

NCRSP Parcel 49

Statement of Design Intent

July 23, 2014

1. Planning Principles

The following principles were considered in the development of the site plan and architecture:

- Create a place that supports a variety of programmatic functions, such as commercial, hospitality (hotel), civic (church), office, recreation (Topgolf), and retail uses;
- Consider both aesthetic and functional characteristics of the design. Promote architectural diversity through the use of dynamic and varying forms, massing, materials, details, and colors;
- Create a site plan that promotes functional and reciprocal relationships among uses;
- Respect the residential neighborhood along the southwest and create an aesthetically-pleasing landscaped transition along the property line to provide screening and reduced project impacts; and
- Utilize landscape and pedestrian features (walkways, seating areas) as unifying elements throughout the site.

The overarching design intent is that every design feature, whether functional or aesthetic, be considered so that the Project will bring value to the surrounding community and the City of Roseville. Architectural design aesthetic considerations, program development, and planning are all considered collectively, resulting in a project that is both functional and visually stunning. The intent is to create a unique location with high-quality building design that is consistent with the design standards in the NCRSP and the Community Design Guidelines.

2. Unique Attributes

The following are unique attributes of the Project site that influence design:

Visibility from State Route 65. The Project site is the largest remaining undeveloped parcel adjacent to State Route 65 (SR 65) in the City of Roseville. As such, the site is suitable for large-scale tenants that benefit from freeway visibility, proximity to major roadways and a location that is not surrounded by residential uses. The location serves as a community gateway and architecture should be of highest design quality, consistent with the City's Community Guidelines. The location of the site, proximate to SR 65, is attractive to both Topgolf and Bayside, the hotel and retail uses that benefit from visibility.

Relationship to Open Space. An open space preserve (Parcel 84) is located east of the site that contains a tributary to Pleasant Grove Creek. Consistent with the NCRSP, the Project includes a landscape planter along the east side of the site (ranging from 20 to 60 feet in width) as a transition to the open space area. The landscape area includes a decomposed gravel pathway that connects to the City's existing trail system and a post and cable fencing adjacent to the open space. The pedestrian path will wrap around the site from the

southeast corner (where it will connect to the City's existing path system), along the edge of the open space (Parcel 84) and freeway frontage to connect to the path in the landscape corridor on Washington Boulevard. Land uses have been designed to transition from active to passive as they near the open space, consisting of the Topgolf outfield and parking areas.

Powerline Easement. The southern 12.35-acre portion of the site is traversed by overhead powerlines and encumbered by easements for 230 kV and 60 kV powerlines. Several powerline towers are located in this area and only parking and limited landscaping is permitted within the 220-foot wide easement. The restriction on vertical uses in this portion of the site makes this a logical area for parking and landscaping. This area also includes a 50-foot wide landscape buffer/transition area.

Interface with Residential Area. The Project site is uniquely situated between SR 65 and the existing Summerhill single-family residential (small lot residential) neighborhood. A 2.8-acre neighborhood park is located immediately south of the Project site within the neighborhood.

There is an opportunity for the Project to provide a transition between the freeway and adjacent residential uses. Along the southwest edge of the site, facing the Summerhill neighborhood, a landscape 50-foot wide transition area will be created to provide a buffer/transition between the Project and adjacent residential uses. The transition area will include a mounded landform to create visual interest and will be landscaped with trees, shrubs and groundcover to create some screening. Pedestrian access will be facilitated through the transition area via two pedestrian pathway connections. No wall is proposed at this location.

Non-residential uses on the Project site are separated from existing residential uses south of the site by a minimum of 268 feet. This distance consists of approximately 220 feet of a powerline corridor/easement in which parking and landscaping are planned. South of the powerline easement, there is 48 feet from the landscaped transition area to the adjacent residential lots.

Unusual Mix of Uses. A diverse group of uses are planned on the site (outdoor recreation, church, hotel, retail, and restaurants). This unique combination of uses will create a vibrant place that provides with a destination for many purposes. Given the types of uses, architecture and design elements must be the unifying element to create cohesiveness.

Site Configuration. The site is generally oval shaped and there are views into the site from surrounding adjacent uses (SR 65, open space, residential area, Washington Boulevard). The visibility of the site creates a need for architectural treatments on building elevations facing public areas.

Since roadway access is only available from the Washington Boulevard side of the site, the on-site circulation system must connect to that street in order to serve uses on the site. Consequently, Roads A and B provide primary circulation through the site to serve tenants.

