

**ITEM 6.1: Major Project Permit Stage 1 Modification and Stage 2 – 1911 Freedom Wy. – NCRSP
PCL 49 – Dutch Bros Freedom Point – PL23-0056**

REQUEST

The applicant requests a Major Project Permit (MPP) Stage 1 Modification to replace the 12,000 SF Medical Office (Pad S) with a 950 sf Dutch Bros coffee kiosk with a drive-through and reduce 12,000 sf Medical Office (Pad T) to 8,000 sf. A MPP Stage 2 is requested to review the architecture for the Dutch Bros coffee kiosk with drive-through. A Tentative Parcel Map is also requested to subdivide Lot 9/Parcel 3 into two parcels.

Applicant – Kris Steward, Plan Steward, Inc.

Owner – John Stewart, 1911 Freedom LLC

SUMMARY RECOMMENDATION

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

1. Consider the Addendum to the NCRSP PCL 49 Bayside Church/Topgolf Mitigated Negative Declaration;
2. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 1 Modification subject to five (5) conditions of approval.
3. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 2 subject to seventy (70) conditions of approval.
4. Adopt the three (3) findings of fact and approve the Tentative Parcel Map subject to fifty (50) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

There are no outstanding issues associated with this request. The applicant has reviewed and is in agreement with the recommended conditions of approval. The Public Outreach section at the end of this report describes the nature of the public outreach for the project.

BACKGROUND

The proposed project is located on Lot 9 Parcel 3 of the Parcel 49/Freedom Point project, on approximately 4.17 acres in the North Central Roseville Specific Plan area. The site is located north of the Highland Reserve Parcel 17A low-density residential subdivision, south of the Freedom Point commercial center, west of Living Spaces and east of Washington Bl. with the Federal Bureau of Investigation (FBI) Administration building (Figure 1). The site is currently partially developed with a park and ride lot, which will remain with the proposed project. Existing overhead power lines traverse the southern half of the site.

Figure 1. Project Site



North Central Roseville Specific Plan (NCRSP) Parcel 49 History

As is typical for major commercial parcels, North Central Roseville Specific Plan (NCRSP) Parcel 49 has had several different projects approved for the site. Since 2000, NCRSP Parcel 49 has been approved for office, commercial retail, community assembly, and other uses. Site development plans and modifications have been approved for the NCRSP Parcel 49 site through the Major Project Permit (MPP) process, which allows phased development of the project area. Prior approvals include the MPP Stage 1, MPP Stage 2, Conditional Use Permit, and Tentative Subdivision Map for the Bayside Church/Topgolf project (File # PL14-0252) in 2015; a MPP Stage 1 Modification and MPP Stage 2 for Phase 2A (File # PL16-0168), which included the two hotels on site, in 2016; and a MPP Stage 1 Modification and MPP Stage 2 for Phase 2B (File # PL17-0055), which evaluated restaurant and retail uses on Parcels 1, 2, and 5 within the Freedom Point portion of the NCRSP Parcel 49 site in 2017. Each of these applications reallocated the allowable square footage and uses identified in the original MPP Stage 1 development plan. In June 2019, the approval of a Specific Plan Amendment, Ordinance Amendment, MPP Stage 1 Modification, and MPP Stage 2 for the Living Spaces furniture store (File # PL18-0388) resulted in the following use and square footage allocations for the NCRSP Parcel 49 project site:

- 148,790 square feet of hotel (211 rooms, Phase 2A);
- 46,175 square feet of restaurant use;
- 159,075 square feet of retail use;
- 24,000 square feet of office;
- Eliminated the limitation on office and retail uses within Parcel 49;
- Eliminated the community assembly use (reduction of 130,000 square feet); and
- 64,232 square feet of indoor/outdoor recreation (Topgolf)

On November 14, 2019 the Planning Commission approved a MPP Stage 1 Modification and MPP Stage 2 for Building B, located on Parcel 1 within the Freedom Point portion of the NCRSP Parcel 49 site (File

