

**ITEM 6.1: Major Project Permit Stage 1 & 2 Modification, Tentative Subdivision Map – 5000 Baseline Road – SVSP PCL DF-40, DF-41, DF-42 - Baseline Marketplace Modification – File # PL25-0246**

**REQUEST**

The applicant requests a Major Project Permit Modification (Stage 1 & 2) to make modifications to the site plan and design guidelines for the Baseline Marketplace commercial center. The Stage 2 Modifications include approval of detailed architectural elevations to allow the construction of Major Anchor 1 & 2 and one Drive-Thru Restaurant Building. Original MPP (Stage 1 & 2) approval was under file #2013PL-020. A new Tentative Subdivision Map is also requested to create new lots in conjunction with the modified site plan.

Applicant – Jordan Crawford, Kimley Horn  
Owner – Julie Margetich, Covenant Real Estate Group

**SUMMARY RECOMMENDATION**

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

1. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 1 Modification subject to five (5) conditions of approval; and
2. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 2 Modification subject to five (5) conditions of approval; and
3. Adopt the three (3) findings of fact and approve the Tentative Subdivision Map subject to sixty-one (61) conditions of approval.

**SUMMARY OF OUTSTANDING ISSUES**

There are no outstanding issues associated with this request.

**BACKGROUND**

The Sierra Vista Specific Plan (SVSP) was adopted by the City Council on May 5, 2010. The plan area includes 2,064 acres west of Fiddymont Road, north of Baseline Road. The SVSP established the land use and zoning for properties within the plan area. The Specific Plan includes 8,679 single and multi-family units, 259 acres of commercial, 106 acres of park, 304 acres of open space, 56 acres for schools and 40 acres of urban reserve. At build out, the Plan area is expected to accommodate approximately 20,045 residents and provide 9,000 jobs.

In March 2014, the Planning Commission approved a request for a Major Project Permit (2013PL-020 [MPP-000043]) for the construction of Baseline Marketplace, consisting of 745,300 square feet of commercial, restaurant and retail buildings. Additionally, the Commission approved a Tentative Subdivision Map (2013PL-020 [SUB-000174]) for the Baseline Marketplace commercial center, creating 28 commercial parcels, two (2) open space parcels, two (2) roadway parcels and a landscape parcel. The City's Planning Manager approved a six-year extension of the Tentative Map in May 2016. The map was extended in February 2022 subject to DF Properties DA section 4.3.2 and Subdivision Map Act Section 66452.6, which set a threshold for extension based on the developer's construction or improvement of public improvements outside the property boundaries of the tentative map.

The expiration date of the original Major Project Permit (MPP) was March 13, 2017. The applicant was granted a four-year extension of the MPP, which provided a new expiration date of March 13, 2021. This

date was automatically extended to March 13, 2022 with Ordinance No. 6220, passed by City Council on May 6, 2020. The MPP was later extended to expire in 2026.

On April 17, 2023 the Planning Manager approved a minor modification to the Baseline Marketplace MPP specific to a portion of the project site that was purchased by Costco (File #PL22-0333). The Costco portion of the project is roughly in the center of the Baseline Marketplace development (Figure 1).

The current request is for a MPP Stage 1 Modification, MPP Stage 2 Modification, and Tentative Subdivision Map for the balance of the project site outside of the Costco property. The MPP Stage 1 Modification includes a request to alter the previously approved building footprints while maintaining the same general layout, access, and circulation. The applicant also proposes to modify the Design Guidelines for the shopping center to modernize the architecture and site features from the original 2014 approval. The MPP Stage 2 Modification review includes evaluating the architecture for three buildings within the center and the Tentative Subdivision Map will create parcels that conform to the newly modified building footprints.

**Figure 1 – Project Location**



## **SITE INFORMATION**

**Location:** 5000 Baseline Road

**Total Size:** 79.57 acres

**Topography and Setting:** The project site is an undeveloped property in an urbanized setting. The Costco portion of the Baseline Marketplace is currently under construction as well as off-site work surrounding the entire property. The site includes frontage on Baseline Road and Fiddlyment Road, which are arterial roadways and San Fernando Road, which is a residential roadway. The site is also bisected by Upland Dr., which is a modified collector roadway. The site is generally flat and partially borders Curry Creek on the north side.