3. Site Design

The site is oval shaped with the longest frontage and visibility from SR 65 along the north side of the site. Washington Boulevard provides access on the west side of the site. Roads A and B create spines into the site and converge into a roundabout feature on the northeast side of the site. This roundabout, and its adjacent landscape design, will provide a focal point that is visible from the freeway. A pylon sign will be located adjacent to the roundabout.

Road A is the primary access point and, after a roundabout near the main entry, will narrow to create a more intimate streetscape featuring fronting commercial and office buildings served by diagonal parking. Parking will be located behind the uses adjacent to Road A. Commercial uses, including restaurants and retail will be located across Road A from the church site, connected by a pedestrian crossing at the narrowest portion of Road A.

The primary uses in the Project are Topgolf and the church site. The church site is located near the center of the site and a pedestrian plaza in the center of the church buildings is a radiating feature visible from SR 65. This large plaza space is the focal point of the design and radiating pedestrian connections link it to all the other destinations within the project. Along the southern edge of the site the southern elevations the church buildings face the adjacent neighborhood.

Topgolf is located on the east side of the site such that the green outfield of Topgolf will provide a visual transition to the open space east of the site. Two office buildings are planned immediately north of Topgolf with views into the Topgolf outfield.

In general, office, commercial, restaurants and hotel uses are planned north of Road A, closest the freeway, with the exception of one two-story office building adjacent to the church. One and two-story office buildings are arranged at an angle for visual interest and to create landscape and pedestrian spaces between them. The hotel is planned adjacent to the freeway for visibility and is proximate to commercial and restaurant uses. Restaurants and retail uses are planned in the pads adjacent to Washington Boulevard.

All uses on the site are linked by pedestrian pathways (marked by stamped/colored concrete or pavers). A pedestrian pathway (decomposed granite) is planned to extend from the southeast corner of the site, north along the edge of the open space, immediately south of SR 65 and west to connect to the pathway in the Washington Boulevard landscape corridor.

In developing the site plan, the challenge has been to arrange the uses in such a way to create cohesiveness and synergy and to allow for adequate parking without parking becoming the most predominant feature of the site.

4. Architectural Concept

The architectural theme of the Project is inspired by elements of buildings in Roseville and natural features. The goal of the building design is to create a high quality, cohesive design for the Project. The overall architectural style is a contemporary modern design with large geometric forms and multiple overlapping rectilinear lines. Design continuity among uses will be achieved through the use of geometric forms, massing, materials, color, lighting and landscape features.

The architecture will combine modern design with natural building materials and natural color palette. Building material accents will include synthetic stucco, EIFS, stainless steel architectural metal mesh, metal panels and shade screens, awnings and trellises. The overall esthetic is modern with intersecting planes of building elements and accentuating linear forms. Buildings vary in their massing with altering building heights of one, two and three stories. Rooflines will be flat, some with cornices and others with unenclosed eaves.

Exterior building materials will consist of concrete, stucco, synthetic stucco and/or EIFS, and stone broken up with panels and siding of other building materials (veneer stacked stone, wood slats, scored wood

and stone and board-formed concrete) and trellises. The color palette will consist of a contrast of light and dark natural colors in warm tones (stone, dark brown, umber). Contrasting colors will be used to highlight architectural features like trim and panels. Dark stained wood accents are used throughout the building exteriors and give a modern, tailored feeling to the buildings.

In retail buildings along streetscapes (Roads A and B), glazing will be multi-paned, grouped together and cased in wide trim. Building materials will be of high quality and commercial grade. Natural landscape will soften the modern building edges and complement the natural color palette of the buildings.

Buildings will feature architectural treatments (i.e. color, materials, etc.) on all elevations of buildings facing public areas.

Topgolf Architectural Enhancements. In the Topgolf building, the focus is on the entry. The entry glazing on the Topgolf building is a front-glazed system where the mullions are hidden behind the glass to create a simplistic plane. The cantilevered metal entrance canopy marks the entrance and helps tie the sign and the branded shield element together. The branded shield is created by a recessed exterior insulation and finish system (EIFS). The shield is lit blue at night to represent the entertainment element of Topgolf. The stainless steel architectural mesh is versatile and serves a dual function, at night it is the backdrop for an LED light display and during the day it screens an interior decorative stair from full sun exposure and reduces interior glare to the building. The natural wood features of the building offset colors.