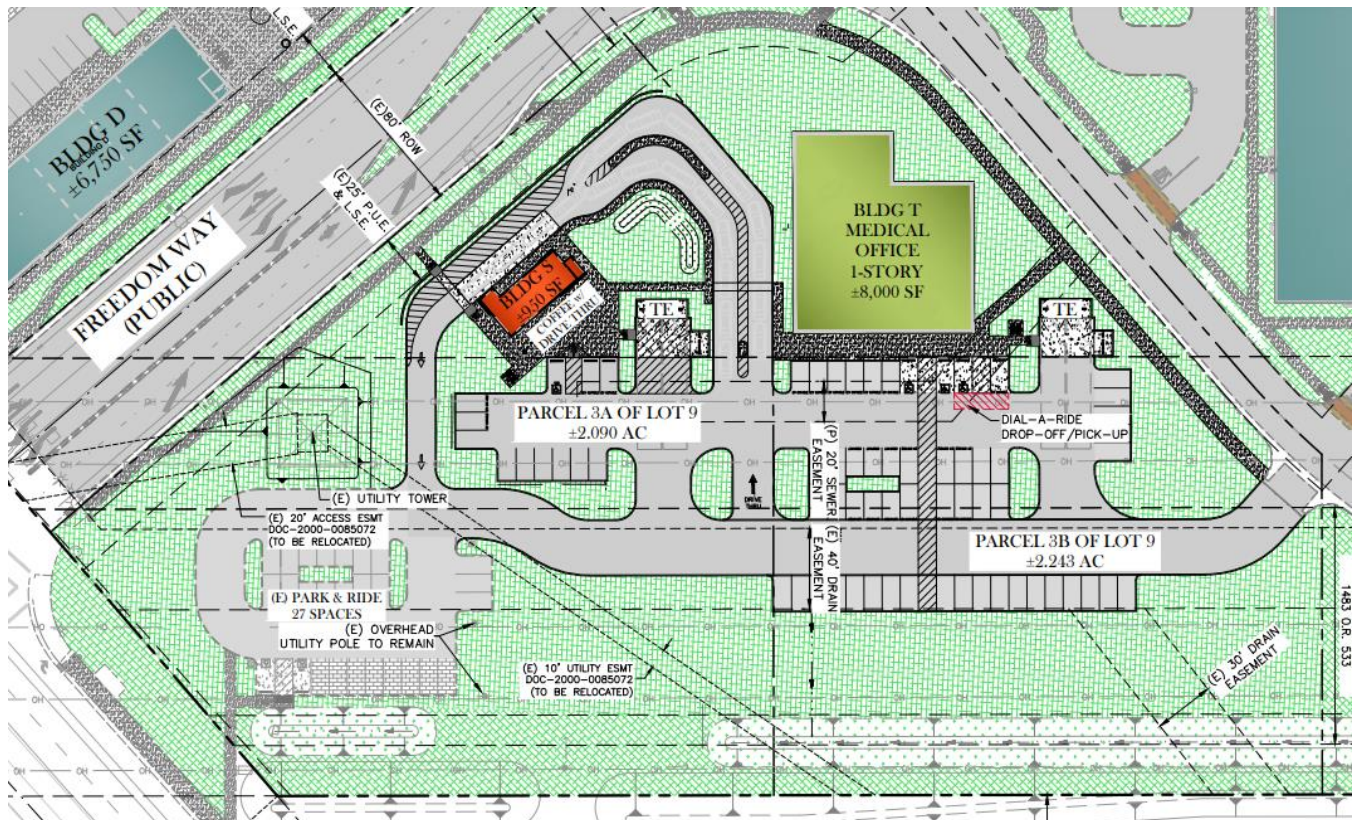
#PL19-260). Currently on the NCRSP Parcel 49 site, Topgolf (Phase 1), the two hotels (Phase 2A), and Phase 2B pad buildings, and the Living Spaces project have been completed.

Several modifications to the Major Project Permit have occurred since the original approvals in 2015. Most recently, on July 13, 2023, the Planning Commission approved a Major Project Permit (MPP) Stage 1 Modification to change the approved site development plan for Lot 7 Parcel 3 within the North Central Roseville Specific Plan (NCRSP) Parcel 49 site and a MPP Stage 2 to evaluate architecture and design for Alpine Climbing Adventure Fitness, an approximately 30,872-square-foot, 60.5-foot-tall indoor climbing gym and fitness center.

Proposed Project

The proposed project includes a Major Project Permit (MPP) Stage 1 Modification to replace the 12,000 SF Medical Office (Pad S) with a 950 sf Dutch Bros coffee kiosk with a drive-through and reduce the 12,000 sf Medical Office (Pad T) to 8,000 sf. A MPP Stage 2 is requested to review the architecture for the Dutch Bros coffee kiosk with drive-through. A Tentative Parcel Map is also requested to subdivide Lot 9 Parcel 3 into two parcels. The overall building square footage of the Parcel 49 project would decrease by approximately 15,050 sf.

Figure 2. Site Plan



EVALUATION – MAJOR PROJECT PERMIT

The proposed project is being evaluated through the Major Project Permit (MPP) entitlement process. The intent of the MPP process is to streamline the review of large and diverse projects that could be constructed over a period of several years. The MPP process allows for the resolution of site issues prior to the review of more detailed architectural and landscape issues that may not be finalized at the time the site plan is ready. In accordance with the City’s MPP Ordinance, the MPP review process is segregated into three separate stages. The evaluation section of this report includes an analysis of the

requested MPP Stage 1 Modification and MPP Stage 2. Each entitlement is analyzed for its consistency with the goals and policies of the applicable regulations, including the General Plan, the Zoning Ordinance, the Community Design Guidelines (CDG), and the NCRSP. The findings for a MPP Stage 1 (or modification of same) are included below in ***italicized, bold*** text.

- 1. The Preliminary Development Plan is consistent with the General Plan, applicable Specific Plan, and adopted City Design Guidelines; and***
- 2. The design and installation of the Preliminary Development Plan shall not be detrimental to the public health and safety, or be materially detrimental to the public welfare.***

