

ITEM 6.2: General Plan Amendment, Specific Plan Amendment, Rezone, Development Agreement Amendment, Conditional Use Permit, and Design Review Permit – 1875 Pleasant Grove Boulevard – WRSP PCL W-20 – Coffee Shack – File # PL20-0142

REQUEST

The proposed project is a 910-square-foot drive-through coffee kiosk with associated parking, lighting, and landscaping. The project entitlements include a General Plan Amendment and Specific Plan Amendment to modify the land use from Low Density Residential (LDR) to Community Commercial (CC), a Rezone from Single-Family Residential/Development Standards (R1/DS) to Community Commercial/Special Area (CC/SA), a Development Agreement Amendment to reflect the land use change, a Conditional Use Permit to allow a drive-through use contiguous to a residential zoned parcel, and a Design Review Permit to approve the building architecture and site design.

Applicant – David Cobbs, Baker Williams Engineering Group
Property Owner – Steve Schnable, Mourier Investments LLC

SUMMARY RECOMMENDATION

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

- A. Adopt the WRSP PCL W-20 – Coffee Shack Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program;
- B. Recommend the City Council approve the General Plan Amendment (Land Use Map);
- C. Recommend the City Council approve the Specific Plan Amendment (Text and Land Use Map);
- D. Recommend the City Council adopt the two (2) findings of fact and approve the Rezone;
- E. Recommend the City Council approve the Ninth Amendment of the Development Agreement by and between the City of Roseville and VC Roseville, LLC;
- F. Adopt the three (3) findings of fact and approve the Conditional Use Permit subject to six (6) conditions of approval; and
- G. Adopt the four (4) findings of fact and approve the Design Review Permit subject to seventy-four (74) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

Prior to publication of this staff report, staff received two opposition letters from nearby residents with concerns regarding the project. The issues raised in the letters are related to the rezone of the site, and the project's impacts to traffic and noise. Further discussion is provided in the Public Outreach and Environmental Determination sections of this report.

The applicant has reviewed and is in agreement with all recommended conditions of approval.

BACKGROUND

The project site is located on Parcel W-20 within the West Roseville Specific Plan (WRSP) area, at the southeastern intersection of Upland Drive and Pleasant Grove Boulevard (see Figure 1). The WRSP was approved by the City on February 4, 2004 and established the land use designations and zoning standards for the specific plan area. The subject property has a zoning designation of Single-Family

Residential with a Development Standards overlay (R1/DS) and a General Plan land use designation of Low Density Residential (LDR). Although Parcel W-20 has a land use designation of LDR, the WRSP has not allocated any residential units to the site. The parcel was intended to be a landscape gateway for the Plan area and is currently vacant.

Figure 1: Project Location



PROJECT DESCRIPTION

The applicant is requesting approval of several entitlements to allow the construction of a 910-square-foot drive-through coffee kiosk on Parcel W-20, with associated parking, lighting, and landscaping. The building will have a separate walk-up order window and an outdoor seating area. No indoor seating will be provided. The user of the coffee kiosk has not been identified and is unknown at this time. The requested entitlements are listed below:

General Plan Amendment (GPA) and Specific Plan Amendment (SPA) – The project includes a GPA and SPA to amend the land use designation of Parcel W-20 from Low Density Residential (LDR) to Community Commercial (CC) to allow the proposed use. The change in land use will require updates to the General Plan land use map and changes to the text, tables, and figures of the WRSP.

Rezone – The project includes a Rezone to change the zoning designation of Parcel W-20 from Single-Family Residential/Development Standards (R1/DS) to Community Commercial/Special Area (CC/SA). The CC/SA zoning designation is consistent with the proposed CC land use and will facilitate development of the proposed drive-through use. The Special Area (SA) overlay is intended to modify permitted uses to ensure compatibility with adjacent land uses.

Development Agreement Amendment (DAA) – The project includes the amendment of the Development Agreement by and between the City of Roseville and VC Roseville, LLC (“Westpark DA”) to reflect the proposed land use change described above. This amendment will be the Ninth Amendment of the Westpark DA.

Conditional Use Permit (CUP) – The project site is adjacent to Sierra Vista Specific Plan (SVSP) Parcel JM-30 to the south, which has a residential zoning designation of Multi-Family Housing (R3). As required

EVALUATION: GENERAL PLAN AMENDMENT, SPECIFIC PLAN AMENDMENT, AND REZONE

Proposed amendments to the General Plan and Specific Plan are analyzed for consistency with the goals and policies of the respective plans. The policies for land use amendments relate to promoting land use patterns that enhance quality of life and minimize conflicts between land uses. Land use modifications are also evaluated for impacts to noise, air quality, traffic, and utilities. These same potential impacts are evaluated in the Initial Study/Mitigated Negative Declaration prepared for the project, included as Exhibit A. For the proposed rezone, Zoning Ordinance Section 19.86.050 specifies that recommendations for approval or denial of a rezone shall include consideration of the proposed amendment's consistency with:

- 1. *The public interest, health, safety, or welfare of the City, and***
- 2. *The General Plan and the West Roseville Specific Plan.***

The existing General Plan and Specific Plan land use designation of the property is Low Density Residential (LDR), and the existing zoning designation of the property is Single-Family Residential/Development Standards (R1/DS). The applicant proposes to change the zoning and land use designation of the parcel to Community Commercial (CC) to allow development of the proposed drive-through coffee kiosk (see Exhibits B—D). The CC zone will include a Special Area (SA) overlay to modify permitted uses. Approval of the land use amendment would require updates to the City's General Plan land use map as well as updates to the land use map and associated land use tables in the West Roseville Specific Plan (WRSP). The WRSP will also be updated to include the table of permitted uses specific to the CC/SA zone for Parcel W-20. Exhibit E includes the proposed amended General Plan Land Use Map and Exhibit F includes the change pages for the WRSP.