Massing Reductions for Church Buildings. The church assembly building and activity buildings will feature exterior architectural treatments (i.e. faux glazing, panels) to decrease the mass of buildings and create compatibility with scale of the commercial and restaurant buildings.

Site Amenities. Building materials and the overall color scheme will be applied to site furniture, pavement treatments at pedestrian crossings (pavers, colored concrete) and details.

Building Height. Topgolf and the hotel will be three stories in height. Although Topgolf is three stories, from most vantages it will appear to be two stories because the lower level is at a lower elevation than the entrance into the main level. The height at the front of the building is 54 feet to the parapet. One of the church activity buildings will be two stories and the church assembly building will be a single level and the height of a two story building. Some of the office buildings will be two stories.

5. Consistency with the North Central Roseville Specific Plan

The Project is located within the North Central Roseville Specific Plan (NCRSP). The NCRSP considered the compatibility of land uses and the land use implications of development of the site. Consideration of adjacent land uses was also evaluated with zoning of the site.

The Project is consistent with the goals and policies of the NCRSP (1990, as amended through 2013).

Policy from NCRSP	Project Consistency
3.2.3 General Architectural Guidelines	
1. The architecture of buildings visible from Highway 65, Interstate 80, Roseville Parkway, Pleasant Grove Boulevard, and Harding Boulevard shall be distinctive in form, lighting, and detailing to	Most of the uses on the site will be visible from SR 65. Topgolf and Bayside Church uses will be the largest structures and will create the identity for the site. All buildings, including Topgolf and

establish a strong identify for these primary entries and regional routes into the City.	Bayside and will have distinctive and consistent architecture visible from the freeway. Architectural treatment (i.e. color, materials, etc.) will be applied to all elevations of a building facing public areas.
<p>2. Building height shall relate to the building location within the Specific Plan Area:</p> <ul style="list-style-type: none"> - Buildings adjacent to major arterial streets and highways, or part of a corporate park, may be of any height acceptable to the City pursuant to design review. The intent is to provide buildings of notable architectural scale and quality that will be landmarks for the community. - Neighborhood commercial, professional, and other non-residential buildings adjacent to single family neighborhoods shall not exceed more than two (2) stories in height or 35 feet. Such structures may be limited to one story per the City design review process. 	<p>The maximum height of buildings on the Project will be 54' 4". Topgolf is a three-story building with a maximum height of 54' 4" to parapet. Several office buildings are two stories (will not exceed two stories/35 feet) and retail/commercial/office buildings will be single-story.</p> <p>The southern portion of the site is adjacent to existing residential uses and includes a powerline corridor. Only parking and landscaping is planned in the powerline corridor. No buildings are planned permitted.</p>
3.2.6 Screening and Fencing Guidelines	
6. Walls may be utilized between single family residential uses and non-residential uses as a buffer. Such wall shall allow pedestrian cross access as specified within the use specific guidelines. Alternatives to walls are encouraged. Such alternatives may include building orientation, setbacks, mounding and landscaping.	<p>The southern portion of the site is adjacent to existing residential uses in the Summerhill Neighborhood. Non-residential uses on the Project site are separated from existing residential uses south of the site by a minimum of 268 feet. This distance consists of approximately 220 feet of a powerline corridor/easement in which parking and landscaping are planned. Within the southern portion of the easement, a 50-foot wide landscaped transition area consisting of landscaping and mounding is planned to create a buffer to adjacent residential uses. South of the powerline easement, it is 48 feet from the landscaped transition area to adjacent residential lots.</p> <p>Pedestrian access will be facilitated through the landscaped transition area via two pedestrian pathway connections.</p>
3.7A Highway Oriented Commercial	
<ul style="list-style-type: none"> ▪ Commercial buildings are to be set back a minimum of 50 feet from SR 65 right of way. Commercial parking areas, including driveways and delivery bay areas, are to be set back a minimum of 40 feet from SR 65 right of way. Any dumpster enclosures, service entries and/or loading dock shall be fully screened from view with a combination of block walls and landscaping. 	Commercial buildings are set back a minimum of 50 feet from SR 65 right of way and commercial parking areas are setback a minimum of 40 feet. Trash dumpsters and service areas will be screened.
<ul style="list-style-type: none"> ▪ Setback and open space areas between future buildings or parking and the freeway right-of-way are to be landscaped with a mix of trees, shrubs and ground covers. The landscape planter shall have a width of 40 feet. 	The landscape planter along SR 65 is a minimum of 40 feet in width. The landscape planter widens in locations among buildings and adjacent to internal roadways. The landscape will consist of a mix of trees, shrubs and groundcover.
<ul style="list-style-type: none"> ▪ The primary tree along the SR 65 frontage shall be the Bloodgood London Plane tree planted in a staggered pattern at 30 feet on center. 	The primary tree along the SR 65 frontage in the landscape plans is Bloodgood London Plane tree in a staggered pattern.
<ul style="list-style-type: none"> ▪ Where permitted by individual site development plans, tree planting pockets abutting the setback area should be developed between adjoining buildings or clusters of buildings or at "dead spaces" occurring within individual site development plans. The tree planting pockets are intended to introduce a rhythm of intermittent tree groves along the freeway edges. 	The site plan includes tree planting pockets among buildings and clusters of buildings. Along SR 65, the intensity of landscaping will be increased to create interest.
<ul style="list-style-type: none"> ▪ Approximately one third of the trees planted in the setback and pocket areas should be conifer trees for vertical scale and screening. 	The trees planned in the setback and pocket areas consist of Bloodgood London Plane tree and Deodar cedar, which are conifer trees that will provide vertical scale and screening.