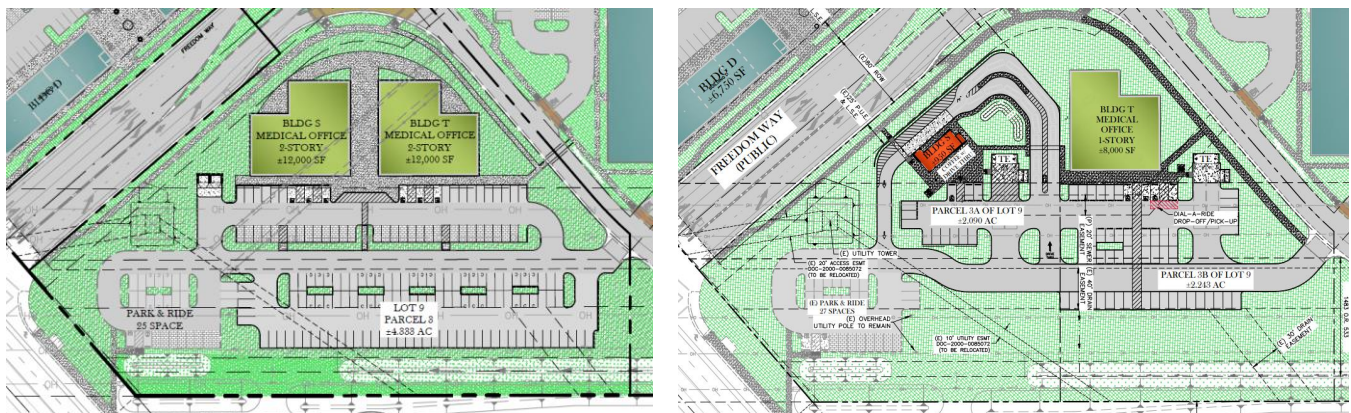
The findings for the MPP Stage 2 are as follows:

- 1. The architecture and landscaping is consistent with the General Plan, applicable Specific Plan, and adopted City Design Guidelines; and Phase 1 approval; and***
- 2. The design and installation of the Preliminary Development Plan shall not be detrimental to the public health and safety, or be materially detrimental to the public welfare.***

These findings are essentially the same, with the MPP Stage 1 Modification findings referring to the preliminary development plan, and the MPP Stage 2 findings referring to the architecture and landscaping, as well as consistency with the Stage 1 project. Therefore, for the purposes of this evaluation, the evaluations for both stages are examined together.

Building Siting and Orientation: Consistent with the approved site plan for Buildings S and T within the Parcel 49 development, the two buildings are located in the northern portion of the site, with parking located in the southern portion within the overhead powerline easement (Figure 3). The proposed 950 sf Dutch Bros building is much smaller than the previously approved 12,000 sf medical office building. However, the need for a drive through creates a development area for the Dutch Bros of comparable size to the medical building. The park and ride lot, which is already constructed in the southwest portion of the site, will remain in the same location. The applicant also proposes to reduce the size of the remaining medical office Building T from 12,000 to 8,000 sf, with the orientation remaining the same. The approved and proposed site plans are included for reference in Figure 3.

Figure 3. Site Plan Approved (Left) and Proposed (Right)



Architecture: The applicant included conceptual building elevations for the Dutch Bros coffee kiosk (see Figure 4 below). The proposed building is generally rectangular in shape with a protrusion on the western corner for the drive-through pick-up window. The elevations are designed with modern elements such as flat roof parapets that vary in height from 20' to 24'. A 13'-tall canopy surrounds a majority of the building to provide shelter for walk-up and drive-through customers. The building materials consist of architectural

panels in two textures that mimic vintage wood and stucco. The canopy is metal and will be painted in a complementary tan to the wood panel. Consistent with CDG CC-40, a stone veneer is proposed on the canopy columns and base of the building to complement the stacked stone elements on the buildings within the Freedom Point development across Freedom Wy. The tan colors on the majority of the building are complementary to the rest of the commercial center as well. The blue accent color allows for brand identity for Dutch Bros but is also complementary to blue accent walls found on the elevations of adjacent buildings within the center. Overall, the design is consistent with the Parcel 49 site and the City Community Design Guidelines.

Figure 4. Rendering of North and West Elevations from Freedom Wy.



Access and Circulation: The ingress and egress to Lot 9 Parcel 3 remains in the same location with one driveway entrance on the eastern portion of the site and a central drive aisle crossing the parcel from east to west providing access to the medical office building, drive-through coffee kiosk, and park and ride lot. City Engineering staff have reviewed the proposal and found it conforms to City design standards. A short-term traffic study was also completed by Kimley Horn (Attachment 1). The study evaluated the effect of the project on nearby intersections, available stacking for the drive through, and circulation throughout the site. The study concluded that all intersections and roundabouts as they exist are able to accommodate any new trips created by the project. The report uses observed queuing data from another Dutch Bros location on Sunrise Ave. to evaluate whether the drive-through contains enough storage for the expected number of vehicles. The other Dutch Bros location had a maximum observed queue of 19 vehicles, which is less than the 23 vehicles that can be accommodated within the proposed project drive-through. The report also notes that if the drive-through stacking were to be exceeded, the design of the site allows for additional queuing vehicles outside the drive-through without impacting the adjacent medical office parking area. Therefore, the project has adequate vehicle access, meets design standards, and will not be detrimental to public health and safety.