## **EVALUATION: MPP STAGE 1 MODIFICATION**

The Baseline Marketplace project was 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 Modification. 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), the Sierra Vista Specific Plan (SVSP), and the Baseline marketplace Design Guidelines. Section 19.82.040.C of the City of Roseville Zoning Ordinance specifies that requests for revision or amendment to an approved Major Project Permit that are not considered minor shall be reviewed in the same manner as required for the initial approval of that stage of the project. Thus, recommendations for approval or denial of a Major Project Permit Stage 1 Modification shall include consideration of the following:

- 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.***

### Site Plan and Building Siting

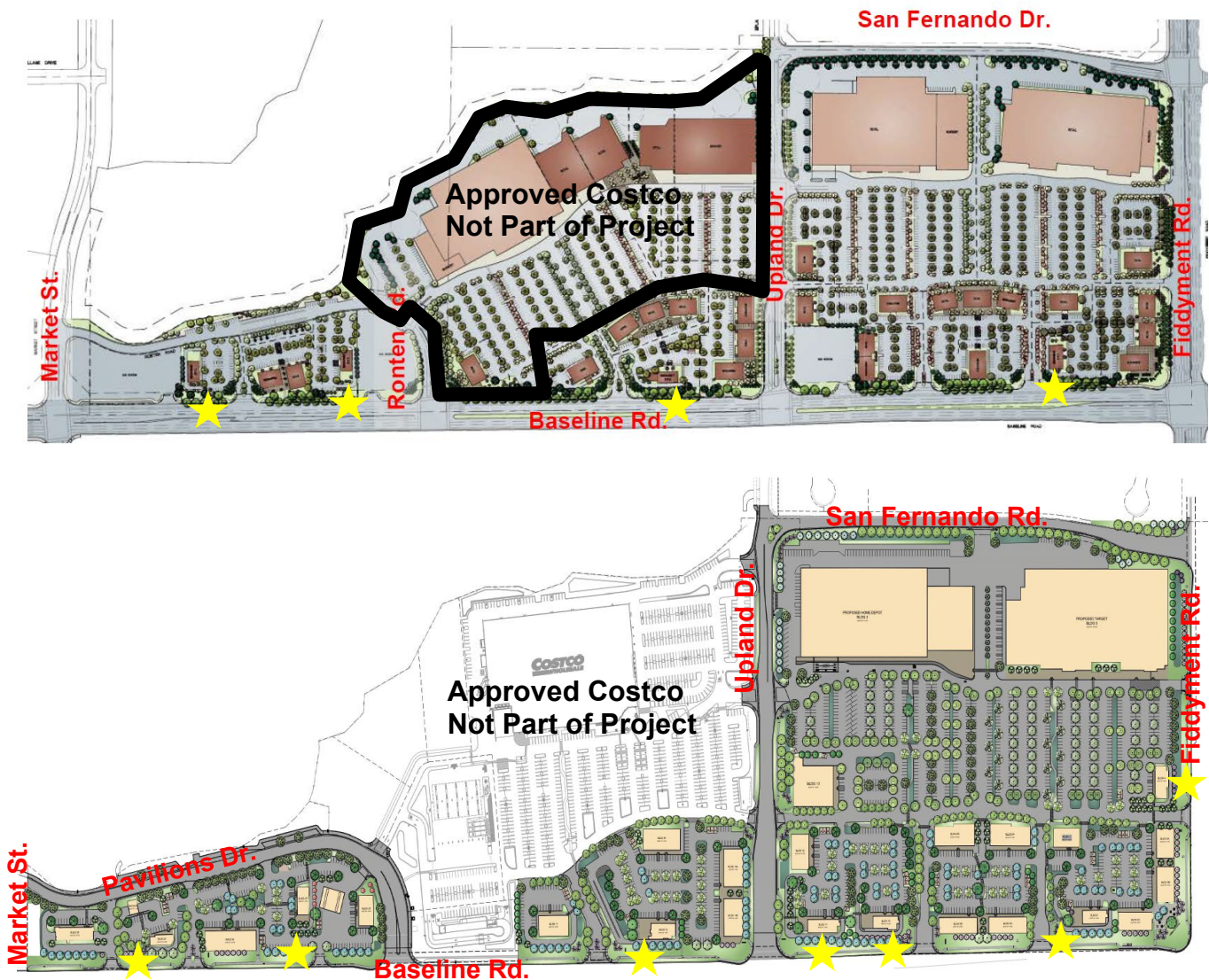
As discussed in the project description, the project will modify the approved site plan by altering the size and configuration of various building footprints (Figure 2). The site plan retains much of the character of the original approval such as the two large format retail buildings located in the northern portion of the site, the pedestrian promenades connecting the large buildings to the smaller buildings to the south, and the cluster of pedestrian oriented shops located at key locations throughout the southern portion of the site.