<ul style="list-style-type: none"> ▪ All building elevations visible from the freeway should be designed to incorporate architectural detail that is sensitive to such visibility and that avoids the featureless design typically associated with “backside” facades. 	<p>Most of the uses on the site will be visible from SR 65. All buildings, including Topgolf and Bayside and will have distinctive and consistent architecture visible from the freeway. Architectural treatment (i.e. color, materials, etc.) will be applied to all elevations of a building facing public areas.</p>
<ul style="list-style-type: none"> ▪ Where a commercial parcel lies adjacent to watershed open space parcels, a landscape is to be installed along the abutting edge of the non-open space parcel. The minimum buffer width is 20 feet for parking and 25 feet for buildings. 	<p>Parcel 84 (Open Space) is located east of the site. A landscape planter varying from 20 to 65 feet in width is planned on the east side of the site adjacent to Parcel 84. A post and cable fence will be installed along the property line as a barrier for access to Parcel 84. Parking areas are located a minimum of 20 feet from the property line with Parcel 84 and buildings are located outside the 25 foot building setback.</p>
<ul style="list-style-type: none"> ▪ Although highway commercial parcels are not required to be master planned, considerations of internal function shall be addressed in the context of a conceptual site plan at the time a development proposal is initiated for any portion of the individual site. Where a mix of uses is anticipated for the site, particular attention shall be given to site circulation, access and parking. A clearly defined pedestrian link running parallel to the freeway is encouraged. 	<p>A Major Project Permit (MPP) is required for development on Parcel 49. The MPP requires a master site plan for the entire parcel to address site circulation, access and parking.</p> <p>The Project includes a pedestrian pathway (decomposed granite) adjacent to Parcel 84 and SR 65 that will connect pathway along the south side of the site to the paths in the landscape corridor on Washington Boulevard.</p>
3.12 Light Industrial	
<p>8. A secondary street system shall be provided within the light industrial areas (Parcels 48 and 49) to provide access to individual parcels. The street cross section shall include twenty-five (25') landscape corridors as specified for non-residential collectors in the Circulation Element. Common access driveways shall be utilized to the maximum extent possible in order to reduce circulation conflicts and maintain the continuity of frontage landscaping.</p>	<p>A secondary street system is planned within the Project site. Two roadways, Road A and Road B, will extend from Washington Boulevard and provide common access, internal circulation and provide access to individual parcels.</p> <p>Landscape corridors will be provided adjacent to the roadways. A 25-foot landscape corridor will not be carried through the entire site on the sides of the roadway. Due to the compact nature of the site and the site intensity, a 25-foot landscape corridor will be provided on the south side of Road A at the Project entry and will vary in width through the remaining segments of roadway.</p>
<p>14. Light industrial uses adjacent to lower watershed areas (Parcel 84) should incorporate, to the extent feasible, the visual amenity provided by the adjacent open space areas. A minimum twenty foot (20') landscape setback shall be provided from the edge of the watershed. Such setback shall be landscaped and shall include berms and swales to create a boundary and to control drainage. Trees shall be planted to provide shading for the adjacent pathway systems. Fencing between light industrial and wetland areas is discouraged. When determined necessary, such fencing should be an open type which allows a continuous view to the open space area. Regular pedestrian connections to the wetland area and pathway system shall be made by the developer in accordance with pedestrian connection Policy 11, with exact locations to be considered during the design review stage for the adjacent projects. Figure 3-26, Lower Watershed-Light Industrial Interface, illustrates the connection between uses. In general, architectural treatment and materials for those frontages visible from adjacent open space areas shall be the same as those utilized on the main frontages of the buildings. All delivery and storage areas shall be screened.</p>	<p>Parcel 84 (Open Space) is located east of the site. A landscape planter varying from 20 to 65 feet in width is planned on the east side of the site adjacent to Parcel 84. Landscaping in this area will include berms and water quality A post and cable fence will be installed along the property line as a barrier for access to Parcel 84. Pedestrian connections will be created via the multi-use path located near the southeast corner of the site. The open space (Parcel 84) will create a visual amenity to the site.</p> <p>Architectural treatment (i.e. color, materials, etc.) will be applied to all elevations of a building facing public areas. From Parcel 84, the primary view into the site will be toward the outfield of Topgolf.</p>
<p>15. The on-site landscaping on Parcels 48A and 49A adjacent to Highway 65 shall provide a minimum forty foot (40') landscape easement from the edge of state right of way.</p>	<p>The landscape planter along SR 65 is a minimum of 40 feet in width. The landscape planter widens in locations among buildings and adjacent to internal roadways. The landscape will consist of a mix of trees, shrubs and groundcover.</p>