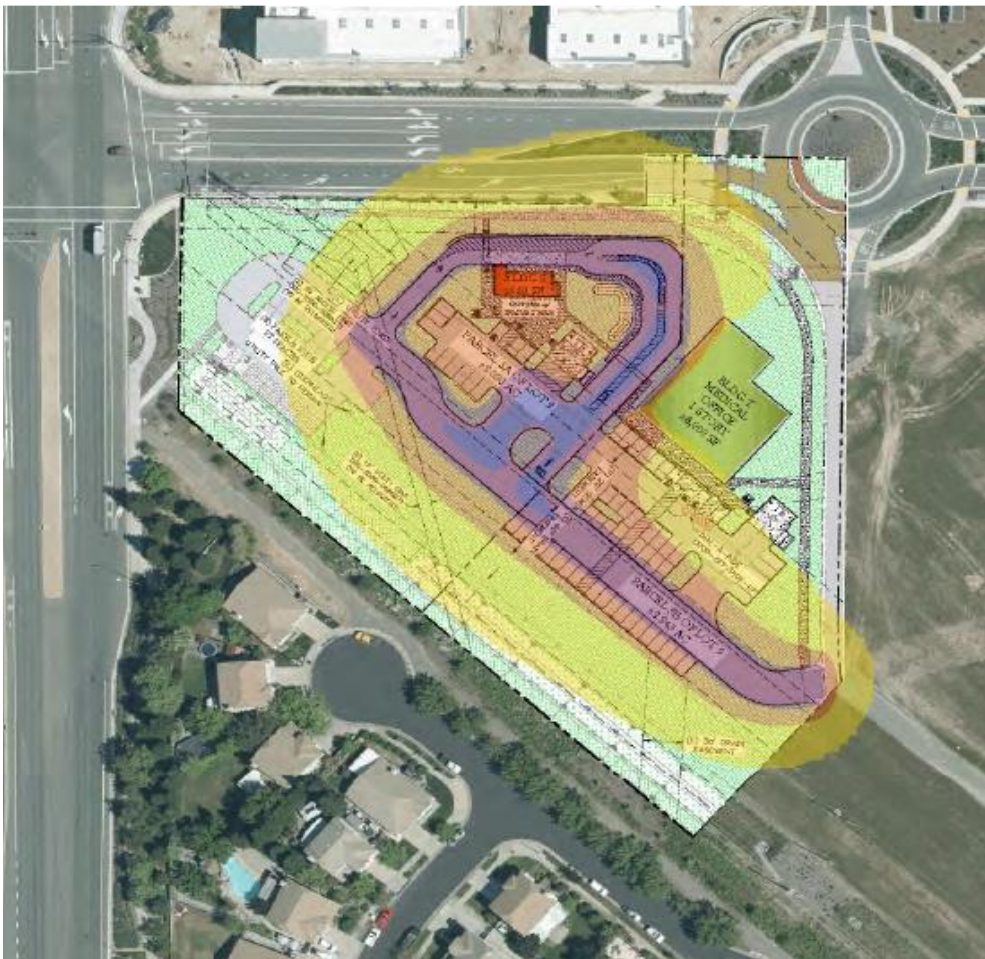
Operations and Noise: The proposed project will create a coffee kiosk with drive-through use. A noise study was prepared (Attachment 2) to analyze any potential noise impacts created by the drive-through use on the surrounding area and sensitive receptors. The closest sensitive receptors to the coffee kiosk are the single-family residences to the south of the project on Farridge Ct. In particular, the residence at

37 Farridge Ct., which is located approximately 250 feet from the proposed drive-through, is the closest to the project. There is a 6' masonry wall located on the side property line of 37 Farridge Ct. The primary noise source from the proposed project would be generated by vehicle idling, general parking lot circulation and deliveries. The noise study prepared for the project, measured the surrounding ambient conditions and found the existing sound levels currently exceed the City's adopted standards. As a result, the consultant adjusted the noise standards to the ambient conditions plus 3dB as allowed by the City's Noise Ordinance.

The City's noise standards are 50 dB Leq in the daytime, 45 dB Leq for the nighttime, 70 dB for daytime maximum noise, and 65 dB for nighttime maximum noise. The noise study measured the surrounding ambient conditions and found the existing noise levels currently exceed the City's adopted standards, except for the nighttime maximum. The City's Noise Ordinance states that where existing volumes exceed standards, the ambient noise level should not be increased by more than 3 dBA.

The project is predicted to expose nearby residences to noise levels up to 49 dBA, Leq during both daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) hours, which is less than the existing ambient noise. The project will not increase ambient noise by more than 3 dB, and as a result, no adverse noise impacts are predicted for the proposed drive-through usage at the nearest residences during either daytime or nighttime hours. The uses will be required to comply with Noise Ordinance regulations. Figure 5 below depicts the noise contours that would be generated by the project. As you can see from the figure, noise levels at the residential properties are below established standards.

Figure 5. Stationary Noise Contours



Section 19.82.030.B.1.k of the Zoning Ordinance states that all Major Project Permit Stage 1 evaluations should include, “A plan, including any operational programs, to ensure compatibility between proposed development and adjacent land uses.” The applicant included an operations plan for the proposed Dutch Bros coffee kiosk (Exhibit C). Included in the operations are the hours of operation, which state the business will be open from 5 am to 11 pm daily. These hours are consistent with similar drive-through uses throughout the City.

Parking: The approved MPP for the entire parcel 49 site results in a total parking requirement of 1,805 spaces and the approved site plan includes 1,870 spaces, which is 65 spaces more than the minimum required. This additional parking is not evenly distributed over Parcel 49. Some lots within the overall site have fewer spaces than needed, while others have excess spaces. However, parking on the entirety of Parcel 49 is shared, and pursuant to conditions of approval, a reciprocal access and parking agreement is recorded over the site. This allows compliance with the City’s minimum parking standards to be assessed for the site as a whole, rather than on a lot-by-lot basis.

The applicant proposes to modify just the parking stalls on Lot 9 Parcel 3 and proposes to provide adequate parking for the proposed uses, therefore the remainder of the Parcel 49 site will also retain adequate parking availability. The change in building size and uses from two 12,000 sf medical office buildings to one 8,000 sf medical office building and one 950 sf coffee kiosk creates a difference in required parking as shown in Table 1. The parking provided on Lot 9 Parcel 3 will be reduced from 160 to 66 spaces. Despite, the reduction of almost 100 spaces, the change in proposed uses creates a surplus of 3 spaces whereas the approved site plan had no surplus parking on Lot 9 Parcel 3. The parking provided is therefore sufficient for the proposed uses.