One of the main differences in the proposed site plan from the original approval is the addition of drive-thru restaurant users. The 2014 approval included four drive-thru restaurants. The current proposal includes seven drive-thru restaurant uses. The applicant cites the changing restaurant dynamic over the last ten years since the original approval including the COVID-19 pandemic, which altered consumer preferences away from indoor dining. The approved and proposed drive-thru restaurant locations are marked on the two site plans below in Figure 2. To compensate for the additional drive-thru restaurants, additional measures were added to the design guidelines related to landscaping and screen walls adjacent to drive-thrus to screen them visually from the public way.

Other changes to the site plan include proposed fueling station locations. The original approval included three fueling stations, which were left as blank parcels on the approved site plan. One fueling station was moved onto the Costco site with that modification approval. The applicant proposes to remove one of the remaining approved fueling stations from the project and retain the station located at the northwest corner of Pavilions Dr. and Baseline Rd. The station on the western border of the project is proposed to be modified to a drive-thru car wash.

As proposed, the entire Baseline Marketplace project including Costco would have a buildout of approximately 560,000 sf, which is 185,000 sf less than the total approved in 2014. This change is due largely to the Costco project, which removed a number of larger footprint buildings on that portion of the site. However, three parcels remain to the west of Costco that could accommodate additional building area in the future with a separate project approval.

**Figure 2. Site Plan 2014 (above) and 2025 (below). Drive-thru restaurants shown with a star**



Additional modifications to the site plan include updates consistent with changes to regulations since the original approved. Many of the trash enclosures on-site, especially those servicing restaurants, are now required to provide a third bay for organic waste. Many bioretention planters were also added to the site to facilitate stormwater treatment.

#### Vehicle and Pedestrian Access and Circulation

Despite changes to the site plan, the general access and circulation pattern for the site will remain the same as approved. The driveway locations remain the same along all road frontages other than two potential driveways at the northeast corner of Baseline Rd. and Upland Dr., which would have served a fueling station, which is no longer in that location. Internal circulation is also similar as the buildings are in similar locations to the original approval.

As proposed, the project continues to provide pedestrian pathways from the existing sidewalk system on surrounding roadways into the site. Likewise, pedestrian access within the site is largely the same. The addition of drive-thru restaurants to the site impedes some pedestrian circulation but the proposal retains pedestrian-centric nodes within the site plan to encourage pedestrian access between buildings.

Parking

The originally approved site plan provided a total of 3,594 parking spaces, which was a 714-space surplus over the 2,880 required by code based on the assumed future uses. The Costco parking was evaluated individually with that approval and provided a surplus of 380 spaces more than the 541 required spaces for a total of 921 spaces. The applicant proposes 2,013 spaces for the rest of the Baseline Marketplace project, which is 280 spaces more than the 1,733 spaces required by code. The overall parking for Baseline Marketplace is shown below in Table 1. With the proposed modifications, the applicant retains a large surplus of parking spaces. Some of these excess spaces will become required spaces in the future if the three parcels to the west of Costco were to develop.

**Table 1.**

Use	Required Parking	Provided Parking	Surplus Parking
2014 Approval	2,880	3,594	714
2025 Total (Costco plus Current Project)	2,274	2,934	660
Difference	-606	-660	-54

Conclusion

The MPP Stage 1 Modification retains consistency with the General Plan, Specific Plan, Zoning Ordinance, and the Community Design Guidelines. The proposal therefore will not be detrimental to public health or welfare.

