Plans and specifications shall be submitted to the Fire Department prior to system installation. Plan review and field inspection fees associated with the installation of said systems shall be paid prior to plan submittal. (Stage 3) (Fire)
91. Fire extinguishing systems installed as required by Section 1003.1.1 of the City Fire Code shall have control valves and activation switches electrically supervised and monitored by an approved central alarm monitoring company. Digital alarm communicator system panels shall be installed and maintained in accordance with National Fire Protection Association Standard # 72 (Fire Alarm Code). Plan review and field inspection fees associated with the installation of said systems shall be paid prior to plan submittal. (Stage 3) (Fire)
92. Fire extinguishing systems installed as required by Section 1003.1.1 of the City Fire Code shall be provided with an approved audible and visual alarm notification signal within the interior of the building to alert building occupants. Said alarm notification signal shall be provided throughout the building and shall be installed and maintained in accordance with National Fire Protection Association Standard #72 (Fire Alarm Code). Plan review and field inspection fees associated with the installation of said systems shall be paid prior to plan submittal. (Stage 3) (Fire)
93. Automatic fire extinguishing system risers, fire alarm system panels and digital alarm communicator system panels shall be located within an approved fire control room and shall be accessible from an adjacent fire apparatus roadway. Said fire control room shall be a minimum size of thirty-five (35) square feet in size and shall be openable from the exterior via an approved door opening. (Stage 3) (Fire)
94. A Knox Company Model # 4400 key box shall be located adjacent to the door opening into the fire control room for each structure to provide access to fire protection system equipment. Said box shall be mounted at 6-feet above finished grade adjacent to the door opening. Contact the Fire Prevention Division for an approved Knox Company order form. The applicant shall pay a \$25 fee associated with the inspection of the key box prior to acceptance by the Fire Department at the time of receiving the Knox Company Order Form. (Stage 3) (Fire)

95. A digitized copy of the approved of the approved drawings for the project shall be submitted to the Fire Department for pre-fire purposes. Said copy shall be submitted in an approved format. (Stage 3) (Fire)
96. All shrubbery, trees and signs located within center medians adjacent to site access points shall be seven feet (7') in height or lower to allow access to the site by fire apparatus. (Stages 2&3) (Fire)
97. The project shall be addressed as 1175 Roseville Parkway. The approved address numbers shall be placed on the building by the applicant in such a position as to be plainly visible and legible from the street fronting the property and shall be placed as to be seen from all entrances. Proposed address numbers shall be indicated on the elevation drawings contained within the building plan submittal. The address numbers shall be contrasting in color with their background and shall be illuminated. (Stage 3) (Fire)
98. The applicant shall provide a site master address plan in Stage 3 to the satisfaction of Public Works, Fire and Police Departments. Actual addresses shall be even numbered off of Roseville Parkway. (Stage 3) (Public Works, Fire)
99. The applicant shall properly identify all required fire lanes in accordance with the Fire Department Fire Lane Standard. Barricades shall be provided to protect any natural gas meter, fire hydrant, or other fire department control device, which may be subject to vehicular damage. Approved signs may be required to identify the location of fire protection devices. (Stage 3) (Fire)
100. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Stage 3) (Electric)
101. One ¾" conduit with a 2-pair phone line shall be installed from the buildings telephone service panel to the meter section of the customer's electrical switchgear or panel. (Electric)
102. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Stage 3) (Electric)
103. 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.(Stage 3) (Electric)
104. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense.(Stage 3) (Electric)
105. 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.(Stage 3) (Electric)

106. All landscaping in areas containing electrical service equipment shall conform with the Electric Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Departments "Specification for Commercial Construction." (Stages 2&3) (Electric)
107. 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.
 - c) In cases where the metered service panel is not directly outside accessible, as outlined above, remote metering will be required. Contact the electric metering supervisor at (916)774-5637 for remote metering requirements. (Stage 3) (Electric)
108. 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. (Stage 3) (Electric)

OTHER CONDITIONS OF APPROVAL:

109. The applicant shall pay City's actual cost for providing plan check, installation, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Stage 3) (Engineering, Environmental Utilities)
110. All existing public utility, electric, water, sewer and reclaimed water easements shall be maintained unless otherwise authorized by these conditions of approval. Any vacant easements on Diamond Oaks Road shall be abandoned in the realignment area upon completion of the realignment. (Stage 3) (Electric, Engineering, Environmental Utilities)
111. The project shall comply with all required environmental mitigation identified in the North Central Roseville Specific Plan (NCRSP), the Mitigated Negative Declaration, and Addendum. (Stages 1-3) (Planning)
112. Signs shown on the elevations are not approved as part of the Major Project Permit. A Sign Permit is required for all project signs. (Planning)
113. A parking study shall be submitted with each request for a tenant improvement. The tenant mix for the entire site, including the restaurants, shall not result in a parking requirement that exceeds the number of spaces provided on site. The parking study shall include the following minimum information for each building:
 - a) Total building area.
 - b) A breakdown of lease spaces with the area (square feet) and use(s) of each lease area.
 - c) Required parking for each lease space. If lease spaces are vacant, the parking study shall calculate estimated parking requirements.
 - d) Total required parking.
 - e) Total parking provided.

- f) Net available remaining parking. (Planning)
- 114. The parking lot striping and signing shall be maintained in a visual and legible manner. (Stage 3) (Planning)
- 115. 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). (Stage 3) (Planning)
- 116. The property management company shall provide to Planning staff a parking study that is periodically updated to reflect current tenants, uses, square footage, required parking, and remaining available parking such that the proposed tenant mix does not exceed the available amount of parking. (Planning)
- 117. 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 except as otherwise allowed by the Development Agreement Amendment. (Stage 3) (Engineering)
- 118. Prior to the issuance of any building permits, additional right-of-way as may be required to accommodate turn lanes and other road improvements shall be dedicated to the City. (Stage 3) (Engineering, Building)
- 119. 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. (Stage 3) (Fire)
- 120. 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. (Stage 3) (Fire)
- 121. 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. (Stage 3) (Fire)
- 122. 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. (Stage 3) (PG&E)
- 123. 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)

124. 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)
125. 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)
126. 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. (Stage 3)

Deleted: ¶
<#>Landscape vegetation adjacent to Parcel 93 of the Highland Reserve South wetland preserve areas should be drought-tolerant, California native plant species. Preference for trees is oak or sycamore. ¶

ATTACHMENTS

1. Vicinity Map
2. Aerial Map of Surrounding Uses
3. Approved Site Plan
4. Applicant's letter of October, 2000 to Diamond Oaks Neighborhood Association
5. Letter of confirmation from Neighborhood Association, October 2000
6. Table Comparison of Approved and Proposed Projects
7. Applicant's letter regarding use of valet service, dated February, 2005
8. Notes from Neighborhood Meeting of January 12, 2005
9. Follow-up Letter from Neighborhood Associate, dated January, 2005

EXHIBITS

- A. Addendum to previously-adopted Mitigated Negative Declaration (Mitigated Negative Declaration on file at 311 Vernon Street, Roseville, Planning Department)
- B. Site Plan
- C. Site Plan – Area East of Reserve Drive
- D. Site Plan – Area West of Reserve Drive

- E. Site Details
- F. Proposed Revision to area North of Building E
- G. Grading/Drainage Plan (Area west of Reserve Drive)
- H. Grading/Drainage Plan (Area east of Reserve Drive)
- I. Rendering of Aerial of Retail and Restaurants
- J. Rendering of main Retail/Restaurant Drive
- K. Conceptual Building Elevations (Office)
- L. Overall Landscape Plan
- M. Landscape Plan – Northwest corner
- N. Landscape Plan – Northeast corner
- O. Landscape Plan – Southeast corner
- P. Landscape Plan – Southwest corner
- Q. Landscape Details – Diamond Oaks/Reserve Roundabout, Paving, and main street
- R. Traffic Study, dated November 11, 2004

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.