Table 1. Lot 9 Parcel 3 Parking Comparison

	Lot 9 Parcel 3A Parking Required	Lot 9 Parcel 3B Parking Required	Lot 9 Parcel 3A and 3B Parking Provided	Parking Surplus
Approved	12,000 sf Medical Office (1/150) = 80 spaces required	12,000 sf Medical Office (1/150) = 80 spaces required	160 spaces	0
Proposed	950 sf Coffee Kiosk (1/100) = 10 spaces required	8,000 sf Medical Office (1/150) = 53	66 spaces	3 spaces

Landscaping: The project includes landscaping around the perimeter of the parcel, within the parking area, and around the proposed facility. The project includes a variety of tree species, such as Red Maple, Chinese Pistache, Eastern Redbud, and other species to create a diverse and visually interesting landscape which will complement the existing plant palate within Parcel 49. Because the majority of the parking areas are located within the powerline easement, the applicant is not able to provide shade trees that meet the required 50% coverage after 15 years. However, the Parcel 49 project as a whole provides 54% coverage, which exceeds the minimum standard. The Community Design Guidelines also require that “If drive-thru lanes must be adjacent to the street, they shall be screened through the use of low walls and/or landscaping.” There is an area adjacent to the drive-through, which contains existing above-ground utility boxes. Planting in this area will be limited. However, the applicant proposes a 3-foot tall wall as a buffer between the drive-through and Freedom Wy. The wall will be clad in stacked stone consistent with the Dutch Bros building, as well as the buildings across Freedom Wy. Additionally, there are existing trees and shrubs along Freedom Wy. that will provide visual buffering.

Large trees are not permitted in the southern portion of the site within the overhead powerline corridor. The applicant proposes to plant this area with Flannel Bushes (*Fremontodendron californicum*), which will spread to 12’ wide to create a visual buffer for residents to the south, while maintaining a relatively

low 15' height to allow clearance for the power lines. Overall, the landscape design is consistent with the landscape palate used throughout the NCRSP Parcel 49 site and the Community Design Guidelines.

Development Plan Modification: The project proposal includes a request to modify the approved development and phasing plan for Parcel 49. The update includes building the coffee kiosk within Phase 3D and moving the Building T medical office to the new Phase 3E. The overall square footage of the Parcel 49 project site is proposed to decrease from 508,761 sf to 493,711 sf, which is a total decrease of 15,050 sf of developed building on-site.

EVALUATION – TENTATIVE PARCEL MAP

Section 18.06.180 of the City of Roseville Subdivision Ordinance requires that three findings be made prior to the approval of a Tentative Parcel Map. The required findings are listed below in ***italicized bold print*** and are followed by an evaluation.

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

The Subdivision Map Act and Subdivision Ordinance do not contain any maximum or minimum lot sizes. The site has already been mass graded and all of the surrounding roadways have been constructed pursuant to previous land use approvals in the area. The design, character, location, orientation, and configuration of the lots conform to all requirements.

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

There are no physical conditions in the area which would constrain the ability to build upon or use the parcels, and both parcels will retain roadway frontage on Freedom Wy. and access to existing utilities. The resultant lots are comparable in size at 2.090 and 2.243 acres in area, retain regular quadrilateral shapes, and therefore remain buildable for future uses.

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

Approval of the Tentative Parcel Map will not change the existing development intensity and allowed uses on the site, and thus will not increase demands on sewage services; there will be no impacts to the existing requirements established by the Regional Water Quality Control Board.

PUBLIC OUTREACH

The proposed project plans were distributed for review to the various agencies and departments which have requested notice of City applications, and all comments were considered and incorporated into the Conditions of Approval, as appropriate. Notice of the application was distributed to the Roseville Coalition of Neighborhood Associations. No comments were received. The applicant held a neighborhood meeting for the project on January 10, 2024. Staff was also present at the meeting to answer any questions. The neighborhood meeting notice was distributed to properties within 300 feet of the project. No residents or other members of the public attended the meeting.

A public notice of the Planning Commission hearing was initially published on January 26, 2024 in the Press Tribune and on the RCONA website, and was distributed to all property owners within 300 feet of the project site. Due to scheduling issues, the project was not heard at the February 8th Planning Commission hearing. The project was continued to the March 14th Planning Commission meeting and was listed as such on the February 8th agenda. Therefore, no additional hearing notices are required.

One comment was received from a resident of an adjacent property (Attachment 2). The comment was in relation to vehicles idling at the proposed drive-through and asked what the environmental effects may be for those residents in close proximity. These effects were discussed in the Air Quality analysis of the CEQA Addendum completed for the project (Exhibit A). In summary, while drive-through uses create an increase in idling vehicles, they do not have a localized or "hot spot" carbon monoxide or toxic air contaminant impact on air quality that exceeds allowed thresholds. "Hot spots" are associated with heavy traffic congestion occurring at high-volume roadway intersections (such as Hwy 65), and analysis showed that none of the roadway intersections affected by the project would exceed carbon monoxide significance thresholds. In fact, the General Plan EIR analysis of Citywide traffic indicates that analyses of existing carbon monoxide concentrations at the most congested intersections in Roseville show that carbon monoxide levels are well below federal and state ambient air quality standards. Idling vehicles in a drive-through involve significantly less traffic than roadway intersections, and therefore do not result in significant carbon monoxide or toxic air contaminant impacts.