**EVALUATION: MPP STAGE 2 MODIFICATION**

Section 19.82.030.C.2.a of the City of Roseville Zoning Ordinance specifies that recommendations for approval or denial of a Major Project Permit Stage 2 shall include consideration of the following:

- 1. *The architecture and landscaping is consistent with the General Plan, applicable specific plan, and adopted City design guidelines; and Phase I approval; and***
- 2. *The design shall not be detrimental to the public health and safety, or be materially detrimental to the public welfare.***

Stage 2 of the Major Project Permit includes review of the architectural design and landscape treatments, including review of the Baseline Marketplace Design Guidelines. The project has been evaluated based upon the applicable design standards of the SVSP Design Guidelines and the City’s Community Design Guidelines (CDGs). The applicant requests review of modifications to the design guidelines as well as MPP Stage 2 review for three of the buildings on-site. The three buildings receiving detailed MPP Stage 2 review, which includes Home Depot, Target, and Raising Cane’s will be evaluated for design review approval and if approved may proceed to building permit submittal. All other buildings in the shopping center that are consistent with the Baseline Marketplace Design Guidelines would receive a staff-level Planning review in the future rather than return to Planning Commission for approval.

Design Guidelines

The original MPP Stage 2 approval included a detailed booklet of design guidelines. The guidelines provide a framework for future development of the project to ensure consistency and quality in the details of future development including architecture, landscape, and lighting. The design guidelines also include some monument signage details. However, the applicant will need approval of a Planned Sign Permit Program at a later date to review detailed signage for the center. The current applicant was not part of

the original project approval and proposes to modify the design guidelines to respond to current design trends as well as modifications to the project.

*Architecture:* As with the original design guidelines, the current proposal includes a range of building types that will be found throughout the project and how they should be treated architecturally. The guidelines include massing and articulation as well as materials and finishes. In general, the original approval featured earthtone colors and materials with neo-traditional architectural features such as pitched roof forms and classical cornice features. In contrast, the proposed guidelines feature modern color schemes of white, black, and gray with varying accent colors and materials. The building and roof forms are more rectilinear but achieve visual interest through wall plane variation, material variation, and canopies. Representative images from the approved and proposed guidelines are included in Figure 3.

**Figure 3. Details from Design Guidelines 2014 (above) and 2025 (below)**



*Landscape:* As with the original approval, the design guidelines contain detailed landscape information. Street trees and accent trees are proposed along all frontages as well as throughout the site. There is emphasis on areas of interest around the site such as the impacts of the PG&E gas line easement on plantings along Baseline Rd. and Fiddymnt Rd. Other areas of landscape emphasis are the corner plaza at the northwest corner of Baseline Rd. and Fiddymnt Rd., which serves as a visual entrance to the project, and the landscape screening around drive-thru restaurant queuing areas. Detailed landscape plans are included with the design guidelines and site plan exhibits, which provide visual interest, screening of undesirable views, and minimum 50% parking lot shading.

*Lighting:* There are lighting guidelines in the document to ensure consistency among light standard heights as well as mitigate any impacts to surrounding residences across San Fernando Rd. or Fiddymnt Rd.

#### Architecture – Target

The CDGs require that projects with multiple buildings develop an architectural theme throughout the project. Therefore, the MPP Stage 2 application established the Baseline Marketplace Design Guidelines, which includes a master color and material palette that would be incorporated into future building elevations. The proposed Target building utilizes colors and materials from the design guidelines including shades of white and gray as well as Coronado Stone stacked stone on the front and side elevations. Wall plane and height variation as well as the metal canopy provide a human-scale pedestrian entrance at the front of the building (Figure 4). As discussed in the design guidelines for Major Anchor tenants, the building uses a red accent color unique to the branding of the business while the majority of the colors and material are complementary to buildings in the rest of the center.

**Figure 4. Target Architecture**



**Architecture – Home Depot**

Similar to Target, the Home Depot building incorporates colors and materials from the design guidelines while including an accent color specific to the brand. In the case of Home Depot, the orange band around the building provides accent color (Figure 5). The shades of gray paint for the body color and bronze metal canopy match those found in the design guidelines. Coronado Stone is featured on the building elevations surrounding the entry and lumber area as well as on the trellis features. The trellises are used to provide wall plane variation on large expanses of wall and are also complementary to the trellis designs that will be featured at the Costco building within the center. Consistent with the City's Community Design Guidelines, the building features varying wall heights, wall planes, and a tower elements at the entry and corners of the building for visual interest.