Land Use Compatibility: Table II-9 of the General Plan contains a table addressing the compatibility of adjacent land uses. For purposes of the table, "adjacent" includes land uses separated by collectors (e.g., Upland Drive) and local streets but does not include land uses separated by major arterials (e.g., Pleasant Grove Boulevard). The proposed CC land use is considered to be conditionally compatible with both the adjacent HDR land use to the south of the site and the LDR land uses to the west of the project site across Upland Drive. Per the General Plan, CC land use sites should be located at intersections of, or adjacent to arterial roads. The project site is located adjacent to an arterial road (Pleasant Grove Boulevard) and the intersection of Pleasant Grove Boulevard/Upland Drive, which is consistent with the General Plan standards.

The City of Roseville General Plan provides a list of compatible "Implementing Zones" for each land use designation (General Plan Table II-10), which establishes what zoning designations are considered compatible with the applicable General Plan land use designation. The proposed CC zone is listed as an implementing zone for the CC land use; therefore, the proposed zoning designation is compatible with the General Plan land use. Based on the size of the parcel and proximity to residential uses, a SA overlay will be added to the proposed CC zone. The SA overlay allows modification of the underlying general district regulations, including permitted use types. The proposed CC/SA zone would modify the permitted uses and would be structured to prohibit potentially incompatible uses (i.e., auto repair, nightclubs, smoke shops) (see Table 4-6 in Exhibit F). This ensures uses on these parcels will be those that are desirable to the community and compatible with the existing and future residential uses. As such, staff finds that the proposed CC land use and zoning would be appropriate for the property and compatible with the adjacent residential land uses with adoption of the SA zone district overlay.

Traffic: A traffic study was prepared by Fehr & Peers, an engineering consultant, to analyze the potential traffic impacts from the project (see Attachment 4 of Exhibit A – Initial Study). Consistent with General Plan policies, the traffic study included an estimated trip generation, impacts on Level of Service (LOS), and analysis of Vehicle Miles Traveled (VMT). Each of these items are discussed below.

- **Trip Generation:** The project trip generation was estimated based on data collected at two Dutch Brothers drive-through coffee stores located at 1225 Baseline Road in Roseville and at 8610 Elk Grove Boulevard in Elk Grove. Although the proposed project does not have an identified user, the Dutch Bros. locations were chosen for the study as a “worst-case” scenario and because they share similar operating and design characteristics to that of the proposed project. The traffic study estimated the project would generate 54 net new external vehicle trips during the a.m. peak hour and 48 net new vehicle trips during the p.m. peak hour after accounting for a 70 percent pass-by trip reduction. Pass-by trips are trips already on the network that are diverted to and from a commercial or retail land use, and therefore would not be considered as new trips generated by the project. The pass-by trips were estimated based on data from the Institute of Transportation Engineers (ITE). However, the traffic study reduced the ITE pass-by trip rate from 89 percent to 70 percent to provide a more conservative estimate. The City’s Engineering Division reviewed the traffic study and determined there is sufficient capacity to accommodate the trips generated by the project.

- **Level of Service (LOS):** The Circulation Element of the General Plan establishes a policy requiring LOS “C” or better as an acceptable operating condition at all signalized intersections during a.m. and p.m. peak hours. Exceptions to LOS policy may be made by the City Council, but a minimum of 70% of all signalized intersections must maintain LOS C. The traffic study evaluated the effects of the project on LOS under both Existing Plus Project and Cumulative Plus Project conditions. The Existing Plus Project scenario considers the development of the project without any additional changes to the surrounding land use and transportation characteristics. The Cumulative Plus Project scenario considers the development of the project alongside land use and transportation system changes through 2035 as identified in the General Plan. This scenario includes the southern extension of Upland Drive into the Sierra Vista Specific Plan area as well as the future signalization of the Pleasant Grove Boulevard/Upland Drive intersection. The study concluded the Pleasant Grove Boulevard/Upland Drive intersection would operate at LOS C or better during the a.m. and p.m. peak hours under both Existing Plus Project and Cumulative Plus Project conditions. Therefore, the project is consistent with the General Plan policy relating to LOS.

- **Vehicle Miles Traveled (VMT):** VMT is a measurement of travel demand, representing the number of miles traveled by vehicles in some amount of time (e.g., VMT per day or annual VMT). Consistent with state law, the General Plan has adopted VMT standards and requires land use amendments to be evaluated for consistency with these standards. Per the traffic study findings, the project is considered a locally-serving use that does not include any unique characteristics which would draw in regional traffic, or which would prompt longer trips that would lead to a significant increase in VMT. Thus, the project would have a less than significant impact to the transportation system on the basis of project-generated VMT.

Noise: Consistent with the General Plan noise policies and the WRSP Environmental Impact Report (EIR) mitigation measures, an Environmental Noise Assessment was prepared for the project by Bollard Acoustical Consultants, Inc. to ensure the project complies with the sound limits identified in the City’s Noise Ordinance (Chapter 9.24). The Environmental Noise Assessment is included as Attachment 3 of Exhibit A – Initial Study. The noise assessment concluded that noise from drive-through operations (e.g., drive-through menu speaker board and vehicle idling/pass-bys) could potentially exceed the applicable nighttime hourly average noise level standards for sensitive receptors (e.g., residential uses) at the southern property line adjacent to the HDR parcel, if the drive-through hours of operation extend into nighttime hours (10:00 p.m. to 7:00 a.m.). Therefore, to comply with the General Plan noise standards, the noise assessment recommends constructing a 10-foot solid noise barrier along the southern property line or limiting the drive-through hours of operation to 7:00 a.m. to 10:00 p.m. The applicant is proposing to limit the hours of operation. The hours of operation and any external amplified sound are regulated by the conditions of approval, as discussed in the Conditional Use Permit evaluation section of this report, which will ensure the project is consistent with the General Plan and Noise Ordinance.

Water: The change in land use from LDR to CC would increase water demand for the site by 1.1 acre feet per year (AF/yr). As discussed in the Initial Study, the City’s Environmental Utilities staff determined this to be a de minimis amount of water and concluded there are sufficient water supplies available to allocate the additional water demand. Therefore, the project would not require new or expanded water supply entitlements.