CONCLUSION

The proposed project is consistent with the City of Roseville General Plan, NCRSP, Zoning Ordinance, CDG, and prior approvals for the site. Therefore, staff recommends that the Planning Commission approve the requested entitlements.

ENVIRONMENTAL DETERMINATION

Consistent with CEQA Guidelines Section 15164, regarding previously adopted negative or mitigated negative declarations, an Addendum may be prepared if only minor technical changes or additions are necessary or none of the conditions requiring a subsequent Environmental Impact Report or negative declaration have occurred. Consistent with this section, an Addendum to the NCRSP PCL 49 Bayside Church/Topgolf Mitigated Negative Declaration (adopted February 26, 2015) has been prepared for the project. The Addendum, included as Exhibit A of this report, did not identify any new significant environmental impacts; the project impacts are therefore within the scope of the previously adopted Mitigated Negative Declaration.

RECOMMENDATION

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

1. Consider the Addendum to the NCRSP PCL 49 Bayside Church/Topgolf Mitigated Negative Declaration.
2. Adopt the findings of fact as stated in the staff report and approve the **MPP Stage 1 Modification – 1911 Freedom Wy. – NCRSP PCL 49 – Dutch Bros Freedom Point – PL23-0056** subject to five (5) conditions of approval.
3. Adopt the findings of fact as stated in the staff report and approve the **MPP Stage 2 – 1911 Freedom Wy. – NCRSP PCL 49 – Dutch Bros Freedom Point – PL23-0056** subject to seventy (70) conditions of approval.
4. Adopt the findings of fact as stated in the staff report and approve the **Tentative Parcel Map – 1911 Freedom Wy. – NCRSP PCL 49 – Dutch Bros Freedom Point – PL23-0056** subject to fifty (50) conditions of approval.

CONDITIONS OF APPROVAL FOR MPP STAGE 1 MODIFICATION FILE # PL23-0056

1. This Major Project Permit Stage 2 approval shall be effectuated within a period of two (2) years from **March 14, 2024** and if not effectuated shall expire on **March 14, 2026**. Prior to said expiration date, the applicant may apply for an extension of time. (Planning)
2. The project is approved as shown in Exhibit A and as conditioned or modified below. (Planning)
3. The project is subject to the previously approved conditions of approval for the MPP Stage 1 – NCRSP PCL 49 Bayside Church/Topgolf (PL14-0252), NCRSP PCL 49 Hotels (PL16-0168), NCRSP PCL 49 Freedom Point (PL17-0055), NCRSP PCL 49 Living Spaces (PL18-0388), and NCRSP PCL 49 Freedom Point Building B (PL19-0260), NCRSP PCL 49 Lot 7 (PL20-0226), NCRSP PCL 49 Homewood Suites Hotel (PL22-0397) projects, except as conditioned or modified below. (Planning)
4. The project shall comply with all required environmental mitigation identified in the **NCRSP PCL 49 Bayside Church/Topgolf Mitigated Negative Declaration** and Addendums and shall include all applicable mitigation measures as notes on the grading plans. (Planning)
5. Bike parking and electric vehicle parking spaces shall be provided per the California Green Building Standards. Carpool spaces shall also be provided per the City of Roseville's Transportation System Management (TSM) Ordinance, R.M.C Chapter 11.33. Bike rack/locker design and designated parking space markings and location shall be approved by Alternative Transportation. (Alternative Transportation, Building).

CONDITIONS OF APPROVAL FOR MPP STAGE 2 FILE # PL23-0056

1. This Major Project Permit Stage 2 approval shall be effectuated within a period of two (2) years from **March 14, 2024** and if not effectuated shall expire on **March 14, 2026**. Prior to said expiration date, the applicant may apply for an extension of time. (Planning)
2. The project is approved as shown in **Exhibits A-C** and as conditioned or modified below. (Planning)
3. The project shall comply with all required environmental mitigation identified in the NCRSP PCL 49 Bayside Church/Topgolf Mitigated Negative Declaration and Addendums and shall include all applicable mitigation measures as notes on the grading plans. (Planning)
4. The project shall be addressed as 1911 Freedom Wy. Proposed parcel 3B of Lot 9, and the proposed medical office building on said parcel, shall retain the address of 1911 Freedom Wy. Proposed Parcel 3A, and the proposed coffee kiosk on said parcel, shall be addressed 1951 Freedom Wy. The address for 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)
5. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities, Electric, Finance)
6. 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)
7. The applicant shall not commence with any on-site improvements or improvements within the right-of-way until such time as grading and/or improvement plans are approved and grading and/or encroachment permits are issued by the Development Services – Engineering Division. (Engineering)

8. The approval of this project does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

9. 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 have 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 11B of the CBC.
 - iii. Accessible parking and exterior route of travel shall comply with CBC, Sections 11B-206 and 11B-208. (Building)
10. 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)
11. 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)
12. 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 North Central Roseville Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning, Environmental Utilities)
 - e. Landscaping adjacent to preserve areas shall consist of California native, drought-tolerant groundcover, shrubs, plants, and trees. (Open Space, Planning)
 - f. All landscaping in areas containing electrical service equipment shall conform to the Electric Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Departments "Specification for Commercial Construction." (Electric)
 - g. 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)
 - h. 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)
13. 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)
 14. 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)
 15. 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)
 16. For restaurants, other food services, or commercial swimming pools: 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)
 17. 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)
 18. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Development Services - Engineering prior to approval of any plans. (Engineering)
 19. 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)
 20. 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.” (Public Works)*