**Figure 5. Home Depot Architecture**



**Architecture – Raising Cane's**

The Raising Cane's building is a different building type as described in the Baseline Marketplace Design Guidelines. Similar to Major Anchors, Drive-thru Restaurant businesses may feature some branding specific to the tenant but the majority should be complementary to the rest of the center (Figure 6). For Raising Cane's, the red brick is unique to the branding while also being a high-quality accent material. The gray paint scheme and Coronado Stone base will match the rest of the center. The building also features roof and wall plane variation as well as metal canopies consistent with the design guidelines.

**Figure 6. Raising Cane's Architecture**



### Conclusion

In summary, staff finds that the architecture and landscape plans for the three buildings are consistent with the SVSP Design Guidelines, Baseline Marketplace Design Guidelines and the CDG's and will not be detrimental to the public health and safety or welfare, as described in detail above. As proposed and conditioned, the project complies with the required findings for approval. For these reasons, staff recommends approval of the MPP Stage 2 Modification request.

### **EVALUATION: TENTATIVE SUBDIVISION MAP**

Section 18.06.180 of the City of Roseville Subdivision Ordinance requires that three findings be made in order to approve or conditionally approve a tentative subdivision map. The three findings are listed below in ***italicized, bold*** text and are followed by an evaluation of the map in relation to each finding.

- 1. The size, design, character, grading, location, orientation, and configuration of lots, roads, and all improvements for the Tentative Subdivision Map are consistent with the density, uses, circulation, and open space systems, applicable policies and standards of the General Plan or North Roseville Specific Plan, whichever is more restrictive, and the design standards of the Subdivision Ordinance.***

A final subdivision map was approved and recorded for the Baseline Marketplace in 2023. However, the map reflected the site plan as originally approved and included the site plan modifications made by Costco. The applicant proposes a new subdivision map to align with the modifications to the site plan described in the MPP Stage 1 Modification evaluation. The Map Act and Subdivision Ordinance do not contain any maximum or minimum lot sizes. Instead, these standards are contained within the Zoning Ordinance and SVSP. The design of the proposed improvements have been reviewed by relevant City departments and divisions and have been found to conform to City standards.

Consistent with the Zoning Ordinance and SVSP, the proposed subdivision configuration will create practical lots for the development of the project. Vehicle access for the subdivision will be provided from Gibson Drive. The proposed layout was reviewed by Development Services Engineering and Fire Department staff to ensure that the vehicle access design will meet City standards for vehicular circulation and emergency response.

- 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.***

The proposed lots are of sufficient size and shape to accommodate development that is consistent with the applicable zoning and design requirements. As mentioned above, the lot meets the standards of the Zoning Ordinance and the SVSP. The lots have been determined to be of adequate size and shape to support development consistent with the Zoning Ordinance and the proposed site plan.

The site is vacant but vegetation on the site is sparse with few small trees and shrubs on the property. Topography of the site is generally flat. The site was previously rough graded. A preliminary grading and utility plan were reviewed by the City's Engineering Division and no conflicts with the proposed grading and utility plan have been identified.

**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.***

Anticipated water quality impacts and discharge of waste are not affected by the proposed map. The project is consistent with the 2035 General Plan Update Environmental Impact Report and Sierra Vista Specific Plan Environmental Impact Report, which anticipated the required infrastructure necessary to support a development of this intensity on the project site. The project has been reviewed by the Engineering division to ensure that adequate facilities will be provided. The City's Pleasant Grove Wastewater Treatment Plant has adequate conveyance and capacity to accommodate development on the parcels created by the Tentative Subdivision Map.