General Plan Amendment, Specific Plan Amendment, and Rezone Conclusion

In conclusion, as discussed above, the proposed GPA, SPA, and Rezone of the property is consistent with the goals and policies of the General Plan, and the proposed land use and zoning designation are appropriate and compatible with the surrounding area.

EVALUATION: DEVELOPMENT AGREEMENT AMENDMENT

Section 19.84.040 of the City of Roseville Zoning Ordinance specifies that recommendations for approval or denial of a Development Agreement (DA), including Amendments, shall include consideration of the following:

1. ***Consistency with the objectives, policies, general land uses and programs specified in the General Plan and the West Roseville Specific Plan;***
2. ***Consistency with the provisions of the City of Roseville Zoning Ordinance;***
3. ***Conformity with the public health, safety and general welfare;***
4. ***The effect on the orderly development of the property or the preservation of property values; and***
5. ***Whether the provisions of the Agreement shall provide sufficient benefit to the City to justify entering into the Agreement.***

Development Agreements (DAs) are binding contracts that set the terms, rules, conditions, regulations, entitlements, responsibilities, and other provisions relating to the development of the covered properties. The project includes a ninth amendment of the Westpark DA, included as Exhibit G. The DA will be amended to reflect the proposed land use change. Items that are not addressed in this amendment are subject to the terms of the original DAs and prior Amendments. City staff has found the proposed DAA to be consistent with the General Plan, WRSP, and the Zoning Ordinance. The DAA is in conformance with the public health, safety, and welfare, and will not adversely affect the orderly development of the property or the preservation of property values. Therefore, the proposed DAA is consistent with items 1-5 above.

EVALUATION: CONDITIONAL USE PERMIT

Section 19.78.060 of the City of Roseville Zoning Ordinance requires that three findings be made in order to approve a CUP. The three findings are listed below in ***italicized, bold print*** and are followed by an evaluation of the proposal in relation to each finding.

1. ***The proposed use or development is consistent with the City of Roseville General Plan and the West Roseville Specific Plan.***

The project site has an existing land use designation of Low Density Residential (LDR) and is located within the WRSP. The applicant is requesting to amend the land use designation to Community Commercial (CC) to facilitate development of the proposed drive-through coffee kiosk. This use falls under the Zoning Ordinance definition of “fast food with drive-through” use. The General Plan relies on the Zoning Ordinance to determine the appropriate location and design of fast food with drive through

facilities on CC land use sites through the Conditional Use Permit process when contiguous to a residential zoned parcel; therefore, the proposed project is consistent with the General Plan. With approval of the proposed land use amendment and rezone, the proposed drive-through coffee shop will be consistent with the General Plan and the WRSP.

2. *The proposed use or development conforms with all applicable standards and requirements of the Zoning Ordinance.*

The project includes a Rezone to change the existing zoning designation of the property from Single-Family Residential/Development Standards (R1/DS) to Community Commercial (CC). Fast food with drive through establishments are principally permitted in the CC zoning district. However, the Zoning Ordinance specifies that a CUP is required for this use when contiguous to a property with a residential zoning designation. The property immediately adjacent to the south of the site is an HDR parcel with a zoning designation of Multi-Family Housing (R3), which is classified as a residential zone; thus, the proposed project requires approval of a CUP. The Zoning Ordinance standards relevant to the project are the requirements for approval of a CUP, as discussed herein, commercial zone general development standards, and requirements for off-street parking.

Section 19.12.030 of the Zoning Ordinance identifies general development standards for commercial zones. These standards include compliance with the City's Community Design Guidelines (CDG) and any applicable Specific Plan. This section also identifies maximum building heights for commercial zones. For the proposed CC zone, the maximum building height is 50 feet. The proposed building has a maximum height of 20'-6", which is below the maximum allowable height. Further discussion on the project's compliance with the CDG and the WRSP is contained in the Design Review Permit evaluation section of this report.

Section 19.26.030 of the Zoning Ordinance regulates parking space requirements by use type. The proposed use is classified as a "fast food with drive through" use, which has a parking requirement of one (1) space per 100 square feet of building area. The proposed building is approximately 910 square feet in size, which amounts to a parking requirement of nine (9) off-street spaces. The project proposes a total of thirteen (13) parking spaces, which exceeds the parking requirement. Therefore, the proposed project is consistent with all applicable standards and requirements of the Zoning Ordinance.

3. *The location, size, design and operating characteristics of the proposed use or development is compatible with and shall not adversely affect or be materially detrimental to the health, safety, or welfare of persons residing or working in the area, or be detrimental or injurious to public or private property or improvements.*

The 910-square-foot building will consist of a single drive-through lane for drive-through orders and a separate walk-up order window. No indoor seating will be provided. The project will include a covered outdoor seating area on the west side of the building that will be approximately 200 square feet in area. The drive-through lane will be screened with a four-foot tall masonry wall. In addition, a six-foot tall masonry wall will be constructed along the southern property line to reduce potential noise impacts and provide screening of the project from the adjacent HDR parcel. Given that the coffee kiosk user is unknown at this time, the proposed operational characteristics and site design are based on the findings and recommendations of the technical studies prepared for the project. These studies include the Environmental Noise Assessment prepared by Bollard Acoustical Consultants and the traffic study prepared by Fehr & Peers. As mentioned, both of these studies are included with the Initial Study prepared for the project (see Attachments 3 and 4 of Exhibit A). Condition #3 of the CUP requires modifications to the operations be approved with a Conditional Use Permit Modification, which will ensure any future user is compatible with and will not adversely affect the surrounding uses.

In regards to noise, the nearest sensitive receptors are the future residents of the undeveloped HDR parcel located immediately south of the site. The nearest existing residents are located approximately 100 feet west of the site, within the residential subdivision across Upland Drive. An existing six-foot tall

masonry sound wall is located along the western side of Upland Drive, behind the landscaping area and sidewalk, for the protection of the residential neighborhood from roadway and other noise.