21. 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)
22. Bike parking and electric vehicle parking spaces shall be provided per the California Green Building Standards. Carpool spaces shall also be provided per the City of Roseville’s Transportation System Management (TSM) Ordinance, R.M.C Chapter 11.33. Bike rack/locker design and designated parking space markings and location shall be approved by Alternative Transportation. (Alternative Transportation, Building).
23. 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, [which includes trash capture requirements](#). 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 enter into a maintenance agreement with the City for the maintenance of the proposed BMP’s. (Engineering)
24. 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)
25. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)
26. 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~~ Development Services – Engineering 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)
27. 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)
28. 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)

29. Each applicant/developer shall prepare a Transportation Systems Management (TSM) Plan for each development within Parcel 49 Freedom Point to be reviewed and approved by the Transportation Commission. (Alternative Transportation)
30. 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)
31. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
32. 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 and sewer 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)
33. 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)
34. 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)
35. A trash enclosure, organics enclosure and recycling enclosure is required for each building and each tenant, otherwise, the building owner is responsible for the trash service. (Refuse)
36. 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)
37. 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)
38. 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

39. 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)
40. 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)
41. 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:

42. 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)
43. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:
- a. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
44. 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, and sewer easements shall be maintained unless otherwise authorized by these conditions of approval. (Engineering, Environmental Utilities, Electric)
45. 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)
46. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)
47. 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)
48. Water and sewer shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)
49. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
50. 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)
51. 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)
52. 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)
53. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
54. 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)
55. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
56. 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)

57. 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)
58. 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)
59. 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:

60. 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)
61. 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)
62. 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)
63. 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)
64. 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)
65. 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)
66. 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)
67. 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)

68. 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)
69. 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)
70. Concurrent with submittal for plan check and prior to a request for final building inspection, the applicant may request City approval of an occupancy phasing plan to allow individual or multiple building occupancies. This request shall be made in writing to the Building Division and shall include 10 copies of the following:
 - a. A description of measures that will be undertaken to minimize conflict between residents/building occupants and construction traffic (e.g. fencing, etc.);
 - b. A phasing plan showing the proposed buildings, internal roads and access routes, landscaping, trash enclosure locations, and any other improvements planned for each phase; and

An estimated time frame for each phase and a specific date for the first phase. (Planning, Building)

CONDITIONS OF APPROVAL FOR TENTATIVE PARCEL MAP FILE # PL23-0056

1. This Tentative Map approval shall be effectuated within a period of two (2) years from **March 14, 2024** and if not effectuated shall expire on **March 14, 2026**. Prior to said expiration date, the applicant may apply for an extension of time. (Planning)
2. The project is approved as shown in **Exhibits A-C** and as conditioned or modified below. (Planning)
3. The approval of a Tentative Map and/or tentative site plan does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)
4. The design and construction of all improvements shall conform to the Improvement Standards and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
5. The developer shall not commence with any on-site improvements until such time as grading and/or improvement plans are approved and grading and/or encroachment permits are issued by the Department of Public Works. (Engineering)
6. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities, Finance)
7. The project shall comply with all required environmental mitigation identified in the NCRSP PCL 49 Bayside Church/Topgolf Mitigated Negative Declaration and Addendums and shall include all applicable mitigation measures as notes on the plans. (Planning)

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

8. The grading and improvement plans shall be designed in accordance with the City's Improvement Standards and Construction Standards and shall reflect the following:
 - a) Grading shall comply with the City grading ordinance. There shall be no cut and/or fill slopes steeper than a 4:1 ratio. Erosion control devices (sediment traps, ditches, straw bales, etc.) shall be shown on the grading plans and all erosion control shall be installed prior to the onset of wet weather. Erosion control is installed to minimize silt discharge from the project site; it is the applicant's responsibility to ensure that necessary measures are taken to minimize silt discharge from the site. Modification of the erosion control plan may be warranted during wet weather conditions.
 - b) A rough grading permit may be approved by the Engineering Department prior to approval of the improvement plans.
 - c) Standard accessible ramps shall be installed at all curb returns per City Standards. (Engineering)
9. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Engineering prior to approval of any plans. (Engineering)
10. The applicant shall apply for and obtain an encroachment permit from the Engineering Department prior to any work conducted within the City right-of-way and/or City easements. (Engineering)
11. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During site inspection Engineering will designate the exact areas to be reconstructed. (Engineering)
12. All drainage facilities shall conform to natural drainage sheds. (Engineering)
13. The following note shall be added to the Grading and/or Improvement Plans:

To minimize dust/grading impacts during construction the applicant shall:

 - a) *Spray water on all exposed earth surfaces during clearing, grading, earth moving and other site preparation activities throughout the day.*
 - b) *Use tarpaulins or other affective covers on all stockpiled earth material and on all haul trucks.*
 - c) *Sweep the adjacent streets frontages at least once a day or as needed to remove silt and other dirt which is evident from construction activities.*
 - d) *Ensure that construction vehicles are cleaned prior to leaving the construction site to prevent dust and dirt from being tracked off site.*
 - e) *The City shall have the authority to stop all grading operations if, in the opinion of city staff, inadequate dust control measures are being practiced or excessive wind conditions contribute to fugitive dust emissions. (Engineering)*
14. 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)