As part of the adoption of the 2035 General Plan Environmental Impact Report (GP EIR) and the 2021 Housing Element Addendum (HE Addendum) (combined, the GP EIR and HE Addendum), which analyzed the impacts of full buildout of the City's General Plan land uses and implementation of its policies consistent with the General Plan and the 2021 Housing Element. The proposed map is consistent with the buildout anticipated within the GP EIR and HE Addendum and therefore will not increase planned demands on sewage services; there will be no impacts to the existing requirements established by the Regional Water Quality Control Board.

Based on the evaluation above, staff believes that the required findings can be made to approve the Tentative Subdivision Map for the proposed project.

### **PUBLIC OUTREACH**

The proposed project was distributed to the various agencies and departments which have requested notice of City applications, and all comments were considered and incorporated into the project as appropriate. Notice of the application was also distributed to the Roseville Coalition of Neighborhood Associations. A public notice of the Planning Commission hearing was published on August 15, 2025, and was distributed to all property owners and residents within 300 feet of the project site.

### **CONCLUSION**

As demonstrated by the analyses in the foregoing sections, the proposed project is consistent with the original approval and no change has happened since the original approval that results in the inability to make the findings. Staff requests that the Planning Commission take the actions listed in the Recommendation section of this report.

### **ENVIRONMENTAL DETERMINATION**

Consistent with CEQA Guidelines Section 15164, regarding a previously certified and adopted Environmental Impact Report (EIR), an Addendum to the Sierra Vista Specific Plan EIR (SCH #2008032115, certified May 5, 2010) has been prepared to cover the minor technical changes and additions necessary to describe the impacts of the proposed project. The Addendum did not identify any new environmental impacts from the project.

## **RECOMMENDATION**

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

1. Adopt the two (2) findings of fact as stated in the staff report and approve the **MAJOR PROJECT PERMIT STAGE 1 MODIFICATION – SVSP PCL DF-40, DF-41, DF-42 - BASELINE MARKETPLACE MODIFICATION – FILE #PL25-0246** subject to five (5) conditions of approval.
2. Adopt the two (2) findings of fact as stated in the staff report and approve the **MAJOR PROJECT PERMIT STAGE 2 MODIFICATION – SVSP PCL DF-40, DF-41, DF-42 - BASELINE MARKETPLACE MODIFICATION – FILE #PL25-0246** subject to five (5) conditions of approval.
3. Adopt the two (3) findings of fact as stated in the staff report and approve the **TENTATIVE SUBDIVISION MAP – SVSP PCL DF-40, DF-41, DF-42 - BASELINE MARKETPLACE MODIFICATION – FILE #PL25-0246** subject to sixty-one (61) conditions of approval.

### **CONDITIONS OF APPROVAL FOR THE MAJOR PROJECT PERMIT STAGE 1 AND STAGE 2 MODIFICATION – FILE #PL25-0246**

1. This Major Project Permit Modification approval shall be effectuated within a period of two (2) years from **August 28, 2025** and if not effectuated shall expire on **August 28, 2027**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **August 28, 2028**. (Planning)
2. The project is approved as shown in **Exhibits A-D** and as conditioned or modified below. (Planning)
3. The project is subject to the previously approved conditions of approval for the Baseline Marketplace, except as conditioned or modified below. (Planning)
4. The project shall comply with all required environmental mitigation identified in the **14th ADDENDUM TO THE SIERRA VISTA SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT (2025)**. (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 THE TENTATIVE SUBDIVISION MAP – FILE #PL25-0246**