The noise assessment concluded that noise from drive-through operations (e.g., drive-through menu speaker board and vehicle idling/pass-bys) could potentially exceed the applicable noise level limits when measured at the southern property line adjacent to the HDR site. As such, noise mitigation measures are required in order to comply with the General Plan noise standards, and to ensure impacts are less than significant. The measures consist of limiting the drive-through hours of operation to 7:00 a.m. to 10:00 p.m. Noise from delivery truck loading area activities, delivery truck on-site circulation, and rooftop mechanical equipment is not expected to exceed the noise limits, provided that the requirements identified in WRSP EIR Mitigation Measure 4.5-3 are met (e.g., limiting hours of delivery, orienting rooftop HVAC equipment away from residences). This mitigation measure is included in the Mitigation Monitoring & Reporting Program for the project (see Attachment 1 of Exhibit A). With implementation of the mitigation measures, no impacts to surrounding uses from noise are anticipated. In addition, the conditions of approval for the project require compliance with the mitigation measures and compliance with the City's Noise Regulation standards.

The traffic study evaluated the proposed vehicle access and circulation design. This study was used to determine appropriate driveway spacing, entryway throat depths, drive-through queues, and other elements of access and circulation design for the proposed project. The recommendations made in the traffic study were incorporated into the proposed plans. The project was also reviewed by the City Engineering and City Fire Department staff and was found to comply with refuse service standards and with emergency circulation requirements. The site design provides for appropriate circulation into, out of, and throughout the site. In addition, the drive-through lane provides adequate queuing for vehicles and will not adversely affect the surrounding uses or adjacent roadways. Further discussion on vehicle access and circulation is provided in the Design Review Permit evaluation section of this report.

Based on the proposed operations and with the conditions of approval, staff does not anticipate the use will adversely affect or be materially detrimental to the health, safety, or welfare of persons residing or working in the area, or be detrimental or injurious to public or private property or improvements.

EVALUATION: DESIGN REVIEW PERMIT

Section 19.78.060(B) of the City of Roseville Zoning Ordinance requires four findings of fact be made in order to approve a Design Review Permit. The four findings for approval of the Design Review Permit are listed below and are followed by an evaluation.

- 1. The project as approved preserves and accentuates the natural features of the property, such as open space, topography, trees, wetlands and water courses, provides adequate drainage for the project, and allows beneficial use to be made of the site for development.***
- 2. The project site design as approved provides open space, access, vehicle parking, vehicle, pedestrian and bicycle circulation, pedestrian walks and links to alternative modes of transportation, loading areas, landscaping and irrigation and lighting which results in a safe, efficient, and harmonious development and which is consistent with the applicable goals, policies and objectives set forth in the General Plan, the Community Design Guidelines and the West Roseville Specific Plan.***
- 3. The building design, including the materials, colors, height, bulk, size and relief, and the arrangement of the structures on the site, as approved is harmonious with other development and buildings in the vicinity and which is consistent with the applicable goals, policies and objectives set forth in the General Plan, the Community Design Guidelines and the West Roseville Specific Plan.***
- 4. The design of the public services, as approved, including, but not limited to, trash enclosures and service equipment are located so as not to detract from the appearance of***

the site, and are screened appropriately and effectively using construction materials, colors and landscaping that are harmonious with the site and the building designs.

The evaluation of the Design Review Permit has been based on the applicable development and design standards within the City's Zoning Ordinance, the City's Community Design Guidelines (CDG), and the WRSP. Staff reviewed the proposal for consistency with all applicable standards and found the project to be consistent with the pertinent requirements and guidelines. The following sections of evaluation focus on areas of interest.

Site Planning & Building Siting: The project consists of a 910-square-foot coffee kiosk building with a single drive-through lane. The building will be situated away from the roadways, approximately 70 feet from Pleasant Grove Boulevard and approximately 120 feet from Upland Drive, in order to maximize the stacking distance of the drive-through lane. A walk-up order window will be located along the northern building elevation and an outdoor seating area will be located to the west of the building. The WRSP provides standards and guidelines for streetscapes and project design intent, but defers to the CDG for the evaluation of site planning and building siting. Key guidelines related to site planning and building siting within the CDG include direction to consider the orientation of drive-through lanes and pick-up windows (CC-4). The CDG requires drive-through lanes that are adjacent to the street be screened through the use of low walls and/or landscaping. Consistent with this requirement, the entire length of the drive-through lane will be screened from the adjacent roadways with a four (4)-foot tall masonry wall. A six (6)-foot tall masonry wall will be constructed along the southern property line to provide sound attenuation and further screening of the project from the adjacent HDR parcel.

Vehicle Access & Circulation: The proposed access and circulation was designed based on the recommendations made in the traffic study. Access to the site will be provided by a new 40-foot wide driveway on Pleasant Grove Boulevard that will allow for right-in/right-out turning movements, with two inbound lanes and one outbound lane. A new right-turn deceleration lane will also be provided eastbound on Pleasant Grove Boulevard for vehicles approaching the entrance to the site. The deceleration lane will reduce the likelihood of the drive-through queue impacting traffic on Pleasant Grove Boulevard.

CDG Policy CC-30 requires a minimum of 180 feet of stacking space from the entrance of a drive-through lane to the pick-up window to prevent conflict with other vehicle circulation on the project site. The proposed drive-through lane provides approximately 415 feet of stacking, which is well above the minimum stacking requirement and would accommodate approximately 21 vehicles. City Engineering staff reviewed the vehicle stacking design and determined it to be adequate based on similar drive-through establishments in the City. No impacts from overflow parking or vehicle queuing are anticipated on the adjacent roadways. The project was also reviewed by the City Fire Department staff and was found to comply with emergency circulation requirements.

Parking: Parking for the project is based on the City's Zoning Ordinance parking standard for a fast food with drive through use, which is one (1) space per 100 square feet of building area. The proposed building is 910 square feet; thus, the project is required to provide a total of nine (9) parking spaces. The project proposes a total of thirteen (13) parking spaces, which exceeds the parking requirement. The parking lot is designed with the spaces located in easily accessible areas that would not be impeded by the path of travel from vehicles circulating within the project.