5.8.7 Park and Ride Lots	
1. Park and ride lots with fifty (50) spaces shall be located on Parcel 35, 36, and 56. Park and ride lots with twenty-five spaces shall be located on Parcels 31, 32, 38 and 49b. Parcel 34 shall provide a park and ride lot with 35 spaces. In all cases the park and ride spaces are to be clearly marked through pavement markings and directional signage. Spaces are reserved exclusively for park and ride Monday-Friday from 6:30 am to 6:30 pm.	A 25-space park and ride area is planned on the west side of the site near the Washington Boulevard frontage. The park ride lot is likely to be utilized during peak hours for office (weekdays, 9-5) do not coincide with peak hours for Topgolf and Bayside. A parking utilization analysis is being conducted for the Project to determine the peak periods.
2. A portion of the park and ride spaces may be included in the normal parking required for the planned business or commercial use if the peak use of the park and ride does not coincide with peak use of the business and commercial uses if approved by the City.	A 25-space park and ride area is planned on the west side of the site near the Washington Boulevard frontage. The park ride lot is likely to be utilized during peak hours for office (weekdays, 9-5) do not coincide with peak hours for Topgolf and Bayside. A parking utilization analysis is being conducted for the Project to determine the peak periods.

6. Consistency with Community Design Guidelines

The Project will be designed consistent with the goals of the City's Community Design Guidelines (CDG), with special attention to the following guidelines:

- CC-1. Buildings should be arranged to define, connect, and activate pedestrian edges and public spaces.
- CC-3. The relationship and orientation of buildings to arterial and other prominent roadways shall be considered to enhance street frontage.
- CC-5. The Project is located at a community gateway and buildings at the corners will be of the highest design quality.
- CC-6. Buildings will be placed on the site to create a transition to surrounding uses (i.e. residential) and enhance community character.
- CC-23. Vehicular access to the site, internal circulation and on-site parking will be adequately designed.
- CC-27. Paving material for driveways, drive aisles and walkways will be consistent with the architectural style of buildings and will incorporate similar accents elements.
- CC-39. Overall character of the development will be defined through the use of consistent design concept.
- CC-41. Variation of wall planes, rooflines and building form will be considered to create visually engaging designs.
- CC-46. Variation in color and materials will be considered to create visually engaging designs.
- CC-47. Architectural treatment will be applied to all elevations on building facing public areas. Options include elements such as color, materials or form drawn from the primary frontage.
- CC-51. The Project will address bicycle and pedestrian needs in the design by including pedestrian and bicycle pathways and amenities for pedestrian and bicyclists.
- CC-57. Landscaping will be used extensively throughout the Project to achieve multiple objectives.

CC-58. Layered landscaping and a mix of deciduous and evergreen trees shall be incorporated in the landscape design.

CC-77. Where multiple buildings are proposed, buildings will be arranged to create pedestrian plazas and gathering spaces.