1. This Tentative Subdivision Map approval shall be effectuated within a period of two (2) years from **August 28, 2025** and if not effectuated shall expire on **August 28, 2027**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **August 28, 2028**. (Planning)
2. The project is approved as shown in **Exhibits A-D** 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 Development Services – Engineering Division. (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 **14th ADDENDUM TO THE SIERRA VISTA SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT**, 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) Street improvements including, but not limited to, curb, gutter, sidewalk, pavement, drainage systems, traffic striping, signing, medians and markings, etc. along all existing and proposed City streets, as required by Engineering.
  - b) Grading shall comply with the City grading ordinance. 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.
  - c) A rough grading permit may be approved by the Engineering Department prior to approval of the improvement plans.
  - d) Access to the floodplain shall be provided as required by Engineering and the Streets Department.
  - e) 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. \*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)*
15. The grading plans for the site shall be accompanied with a shed map that defines that area tributary to this site. All drainage facilities shall be designed to accommodate the tributary flow. All on-site storm drainage shall be collected on-site and shall be routed to the nearest existing storm drain stub of the natural drainage course. (Engineering)
16. 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)
17. The grading plans shall be accompanied with engineered structural calculations for all retaining walls greater than four (4) feet in height. All retaining walls shall be of either split-faced masonry units, keystone type construction, or cast in place concrete with fascia treatment. (Engineering)
18. 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)
19. 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)
20. Prior to construction within any phase of the project, high visibility temporary construction fencing shall be installed along the parcel adjacent to the Preserve. Fencing shall be maintained daily until permanent fencing is installed, at which time the temporary fencing shall be removed from the project site, along with all temporary erosion control measures (e.g., straw bales, straw waddles and stakes, silt fencing). (Engineering, Development Services, Planning)
21. Improvement plans shall show the Preserve boundary and label it as a protected area. The Pre-Construction meeting shall address the presence of the Preserve, the sensitive habitats present and

minimization of disturbance to the Preserve. During grading and construction the preserve area shall be avoided and shall not be used for parking, storage, or project staging. The contractor shall remove all trash blown into the preserve from adjacent construction on a daily basis. (Engineering, Development Services, Planning)

22. With the exception of access required for maintenance and/or emergency vehicles, the project shall be designed to prevent vehicle access into the Preserve. Post and cable fencing or other improvements shall be utilized to meet this requirement. (Engineering, Development Services, Planning)
23. Landscaping adjacent to the Preserve shall be California native, drought-tolerant groundcover, shrubs, plants, and trees. (Development Services, Planning)
24. 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)
25. **Prior to the approval of the Improvement Plans**, the project proponent shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City, as defined by the Regional Water Quality Control Board. The SWPPP shall be submitted in a single three ring binder. Upon approval, the SWPPP will be returned to the project proponent during the pre-construction meeting. (Engineering)

#### **PRIOR TO ISSUANCE OF GRADING PERMIT OR IMPROVEMENT PLANS**

26. Prior to the approval of Improvement Plans, the applicant shall submit to ~~the~~ Development Services-Engineering Division of ~~Public Works~~ a paper copy and an electronic copy of the final set of Improvement Plans per the Division's "Digital Submission of Utility Composites" standards. Additionally, the applicant shall submit approved/proposed street names for the approved subdivision map. Final street names for the subdivision shall be approved by the Engineering Division prior to the approval of the Improvement Plans. The approved street names shall be included on the final set of Improvement Plans. (Engineering)
27. Water and sewer infrastructure shall be designed and constructed pursuant to the adopted City of Roseville Improvement Standards and Construction Standards and shall reflect the following:
  - a) Sewer and water service laterals shall not be allowed off of water and sewer mains larger than 12 inches in diameter.
  - b) Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12 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.
  - c) Water and sewer mains shall not exceed a depth of 12 feet below finished grade, unless authorized in these conditions
  - d) All sewer manholes shall have all-weather, 10-ton vehicular access unless authorized by these conditions. (Environmental Utilities)
28. 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)

29. 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)
30. 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)
31. There shall be two points of access for all phasing plans. (Fire)
32. Testing of all fire systems shall be performed prior to the sales office being opened for business. (Fire)
33. Framing construction cannot commence until access roads and public fire hydrants are approved by the Fire Department. (Fire)
34. 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)
35. 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)
36. 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)
37. 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)
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. 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)
40. 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**

41. 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) Water, sewer, and recycled water 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)

42. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)
  43. 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)
  44. 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)
  45. 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)
46. 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)
47. 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)
48. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUEs) located along public roadways. (Engineering)
49. 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)
50. 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)

51. 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)
52. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
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. 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)
56. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

#### **OTHER CONDITIONS OF APPROVAL**

57. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer’s expense. (Electric)
58. 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)
59. 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)
60. 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)
61. 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)

#### **Exhibits**

- A. 14<sup>th</sup> Addendum to the SVSP EIR
- B. Baseline Marketplace Design Guidelines
- C. Site Plans
- D. Tentative Subdivision Map

<p><b>Note to Applicant and/or Developer:</b> 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</p>
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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.