Architecture: The applicant has included conceptual building elevations (see Figure 3 below and Exhibit K). Since the user of the kiosk is unknown at this time, a condition has been added to the Design Review Permit requiring approval of a subsequent Design Review Permit Modification prior to submittal of building permits to revisit the building architecture (Condition #5 of the DRP). This condition also includes a review of the screen wall design along the drive-through lane to ensure it is constructed of materials consistent with the building. The proposed building is rectangular in shape, and is designed with modern elements such as flat roof parapets that vary in height from 16'-6" to 20'-6". The building materials consist of cement plaster painted in a muted green or warm tan color. Cultured stone veneer is used along the base of the building to provide texture to the façade. Additional architectural treatment is provided on the building façade through

the use of windows and steel window awnings. A covered seating area is proposed on the west side of the building.

Figure 3: Conceptual Building Elevations



Trash Enclosures: Current state and local codes updated in 2020 require that restaurants utilize three separate refuse bins for trash, recycling, and organic material. In order to meet the Refuse Division requirements for access to the refuse bins, the enclosures are located near the entrance to the site. The organics enclosure is separate from the trash and recycling enclosure to improve vehicle circulation within the parking area and allow for additional landscape areas around the enclosures.

Landscaping: The property has existing frontage improvements which include 25-foot wide landscape corridors along Pleasant Grove Boulevard and Upland Drive. A majority of the existing landscaping will remain in place; however, some trees will be removed to accommodate the new driveway off of Pleasant Grove Boulevard and the drive-through lane. The project will add new landscaping consisting of a mix of trees, shrubs and groundcover at the driveway entrance, on the project corner, and in the parking lot. Japanese pagoda trees are used in the parking lot area to achieve the City's minimum requirement of 50% shading in parking lots. The project proposes a minimum 5-foot landscape planter along the southern property boundary that will consist of southern live oak and desert willow trees to provide further screening of the drive-through lane from the HDR site. Staff finds the landscape plan meets the intent of the CDG and the WRSP design guidelines, and is also consistent with the City's Water Efficient Landscape Ordinance.

Lighting: A photometric plan was included for the project, which demonstrates consistency with the City's minimum lighting level requirements (0.5 foot-candles in pedestrian areas and 1.0 foot-candles in vehicle areas). The photometric plan is included as Exhibit M. The parking lot lighting will consist of LED pole-mounted lights at an overall height of 24.5 feet. This height complies with CDG Policy CC-90, which requires pole mounted lighting to be no taller than 25 feet. Consistent with CDG Policy CC-86, the lighting sources will have cut off lenses and be located to avoid light spillage and glare on adjacent properties. As such, staff finds the photometric plan is consistent with the CDG.

PUBLIC OUTREACH

The proposed project was distributed to all internal and external agencies and departments who have requested such notice, and all comments or recommended conditions of approval have been incorporated into the project, as appropriate. Early notice of the application was distributed to the Roseville Coalition of Neighborhood Associations (RCONA), and the project was shared at the joint Westpark/Fiddymont Farms Neighborhood Association virtual meeting on January 12, 2021. The neighborhood meeting was attended by approximately 30 people, not including City staff and the

applicant's representatives. Overall, the feedback at the meeting was positive. Questions and comments were focused on the drive-through design, parking lot lighting, and the project's impacts to traffic.

A notice of the public hearing was published in the Roseville Press Tribune on January 29, 2021. A notice of the hearing was also distributed to all property owners within 300 feet of the site, to interested persons who requested such notice, and to the Roseville Coalition of Neighborhood Associations. As of publication of this staff report, staff has received two public comment letters on the project. The letters are included as Attachment 1. The letter from Audrey and Charles Ehrlich is in opposition to the rezone of the site and proposed drive-through use. The letter from Matt Gray is in response to the Initial Study/Mitigated Negative Declaration prepared for the project and is addressed in the Environmental Determination section below.

ENVIRONMENTAL DETERMINATION

As required by the California Environmental Quality Act (CEQA), the City of Roseville, acting as Lead Agency, prepared an Initial Study/Mitigated Negative Declaration to evaluate the environmental effects of the project. The document was released for a 20-day public comment period, which began on January 15, 2021 and ended on February 4, 2021. The document analyzed the potential for environmental impacts due to project implementation and determined that potentially significant impacts related to Biological Resources, Noise, and Tribal Cultural Resources could be reduced to less than significant levels with mitigation. The Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Program are included as Exhibit A.

Staff received one comment letter during the 20-day public comment period (included with Attachment 1). The comment letter was submitted by Matt Gray, a resident who lives on Horton Court (to the west of the project site, across Upland Drive). In summary, Mr. Gray assumes the coffee kiosk will be operated by Dutch Bros. and has concerns with the project's impacts to traffic and noise. As mentioned, the coffee kiosk user is unknown at this time. With regards to traffic and noise, staff believes these concerns have been adequately addressed with the evaluation contained in the Initial Study and in this staff report. The letter also claims the traffic study's assessment of the two Dutch Bros. locations is flawed given it was conducted during the COVID-19 pandemic. The data collection was conducted in February 2020 and in November 2020. The traffic study states adjustments were made to the November 2020 data in order to estimate pre-COVID conditions. This was accomplished by applying the a.m. to p.m. peak hour trip generation factor derived from the November 2020 data to the p.m. peak hour trips derived from the February 2020 trip generation data. City Engineering staff reviewed the traffic study and found the findings to be consistent with what has been observed at other existing coffee kiosks in Roseville.