15. The project proponent shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City, as defined by the Regional Water Quality Control Board. The SWPPP shall be submitted in a single three ring binder. Upon approval, the SWPPP will be returned to the project proponent during the pre-construction meeting. (Engineering)
16. Prior to the approval of Improvement Plans, the applicant shall submit to the Development Services - Engineering a paper copy and an electronic copy of the final set of Improvement Plans per the Division's "Digital Submission of Utility Composites" standards. Additionally, the applicant shall submit approved/proposed street names for the approved subdivision map. Final street names for the subdivision shall be approved by the Engineering Division prior to the approval of the Improvement Plans. The approved street names shall be included on the final set of Improvement Plans. (Engineering)
17. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 1,000 feet on center. (Fire)
18. Minimum fire flow is 1,500 gallons per minute with 20 pounds per square inch residual pressure. A change in any of the conditions may increase the required fire flow. (Fire)
19. There shall be two points of access for all phasing plans. (Fire)
20. Testing of all fire systems shall be performed prior to the sales office being opened for business. (Fire)
21. Framing construction cannot commence until access roads and public fire hydrants are approved by the Fire Department. (Fire)
22. If this project will be phased, the fire department requirements for access and circulation throughout shall be reviewed and approved by the Fire Department. Access roads shall comply with the California Fire Code and the City of Roseville's Amendments. (Fire)
23. 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)
24. The design for electrical service for this project will begin when the Electric Department has received a full set of improvement plans for the project. (Electric)
25. All landscaping in areas containing electrical service equipment shall conform to the "Electric Department Landscape Design Requirements" as outlined in Section 10.00 of the Electric Department's "Specifications for Commercial Construction." (Electric)
26. 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
27. The location and design of the gas service shall be determined by PG&E. The design of gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)

28. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

PRIOR TO OR UPON RECORDATION OF FINAL MAP

29. The following easements shall be provided and shown on the Final/Parcel Map or by separate instrument, unless otherwise provided for in these conditions:

- a) Sewer, reciprocal access, and drainage easements;

Easement widths shall comply with the City's Improvement Standards and Construction Standards. The easement documents shall be drafted for approval and acceptance by the City of Roseville and recorded at the Placer County Recorder's Office. (Alternative Transportation, Environmental Utilities, Electric, Engineering)

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

31. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville." All legal descriptions shall be prepared by a licensed Land Surveyor (Environmental Utilities, Electric, Engineering)

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

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

33. The City shall not approve the Final Map for recordation until either:

- a) A subdivision agreement is entered into along with the necessary bonds and insurance as required by the City. Said agreement shall be in a form acceptable to the City Attorney.

OR

- b) The improvement plans are approved, and the improvements are constructed and accepted as complete. In this case, the subdivider shall enter into a one-year maintenance agreement concurrent with the recordation of the Final Map. (Engineering)

34. Street names shall be approved by the City of Roseville. (Engineering)

35. In the event that the Final (Parcel) Map will record prior to the completion of on-site construction, all utility and access easements shall be placed on the face of the Map to the satisfaction of the City Engineer. If all on-site improvements are complete prior to the recordation of the map, then a separate agreement allowing all parcels/lots the rights of reciprocal access, rights to construct, and parking shall be submitted to the City as a part of final/parcel map submittal. Said agreement shall be in a form acceptable to the City Attorney and referenced on the face of the recorded map. (Engineering)

36. The Final/Parcel Map shall include an irrevocable offer to dedicate public rights-of-way and public and/or private easements as required by the City. (Engineering)

37. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUEs) located along public roadways. (Engineering)
38. The Final/Parcel Map shall be submitted per "The Digital Submittal of Cadastral Surveys." A plot or print of the submittal shall accompany the electronic copy. The complete submittal shall occur after the Engineering Department approval but prior to City Council approval of the Final/Parcel Map. (Engineering)
39. *The cost of any facilities, which are identified in the Capital Improvement Program and are beyond those needed for this project, may be reimbursed to the developer. In accordance with §66485 and §66486 of the Subdivision Map Act, for any improvements constructed by the subdivider which contain supplemental size, capacity, number, or length for the benefit of property not within the subdivision and which are to be dedicated to the public, the subdivider shall be entitled to reimbursement for that portion of the cost of the improvements which is in excess of the construction required for the subdivision. (Engineering)
40. Electric construction costs incurred by the City of Roseville Electric Department for this project shall be paid for by the developer per the applicable policy. (Electric)
41. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
42. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
43. 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)
44. The Environmental Utilities Department shall make a determination that there is adequate conveyance and treatment capacity in the City sewer system to handle the newly created Lot/Parcels. (Environmental Utilities)
45. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

46. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
47. It is the responsibility of the developer to ensure all existing electric facilities remain free and clear of any obstructions during construction and when the project is complete. (Electric)
48. Existing public facilities damaged during the course of construction shall be repaired by the applicant, at the applicant's expense, to the satisfaction of the City. (Engineering)
49. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance, provided all construction equipment is fitted with factory installed muffling devices and is maintained in good working order, project construction noise 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. (Engineering)
50. If site survey or earthmoving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor shall notify the Roseville Fire

Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. Non-emergency releases or notifications about the presence of containers found shall be reported to the Fire Department. (Fire)

Attachments

1. Kimley Horn Traffic Study
2. Noise Study
3. Saint Comment Email

Exhibits

- A. Addendum to the Bayside Church/Topgolf Mitigated Negative Declaration
- B. Plans
- C. Operations Plan

Note to Applicant and/or Developer: Please contact the 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.