RECOMMENDATION

The Planning Division recommends the Planning Commission take the following actions:

- A. Adopt the **WRSP PCL W-20 – Coffee Shack Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program**;
- B. Recommend the City Council approve the **GENERAL PLAN AMENDMENT (LAND USE MAP) – 1875 PLEASANT GROVE BOULEVARD – WRSP PCL W-20 – COFFEE SHACK – FILE #PL20-0142**;
- C. Recommend the City Council approve the **SPECIFIC PLAN AMENDMENT (TEXT AND LAND USE MAP) – 1875 PLEASANT GROVE BOULEVARD – WRSP PCL W-20 – COFFEE SHACK – FILE #PL20-0142**;
- D. Recommend the City Council adopt the two (2) findings of fact and approve the **REZONE – 1875 PLEASANT GROVE BOULEVARD – WRSP PCL W-20 – COFFEE SHACK – FILE #PL20-0142**;
- E. Recommend the City Council approve the **DEVELOPMENT AGREEMENT AMENDMENT – 1875 PLEASANT GROVE BOULEVARD – WRSP PCL W-20 – COFFEE SHACK – FILE #PL20-0142**;

- F. Adopt the three (3) findings of fact and approve the **CONDITIONAL USE PERMIT – 1875 PLEASANT GROVE BOULEVARD – WRSP PCL W-20 – COFFEE SHACK – FILE #PL20-0142** subject to six (6) conditions of approval; and
- G. Adopt the four (4) findings of fact and approve the **DESIGN REVIEW PERMIT – 1875 PLEASANT GROVE BOULEVARD – WRSP PCL W-20 – COFFEE SHACK – FILE #PL20-0142** subject to seventy-four (74) conditions of approval.

CONDITIONS OF APPROVAL FOR THE CONDITIONAL USE PERMIT – FILE #PL20-0142

1. The Conditional Use Permit shall not be deemed approved until the actions on the General Plan Amendment, Specific Plan Amendment, Rezone, and Development Agreement Amendment are approved and become effective. (Planning)
2. This Conditional Use Permit approval shall be effectuated within a period of two (2) years from **February 11, 2021** and if not effectuated shall expire on **February 11, 2023**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **February 11, 2024**. (Planning)
3. The project is approved as identified and shown in Exhibits B—O, and as conditioned or modified below. Any modifications to the operations shall require approval of a Conditional Use Permit Modification. (Planning)
4. The project shall comply with all required environmental mitigation identified in the WRSP PCL W-20 Coffee Shack Initial Study/Mitigated Negative Declaration (included as Exhibit A), and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)
5. Hours of operation shall be limited to 7:00 a.m. to 10:00 p.m. to comply with the noise study recommendations. (Planning)
6. Operations shall be consistent with the City's Noise Regulation standards (Roseville Municipal Code Chapter 9.24). (Planning)

CONDITIONS OF APPROVAL FOR THE DESIGN REVIEW PERMIT – FILE #PL20-0142

1. The Design Review Permit shall not be deemed approved until the actions on the General Plan Amendment, Specific Plan Amendment, Rezone, and Development Agreement Amendment are approved and become effective. (Planning)
2. This Design Review Permit approval shall be effectuated within a period of two (2) years from **February 11, 2021** and if not effectuated shall expire on **February 11, 2023**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **February 11, 2024**. (Planning)
3. The project is approved as shown in Exhibits B—O, and as conditioned or modified below. (Planning)
4. The project shall comply with all required environmental mitigation identified in the WRSP PCL W-20 Coffee Shack Initial Study/Mitigated Negative Declaration (included as Exhibit A), and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)
5. A Design Review Permit Modification shall be required prior to submittal of building permits to review the building architecture and design, and to review the design of the screen wall along the drive-through lane (Planning)

6. The project shall be addressed as 1875 Pleasant Grove Bl. All projects with multi-tenants or buildings must submit a site plan with building footprint(s) to the Development Services Department (Business Services – Addressing) for building/suite addressing. (Business Services)
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. Project billing may occur up to two (2) months after the end of warranty or the Notice of Termination date for the SWPPP, whichever occurs later. (Engineering, Environmental Utilities, Electric, Finance)
8. The design and construction of all improvements shall conform to the Design and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
9. The applicant shall not commence with any on-site improvements or improvements within the right-of-way until such time as grading and/or improvement plans have been submitted for review and are approved with grading and/or encroachment permits issued by the Department of Development Services – Engineering Division. (Engineering)
10. 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. The Developer shall submit civil drawings to the Department of Development Services – Engineering Division for review and approval. (Engineering)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

11. Parking lot design shall conform to the City's design standards, including the following minimum standards for parking stalls:
 - a. All parking stalls shall be double-striped. Parking stalls adjacent to sidewalks, landscaped areas or light fixtures, and all Accessible stalls shall abut a 6-inch raised curb or concrete bumper. (Planning)
 - b. Standard – 9 feet x 18 feet; Compact – 9 feet x 16 feet; Accessible – 14 feet x 18 feet (a 9-foot-wide parking area plus a 5-foot-wide loading area) and a minimum of one (1) parking space shall be Accessible van accessible – 17 feet x 18 feet (9-foot-wide parking area plus an 8-foot-wide loading area). (Planning)
 - c. An 'exterior routes of travel' site accessibility plan incorporating slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signage, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to City for review, prior to building plan check approvals. This site accessibility plan shall also include:
 - i. Accessible parking stalls shall be dispersed and located closest to accessible entrances. The total number of accessible parking spaces shall be established by Table 11B-208.2 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 11B-206 and 11B-208. (Building)
12. Signs and/or striping shall be provided on-site as required by the Planning Department to control on-site traffic movements. Parking lot striping and signage shall be maintained in a visible and legible manner. (Planning)

13. The plans submitted to the Building Division for permits shall indicate all approved revisions/alterations as approved by the Commission including all conditions of approval. (Planning)
14. The project Landscape Plans shall comply with the following:
 - a. The Landscape Plan shall indicate the location of, and be designed to avoid conflicts with, all pole-mounted light fixtures and utility equipment including (but not limited to) electric transformers, switchgear, and overhead lines; backflow preventers; fire department connections; and public water, sewer, and storm drain facilities. (Planning, Fire, Environmental Utilities, Electric, Engineering)
 - b. The tree plantings in the parking lot shall be designed to provide a minimum of 50% shade coverage after 15 years. (Planning)
 - c. At a minimum, landscaped areas not covered with live material shall be covered with a rock, (3") bark (no shredded bark) or (3") mulch covering. (Planning)
 - d. The landscape plan shall comply with the Landscape Guidelines for West Roseville Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning, Environmental Utilities)
 - e. All landscaping in areas containing electrical service equipment shall conform to the Electric Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Departments "Specification for Commercial Construction." (Electric)
 - f. Slopes within landscape planters shall be no more than 3:1. A two-foot flat bench located at back-of-walk shall be included in the landscape area to slow or allow absorption of nuisance run-off from the planters. (Parks, Recreation, and Libraries)
 - g. All landscaping shall conform to the standards of crime prevention through environmental design with the intent to create natural surveillance, controlling access, and territorial reinforcement to property boundaries. (Police)
15. Any roof-mounted equipment and satellite dishes proposed shall be shown on the building plans. The equipment shall be fully screened from public streets and the surrounding properties. (Planning)
16. A separate Architectural 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)
17. For Multiple Building Complexes: As part of the required Architectural 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)
18. Building permit plans shall comply with all applicable code requirements (California Building Code – CBC – based on the International Building Code, California Green Building Standards Code–CGBSC, California Mechanical Code – CMC – based on the Uniform Mechanical Code, California Plumbing Code – CPC – based on the Uniform Plumbing Code, California Fire Code – CFC – based on the International Fire Code – with City of Roseville Amendments – RFC, California Electrical Code – CEC – based on the National Electrical Code, and California Energy Standards – CEC T-24 Part 6), California Title 24 and the American with Disabilities Act - ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Division for applicable Code editions). (Building)

19. For restaurants and other food services: The developer shall obtain all required approvals and permits from the Placer County Health Department and the City of Roseville Industrial Waste Division. (Building, Environmental Utilities)
20. 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)
21. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Public Works prior to approval of any plans. (Engineering)
22. The Improvement Plans shall include a complete set of Landscape Plans. The Landscape Plans shall be approved with the Improvement Plans. (Planning, Engineering, Fire, Environmental Utilities, Electric)
23. A note shall be added to the grading plans that states:

*“Prior to the commencement of grading operations, the contractor shall identify the site where the **excess/borrow** earthen material shall be imported/deposited. If the **borrow/deposit** site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified.”* (Engineering)
24. The applicant shall dedicate all necessary rights-of-way or Public Utility Easement for the widening of any streets or transfer of public utilities across and over any portion of the property as required with this entitlement. A separate document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorder’s Office. (Engineering)
25. Bike parking and clean air vehicle spaces shall be provided per the California Green Building Standards. Bike rack/locker design and location shall be approved by Alternative Transportation. Clean air parking stall markings are to be marked as “CLEAN AIR/CARPOOL/EV”. Do not use “Vanpool”. (Alternative Transportation, Building).
26. All storm drainage, including roof drains, shall be collected on site and treated with Best Management Practices (BMP’s) per the City’s Stormwater Quality Design Manual. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. Drain outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. The grading/improvement plans for the site shall be accompanied with a shed map that defines that area tributary to this site and all drainage facilities shall be designed to accommodate the tributary flow. The storm drain system and proposed BMP’s shall be privately owned and maintained by the property owner. Prior to the issuance of any permits, the owner shall provide a plan for the maintenance of the proposed BMP’s. (Engineering)
27. Prior to the approval of the Improvement Plans, the project proponent shall provide proof of preparation and submittal of a Storm Water Pollution Prevention Plan (SWPPP) to the Regional Water Quality Control Board (RWQCB). Proof shall be in the form of the Waste Discharge Identification Number (WDID#), provided to the applicant from RWQCB, placed on the coversheet of the improvement plans. Upon approval of the improvement plans, a copy of the SWPPP shall be required onsite and available for viewing by City inspection staff upon request. (Engineering)
28. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)

29. 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)
30. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
31. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During plan check of the improvement plans and/or during inspection, Public Works will designate the exact areas to be reconstructed. Any existing public facilities damaged during the course of construction shall be repaired by the property owner and at the property owner's expense, to the satisfaction of the City. (Engineering)
32. Prior to the approval of the improvement plans, it will be the project proponent's responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
33. Prior to the issuance of building permits, the property owner shall pay into the following fee programs: Citywide Drainage Fee, Citywide Traffic Mitigation Fee (TMF), Highway 65 Joint Partners Association (JPA), South Placer Regional Transportation Authority (SPRTA), and City/County Fee. (Engineering)
34. Prior to issuance of a building permit, the property owner shall pay the WRSP Transit Shuttle Service Fee per the Development Agreement Section 3.15.14. (Alternative Transportation).
35. 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)
36. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
37. Water and sewer infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards and shall include:
 - a. Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12 feet unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.
 - b. Water, sewer and recycled mains shall not exceed a depth of 12 feet below finished grade, unless authorized in these conditions of approval.
 - c. All sewer manholes shall have all-weather, 10-ton vehicle access unless otherwise authorized by these conditions of approval. (Environmental Utilities)
38. Recycled water infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. The applicant shall pay

all applicable recycled water fees. Easements shall be provided as necessary for recycled water infrastructure. (Environmental Utilities)

39. Trash enclosures, recycling areas, and enclosure approaches shall be designed to current Refuse Division specifications, the materials and colors shall match the building, and the location of such facilities shall be reviewed and approved by the Refuse Division, Planning and the Fire Department. The enclosure must have inside dimensions of 12 feet wide and 9 feet deep and be built to the specifications of the Solid Waste Department's Enclosure Description. (Refuse, Planning, Fire)
40. Access to trash enclosures shall have an inside turning radius of 25 feet and an outside turning radius of 45 feet must be maintained to allow the refuse truck access to and from the enclosure. Enclosures must have a clear approach of 65 feet in front of the enclosure to allow servicing bins. (Refuse)
41. A trash enclosure and recycling enclosure is required for each building and each tenant, otherwise, the building owner is responsible for the trash service. (Refuse)
42. The design and installation of all fire protection equipment shall conform to the California Fire Code and the amendments adopted by the City of Roseville, along with all standards and policies implemented by the Roseville Fire Department. (Fire)
43. The applicable codes and standards adopted by the City shall be enforced at the time construction plans have been submitted to the City for permitting. (Fire)
44. 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
45. All on-site external lighting shall be installed and directed to have no off-site glare. Lighting within the parking areas and pedestrian walkways shall provide a maintained minimum of one (1) foot-candle, and 0.5 foot-candle of light, respectively. All exterior light fixtures shall be vandal resistant. (Planning, Police)
46. The parking lot shall have properly posted signs that state the use of the parking area is for the exclusive use of employees and customers of this project. (See California Vehicle Code Sections 22507.8, 22511.5, 22511.8, 22658(a), and the City of Roseville Municipal Code Section 11.20.110). The location of the signs shall be shown on the approved site plan. (Planning, Police)
47. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

DURING CONSTRUCTION & PRIOR TO ISSUANCE OF OCCUPANCY PERMITS:

48. Any backflow preventers visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventers 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 preventer 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 preventer shall be covered with a green cover that will provide insulation. (Planning, Environmental Utilities)
49. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:
- a. A 12.5-foot-wide public utilities easement along all road frontages.
 - b. Water, sewer, and reclaimed water easements.
 - c. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
50. Easement widths shall comply with the City's Improvement Standards and Construction Standards. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed land Surveyor. All existing public utility, electric, water, sewer and reclaimed water easements shall be maintained unless otherwise authorized by these conditions of approval. (Public Works, Environmental Utilities, Electric)
51. 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 preventer.
 - b. The property owner/applicant shall be responsible for that portion of the water supply system from the backflow preventer to the building. The builder/contractor shall engage a qualified inspector to approve the installation of this portion of the water supply. The Building Division will require from the builder/contractor, a written document certifying that this portion of the potable water supply has been installed per improvement plans and in accordance with the Uniform Plumbing Code. This certificate of compliance shall be submitted to the Building Division before a temporary occupancy or a building final is approved.
 - c. The building inspectors will exclusively inspect all potable water supply systems for the building from the shutoff valve at the building and downstream within the building. (Building, Environmental Utilities)
52. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)
53. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Engineering)
54. Water, sewer and reclaimed water shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)
55. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
56. **Restaurants or other Food Service Establishment (FSE).** The applicant shall design for installation and/or install an exterior grease interceptor if the proposed business could potentially discharge substances containing fats, oils and grease (FOG) into the sewer system. The grease

interceptor shall be adequate to separate and remove FOG contained in the wastewater from FSE's prior to discharge to the public sewer. (Environmental Utilities)

57. In the event an exterior grease interceptor cannot be installed due to space limitation, the developer shall install a grease trap, per City Standards, that will mechanically separate the FOG contained in the wastewater from the FSE prior to discharge to the public sewer. (Environmental Utilities)
58. Pursuant to the Municipal Code, the applicant shall apply for and obtain a FOG waste discharge permit (FOG WDP) from the Environmental Utilities Industrial Waste Division prior to occupancy or prior to discharging waste to the public sewer. The applicant shall submit information required by the Environmental Utilities Department for evaluation, including but not limited to: site plans, floor plans, mechanical and plumbing plans, and details to show all sewers, FOG control device, grease interceptor or other pretreatment equipment and appurtenances by size, location and elevation. Additional information related to the applicant's business operations and potential discharge may be requested to properly evaluate the FOG WDP application. (Environmental Utilities)
59. The City of Roseville Electric Department has electrical construction charges which are to be paid by the developer and which are explained in the City of Roseville "Specification for Commercial Construction." These charges will be determined upon completion of the final electrical design. (Electric)
60. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
61. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)
62. 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. (Electric)
63. One ¾-inch conduit with a 2-pair phone line shall be installed from the building's telephone service panel to the meter section of the customer's electrical switchgear or panel. (Electric)
64. It is the responsibility of the developer to ensure that all existing electric facilities remain free and clear of any obstruction during construction and when the project is complete. (Electric)

OTHER CONDITIONS OF APPROVAL:

65. Signs shown on the elevations are not approved as part of the Design Review Permit. A Sign Permit is required for all project signs. (Planning)
66. Following the installation of the landscaping, all landscape material shall be maintained in a healthy and weed-free condition; dead plant material shall be replaced immediately. All trees shall be maintained and pruned in accordance with the accepted practices of the International Society of Arboriculture (ISA). (Planning)

67. The City reserves the right to restrict vehicle turning movements within the public right-of-way in the future if deemed necessary by the City Engineer. (Engineering)
68. The required width of fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Minimum required widths and vertical clearances established by the Fire Code shall be maintained at all times during construction. Closure of accesses for fire apparatus by gates, barricades and other devices shall be prohibited unless approved by the Fire Chief. (Fire)
69. Temporary aboveground storage tanks may be used at construction sites for diesel fuel only and shall not exceed 1,000 gallon capacity. Tanks shall comply with all provisions found within the Fire Code. A Fire Department Permit shall be obtained prior to tank installation. The permit shall expire after 90 days from the date of issuance, unless extended by the Fire Chief. (Fire)
70. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor or person responsible for the building permit must notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. (Fire)
71. The location and design of the gas service shall be determined by PG&E. The design of the gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)
72. 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 that all construction equipment shall be fitted with factory installed muffling devices and be maintained in good working order. (Building)
73. 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 Division Field Inspector at the time of or prior to the foundation inspection. (Building)
74. Prior to Certificate of Occupancy, the applicant may apply for a Temporary Certificate of Occupancy (TCO) of the building. If a TCO 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 Certificate of Occupancy. (Building)

ATTACHMENTS

1. Public Comments

EXHIBITS

- A. Initial Study/Mitigated Negative Declaration
- B. GPA Exhibit
- C. SPA Exhibit
- D. Rezone Exhibit
- E. General Plan Land Use Map Amendment
- F. WRSP Change Pages
- G. Ninth Amendment of the Westpark DA
- H. Site Plan
- I. Preliminary Grading Plan
- J. Preliminary Utility Plan

- K. Conceptual Elevations and Details
- L. Preliminary Landscape Plan
- M. Photometric Plan
- N. Water Quality Plan
- O. Offsite Sewer Exhibit

Note to Applicant and/or Developer: Please contact Planning Division 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 Manager at, or prior to, the public hearing.